Civil Aviation Authority

SUPPLEMENT TO

BOEING / FAA APPROVED

MASTER MINIMUM EQUIPMENT LIST

FOR

BOEING 737

-100/200/300/400/500 SERIES

REVISION 13

30 January 2013

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

REVISION 13
30 January 2013

BOEING 737 - 100/200/300/400/500

Revision 13

This Master Minimum Equipment List (MMEL) is issued by the Civil Aviation Authority at the above revision and is approved as the basis for the preparation and approval of individual operators' Minimum Equipment Lists (MELs) for aircraft of this Type.

.....

H A Fowler

For and on behalf of the
Civil Aviation Authority

Correspondence concerning this document should be addressed to the office listed below:

Civil Aviation Authority
Safety Regulation Group
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Attention: MMEL Unit

MASTER MINIMUM EQUIPMENT LIST
SUPPLEMENT

REVISION 13
30 January 2013

BOEING 737 - 100/200/300/400/500

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MASTER MINIMUM EQUIPMENT LIST
SUPPLEMENT

REVISION 13
30 January 2013

BOEING 737 - 100/200/300/400/500

REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Original	1 November 1999		
Revision 1	1 August 2000		
Revision 2	1 January 2001		
Revision 3	21 May 2001		
Revision 4	25 January 2002		
Revision 5	1 August 2002		
Revision 6	25 July 2003		
Revision 6a	15 September 2003		
Revision 7	31 January 2004		
Revision 7a	3 February 2004		
Revision 8	24 November 2004		
Revision 9	17 October 2005		
Revision 9a	23 November 2005		
Revision 9b	12 January 2006		
Revision 9c	5 April 2006		
Revision 10	7 November 2006		
Revision 10a	2 April 2007		
Revision 11	23 May 2007		
Revision 11a	13 June 2007		

REVISION RECORD (Cont.)

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Revision 11b	25 July 2007		
Revision 11c	10 January 2008		
Revision 11d	17 July 2008		
Revision 12	4 September 2009		
Revision 12a	26 October 2009		
Revision 12b	2 February 2010		
Revision 12c	12 August 2010		
Revision 12d	24 May 2011		
Revision 12e	21 July 2011		
Revision 12f	21 February 2012		
Revision 13	30 January 2013		

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S34-4	Revision 11	23 May 2007
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INTRODUCTION

Guidance in the use of this Supplement

1. This supplement identifies only the differences from the FAA MMEL for the Boeing 737, as well as giving CAA Policy on some items. The information presented in the FAA MMEL for the aircraft type is acceptable to the CAA except where superseded by an item in this supplement. Any alleviations given in this supplement supersede those given in the FAA MMEL.

2. Item numbering in the supplement aligns with the FAA MMEL, where applicable.

3. The standard Preamble and Definitions appropriate to a CAA MMEL are included here. These should be applied, in conjunction with those in the FAA MMEL, to any MEL generated by the use of this supplement.

4. Unless superseded by information within this supplement, where the FAA MMEL refers to an item "As required by 14 CFR" it shall be interpreted as meaning "As required by Air Navigation Legislation / Operating Requirements".

5. This supplement is based upon **Revision 56** of the FAA approved Boeing B737 MMEL. Additional MMEL alleviations given in later issues of the FAA MMEL shall not be used until the CAA supplement has been updated to confirm that issue as the base document.

6. This supplement does not include the MMEL for the Boeing 737-600/700/800/900 series aircraft. Operators should refer to the EASA supplement for these aircraft and the FAA MMEL, which covers all Boeing 737 aircraft series.

7. The FAA MMEL includes MMEL relief for some equipment and modifications which have been approved as FAA Supplemental Type Certificates (STCs). The UK CAA reviews MMEL relief only for those STCs which have been subject to approval by either the CAA or the European Aviation Safety Agency (EASA). That approval may have been for a CAA or EASA STC, produced for the same modification.

   The STCs for which the FAA STC MMEL relief has been reviewed and accepted by the CAA are:

   (i) SA2969SO
   (ii) SA2970SO
   at **Revision 13** of this CAA MMEL Supplement.

   MMEL relief for STCs granted in the relevant FAA MMEL revision is not permitted by the CAA unless the STC is included in the above list of STCs reviewed and accepted by the CAA.

   Note: If an aircraft is to be modified in accordance with an FAA STC, any applicable MMEL relief should be detailed as part of the STC approval application. MMEL relief for this STC will then be reviewed and the CAA MMEL Supplement will be changed if required.

INTRODUCTION (Cont.)

Guidance in the use of this Supplement (Cont.)

8. This supplement identifies those items which are required to be modified from those defined in the FAA MMEL or are introduced as additional alleviations. Where no item exists in this supplement, but an entry is stated in the FAA MMEL, the FAA MMEL is the acceptable entry.

NOTE 1 : Some items are complete replacement entries whilst others modify only parts/sections of entries - in this latter case only the amended part/section is stated in this supplement.

NOTE 2 : The text presented in bold format within this document indicates:

a) additional or altered text introduced since the CAA B737 MMEL Supplement, **Revision 12f, dated 21 February 2012**, or

b) highlighted parts of the CAA MMEL Supplement entry which differ from the FAA MMEL entry.

MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

REVISION 13
30 January 2013

BOEING 737 - 100/200/300/400/500

PREAMBLE

1. The CAA approved Master Minimum Equipment List (MMEL) provides owners/operators of United Kingdom registered aircraft, of the relevant type, with the basis for the preparation of their individual Minimum Equipment Lists (MELs). In the case of holders of Air Operator Certificates, the MEL will be included in that company's Operations Manual.

2. The approved MMEL represents a list of items of equipment which, under particular circumstances, can, to the satisfaction of the CAA, be unserviceable when the aircraft is dispatched, while still retaining the required level of safety.

3. The CAA recognises that in some respects the standard and scale of equipment provided in the aircraft may exceed the minimum required to satisfy airworthiness or Air Navigation Legislation requirements. Where necessary to achieve a satisfactory level of safety with an inoperative item, appropriate limitations are imposed or the function transferred to another component.

4. The MMEL does not include items such as wings, engines and landing gear that are always required, nor is reference made to equipment such as passenger convenience and entertainment items which, when inoperative, obviously do not affect airworthiness. It is important to note, therefore, that ANY ITEM WHICH IS RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND WHICH IS NOT INCLUDED IN THE MMEL IS ALWAYS REQUIRED TO BE OPERATIVE BEFORE A FLIGHT IS DISPATCHED. This also applies to items required by Air Navigation Legislation. Additional Certification Requirements (as appropriate), which are not listed, must be operative.

5. The MMEL may not waive a limitation or an emergency procedure which is given in the Flight Manual (FM) or override an Airworthiness Directive (AD) / Mandatory Inspection unless the FM/AD provides otherwise. Similarly, any Additional Certification Requirements or other special provisions, as appropriate, which have been determined as necessary by the CAA shall not be waived unless otherwise agreed or varied by the CAA.

6. An Owner/Operator’s MEL must receive CAA approval which thereby conveys the permission, required by the UK Air Navigation Order, to the Commander, for operation of the aircraft with specified items of equipment unserviceable.

7. The MEL may not be less restrictive than the MMEL, therefore the number of items required for dispatch shall not be less than the corresponding number in column 4 of the MMEL and any associated conditions shall be at least as severe as those specified in column 5.

8. The MMEL does not anticipate the effects of combinations of apparently unrelated unserviceabilities or allow for situations where systems are made inoperative for special purposes such as demonstration, test or crew training. Other provisions may apply to positioning or ferrying flights but these may not necessarily be included in the MMEL.

9. The MEL should indicate that a decision to operate the aircraft with multiple unserviceabilities should only be made after due consideration of possible interrelated or additive effects and, if necessary, following consultation with appropriate engineering specialists.

PREAMBLE (Cont.)

10. It is not the purpose of the MMEL to allow defects of other than optional items to remain unrectified indefinitely. The operational flexibility provided under the MMEL policy is justified only within a framework of controlled and sound programmes of repairs, replacement and servicing. Defects should be rectified expeditiously thus retaining the intended overall level of safety and reducing the possibility of a subsequent failure necessitating the removal of the aircraft from service. Particular items in the MMEL may be subject to a limitation of flight hours, number of flights or consecutive calendar days, and these must be transferred into the MEL.

    A limit of 3 calendar days for the completion of repairs or replacements has been applied to some items. Other time limits for rectification, such as those specified by the ANO, may also be applied as appropriate. Operators with established routes shall specify in the MEL at which stations, in addition to the main maintenance base, repair facilities exist.

11. This MMEL is based upon UK legislation and some of the alleviations it provides may not therefore necessarily comply with foreign legislation.

12. Where entries specify the use of (O) and/or (M) procedures, the information contained in the Boeing issued procedures for the FAA MMEL have been taken as the minimum required.

13. This supplement does not include reference to the B737-600/700/800/900 series aircraft. The EASA MMEL Supplement should be referred to for these aircraft.

14. The CAA MMELs and Supplements are produced in conjunction with a base document, generally either the MMEL issued/approved by a Foreign Airworthiness Authority or the aircraft manufacturer at a specific quoted revision number and date. There may be occasions whereby the CAA MMEL or Supplement has not been updated to consider later revisions of the base document. This could lead to instances where there are alleviations in the base MMEL which have either been revised or deleted and are now more restrictive than the corresponding CAA MMEL or Supplement entry. Operators are invited to review all new base document MMEL revisions and where necessary advise the CAA MMEL section of any significantly more restrictive alleviations introduced by the revision. The CAA will then expedite review of these variations and, where required, issue amendments to the CAA MMEL or Supplement.

    New or amended alleviations given in later issues of the base document shall not be used until the CAA MMEL or Supplement has been updated to confirm that issue of the base document is acceptable.

NOTES AND DEFINITIONS

1. In this list, the items of equipment are classified in systems according to the ATA 100 specification. Individual items within a given ATA classification are numbered sequentially.

2. "Item" (Column 1): The equipment, system, components or function as listed in Column 1.

   "(If Installed)": Indicates the listed item of equipment is not applicable to all models or configurations. It does not imply that the aircraft may be operated in accordance with this MMEL with the item removed.

   NOTE 1: Items annotated in UPPER CASE letters indicate the precise flight deck legend used.

   NOTE 2: A single computer may include several functions. The corresponding MMEL entry addresses either the computer, (if allowed totally inoperative), or individual functions. If several functions are inoperative reference must be made to each one - see Preamble items 8 and 9.

3. "Rectification Interval" (Column 2): Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators given in the "Rectification Interval" column (2) of the MMEL.

   Category A
   No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the Remarks column (5) of the MMEL.

   Where a time is specified it shall start at 00:01 on the calendar day following the day of discovery.

   Category B
   Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery. For example, if it were recorded at 10 am on January 26th, the three-day interval would begin at midnight on the 26th and end at midnight on the 29th.

   Category C
   Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery. For example, if it were recorded at 10 am on January 26th, the 10-day interval would begin at midnight on the 26th and end at midnight on February 5th.

   Category D
   Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.

   Note: Subject to the approval of the Authority, the operator may permit a one-time extension of the applicable Rectification Interval B, C or D for the same duration as that specified in the MEL.

NOTES AND DEFINITIONS (Cont.)

4. "Number Installed" (Column 3): The number of the specified items normally installed in the aircraft. This number identifies the aircraft configuration considered in developing the MMEL.

   NOTE: The operator's MEL should list the number installed in a particular aircraft.

5. "Number Required for Dispatch" (Column 4): The minimum number of the specified items required for operation provided the conditions defined in Column 5 are met.

6. "Remarks or Exceptions" (Column 5): This column includes a statement prohibiting operation or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation and appropriate notes.

   A note in column 5 indicates additional information and references for crew and/or maintenance personnel consideration; they are not part of the provisos.

   Where references are stated in column 5 these are to identify certain inter-relationships between the subject item and other MMEL items, AFM material etc. These references are intended to assist, but not relieve, an operator of the responsibility for determining such inter-relationships as stated in the Preamble.

7. Dash (-): This symbol indicates a variable quantity when used in Columns 3 or 4.

   NOTE: The operator's MEL should list the number appropriate to his particular aircraft in Columns 3 and 4.

8. Each inoperative item must be placarded to inform and remind the crew members and maintenance personnel of the equipment condition. To the extent practicable, placards should be located adjacent to the control or indicator for the item affected such that it is clear to the operating crew that it or its associated system is inoperative.

9. "Inoperative": A system or item of equipment is deemed inoperative if it malfunctions such that it does not accomplish its intended purpose and/or is not consistently functioning within its designed operating limit(s) or tolerance(s).

10. "(O)": The use of this symbol in Column 5 indicates that an appropriate operating procedure (or change to an existing procedure) must be established, published and utilised to maintain the required level of safety while operating under the terms of the (M)MEL.

    Normally, these procedures are accomplished by the flight crew. However, other personnel may be qualified and authorised to perform certain functions.

NOTES AND DEFINITIONS (Cont.)

11. "(M)": The use of this symbol in Column 5 indicates that an appropriate maintenance procedure must be established, published and utilised prior to the first flight undertaken following discovery of the defect and, if necessary, repeated at specified intervals during operation under the terms of the (M)MEL to maintain the required level of safety.

    Normally, these procedures are accomplished by maintenance personnel. However, other personnel may be qualified and authorised to perform certain functions.

    NOTE: Where an item is annotated (O)/(M), the "/" is defined as "and/or", which shows that there may be different options available in respect of the MEL procedures.

12. "As required by Air Navigation Legislation / Operating Requirements": The associated item must comply with legal provisions such as the Air Navigation Order or any other legislation (EU-OPS) in force during the flight. Operators should refer to JAR-OPS 1 MEL Policy Document (Temporary Guidance Leaflet number 26) for suitable alleviations based upon the required equipment identified within EU-OPS, subparts K and L (published in the JAA Administrative and Guidance Material, section four, Operations part three).

13. "VMC" and "IMC": The definitions of these terms are those used in Section 2 of the Air Navigation Order - Rules of the air. The definition of VMC does not include ‘VFR-on-Top’.

14. "Icing Conditions": An atmospheric condition that may cause ice to form on the aircraft or in the engines.

15. "Visible Moisture": An atmospheric environment containing water in any form that can be seen in natural or artificial light, i.e. clouds, fog, rain, sleet, hail, snow.

16. "Flight Hour": The time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing.

    NOTE: The definition differs from that given in the Air Navigation Order.

17. "ETOPS": Refers to "extended range" operations which may be defined as "operation of a two-engined aeroplane over a route that contains a point farther than one hour flying time at the normal one-engine inoperative cruise speed (in still air) from an adequate airport".

18. "Flight day": A 24-hour period (from midnight to midnight) during which at least one flight is scheduled for the affected aircraft.

NOTES AND DEFINITIONS (Cont.)

19. "Authority": The competent regulatory authority according to the country of registry; for aircraft registered in the U.K. this is the Civil Aviation Authority.

20. "Deleted": When applied to an item number, indicates that the item was previously listed but is now required to be operative.

21. "Combustible (Material)": is defined as material which is capable of catching fire and burning.

    When an MMEL item specifies the condition that only non-combustible materials are to be carried, it is the operator's responsibility to determine that all material (including containers, packing material and pallets etc) in the associated compartments is of a non-combustible nature.

    If it cannot be determined whether any proposed cargo is non-combustible, it must not be loaded in compartments where combustible materials are prohibited.

22. Extended Over-water Flight: Refers to an operation over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline.

23. "System": System means the group of directly related components which together perform a specified function, for example "RPM Indication System" would include the RPM Indicator, tachometer generator, circuit breaker and associated circuitry.

24. "Dispatch": The point at which an aircraft first moves under its own power for the purpose of commencing a flight.

    NOTE The definition above is in accordance with that given in Article 256(1)(a) of the ANO. The MEL applies to all defects that occur up to the point of dispatch, and comes into effect again when the aircraft next comes to rest at the end of its flight. In the case of a helicopter which comes to rest without stopping rotors, it is deemed to have ended its flight and the provisions of the MEL then apply until it is next dispatched.

25. This CAA document is based on the FAA MMEL, where modification status affects the eligibility of a number of entries. To ensure effectivity only applies to modified aircraft, applicable entries quote modification numbers in column 1.

NOTES AND DEFINITIONS (Cont.)

26. "Flight": For the purpose of an MEL, a flight is the period of time between the moment when an aeroplane begins to move by its own means, for the purpose of preparing for take-off, until the moment the aeroplane comes to a complete stop on its parking area, after the subsequent landing (and no subsequent take-off).

27. "It is not reasonably practical to repair or replace before the commencement of flight / it is not reasonably practicable for repairs or replacements to be made": These statements are intended to cover situations where there is a lack of a replacement part(s), inadequate engineering resources or manpower to enable the defect to be rectified.

Note: The intention of this statement in an MMEL is that the aircraft may be dispatched if there are inadequate available spares or if there are no qualified and authorised personnel on base to perform the task. The definition is not dependent on whether there is enough time available to complete the task before the next flight. If the aircraft is at a maintenance base or any other airport, but the spare(s) or manpower are not available, then the aircraft may be dispatched. As soon as the aircraft lands at an airport where the spares are available and there are qualified and authorised personnel on base, the defect must be rectified.

28. "The aircraft may depart on the flight or series of flights for the purpose of returning directly to a base where repairs or replacements can be made / the aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made": These statements are intended to allow the aircraft to be flown, using the most direct route, to the nearest maintenance base where arrangements for repairs or replacements can be made.

Note: Once the aircraft lands at the maintenance base, the aircraft shall not be dispatched until the defect has been rectified.

29. Aircraft model designations and equipment configurations applicable to this BOEING 737 Series Master Minimum Equipment List (MMEL):

CERTIFICATED MODEL	MMEL DESIGNATION
B737-100	-100
B737-200	-200
B737-300	-300
B737-400	-400
B737-500	-500

Each listed item of equipment in this MMEL is applicable to all of the above models unless the models are specified. For example, (-100/ -200) in column 1 indicates that the item is applicable to the B737-100 and B737-200 models only. If a listed item of equipment has alternates, these will be specified in column 1.

NOTES AND DEFINITIONS (Cont.)

30. Base documents used in the preparation of this MMEL are:

(a) FAA MMEL for B737-100/-200/-300/-400/-500/-600/-700/-800/-900 Series at **Revision 56, dated 19 November 2012**.

(b) CAA Policy Statements as at **30 January 2013**.

(c) CAA MMEL Supplement for B737-100/200/300/400/500 at **Revision 12f, dated 21 February 2012**.

(d) JAR-OPS 1 MEL Policy Document (TGL 26) at Revision 10.

(e) JAR-MMEL/MEL at Amendment 1, dated 1 August 2005.

BOEING 737 - 100/200/300/400/500

HIGHLIGHTS OF REVISION 13

General	The CAA MMEL supplement has been updated to reflect Revision 56 of the FAA MMEL.	
Introduction	Source documents amended.	
Notes and Definitions	Source documents amended.	
23	**Communications**	
1.	Flight Deck Speaker System	The FAA MMEL at Revision 56 is acceptable.
25	**Equipment / Furnishings**	
3.	Flight Attendant Seat Assembly	Item deleted (The FAA MMEL was accepted at Rev 54).
4.	Cabin Window Shades	New supplement item to maintain reference to passenger convenience item. 'Non-Essential Equipment and Furnishings' not applicable in UK.
26	**Fire Protection**	
16.	Lavatory Smoke Detection System	Item deleted (The FAA MMEL was accepted at Rev 55).
30	**Ice and Rain Protection**	
3.	Engine and Nose Cowl Anti-Ice Valves	Revised in line with FAA MMEL.
9.	Pitot, Pitot/Static and Temperature Probe Heater Lights	Added entry for (2) Amber (Heater Off) Lights in line with JAA Policy (TGL26) and B737-600/-700/-800/-900 EASA MMEL Supplement.
31	**Indicating / Recording Systems**	
7.	(1) Quick Access Recorder	Item moved from S31-1.
S31-1	Quick Access Recorder	Item moved to 31-7.
33	**Lights**	
8.	Landing Lights	Item deleted (The FAA MMEL was accepted at Rev 55).

HIGHLIGHTS OF REVISION 13 (Cont.)

34 Navigation

20.	Radio Altimeter Systems	Proviso (f) added re Flight Director (-300/-400/-500 only) as per FAA MMEL.

AIRCRAFT: BOEING 737-100/200/300/400/500 CAA Supplement to FAA MMEL	REVISION NO: 11 DATE: 23 May 2007	PAGE: S21-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
21 AIR CONDITIONING				
15 Main Outflow Valve				
(1) Analogue Control System Outflow Valve Actuators (AC and/or DC)	C	2	1	**Except for ETOPS operations,** one actuator may be inoperative for pressurised cargo-only flight, provided the aircraft is depressurised before landing.
	C	2	0	(M) (O) May be inoperative for unpressurised flight provided: (a) Outflow valve is deactivated open, and (b) Extended over-water flight is prohibited.
16 Pressure Relief Valves				
(1) Analogue Control System	C	2	1	(M) One may be inoperative closed for pressurised flight.
	C	2	0	(M)(O) **Except for ETOPS operations,** both may be inoperative provided flight is conducted in an unpressurised configuration.
(2) Digital Control System (-300/-400/-500)	C	2	1	(M) One may be inoperative closed for pressurised flight.
	C	2	0	(M)(O) **Except for ETOPS operations,** both may be inoperative provided: (a) Flight is conducted in an unpressurised configuration, and (b) Outflow valve is positioned to the 25% open position.
22 Forward Outflow Valve	C	1	0	Except for 737C and **STC CAA.21NE1.00092** cargo or cargo/passenger operations, may be inoperative closed.
	C	1	0	May be inoperative open provided both packs operate normally.
	C	1	0	(O) May be inoperative open with one pack operating normally provided flight altitude remains at or below FL200.

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

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AIRCRAFT: BOEING 737-100/200/300/400/500 CAA Supplement to FAA MMEL	REVISION NO: 12a DATE: 26 October 2009	PAGE: S22-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
22 AUTO FLIGHT				
20 Automatic Landing System **(AUTOLAND)**	C	1	0	**(O) The automatic approach/landing function** may be inoperative provided: (a) Approach minima do not require its use, **and** **(b) AUTOLAND status is downgraded to "CAT 1 MAN LAND".**
1) AUTOLAND Light	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
	D	2	0	May be inoperative provided procedures do not require its use.

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AIRCRAFT: BOEING 737-100/200/300/400/500 CAA Supplement to FAA MMEL	REVISION NO: 13 DATE: 30 January 2013	PAGE: S23-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
23 COMMUNICATIONS				
1 Flight deck speaker system (If installed)				**The FAA MMEL at Revision 56 is acceptable.**
3 Communication Systems (VHF and UHF)	-	-	-	**As required by Operating Requirements.**
(2) Radio Tuning Panels (If installed)	C	3	2	One may be inoperative provided left radio tuning panel operates normally.
4 Crewmember Interphone System				
(1) Passenger Configuration				
(a) Flight Deck to Cabin / Cabin to Flight Deck Functions	**-**	-	-	**As required by Operating Requirements.**
(b) Cabin to Cabin Function	**-**	**-**	-	**As required by Operating Requirements.**
7 Flight Interphone System				
(1) Flight Deck Intercom	**-**	**1**	**1**	**Must be operative for all crew members on flight deck duty.**
(2) Flight Deck to Ground	-	-	-	Refer to item 23-4.
10 Cockpit Voice Recorder System	-	-	-	**As required by Operating Requirements.**
11 High Frequency (HF) Communication System (If installed) (Includes STC EASA.IM.A.S.01591)	**-**	**-**	**-**	**As required by Operating Requirements.**

AIRCRAFT: BOEING 737-100/200/300/400/500 CAA Supplement to FAA MMEL	REVISION NO: **13** DATE: **30 January 2013**	PAGE: S23-2

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
23 COMMUNICATIONS (cont.)				
12 Emergency Locator Transmitter (ELT) (If installed)				
(1) Survival ELT(S)	D	-	-	**(M) Any in excess of the minimum required may be inoperative or missing provided the equipment is placarded inoperative, removed from the installed location and placed out of sight so that it cannot be mistaken for a functional unit.**
(2) Fixed ELT	A	-	0	**May be inoperative provided repairs or replacements are made within 6 further flights or 25 flying hours, whichever occurs first.**
	D	-	-	Any in excess of those required by **Operating Requirements** may be inoperative.
13 Flight Crew Audio Selector/Control Panels	**D**	**-**	**-**	**One required for each crew member on flight deck duty. Any in excess of those required by legislation may be inoperative.**
14 Headsets/Headphones	**D**	**-**	**-**	**One headset, including boom microphone, is required for each crew member on flight deck duty. Any in excess of those required by legislation may be inoperative.**
17 Flight Deck Hand Microphones	**D**	-	0	**Any or all may be inoperative.**
20 Handset Systems				
(1) Passenger Configuration				
(b) Cabin	-	-	-	**As required by Operating Requirements.**
21 Electronic Visual Surveillance Systems (All Installed Systems)	**-**	**-**	**-**	**As required by Operating Requirements.**

AIRCRAFT: BOEING 737-100/200/300/400/500 CAA Supplement to FAA MMEL	REVISION NO: 11 DATE: 23 May 2007	PAGE: S24-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
24 ELECTRICAL POWER				
1 Engine Driven Generator System	**A**	2	1	(M)(O) Except for ETOPS operations, **one generator or CSD** may be inoperative provided: **(a) The APU and its generator operate normally and supplies power to the aircraft electrical system,** **(b) The aircraft is operated in accordance with approved procedures/limitations for in flight use of the APU, and** **(c) Repairs or replacements are made within three calendar days.** **<u>Note:</u> Alternative operational procedures to maintain fuel above 0°C are only required when the fuel heater is known to be inoperative – see item 49-13.**
2 APU Generator	C	1	0	Except for ETOPS operations, may be inoperative **provided both engine driven generators and associated drives are operative.**
9 AC Ammeters	C	**3**	**2**	**May be inoperative for an inoperative generator.**
19 APU GEN OFF BUS Light	C	1	0	May be inoperative provided: (a) APU frequency meter operates normally, (b) APU ammeter operates normally, and **(c) At least one GEN OFF BUS light is operative.**

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AIRCRAFT: BOEING 737-100/200/300/400/500 CAA Supplement to FAA MMEL	REVISION NO: **13** DATE: **30 January 2013**	PAGE: S25-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
25 EQUIPMENT/FURNISHINGS				
2 Crewmember Shoulder Harness				
(1) Inertia Reels	**A**	**-**	**-**	**May be inoperative provided:** **(a) The affected harness is adjusted and locked by an approved means to suit the requirements of the individual Flight Crew Member, and** **(b) Repairs or replacements are carried out within 3 calendar days.**
4 Cabin Window Shades	**D**	**-**	**0**	**May be inoperative in a compartment used for cargo provided AFM Limitations are observed.** **Note: Passenger Cabin Window Shades in compartments configured for passengers only are considered a passenger convenience item.**
5 Cargo Compartment Restraint Components	**D**	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e. an approved Cargo Loading Manual or Weight and Balance Document are observed.
	C	-	-	May be inoperative or missing provided associated cargo compartment remains empty.
	C	-	-	May be inoperative or missing provided pallet with inoperative lock(s) is removed.
9 "FASTEN SEAT BELTS WHILE SEATED" Signs or Placards	**-**	-	-	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
25 EQUIPMENT/FURNISHINGS (cont.)				
10 **Passenger Convenience Items (If installed)**	**D**	**-**	**0**	**Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.** **<u>Note:</u> Lavatory door ashtrays (internal and external) are not considered convenience items.**
11 Flight Deck Observer Seats				
(1) Forward Observer Seat	**C**	1	0	**May be inoperative provided the seat is not used, and is correctly stowed.**
(2) Second Observer Seat	D	1	0	**May be inoperative provided the seat is not used.**
12 Emergency Torch Holders and Torches				
(1) Cabin	**-**	-	-	**As required by Operating Requirements.**
(2) Flight Deck (if installed)	**-**	-	-	**As required by Operating Requirements.**
17 Emergency Medical Equipment				
(1) First Aid Kit and / or Associated Equipment	D	-	-	Any in excess of those required by **Operating Requirements** may be incomplete, missing, or inoperative.
	A	**-**	**-**	**If more than one kit is required, one of the required first aid kits may be incomplete for a maximum of 2 flight days.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
25 EQUIPMENT/FURNISHINGS (cont.)				
17 Emergency Medical Equipment (cont.)				
(2) Emergency Medical Kit and / or Associated Equipment	D	-	-	Any in excess of those required by **Operating Requirements** may be incomplete, missing, or inoperative.
	A	**-**	**-**	**The emergency medical kits may be incomplete for a flight to a destination where repairs or replacements can be made, but not to exceed a maximum of 2 flight days.**
(3) Augmented Emergency Medical Kit				**Item deleted at Revision 10.**
(4) Automatic External Defibrillators (AED) and / or Associated Equipment	D	-	-	Any in excess of those required by **Operating Requirements** may be incomplete, missing or inoperative.
18 Flotation Equipment **(Lifejackets and life rafts)**	**-**	-	-	**As required by Operating Requirements.**
23 Automatic Cargo Loading Systems (If installed)	D	-	0	**(O) May be inoperative provided alternate approved procedures are established and used.** Note: Any portion of the system(s) that operates normally may be used.

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
ADDITIONAL ITEMS				
S25-1 Portable Protective Breathing Equipment (PBE)	**D**	**-**	**-**	**(M) PBE which is stowed in an approved stowage, but is in excess of the required minimum crew complement, may be inoperative provided it is placarded to that effect and must either remain in an approved stowage or be removed from the aircraft.** **Note: PBE which:** **a) cannot be stowed in an approved stowage (whether inoperative or not); or** **b) is a replacement item** **is subject to the requirements of the International Civil Aviation Organization's Technical Instructions for the Safe Transport of Dangerous Goods by Air.**
S25-2 Emergency Evacuation Devices (Slides / Sliderafts) Including Inflation Medium	**-**	**-**	**-**	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
26 FIRE PROTECTION				
4 Wheel Well Fire Detection System	**-**	**1**	**1**	**Must be operative.**
8 APU Fire Detection System				
(2) APU DET INOP Light (If installed)	C	1	0	(O) May be inoperative extinguished provided: (a) APU fire detection system **is verified to operate normally, and** (b) **The APU fire warning system is verified to operate normally by conducting a fire warning test before each APU start.**
(4) External Warning Horn/Warning Light	C	1	0	**(M)/(O)** May be inoperative for ground operation provided the flight deck APU Overheat / Fire Protection Panel is continuously monitored.
10 Fire Warning Bell	-	-	-	**Must be operative.**
11 Master Fire Warning Lights	-	-	-	**Must be operative.**
15 Lavatory Fire Extinguisher Systems	**C**	**-**	**-**	**Any or all may be inoperative.**
19 Lower Cargo Compartment Fire Detection/Suppression Systems (If installed)	**D**	-	0	**May be inoperative.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
27 FLIGHT CONTROLS				
14 Rudder Trim Indicator	-	1	**1**	**Must be operative.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
28 FUEL				
6 Flight Deck Fuel Quantity Indicators (Main Tanks)	C	2	1	(M)(O) Except for ETOPS operations, one may be inoperative provided: (a) All boost pumps in associated tank operate normally, (b) Fuel flow meters operate normally, (c) **When centre tank fuel is carried,** centre tank indicator operates normally, (d) Flight crew periodically computes fuel remaining, or checks fuel remaining against a pre-computed burn chart, and (e) Fuel quantity in the associated main tank is verified by an acceptable procedure. **<u>Note:</u> FMC use may be affected by incorrect fuel quantity indication.**
7 Flight Deck Fuel Quantity Indicator (Centre Tank) (3) (-100 / -200 / -300 / -400 / -500)	C	1	0	(M) Except for ETOPS operations, may be inoperative provided: (a) Both centre tank boost pumps operate normally, (b) Fuel quantity in centre tank is verified by an acceptable procedure, **(c) Either fuel used indicator operates normally, and** **(d) Flight Manual Limitations are observed.** **<u>Note:</u> FMC use may be affected by incorrect fuel quantity indication.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
28 FUEL (cont.)				
11 Fuelling Bay Fuel Cap (If installed)	D	1	0	**May be missing provided:** **(a) Receptacle is free of contamination before each refuelling, and** **(b) No leakage exists after refuelling.**
13 Manually Operated Defuelling Valve	**-**	**1**	**1**	**Must be operative.**
15 Flight Deck Fuel Quantity Indicators (Aft Auxiliary Tank) (If installed)				
(1) Boeing Tank Indicator (Boost Pump Transfer System)	C	1	0	(M)(O) **Except for ETOPS operations,** may be inoperative provided both boost pumps operate normally when tank is fuelled.
	C	1	0	May be inoperative provided tank remains empty.
(2) Rogerson/PATS Aux Tank Indicator (Pressurised Transfer System)	C	1	0	(M)(O) **Except for ETOPS operations,** may be inoperative provided: (a) Both auxiliary fuel transfer systems operate normally, (b) Flight deck centre tank fuel quantity indicator operates normally, (c) Tank is emptied and serviced with a known quantity of fuel, and (d) AFM normal procedures are used for in-flight fuel transfer.
	C	1	0	May be inoperative provided fuel tank remains empty.
22 FUEL VALVE CLOSED Lights	**-**	**2**	**2**	**Must be operative.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
29 HYDRAULIC POWER				
17 Reservoir Quantity Indicator (Wheel Well)	C	**1**	0	**May be inoperative provided flight deck indicator operates normally.**
	C	**1**	0	**(M) May be inoperative provided:** **(a) Quantity is verified before departure,** **(b) System pressure indicator operates normally, and** **(c) Pump low pressure lights operate normally.**
18 Reservoir Fill System (Wheel well)	C	1	0	**(M) May be inoperative provided an alternative approved means of servicing the hydraulic system is established and utilised.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
30 ICE AND RAIN PROTECTION				
1 Wing Anti-Ice Valves	C	2	0	(M)(O) Except for ETOPS operations one or both may be inoperative closed provided the aircraft is not operated in known or forecast icing conditions.
(1) (-100/-200)	C	2	0	(M)(O) One or both may be inoperative open provided: (a) The valve is manually closed for engine start, (b) Associated manifold is depressurised when outside temperature is above 10°C(50°F) **except for engine start,** (c) Associated engine bleed thrust limits are followed when the manifold is pressurised, and (d) Air conditioning and pressurisation requirements are followed when one or both manifolds are depressurised.
3 Engine and Nose Cowl Anti-Ice Valves				
(1) (-100/-200)	C	6	5	(M)(O) **Except for ETOPS operations,** one may be inoperative closed provided: (a) All remaining anti-ice valves operate normally, and (b) The aircraft is not operated in known or forecast icing conditions.
	C	6	5	(M)(O) One may be inoperative open provided: (a) **All remaining valves operate normally,** (b) **Operating temperature for cowl valves is limited to 50 degrees F (10 degrees C) maximum (ambient or total air temperature) unless S/B 71-1045 or 71-1046 "Nose Cowl TAI Spray Ring Modification" or production equivalent has been incorporated, and**

				(c) Appropriate performance adjustments are applied.

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
30 ICE AND RAIN PROTECTION (cont.)				
3 Engine and Nose Cowl Anti-Ice Valves (cont.)				
(2) (-300/-400/-500)	C	2	1	(M) **Except for ETOPS operations,** one may be inoperative closed provided aircraft is not operated in known or forecast icing conditions.
	C	2	1	(M) (O) One may be inoperative locked open provided: (a) **Associated** High Stage Valve is considered inoperative, (b) Ambient temperature is below 100°F (38°C), (c) A minimum of 60% N1 is maintained on the associated engine during flight in icing conditions, **and** (d) **Appropriate performance adjustments are applied.**
5 Pitot/Static Probe Heaters				
(c) Pitot / Static Heaters (Upper Probes)	**B**	**2**	**1**	**Pilot's or copilot's heater may be inoperative for day VMC provided the aircraft is not operated in visible moisture, or in known or forecast icing conditions.** **Note: The pitot / static heating system is required to be operative for RVSM operations.**
8 Angle of Attack Sensor Heater(s) / Stall Warning System Sensor Heater(s) / Alpha Vane Heater(s)	**C**	**-**	**0**	**Except for ETOPS operations, may be inoperative provided aircraft is not operated in known or forecast icing conditions.**

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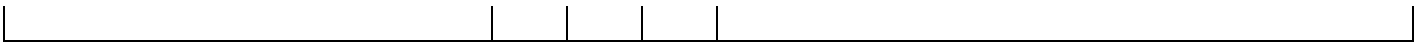
(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
30 ICE AND RAIN PROTECTION (cont.)				
9 Pitot, Pitot/Static and Temperature Probe Heater Lights				
(2) Amber (Heater Off) Lights				
(a) Pitot and Pitot/Static	**B**	**-**	**1**	**(M) Any in excess of one may be inoperative provided:** **(a) Associated heater is verified to operate normally prior to each flight,** **(b) Flight is conducted under day VMC, and** **(c) The aircraft is not operated in known or forecast icing conditions.**
13 Windshield Wiper System	C	2	0	May be inoperative provided the aircraft is not operated in precipitation within **arrival or departure areas, and approach minima do not require their use.**
(4) High Speed Function	C	2	**0**	**May be inoperative provided the associated low speed function operates normally.**



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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
31 INDICATING/RECORDING SYSTEMS				
1 Clocks	-	-	-	**As required by Operating Requirements.**
2 Flight Data Recorder (FDR) System	-	-	-	**As required by Operating Requirements.**
3 Engine Pressure Ratio Limit (EPRL) System				**Moved to item 77-7.**
7 (1) Quick Access Recorder (QAR)	**A**	**-**	**-**	**May be inoperative subject to arrangements approved by the Authority. Alternate data sources, where practicable, should be considered and used in the absence of the primary data source.** **Note 1: Any alleviation and corresponding rectification interval will be dependent upon the usage requirements of the QAR for individual operators, but should not exceed 60 days, and will be subject to approval by the Authority.** **Note 2: If the equipment is used for purposes other than meeting the operator's Flight Data Monitoring Programme, then the dispatch deviation and rectification interval quoted elsewhere within the MMEL must be observed.**
ADDITIONAL ITEM				
S31-1 Quick Access Recorders (QAR)				**Moved to Item 31-7**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
32 LANDING GEAR				
6 Landing Gear Warning and Indicating System	C	-	2	**Either the downlock visual indication system or the additional gear indicating system located on the overhead panel may be inoperative provided the centre panel indications operate normally.**
(1) Secondary Gear Warning System (Pemco F/QC)	B	1	0	(O) May be inoperative provided Main Gear and Nose Gear Viewer are accessible during all phases of flight.
13 Hydraulic Brake Pressure Indication System				
(1) (-100/-200)				
(a) Wheel Well Brake Accumulator Gauges	C	2	0	**(M)** One or both may be inoperative provided: (a) **Brake accumulator pre-charge pressure is verified within limits before each departure, and** (b) Associated flight deck brake pressure indicator operates normally.
(b) Flight Deck HYD BRAKE PRESS Indicator Systems	C	2	1	(M) One brake indication (A or B) may be inoperative provided associated **brake accumulator pre-charge pressure is verified within limits before each departure.**
(2) (-300/-400/-500)				
(a) Wheel Well Brake Accumulator Gauge	C	1	0	**(M)** May be inoperative provided: **(a) Brake accumulator pre-charge pressure is verified within limits before each departure, and** (b) Flight deck brake pressure indicator operates normally.
(b) Flight Deck HYD BRAKE PRESS Indicator System	C	1	0	(M) May be inoperative provided **brake accumulator pre-charge pressure is verified within limits before each departure.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
33 LIGHTS				
1 **Flight Deck** and Instrument Lighting Systems	**-**	-	**-**	**As required by Operating Requirements.**
2 Cabin Interior **Lighting** (Includes Pemco –300 QC)	**C**	**-**	**-**	**Individual lights may be inoperative provided:** **(a) Lighting is acceptable for the cabin crew to perform their duties, and** **(b) Cabin emergency lighting is operative.**
	D	**-**	**-**	**May be inoperative provided passengers are not carried.** **<u>Note 1:</u> Reading lights are not included as they are considered non-safety related items.** **<u>Note 2:</u> For aircraft fitted with photoluminescent escape path marking system, see Item 33-19 for additional requirements for cabin lighting.**
3 Passenger Lighted Information Signs (“NO SMOKING/FASTEN SEAT BELT/RETURN TO SEAT”)	**-**	-	-	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
33 LIGHTS (cont.)				
6 Anti-Collision **Light System**				
(1) Fuselage Light (Beacon or Strobe Type)	**C**	**-**	**1**	**(O) Either the upper or lower fuselage lights may be inoperative provided all white wing-tip strobe lights are operative.**
	C	**-**	**0**	**(O) One or more may be inoperative for daylight operations provided all white wing-tip strobe lights are operative.** **Note: If the fuselage anti-collision light(s) is/are inoperative, alternative procedures must be established and used when the aircraft is on the ground with the engine(s) running.**
(2) Wing-Tip/Tail Strobe Lights (If installed)	**C**	**-**	**0**	**One or more may be inoperative.**
7 Wing Illumination Lights	-	-	-	**As required by Operating Requirements.**
11 Wing Tip Position Lights	**C**	**4**	**0**	**May be inoperative for day operations.**
	C	**-**	**-**	**Any in excess of the minimum required may be inoperative for night operations**
19 Floor Proximity Emergency Escape Path Marking System	**-**	**-**	**-**	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION				
2 Mach / Airspeed Warning Systems				
(2) Clacker				
(a) **(-100)**	C	-	1	
	B	-	0	Systems may be inoperative provided: (a) Both Mach indicators operate normally, (b) 340 KIAS / .78 Mach airspeed limitations are observed, and (c) If the overspeed warning occurs earlier than scheduled during flight, speed must remain below the point at which the warning occurs.
	B	-	0	System may be inoperative provided: (a) Both Mach indicators operate normally, (b) 340 KIAS / .78 Mach airspeed limitations are observed, and (c) If the overspeed warning occurs below .78 Mach, the system must be deactivated by pulling the associated circuit breaker and observe speed limits.

(cont...)

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (cont.)				
2 Mach/Airspeed Warning Systems (cont.)				
(2) Clacker (cont.)				
(b) **(-200)**	C	-	1	
	B	-	0	Systems may be inoperative provided: (a) Both Mach indicators operate normally, **(b) 350 KIAS at sea level increasing to 365 KIAS at 22,400ft / .82 Mach airspeed limitations are observed, and** (c) If the overspeed warning occurs earlier than scheduled during flight, speed must remain below the point at which the warning occurs.
	B	-	0	Systems may be inoperative provided: (a) Both Mach indicators operate normally, **(b) 350 KIAS at sea level increasing to 365 KIAS at 22,400ft / .82 Mach airspeed limitations are observed, and** (c) If the overspeed warning occurs below **.82 Mach,** the system must be deactivated by pulling the associated circuit breaker and observe speed limits.
(c) (-300/-400/-500)	C	2	1	
	B	2	0	Systems may be inoperative provided: (a) Both Mach indicators operate normally, (b) 330 KIAS / .76 Mach airspeed limitations are observed, and (c) If the overspeed warning occurs earlier than scheduled during flight, speed must remain below the point at which the warning occurs.

(cont...)

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (cont.)				
2 Mach/Airspeed Warning Systems (cont.)				
(2) Clacker (cont.)				
(c) (-300/-400/-500) (cont.)	B	2	0	Systems may be inoperative provided: (a) Both Mach indicators operate normally, (b) 330 KIAS / .76 Mach airspeed limitations are observed, and (c) If the overspeed warning occurs below .76 Mach, the system must be deactivated by pulling the associated circuit breaker and observe speed limits.
3 Altimeter Vibrators **(aircraft not equipped with EFIS)**				
(1) Servo Pneumatic	C	2	1	One may be inoperative provided associated air data computer operates normally.
(2) Pneumatic	C	2	1	One may be inoperative provided VMC exists at departure and arrival airports.
(3) Pneumatic (With Electric / Electronic Altimeter)	C	1	0	May be inoperative provided VMC exists at departure and arrival airports.
(4) One Pneumatic and One Servo Pneumatic	C	2	1	Servo Pneumatic may be inoperative provided the associated air data computer operates normally.
	C	2	1	Pneumatic may be inoperative provided VMC exists at departure and arrival airports.
(5) Standby Altimeter Vibrator (With Electric / Electronic Altimeter)	C	1	0	May be inoperative provided VMC exists at departure and arrival airports. **<u>Note:</u> Altimeters are required to be operative for RVSM operations.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (cont.)				
6 Attitude Director Indicators (ADI)	**A**	**2**	**1**	**(O) Non-handling pilot's ADI may be inoperative for day VMC provided:** **(a) The Standby Attitude Indicator operates normally, and** **(b) Repairs or replacements are made within three calendar days.**
7 Standby Horizon Indicator				
(2) ILS Indication (If installed)	**C**	-	0	**May be inoperative provided the main ILS systems required by legislation are operative. Refer to item 34-17.**
10 Directional Gyro Compass System	**A**	**-**	**-**	**Except for ETOPS operations one may be inoperative for day VMC only provided:** **(a) The Standby Magnetic Compass operates normally, and** **(b) Repairs or replacements are made within three calendar days.** **<u>Note:</u> Flight Recorder requirements must be considered.**
13 Distance Measuring Equipment Systems (DME)	**-**	-	-	**As required by Operating Requirements.**
14 Marker Beacon Receiver System	**-**	-	**-**	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (cont.)				
15 Weather Radar System	**A**	**1**	0	**(O) Required when flying for the purpose of public transport except that a flight may commence if the system is unserviceable:** **(a) such that the weather radar display is provided to only one pilot, as long as the aircraft flies to a place where it is reasonably practicable for the system to be repaired, or** **(b) when the weather reports or forecasts available to the commander of the aircraft indicate that cumulo-nimbus clouds or other potentially hazardous weather conditions, which can be detected by the system when in working order, are unlikely to be encountered on the intended route, or planned diversion therefrom, or the commander has satisfied himself that any such weather conditions will be encountered in daylight and can be seen and avoided, and the aircraft is in either case operated throughout the flight in accordance with any relevant instructions given in the Operations Manual.**
(1) Windshear Detection and Avoidance System (Predictive) (If installed)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. Note: Operators' alternate procedures should include reviewing windshear avoidance and windshear recovery procedures
	C	-	0	(O) May be inoperative provided: (a) Alternate procedures are established and used, and (b) Windshear Warning and Guidance System (Reactive) operates normally.
(2) Autotilt / Multiscan Function (including STC CAA.21NE2.00006) (If installed)	C	1	0	May be inoperative provided manual tilt function operates normally.

(cont...)

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (cont.)				
15 Weather Radar System (cont.)				
(3) Stabilization Function (If installed)	C	1	0	(M) May be inoperative provided: (a) Manual tilt control operates normally, and (b) Antenna is verified to scan in a horizontal plane with the tilt at zero degrees.
16 Radio Compass (ADF) Systems	**-**	-	-	**As required by Operating Requirements.**
17 VHF Navigation Systems (VOR/ILS)	**-**	-	-	**As required by Operating Requirements.**
18 ATC Transponder / Automatic Altitude Reporting Systems	**-**	-	**-**	**As required by Operating Requirements.** **Note: This system is required to be operative for RVSM operations.**
19 Instrument Comparator or Warning System (-200/-300/-400/-500) (If installed)	**A**	**-**	**-**	**May be inoperative for day VMC provided:** **(a) The standby Attitude Indicator operates normally, and** **(b) Repairs or replacements are carried out within three calendar days.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (cont.)				
20 Radio Altimeter Systems				
(1) Receiver/Transmitters **(-100/-200/-300/-400/-500)**	**C**	-	**1**	(M)(O) **Either No. 1 or No. 2 system** may be inoperative deactivated provided: (a) Approach minima or operating procedures do not require its use, (b) Associated autopilot is not used for approach and landing, (c) Autothrottle is not used for approach and landing, **(d) GPWS / TAWS operates normally, or dispatch deviation and rectification interval for inoperative GPWS/TAWS is observed (refer to item 34-26),** **(e) ACAS operates normally, or dispatch deviation and rectification interval for inoperative ACAS is observed (refer to item 34-40), and** **(f) For -300/-400/-500, Flight director is not used for approach and landing** **Note: No further relief is permitted.**
21 Air Data System (Non Electrical Airspeed Indicators) (-200) (If installed)	A	-	0	(O) May be inoperative provided: (a) Dispatch deviations for associated equipment are observed, (b) All associated equipment is listed in this column of each operator's MEL, and (c) Repairs are made within 3 flight days. **<u>Note 1:</u> This item is applicable to Air Data Computers that do not provide airspeed / mach to the airspeed indicators.** **<u>Note 2:</u> This item provides relief for aircraft that do not require the Air Data Computer to be operative for the ASI (non-electric) to operate normally.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (cont.)				
25 Altitude Alerting System	**-**	**-**	**-**	**As required by Operating Requirements.** **<u>Note:</u> The altitude alerting system is required to be operative for RVSM operations.**
26 Ground Proximity Warning System (GPWS) **(including TAWS)**	-	-	-	**As required by Operating Requirements.**
(1) Runway Awareness and Advisory System (RAAS) (if installed)	**C**	**1**	**0**	**May be inoperative**
27 Long Range Navigation System (INS, Loran, Omega) (If installed)	**-**	-	**-**	**As required by Operating Requirements.**
36 Flight Management Computer System (FMCS) (-300/-400/-500)				
e) Navigation Databases	**A**	-	-	(O) May be out of currency provided: (a) **Current aeronautical information** is used to verify Navigation Fixes prior to dispatch, (b) Procedures are established to verify status and suitability of Navigation Facilities used to define route of flight, and **(c) The navigation database is updated to the current standard within 10 calendar days.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (cont.)				
40 Airborne Collision and Avoidance System (ACAS II)				
(1) ACAS II System	**A**	-	0	(M)(O) May be inoperative provided system is deactivated and secured and: **(a) It is not reasonably practicable for repairs or replacements to be made before the commencement of flight, and** **(b) Repairs or replacements are carried out within 10 calendar days.**
(2) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display (If installed)	C	2	1	**(O) May be inoperative on the non-flying pilot side provided TA and RA elements and audio functions are operative on flying pilot side.**
(3) Resolution Advisory (RA) Display System(s)	C	2	1	**(O)** One may be inoperative on the non-flying pilot side.
	C	-	0	(O) May be inoperative provided: **(a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and** **(b) TA Only mode is selected by the crew.**
(4) Traffic Alert (TA) Display System(s)	C	-	0	**(O) May be inoperative provided all installed RA display and audio functions are operative.**
(5) Audio Functions	**-**	**1**	**-**	**Must not be inoperative in isolation to the ACAS II system as a whole. This function must be operative in order to consider the ACAS II system operative.**
(6) Airspace Selection Function (If installed)	C	-	0	May be inoperative.
41 Engine Pressure Ratio Limit System (-100/-200) (If installed)				**Moved to item 77-7.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (cont.)				
42 Radio Magnetic Indicators (RMI) **(Includes RDMIs and RDDMIs)**	C	2	1	**Right RMI may be inoperative.**
	C	2	1	**Left RMI may be inoperative provided operations are restricted to day VMC.**
53 Automatic Dependent Surveillance Broadcast (ADS-B) System (If installed)	**-**	-	**-**	**As required by Operating Requirements.**
54 Integrated Standby Flight Instrument (IFSD) System (If installed)				
(2) ILS Indication	**C**	1	0	**May be inoperative provided main ILS systems required by legislation are operative. Refer to item 34-17.**
(5) Dedicated Battery	**B**	1	0	**May be inoperative provided operations are conducted in day VMC only.**
ADDITIONAL ITEMS				
S34-1 Vertical Speed Indicator (VSI)	**-**	**-**	**-**	**As required by Operating Requirements.**
S34-2 Doppler System	**D**	**1**	**0**	**May be inoperative provided associated circuit breaker is pulled and collared.**
S34-3 EHSI (Electronic Horizontal Situation Indicator) (-300/-400/-500)	**A**	**2**	**1**	**(M) One may be inoperative provided:** **(a) Approach minima do not require its use,** **(b) Both Symbol Generators and the Electronic Flight Instrument (EFI) transfer switch are verified to be operating normally,** **(c) The associated RDDMI operates normally,** **(cont...)**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (cont.) **<u>ADDITIONAL ITEMS</u> (cont.)** **S34-3 EHSI (Electronic Horizontal Situation Indicator) (-300/-400/-500) (cont.)**				**(d) Both EADIs operate normally,** **(e) Standby compass operates normally, and** **(f) The aircraft may continue the flight or series of flights not to exceed one flight day prior to completion of replacements or repairs.**
S34-4 EADI (Electronic Attitude Director) (-300/-400/-500)	**A**	**2**	**1**	**(M) One may be inoperative provided:** **(a) Operations are conducted in day VMC only,** **(b) Both Symbol Generators and the Electronic Flight Instrument (EFI) transfer switch are verified to be operating normally prior to each departure,** **(c) Standby Attitude Indicator operates normally,** **(d) Both EHSIs operate normally, and** **(e) The aircraft may continue the flight or series of flights not to exceed one flight day prior to the completion of replacements or repairs.** **<u>Note:</u> In the event of an Attitude Alert, true aircraft attitude may be determined by comparison of each primary attitude source with the Standby Horizon Indicator.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
35 OXYGEN				
1 Crew Oxygen System	**-**	**-**	**-**	**As required by Operating Requirements.**
2 Passenger Service Units (PSUs)	B	-	-	(M) One or more passenger service units (PSUs) may be inoperative **without flight altitude restriction** provided: (a) Affected seats are blocked and placarded to prevent occupancy, and (b) Units operate normally for all usable **passenger seats,** lavatory compartments and flight attendant locations.
(1) Automatic presentation	C	1	0	(M)(O) May be inoperative provided: (a) The manual deployment system operates normally, and (b) The aircraft remains at or below FL300.
(2) Door latches	B	-	-	(M) Automatic opening feature of the door latch(es) may be inoperative unlatched and taped closed provided: (a) PSU oxygen system operates normally, (b) The aircraft remains at or below FL250, and (c) Passenger(s) occupying the seat(s) with the inoperative door latch(es) are briefed on oxygen mask procedure.
4 Portable Oxygen Dispensing Units (Bottle and Mask)	**-**	-	-	**As required by Operating Requirements.** **<u>Note:</u> The portable oxygen supplies required by ANO Scales L1 and L2 are totally separate from the requirements of Scale R2.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
35 OXYGEN (cont.)				
5 Passenger Oxygen System	**A**	1	0	(M)(O) May be inoperative provided: (a) Flight is not conducted where the minimum enroute altitude is above 14,000 feet MSL, (b) Both air conditioning packs and all other components of the pressurisation system operate normally, (c) Maximum altitude does not exceed FL 250, (d) Portable oxygen units **containing sufficient oxygen for 30 minutes endurance** are provided for 10% of the passengers, (e) Passengers are appropriately briefed, and **(f) Repairs or replacements are carried out within three calendar days.** **<u>Note:</u> The ANO oxygen requirements are given in Schedule 4 Scales L1 and L2. The effectivity depends upon date of first issue of a certificate airworthiness. Therefore, a given type of aircraft may have examples subject to either of the two scales of requirements.** **The amount of oxygen required varies considerably between L1 and L2, particularly for operations above FL 250/300. Provided the operator supplies the required amount of oxygen, dispatch is considered acceptable. Since there is a large number of permutations, it is proposed to refer to Operating Requirements to allow the operator to adapt the MEL as necessary within the constraints applicable. The main constraints are:** (cont...)

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
35 OXYGEN (cont.)				
5 Passenger Oxygen System (cont.)				**(a) The date of first issue of a Certificate of Airworthiness for individual aircraft,** **(b) The aircraft altitude and cabin altitude on routes flown, and** **(c) The numbers of passengers and crew carried.**
	C	1	0	May be inoperative for all cargo operations.
6 PBE Smoke Hoods				**Refer to item S25-1.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
36 PNEUMATIC				
1 Manifold Isolation Shutoff Valve				
(1) (-100/-200)	C	1	0	(M) **Except for ETOPS operations,** may be inoperative provided: (a) Valve remains closed except for engine start, and (b) Aircraft is not operated in known or forecast icing conditions.
(2) (-300/-400/-500)	C	1	0	(M) **Except for ETOPS operations,** may be inoperative provided: (a) Modified Main Engine Controls or production equivalent have been installed, (b) Valve remains closed except for engine start, and (c) Aircraft is not operated in known or forecast icing conditions.
2 Ground Pneumatic Connector Check Valve	C	1	0	(M)(O) **Except for ETOPS operations,** may be inoperative open provided: (a) The right pneumatic manifold remains depressurised after starting the right engine, (b) The aircraft is not operated in known or forecast icing conditions, and (c) Altitude remains at or below FL250.
	C	1	0	May be inoperative closed.

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
36 PNEUMATIC (cont.)				
3 Precooler Control Valves				
(1) (-100/-200)	C	2	0	(M)(O) **Except for ETOPS operations,** may be inoperative provided: (a) Associated engine bleed shutoff valve remains closed after engine start, and (b) Aircraft is not operated in known or forecast icing conditions.
(2) (-300/-400/-500)	C	2	0	(O) **Except for ETOPS operations,** may be inoperative in any position provided: (a) Associated engine bleed shutoff valve remains closed after engine start, and (b) Aircraft is not operated in known or forecast icing conditions.
	C	2	0	(M) Except for ETOPS operations beyond 120 minutes, may be inoperative full open provided aircraft is not operated in known or forecast icing conditions.
5 Engine Bleed Air Shutoff Valves (PRSOV)				
(1) (-100/-200)	C	2	0	(M)(O) **Except for ETOPS operations,** may be inoperative provided: (a) Valve is secured closed after engine start, and (b) Aircraft is not operated in known or forecast icing conditions.
	C	2	0	(M)(O) **Except for ETOPS operations,** may be inoperative provided: (a) Valve is secured closed before engine start, and (b) Aircraft is not operated in known for forecast icing conditions.

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
36 PNEUMATIC (cont.)				
7 13th Stage Bleed Air Modulating and Shutoff Valves (-100/-200)	C	2	0	(M) **Except for ETOPS operations,** may be inoperative provided the aircraft is not operated in known or forecast icing conditions.
8 Engine Bleed Trip Off Lights	C	2	0	(O) **Except for ETOPS operations,** may be inoperative provided: (a) Associated engine bleed is not used except for engine start, and (b) Aircraft is not operated in known or forecast icing conditions.

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
49 AIRBORNE AUXILIARY POWER				
2 APU Annunciator Lights (LOW OIL PRESSURE and OVERSPEED Lights)	C	2	0	**(M)** May be inoperative provided APU Auto Shutdown System operates normally.
3 APU Auto Shutdown System	C	1	0	(M)**(O)** Except for ETOPS operations, may be inoperative provided: (a) APU is not used in flight, (b) APU annunciator lights operate normally, (c) APU is monitored continuously, **(d) The EGT gauge is operative, and** **(e) The APU Fire Extinguisher System is operative.**
7 APU Bleed Air System	C	1	0	(M) May be inoperative closed. <u>Note:</u> APU may be used to provide electrical power. **No further relief is permitted.**
13 APU Fuel Heater (If installed)	C	1	0	**(O) May be inoperative provided procedures do not require the APU to be used in flight.**
	C	1	0	**(O) May be inoperative provided:** **(a) Tank fuel temperature at departure is not less than 0°C, and** **(b) The flight is planned to ensure that the fuel temperature does not go below 0°C by either rescheduling speed and altitude or by limiting flight duration to less than that required for the fuel to cool to 0°C.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
52 DOORS				
2 Aft Air Stair (-100/-200) (If installed)	C	1	0	**May be inoperative.**
5 Left Main Cabin Door Pressure Stop Fittings (FWD and AFT)	**A**	-	-	**(M)(O) One stop pin and/or one pressure pad may be missing from one pressure stop fitting on each door provided:** **(a) There are no visible defects to any of the fittings for the affected door,** **(b) Analogue cabin pressure control system operates normally in standby mode and standby is used,** **(c) Pressure differential does not exceed 3.4 psi, and** **(d) Repairs or replacements are made within three calendar days.**
	A	-	-	**(M)(O) One stop pin and/or one pressure pad may be missing from one pressure stop fitting on each door provided:** **(a) There are no visible defects to any of the fittings for the affected door,** **(b) Digital cabin pressure control system Auto or ALTN control mode operates normally,** **(c) Pressure differential does not exceed 3.4 psi,** **(d) Alternate procedures are established and used, and** **(e) Repairs or replacements are made within three calendar days.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
52 DOORS (cont.)				
6 Lower Cargo Doors Pressure Stop Fittings	**C**	-	-	**(M)(O) One stop pin and/or one pressure pad may be missing from one pressure stop fitting on each door provided:** **(a) There are no visible defects to any of the fittings for the affected door,** **(b) Analogue cabin pressure control system operates normally in standby mode and standby is used, and** **(c) Pressure differential does not exceed 3.4 psi.**
	C	-	-	**(M)(O) One stop pin and/or one pressure pad may be missing from one pressure stop fitting on each door provided:** **(a) There are no visible defects to any of the fittings for the affected door,** **(b) Digital cabin pressure control system Auto or ALTN control mode operates normally,** **(c) Pressure differential does not exceed 3.4 psi, and** **(d) Alternate procedures are established and used.**
8 Flight Deck Door Lock System	**-**	-	-	**As required by Operating Requirements.**
10 Left Main Cabin Cargo Door	-	**1**	**1**	**Must be operative.**
14 Lower Cargo Doors Hold Open Mechanism/Device (If installed)	C	2	0	May be inoperative provided: **(a) The associated door(s) is locked and closed, and** **(b) The associated cargo hold(s) is empty and is not used for any purpose.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
52 DOORS (cont.)				
16 Main Cabin Exit / Slide (All Cargo Configuration)	-	-	-	**Refer to item S52-1.**
17 Boeing / C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System	-	-	-	**Refer to item 52-8.**
18 Boeing / C&D Aerospace Enhanced Flight Deck Security Door Dead Bolt	-	-	-	**Refer to item 52-8.**
19 JAMCO Flight Deck Security Door Automatic Locking System	-	-	-	**Refer to item 52-8.**
20 Flight Deck Door Pressure Relief Panels	-	-	-	**Refer to item 52-8.**
21 JAMCO Flight Deck Security Door Mechanical Catch Pin Lock	-	-	-	**Refer to item 52-8.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
52 DOORS (cont.) **<u>ADDITIONAL ITEM</u>** **S52-1 Emergency Exits (Including Passenger Entry Doors, Galley Service Doors and Overwing Exits)** **(1) (-100/-200/-300/-500)**	**A**	**6**	**5**	**(M)(O) One exit may be inoperative provided:** **(a) The exit is secured closed prior to passenger boarding and is not used for any purpose whilst passengers are on board,** **(b) All other exits and escape slides are fully operative,** **(c) The number of passengers carried and the position of the seats which they occupy is in accordance with arrangements approved by the Authority in relation to the particular aircraft configuration,** **(d) For extended over-water operations, occupancy shall not exceed the normal rated capacity of the slide/rafts, or the remaining slide/rafts, or the rated overload capacity remaining after loss of one additional slide/raft of greatest capacity, whichever is least,** **(e) All the emergency exit and/or exit markings, signs and lights associated with the affected door must be obscured,** **(f) The exit is marked by a red disc at least 23 centimetres in diameter with a horizontal white bar across it bearing the words "NO EXIT" in red letters,** **(g) Passengers are not seated near the unserviceable exit – subject to aircraft centre of gravity limitations,** **(cont...)**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
52 DOORS (cont.) **<u>ADDITIONAL ITEM (cont.)</u>** **S52-1 Emergency Exits (Including Passenger Entry Doors, Galley Service Doors and Overwing Exits) (cont.)** **(1) (-100/-200/-300/-500) (cont.)**				**(h) The pre-take-off briefing to passengers must accurately represent the current state and condition of the aircraft's escape facilities. An oral briefing by cabin staff, or a briefing using automatic audio/visual means, or a briefing by reference to a briefing card, must be immediately qualified by an oral announcement to draw the attention of passengers to the fact that a particular exit is inoperative and displays a red "NO EXIT" disc,** **(i) Where the evacuation drill calls for cabin crew to be seated by the inoperative exit, they are briefed to direct passengers to a serviceable exit,** **(j) Not more than 72 hours have elapsed since the exit became inoperative, and** **(k) The aircraft does not exceed 5 (five) further flights with the exit inoperative.** **(cont...)**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
52 DOORS (cont.) **<u>ADDITIONAL ITEM (cont.)</u>** **S52-1 Emergency Exits (Including Passenger Entry Doors, Galley Service Doors and Overwing Exits) (cont.)** **(2) (-400)**	**A**	**8**	**7**	**(M)(O) One exit may be inoperative provided:** **(a) The exit is secured closed prior to passenger boarding and is not used for any purpose whilst passengers are on board,** **(b) All other exits and escape slides are fully operative,** **(c) The number of passengers carried and the position of the seats which they occupy is in accordance with arrangements approved by the Authority in relation to the particular aircraft configuration,** **(d) For extended over-water operations, occupancy shall not exceed the normal rated capacity of the slide/rafts, or the remaining slide/rafts, or the rated overload capacity remaining after loss of one additional slide/raft of greatest capacity, whichever is least,** **(e) All the emergency exit and/or exit markings, signs and lights associated with the affected door must be obscured,** **(f) The exit is marked by a red disc at least 23 centimetres in diameter with a horizontal white bar across it bearing the words "NO EXIT" in red letters,** **(g) Passengers are not seated near the unserviceable exit – subject to aircraft centre of gravity limitations,** **(cont...)**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
52 DOORS (cont.) **<u>ADDITIONAL ITEMS (cont.)</u>** **S52-1 Emergency Exits (Including Passenger Entry Doors, Galley Service Doors and Overwing Exits) (cont.)** **(2) (-400) (cont.)**				**(h) The pre-take-off briefing to passengers must accurately represent the current state and condition of the aircraft's escape facilities. An oral briefing by cabin staff, or a briefing using automatic audio/visual means, or a briefing by reference to a briefing card, must be immediately qualified by an oral announcement to draw the attention of passengers to the fact that a particular exit is inoperative and displays a red "NO EXIT" disc,** **(i) Where the evacuation drill calls for cabin crew to be seated by the inoperative exit, they are briefed to direct passengers to a serviceable exit,** **(j) Not more than 72 hours have elapsed since the exit became inoperative, and** **(k) The aircraft does not exceed 5 (five) further flights with the exit inoperative.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
53 FUSELAGE				
ADDITIONAL ITEM				
S53-1 Fuselage Adjacent to Main Static Vents / Pitot / Static Systems	**-**	**-**	**-**	**(M) For RVSM operations, fuselage damage must be within approved limits.**

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AIRCRAFT: BOEING 737-100/200/300/400/500 CAA Supplement to FAA MMEL	REVISION NO: 11 DATE: 23 May 2007	PAGE: S56-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
56 WINDOWS				
ADDITIONAL ITEMS				
S56-1 Flight Deck Windows	**D**	**-**	**-**	**(M)(O) Damage may be acceptable provided the serviceability of the window is determined by reference to the Inspection / Check Procedures as specified in the Maintenance Manual.** **Note: Window heat defects are covered under item 30-11.**
S56-2 Passenger Compartment Window	**D**	**-**	**-**	**(M) Damage may be acceptable provided the serviceability of the window is determined by reference to the Inspection / Check Procedures as specified in the Maintenance Manual.**

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AIRCRAFT: BOEING 737-100/200/300/400/500 CAA Supplement to FAA MMEL	REVISION NO: 11 DATE: 23 May 2007	PAGE: S77-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
77 ENGINE INDICATING				
5 Vibration Indicating Systems **(Not applicable if Mod BAC/737/050 is embodied)**	C	2	**1**	**One may be inoperative.**
7 Engine Pressure Ratio Computer	**C**	**1**	**0**	**May be inoperative.**
10 LOW IDLE Light (-300/-400/-500)	-	1	**1**	**Must be operative.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
78 EXHAUST				
1 Thrust Reverser Systems				
(1) (-100/-200)	C	2	1	**(M)(O) One may be inoperative provided:** **(a) The inoperative reversers are secured in the closed (forward thrust) position,** **(b) Reverser(s) may be used in override mode provided system(s) are armed only after landing,** **(c) Operations on slippery runways (very wet or icy), or runways contaminated by snow, slush or standing water are prohibited,** **(d) All ground spoilers operate normally,** **(e) Max EPR must be used for take-off i.e. reduced take-off EPR must not be used, except that use of reduced take-off EPR is permitted on DRY runways,** **(f) The Emergency Distance to be used in the D and V1/VR charts must be the corrected emergency distance available for the runway reduced by 11%. Then carry out calculations of take-off weight and V1 as in the usual way, and** **(g) The landing distance field lengths should be calculated in the usual way and then increased by 130 meters (426.5ft).** **<u>Note</u>: The engine with the operative thrust reverser should not be shut down until the aircraft is on the stand.**
	A	2	**0**	**(M)(O) Both may be inoperative provided:** **(a) The inoperative reversers are secured in the closed (forward thrust) position,** **(b) Reverser(s) may be used in override mode provided system(s) are armed only after landing,** **(cont...)**

AIRCRAFT: BOEING 737-100/200/300/400/500 CAA Supplement to FAA MMEL	REVISION NO: 11 DATE: 23 May 2007	PAGE: S78-2

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
78 EXHAUST (cont.) 1 Thrust Reverser Systems (cont.) (1) (-100/-200) (cont.)				**(c) Operations on slippery runways (very wet or icy), or runways contaminated by snow, slush or standing water are prohibited,** **(d) All ground spoilers operate normally,** **(e) Max EPR must be used for take-off i.e. reduced take-off EPR must not be used, except that use of reduced take-off EPR is permitted on DRY runways,** **(f) The Emergency Distance to be used in the D and V1/VR charts must be the corrected emergency distance available for the runway reduced by 11%. Then carry out calculations of take-off weight and V1 as in the usual way,** **(g) The landing distance field lengths should be calculated in the usual way and then increased by 130 meters (426.5ft),** **(h) The aeroplane does not exceed 8 further consecutive flights or 72 hours, whichever occurs first, and** **(i) Any cockpit voice recorder required to be carried is operative.** **(cont...)**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
78 EXHAUST (cont.)				
1 Thrust Reverser Systems (cont.)				
(2) (-300/-400/-500)	C	2	1	**(M)(O) One may be inoperative provided:** **(a) The inoperative reversers are secured in the closed (forward thrust) position,** **(b) Operations on slippery runways (very wet or icy), or runways contaminated by snow, slush or standing water are prohibited,** **(c) Operations are conducted in accordance with the Flight Manual.** **<u>Note</u>: The engine with the operative thrust reverser should not be shut down until the aircraft is on the stand.**
	A	2	**0**	**(M)(O) Both may be inoperative provided:** **(a) The inoperative reversers are secured in the closed (forward thrust) position,** **(b) Operations on slippery runways (very wet or icy), or runways contaminated by snow, slush or standing water are prohibited,** **(c) Operations are conducted in accordance with the Flight Manual,** **(d) The aeroplane does not exceed 8 further consecutive flights or 72 hours, whichever occurs first, and** **(e) Any cockpit voice recorder required to be carried is operative.**
2 REVERSER UNLOCKED Lights	C	2	1	**One may be inoperative for an associated inoperative thrust reverser – refer to item 78-1.**
7 REVERSER Lights (Aft Overhead Panel)	C	2	1	**One may be inoperative for an associated inoperative thrust reverser – refer to item 78-1.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
80 STARTING				
3 Starter Valves				
(2) (-300/-400/-500)	C	2	1	(M)(O) One may be inoperative provided: (a) Modified Main Engine Controls or production equivalent have been incorporated, (b) Associated start valve light operates normally, and (c) Manual override start procedures are used. **<u>Note</u>: Starter assisted in-flight re-lights will not be possible on the affected engine.**

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