Civil Aviation Authority

SUPPLEMENT TO

BOEING / FAA APPROVED

MASTER MINIMUM EQUIPMENT LIST

FOR

BOEING 757

(Rolls Royce Engines Only)

REVISION 7

21 August 2012

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

SUPPLEMENT

Revision 7
21 August 2012

BOEING 757
(Rolls Royce Engines Only)

Revision 7

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

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

SUPPLEMENT

Revision 7
21 August 2012

BOEING 757
(Rolls Royce Engines Only)

INTENTIONALLY LEFT BLANK

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

SUPPLEMENT

Revision 7
21 August 2012

BOEING 757
(Rolls Royce Engines Only)

REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
ORIGINAL ISSUE	21 December 2001		
REVISION 1	16 August 2002		
REVISION 2	27 June 2003		
REVISION 3	20 February 2004		
REVISION 4	14 October 2005		
REVISION 5	31 March 2008		
REVISION 5a	21 May 2008		
REVISION 6	16 October 2009		
REVISION 6a	8 June 2010		
REVISION 6b	6 July 2011		
REVISION 7	21 August 2012		

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

SUPPLEMENT

Revision 7
21 August 2012

BOEING 757
(Rolls Royce Engines Only)

INTENTIONALLY LEFT BLANK

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

SUPPLEMENT

Revision 7
21 August 2012

BOEING 757
(Rolls Royce Engines Only)

TABLE OF CONTENTS

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

SUPPLEMENT

Revision 7
21 August 2012

BOEING 757
(Rolls Royce Engines Only)

INTENTIONALLY LEFT BLANK

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

SUPPLEMENT

Revision 7
21 August 2012

BOEING 757
(Rolls Royce Engines Only)

LIST OF EFFECTIVE PAGES

	Page	Revision	Date
(i)	Approval Sheet	Revision 7	21 August 2012
(iii)	Revision Record	Revision 7	21 August 2012
(v)	Table of Contents	Revision 7	21 August 2012
(vii)	List of Effective Pages	Revision 7	21 August 2012
(viii)	List of Effective Pages (Cont.)	Revision 7	21 August 2012
(ix)	Introduction	Revision 7	21 August 2012
(x)	Preamble	Revision 7	21 August 2012
(xi)	Preamble (Cont.)	Revision 7	21 August 2012
(xii)	Definitions	Revision 7	21 August 2012
(xiii)	Definitions (Cont.)	Revision 7	21 August 2012
(xiv)	Definitions (Cont.)	Revision 7	21 August 2012
(xv)	Definitions (Cont.)	Revision 7	21 August 2012
(xvi)	Highlights of Revision	Revision 7	21 August 2012
(xvii)	Highlights of Revision (Cont.)	Revision 7	21 August 2012
(xviii)	Highlights of Revision (Cont.)	Revision 7	21 August 2012
	S21-1	Revision 6	16 October 2009
	S22-1	Revision 5	31 March 2008
	S22-2	Revision 5	31 March 2008
	S22-3	Revision 5	31 March 2008
	S23-1	Revision 6a	8 June 2010
	S23-2	Revision 6	16 October 2009
	S25-1	Revision 6b	6 July 2011
	S25-2	Revision 5	31 March 2008
	S25-3	Revision 6b	6 July 2011
	S25-4	Revision 7	21 August 2012
	S26-1	Revision 7	21 August 2012
	S28-1	Revision 5	31 March 2008
	S30-1	Revision 7	21 August 2012
	S30-2	Revision 7	21 August 2012
	S30-3	Revision 7	21 August 2012
	S31-1	Revision 6b	6 July 2011
	S32-1	Revision 7	21 August 2012
	S33-1	Revision 7	21 August 2012
	S33-2	Revision 6	16 October 2009
	S34-1	Revision 7	21 August 2012
	S34-2	Revision 5	31 March 2008
	S34-3	Revision 5	31 March 2008
	S34-4	Revision 5	31 March 2008
	S34-5	Revision 5	31 March 2008
	S35-1	Revision 7	21 August 2012
	S35-2	Revision 7	21 August 2012
	S36-1	Revision 7	21 August 2012

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

SUPPLEMENT

Revision 7
21 August 2012

BOEING 757
(Rolls Royce Engines Only)

LIST OF EFFECTIVE PAGES (Cont.)

Page	Revision	Date
S52-1	Revision 5	31 March 2008
S52-2	Revision 5	31 March 2008
S52-3	Revision 5	31 March 2008
S52-4	Revision 5	31 March 2008
S53-1	Revision 5	31 March 2008
S56-1	Revision 6	16 October 2009
S73-1	Revision 5	31 March 2008
S77-1	Revision 5	31 March 2008
S78-1	Revision 7	21 August 2012

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

SUPPLEMENT

Revision 7
21 August 2012

BOEING 757
(Rolls Royce Engines Only)

INTRODUCTION

GUIDANCE IN THE USE OF THIS SUPPLEMENT

1. This supplement defines the standard of MMEL approved by the CAA for the above aircraft type. The supplement identifies the differences from the FAA MMEL. To assist users of this supplement, changes made from the standard presented in the FAA MMEL are highlighted in **bold** type.

2. 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.

   NOTE Items within this supplement will use the same reference number as the corresponding item in the FAA MMEL, where applicable.

3. Unless superseded by information within this supplement, where the FAA MMEL refers to an item "as required by FAR (or 14 CFR)" it shall be interpreted as meaning, "As required by Operating Regulations".

4. The MMEL and supplement apply a category (A, B, C or D) to each MMEL item which defines the length of time the deficiency may be carried (see Definition item 3).

5. This supplement is applicable to aircraft having Rolls Royce RB211 engines only. All items in the FAA MMEL which are annotated for Pratt and Whitney engines (PW) are not applicable and should not be used.

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

7. This supplement is based upon the FAA approved Boeing B757 MMEL up to **Revision 30** dated **29 May 2012**.

8. 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:

   NONE at **Revision 7** 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 on the STC / Modification Application Form. MMEL relief for this STC will then be reviewed and the CAA MMEL Supplement will be changed if required.

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

SUPPLEMENT

Revision 7
21 August 2012

BOEING 757
(Rolls Royce Engines Only)

PREAMBLE

1. The CAA approved Master Minimum Equipment List or Supplement (MMEL) provides owners/operators of United Kingdom registered aircraft, of the relevant type, with the basis for the preparation of their individual Minimum Equipment List (MELs). In the case of holders of Air Operators' 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 (including JAR-OPS 1 or EU-OPS). 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. Likewise 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.

PREAMBLE (Cont.)

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 and the aircraft type certificate holder.

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. Operators with established routes shall specify in the MMEL at which stations, in addition to the main maintenance base, repair facilities exist.

11. This MMEL is primarily 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 B757 DDG have been taken as the minimum required.

13. 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.

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

SUPPLEMENT

Revision 7
21 August 2012

BOEING 757
(Rolls Royce Engines Only)

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.

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

3. "Rectification Intervals" (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.

   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.

   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 period 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 was 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 was 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.

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.

DEFINITIONS (Cont.)

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

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

8. "Placarding" 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.

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 the 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, 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.

DEFINITIONS (Cont.)

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-engined inoperative cruise speed (in still air) from an adequate airport".

    In the MEL, for an operator who has received approval to extend maximum diversion time from 120 minutes to 138 minutes, unless otherwise stated, "120 minutes" may be interpreted as "138 minutes".

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

19. "Authority": The competent regulatory authority according to the country of registry. For aircraft registered in the UK this is the Civil Aviation Authority.

20. This entry has been removed at Revision 1.

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. "System": The group of directly related components which together performs a specified function. For example 'RPM indication system' would include the RPM indicator, tachometer generator, circuit breaker and associated circuitry.

23. "Flight": For the purpose of a 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).

DEFINITIONS (Cont.)

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 and it is at the point of dispatch that the provisions of the MMEL cease to apply. They come into effect again when the aircraft next comes to rest at the end of its flight.

25. "It is not reasonably practical to repair or replace before the commencement of flight / It is not reasonably practical for repairs or replacements to be made": This statement is 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.

26 "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": This statement is 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.

27. This MMEL is applicable to all B757-200 and -300 series aircraft fitted with either RB211-535C or RB211-535E4 engine types.

28. Base documents used for the preparation of this MMEL are:

    (a) FAA B757 MMEL **Revision 30 dated 29 May 2012.**

    (b) CAA Policy, as at **21 August 2012.**

    (c) JAR-MMEL/MEL.

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

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

SUPPLEMENT

Revision 7
21 August 2012

BOEING 757
(Rolls Royce Engines Only)

HIGHLIGHTS OF REVISION 7

General The CAA MMEL Supplement has been updated to reflect Revision 30 to the FAA MMEL. Items where flight into known or forecast icing conditions is prohibited are also amended to limit dispatch to non-ETOPS flights only, in line with EASA policy.

Introduction Item 7 - Revised to indicate that the FAA MMEL at Revision 30 is the base document.

Definitions Definition 28 – Revised to indicate that the FAA MMEL at Revision 30 is the base document.

ATA 24	**ELECTRICAL POWER**	
24-00-1	Engine Generator Channels	Item deleted. (FAA MMEL was accepted at Rev. 29)
24-00-2	APU Generator	Item deleted. (FAA MMEL was accepted at Rev. 29)
ATA 25	**EQUIPMENT / FURNISHINGS**	
25-64-1	Emergency Medical Equipment	Sub-item (1), First Aid Kit and/or associated equipment – Rectification Interval revised to 2 calendar days, in line with EASA policy.
ATA 26	**FIRE PROTECTION**	
26-26-2	Lavatory Fire Extinguishers	Item deleted. (FAA MMEL was accepted at Rev. 29b).
26-26-3	Lavatory Smoke Detection Systems	Item deleted. (FAA MMEL was accepted at Rev. 29b).
ATA 30	**ICE AND RAIN PROTECTION**	
30-11-1	Wing Anti-Ice Valves	New supplement item. Flight limited to non-ETOPS, in line with EASA policy where aircraft must not be operated in known or forecast icing conditions.
30-31-1	Pitot Probe Heater Systems	Revised to limit flight to non-ETOPS, in line with EASA policy where aircraft must not be operated in known or forecast icing conditions.
30-31-5	CAPT PITOT and F/O PITOT Heat Indicating Systems (Heater OFF Monitor)	New supplement item. Flight limited to non-ETOPS, in line with EASA policy where aircraft must not be operated in known or forecast icing conditions.

HIGHLIGHTS OF REVISION 7 (Cont.)

30-32-1	Angle of Attack Sensor Heater Systems	New supplement item. Flight limited to non-ETOPS, in line with EASA policy where aircraft must not be operated in known or forecast icing conditions.
30-33-1	Temperature (TAT) Probe Heater Systems	New supplement item. Flight limited to non-ETOPS, in line with EASA policy where aircraft must not be operated in known or forecast icing conditions.
30-34-1	Engine Probe Heater Systems	New supplement item. Flight limited to non-ETOPS, in line with EASA policy where aircraft must not be operated in known or forecast icing conditions.
30-41-1	Flight Deck Window Heat Systems	New supplement item. Flight limited to non-ETOPS, in line with EASA policy where aircraft must not be operated in known or forecast icing conditions.
ATA 32	**LANDING GEAR**	
32-41-3	Gear Retraction Braking System	Item deleted. (FAA MMEL was accepted at Rev. 29b).
32-42-1	Antiskid system	New supplement item to add proviso that thrust reversers operate normally. This aligns with B767 EASA MMEL.
ATA 33	**LIGHTS**	
33-11-1	Flight Deck Compartment and Instrument Lighting Systems	Note added re individual button/switch lights, in line with FAA MMEL.
ATA 34	**NAVIGATION**	
34-22-5	EFIS Symbol Generators	The FAA MMEL at Rev.30 is acceptable. This aligns with similar acceptance on B767 EASA MMEL.
ATA 35	**OXYGEN**	
35-21-1	Passenger Oxygen System	Revised in line with EASA policy. Sub-items (1) & (2) revised in line with FAA MMEL.

HIGHLIGHTS OF REVISION 7 (Cont.)

ATA 36	**PNEUMATICS**	
36-11-1	Pressure Regulating and Shutoff Valves (PRSOV)	New supplement item. Flight limited to non-ETOPS, in line with EASA policy where aircraft must not be operated in known or forecast icing conditions.
36-11-6	Bleed Air ISLN Valve	New supplement item. Flight limited to non-ETOPS, in line with EASA policy where aircraft must not be operated in known or forecast icing conditions.
36-12-1	Precoolers	Revised in line with FAA change (PRSOV). Flight limited to non-ETOPS, in line with EASA policy where aircraft must not be operated in known or forecast icing conditions.
36-12-2	Fan Air (Precooler) Control Systems	New supplement item. Flight limited to non-ETOPS, in line with EASA policy where aircraft must not be operated in known or forecast icing conditions.
ATA 78	**ENGINE EXHAUST**	
78-31-1	Thrust Reversers	Removed restriction re operation on contaminated runways. Added new proviso (a) and Note 2.
78-36-1	REV Unlock Indications (Amber)	Removed restriction re operation on contaminated runways. Added new proviso (a) and Note 2.

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 6 DATE 16 October 2009	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**				
-20-1	A/C Ozone Converters	C	-	0	**May be inoperative.**
-25-2	Recirculation Fan INOP Lights				
	1) Passenger Aircraft	**C**	**2**	**1**	**One may be inoperative.**
	2) Package Freighter / Special Freighter	**C**	**1**	**0**	**(O) May be inoperative provided the EICAS message L RECIR FAN operates normally.**
-45-2	Main Cargo Door Sidewall Heater	-	1	**1**	**Must be operative.**
-51-1	Air Conditioning Packs	C	2	1	Except for ETOPS operations, one may be inoperative provided: (a) Flight remains at or below FL 350, and (b) **High flow mode is verified to be operating normally on the remaining pack.**

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

INTENTIONALLY LEFT BLANK

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 5 DATE 31 March 2008	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				
-10-1 Autopilot Systems	C	3	2	(M) One may be inoperative provided: (a) Associated FCC SERVO circuit breaker is pulled and collared, (b) If FCC single source option is installed, autopilot flight director is verified not in a single source configuration prior to each departure, and (c) Approach minima do not require its use.
	C	3	1	(M) Two may be inoperative provided: (a) At least two FCC power circuit breakers remain in, (b) Associated FCC SERVO circuit breakers are pulled and collared, (c) If FCC single source option is installed, autopilot flight director system is verified not in a single source configuration prior to each departure, and (d) Approach minima do not require their use.
	B	3	0	(M) Except for ETOPS operations, all may be inoperative provided: (a) At least one FCC power circuit breaker remains in, (b) All three FCC SERVO circuit breakers are pulled and collared, and (c) Number of flight segments and segment duration is acceptable to flight crew. **<u>Note 1:</u> Any mode that functions normally may be used.** **<u>Note 2:</u> Altitude Hold function is required to be operative for RVSM operations.**

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 5 DATE 31 March 2008	PAGE S22-2

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
22 AUTO FLIGHT				
-11-1 Control Wheel Disengage Switches				
(1) Aircraft fitted with 'BAT' disengage handles	C	2	1	One may be inoperative provided: (a) Autopilot is not used below **500** feet AGL, and (b) Approach minimums do not require the use of autopilot.
(2) Aircraft NOT fitted with 'BAT' disengage handles	C	2	1	One may be inoperative provided: (a) Autopilot is not used below 1,500 feet AGL, and (b) Approach minimums do not require the use of autopilot.
-11-3 Mode Control Panel Selectors				
(3) Selector Push Buttons				
(a) IAS / MACH	C	1	0	(O) May be inoperative.
(b) ALT	C	1	0	(O) May be inoperative**.** **<u>Note:</u> Refer to Supplement item 34-16-1 Altitude Alerting System.**
(c) HDG SEL	B	1	0	(O) May be inoperative. <u>Note:</u> The rotational function of these selectors must operate normally.
-11-4 Mode Control Panel Switches				
(10) V NAV, FL CH, V/S, ALT HOLD Switches	C	4	3	(O) One may be inoperative provided procedures or **RVSM** operations do not require its use. **<u>Note:</u> Altitude hold function is required to be operative for RVSM operations.**

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 5 DATE 31 March 2008	PAGE S22-3

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
22 AUTO FLIGHT				
-21-1 Yaw Dampers	A	2	1	(M) One may be inoperative with the aircraft continuing the flight or series of flights for a maximum of 25 flight hours prior to completion of repairs.

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

INTENTIONALLY LEFT BLANK

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 6a DATE 8 June 2010	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**				
-00-1	Boom Microphones	-	-	-	**See item 23-51-5**
-11-1	Communications Systems (VHF, HF, UHF)	-	-	-	**As required by Operating Requirements.**
-12-2	Emergency Locator Transmitter (ELT) **(If installed)**				**Moved to 25-63-10**
-21-1	Selective Call System (SELCAL) (If installed)	C	1	0	**(O) May be inoperative provided flight crew monitor appropriate radio frequency.**
		D	1	0	May be inoperative provided procedures do not require its use.
	(1) Channels	C	-	0	(O) May be inoperative provided alternative procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
-40-1	Crewmember Interphone System(s), including Alerting system (chime/light)	-	-	-	**As required by Operating Requirements.**
-42-1	Handset Systems	-	-	-	**As required by Operating Requirements.**
-51-2	Audio Selector Panels	**D**	**-**	**-**	**One required for each flight crew member on flight deck duty.**
-51-3	Flight Deck Speakers				
	(1) Communications	C	2	0	**May be inoperative for communication purposes provided each crew member has an operative headset.**
	(2) Aural warning alerts	C	2	0	**May be inoperative provided all appropriate aural alert functions are operating normally and the associated audible warnings are available to the crew by means other than loudspeakers.**

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 6 DATE 16 October 2009	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.)				
-51-5 Flight Crew Communication Equipment	D	-	-	**Any in excess of those required by Operating Requirements** for flight deck crewmembers may be inoperative or missing.
(1) Boom microphones **/ Headsets**	**D**	**-**	**-**	**One headset (including boom microphone) must be operative for each crew member on flight deck duty. Any in excess of those required may be inoperative or missing.**
(2) Hand microphones	**D**	-	0	**Any or all may be inoperative.**
-71-1 Cockpit Voice Recorder (CVR) System	-	-	-	**As required by Operating Requirements.**

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 6b DATE 6 July 2011	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				
-00-1 **Flight Crew** 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) Repair or replacement is carried out within three calendar days.**
-11-2 Observer Seat(s)	**-**	**-**	**-**	**As required by Operating Requirements.**
-20-1 **Passenger Convenience Items**	**-**	**-**	**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. 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.**

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 5 DATE 31 March 2008	PAGE S25-2

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
25 EQUIPMENT/ FURNISHINGS (Cont.)				
-25-1 Flight Attendant Seat Assembly				
(1) Required Flight Attendant Seats	B	-	-	(M)(O) **One required flight attendant seat** may be inoperative **or unusable** provided: (a) **The inoperative seat** is not occupied, (b) **The flight attendant displaced by the inoperative seat occupies the passenger aisle seat nearest to the inoperative crew seat,** (c) The passenger seat to be used by the flight attendant is placarded "FOR CABIN CREW USE ONLY", (d) A folding type seat is stowed or secured in the retracted position, and (e) Alternate procedures are established / approved and used for the displaced flight attendant. **Note 1: A fully automatic folding seat that will not stow automatically or remain stowed is considered to be inoperative and shall be secured in the retracted position or removed. An exception should only be made where cabin layout is such that emergency egress is not in any way compromised by a seat in the deployed position.** **Note 2: A seat with an inoperative or missing seat belt or harness is considered to be inoperative and shall be placarded to prohibit occupancy.** **Note 3: This requirement does not preclude use of passenger seats by flight attendants in excess of the required flight attendant complement.** (Cont...)

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 6b DATE 6 July 2011	PAGE S25-3

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
25 EQUIPMENT/ FURNISHINGS (Cont.)				
-25-1 Flight Attendant Seat Assembly (Cont.)				
(2) Excess Flight Attendant Seats	D	-	-	(M)(O) Any flight attendant seat, other than those required by legislation to be occupied, may be inoperative.
(3) All Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.
-54-1 Cargo Restraint Systems	**D**	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an approved Cargo Loading Manual, Cargo Handling Manual or Weight and Balance Document are observed.
	D	-	-	May be inoperative or missing provided associated cargo compartment remains empty.
-55-1 Main Deck 9g Cargo Barrier Net (Bridport Aviation Products) (Special Freighter only)	**D**	**1**	**-**	**May be missing or net attachments may be broken or missing provided the associated cargo compartment remains empty.**
-63-10 Emergency Locator Transmitter (ELT) (If installed)				
(1) Survival Type ELTs	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 ELTs	**A**	**-**	**-**	**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.

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 7 DATE 21 August 2012	PAGE S25-4

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
25 EQUIPMENT/ FURNISHINGS (Cont.)				
-64-1 Emergency Medical Equipment				
(1) First Aid Kit and/or Associated Equipment	D	-	-	Any in excess of those required by legislation may be incomplete, missing or inoperative provided required distribution is maintained.
	A	-	-	**If more than one kit is required, one of the required first aid kits may be incomplete for a maximum of 2 calendar days.**
(2) Emergency Medical Kit and/or Associated Equipment	D	-	-	Any in excess of those required by legislation may be incomplete, missing or inoperative provided required distribution is maintained.
	A	-	**-**	**Required emergency medical kit(s) may be incomplete for flight to a destination where repairs or replacements can be made but not to exceed a maximum of 2 calendar days.**
(3) Automated External Defibrillators (AED) and/or Associated Equipment	D	-	-	Any in excess of those required by legislation may be incomplete, missing or inoperative provided required distribution is maintained.
ADDITIONAL ITEMS				
-66-2 Emergency Evacuation Slides / Rafts	**-**	**-**	**-**	**(M)(O) As required by Air Navigation Legislation. One may be inoperative provided the conditions associated with an inoperative Exit/Door are applied (see item 52-11-1).**

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 7 DATE 21 August 2012	PAGE S26-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
26 FIRE PROTECTION				
-22-1 APU Fire Extinguisher System	C	1	0	**For non-ETOPS operations**, may be inoperative provided APU is considered inoperative.
	A	1	0	**For ETOPS operations up to 120 minutes,** may be inoperative provided: (a) APU is considered inoperative, and (b) **ETOPS operations are limited to three flight days maximum prior to completion of repairs.**

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

INTENTIONALLY LEFT BLANK

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 5 DATE 31 March 2008	PAGE S28-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
28 FUEL				
-22-3 Dual Fuel Crossfeed Valves (If installed)	C	2	1	(M) One may be inoperative provided: (a) Affected valve is secured closed, (b) Remaining valve **and the associated VALVE light** operate normally, and (c) For ETOPS operations, remaining valve is exercised during the last hour of flight.
-40-1 Crossfeed VALVE Light(s)				
(2) Dual VALVE Installation	C	2	1	(M) One may be inoperative provided: (a) **The operative VALVE light and associated** crossfeed valve is verified to operate normally, and (b) Both main fuel quantity indications operate normally.
	C	2	0	(M) Except for ETOPS operations, may be inoperative provided: (a) Both crossfeed valves are verified to operate normally, and (b) Both main fuel quantity indications operate normally.

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

INTENTIONALLY LEFT BLANK

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 7 DATE 21 August 2012	PAGE S30-1

(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				
-11-1 Wing Anti-Ice Valves	C	2	0	(M) **Except for ETOPS operations**, may be inoperative closed provided the aircraft is not operated in known or forecast icing conditions.
-21-1 Engine Anti-Ice Valves	C	2	1	(M) **Except for ETOPS operations**, one may be inoperative closed provided the aircraft is not operated in known or forecast icing conditions.
1) RB211	C	2	1	(M)(O) One may be inoperative locked partially open provided: (a) Reduced Thrust or Derate operation is not permitted, (b) Improved climb performance operation is not permitted, (c) Anti-ice OFF thrust settings are reduced by appropriate values, (d) Engine anti-ice is selected ON for affected engine during entire flight, and (e) Appropriate performance adjustments are applied.
-31-1 Pitot Probe Heater Systems	B	4	3	**Except for ETOPS operations**, one probe heater may be inoperative provided the aircraft is not operated in visible moisture, or known or forecast icing conditions. **<u>Note:</u> The pitot heater systems are required to be operative for RVSM operations.**
1) Captain's and First Officer's Primary Probe Heaters (ADIRS Equipped Aircraft)	C	2	1	(M)(O) One may be inoperative provided: (a) Associated Air Data System is considered inoperative, and (b) Remaining probe heater indicating systems for operative probe heaters operate normally.

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 7 DATE 21 August 2012	PAGE S30-2

(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				
-31-5 CAPT PITOT and F/O PITOT Heat Indicating Systems (Heater OFF Monitor)	B	2	0	**Except for ETOPS operations**, may be inoperative provided: (a) Pitot heater systems operate normally, (b) Remaining probe heater indicating systems for operative probe heaters operate normally, and (c) The aircraft is not operated in known or forecast icing conditions.
-32-1 Angle of Attack Sensor Heater Systems	C	2	1	(M) **Except for ETOPS operations**, one may be inoperative provided: (a) Associated AOA vane is verified intact, (b) Remaining probe heater indicating systems for operative probe heaters operate normally, and (c) The aircraft is not operated in known or forecast icing conditions.
-33-1 Temperature (TAT) Probe Heater Systems	C	-	0	(O) **Except for ETOPS operations**, may be inoperative provided: (b) Remaining probe heater indicating systems for operative probe heaters operate normally, and (c) The aircraft is not operated in known or forecast icing conditions.
-34-1 Engine Probe Heater Systems	C	2	1	**Except for ETOPS operations**, one may be inoperative provided the aircraft is not operated in known or forecast icing conditions.

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 7 DATE 21 August 2012	PAGE S30-3

(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				
-41-1 Flight Deck Window Heat Systems				
1) No. 1 (fwd) Windows	C	2	1	(M) **Except for ETOPS operations**, one may be inoperative provided: (a) The aircraft is not operated in known or forecast icing conditions, (b) Both No. 2 (side) window heaters operate normally, (c) Associated windshield pneumatic anti-fog system operates normally, and (d) Associated window heat is deactivated.
2) No. 2 (side) Windows	C	2	1	(M) One may be inoperative provided: (a) Both No. 1 (fwd) window heaters operate normally, and (b) Associated window heat is deactivated.
3) No. 3 (side) Windows	C	2	0	(M) May be inoperative provided associated window heat is deactivated.

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

INTENTIONALLY LEFT BLANK

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 6b DATE 6 July 2011	PAGE S31-1

(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
31	**INDICATING/RECORDING SYSTEMS**				
-25-1	Clocks	C	2	1	**The co-pilot's clock (RH side) may be inoperative.**
-31-1	Flight Data Recorder (FDR) System (Includes Digital Flight Data Acquisition Unit (DFDAU))				**As required by Operating Requirements.**
-35-1	Performance and Maintenance Recorder (PMR) (If installed)	D	1	0	**May be inoperative provided alternate maintenance recording procedures are established and used.**
-41-1	Engine Indication and Crew Alerting Systems (EICAS)				
	(1) Display Unit (DU)	A	2	1	(M)(O) Except for ETOPS operations one may be inoperative provided: **(a) All engine parameters operate normally,** (b) Standby Engine Instruments operate normally and are turned ON, (c) Cargo FIRE/OVHT test is performed before each departure, (d) Electronic Engine Control or autothrottle system operates normally, (e) At least one autopilot operates normally, (f) All EICAS computers operate normally, and (g) Repairs or replacements are made within one flight day. Note: In the event of an additional DU failure enroute, the flight crew should consider landing as soon as practical.

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

INTENTIONALLY LEFT BLANK

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 7 DATE 21 August 2012	PAGE S32-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
32 LANDING GEAR				
-31-1 Landing Gear Lever Lock Solenoid	**A**	1	0	(M)(O) May be inoperative in the latched position provided: (a) The override mechanism is verified to operate normally, and **(b) Repairs or replacements are carried out within three calendar days.**
-42-1 Antiskid System	C	2	1	(O) May be inoperative provided: **(a) Thrust reversers operate normally,** (b) AFM decrements are applied for antiskid inoperative operations, and (c) Approach minimums do not require its use.

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

INTENTIONALLY LEFT BLANK

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 7 DATE 21 August 2012	PAGE S33-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
33 LIGHTS				
-11-1 Flight Deck Compartment and Instrument Lighting Systems	C	-	-	Individual lights may be inoperative provided: (a) Sufficient lighting is operative to clearly illuminate all required instruments, controls and other devices for which it is provided, **(b) Sufficient flight deck emergency lighting is operative,** (c) Lighting is Positioned so direct rays are shielded from the flight crew's eyes, and (d) Lighting configuration and intensity is acceptable to the flight crew. Note: Individual button/switch lights and/or annunciations/indications are excluded from this relief.
	C	**-**	**0**	**May be inoperative for daylight operations.**
-21-1 Cabin Interior **Lighting**	C	-	-	Individual lights may be inoperative provided: (a) Remaining lighting is sufficient for the cabin crew to perform their required duties, (b) For night ETOPS operations, at least 75% of the night lights must be operative, and **(c) Cabin emergency lighting is operative.**
	C	-	-	May be inoperative provided **passengers are not carried.** **Note: Cabin emergency lighting does not include floor proximity lights (refer to Supplement item 33-51-3).**

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 6 DATE 16 October 2009	PAGE S33-2

(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
33	**LIGHTS (Cont.)**				
-24-1	Passenger Lighted Information Signs	-	-	-	**As required by Operating Requirements.**
-41-1	Wing Illumination Lights	**-**	**-**	**-**	**As required by Operating Requirements.**
-44-1	Anti-Collision Lights				
	(1) Red Fuselage Beacons / Strobes	C	2	0	**Any or all may be inoperative for daylight operations provided the light(s) is (are) repaired or replaced at the earliest practicable opportunity.**
		C	2	1	**Any in excess of one may be inoperative provided:** **(a) A high intensity strobe light system is installed and operative, and** **(b) The light(s) is repaired or replaced at the earliest opportunity.** **<u>Note:</u> If the red anti-collision light is inoperative, alternative procedures must be developed and used when the aircraft is on the ground with the engine(s) running.**
	(2) White Strobes	**C**	**-**	**0**	**May be inoperative.**
-51-3	**Floor Proximity** Emergency Escape Path Marking System	**A**	**1**	**1**	**Specific lights may be inoperative in accordance with arrangements approved by the Authority for a particular lighting configuration.** **If the equipment becomes unserviceable the aircraft may continue to fly in accordance with arrangements approved by the Authority.**

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 7 DATE 21 August 2012	PAGE S34-1

(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34	**NAVIGATION**				
-13-6	Standby Altimeter Vibrator	C	1	0	May be inoperative provided: **(a) Both main altimeters are operating normally, and** **(b) Published decision heights are increased by 200 feet if standby altimeter is used to determine altitude.**
-16-1	Altitude Alerting System	**B**	-	0	(O) May be inoperative provided an autopilot with altitude hold operates normally. **<u>Note</u>: One altitude alerting system is required to be operative for RVSM operations.**
-22-5	Electronic Flight Instrument System (EFIS) Symbol Generators				**The FAA MMEL at Revision 30 is acceptable.**
-23-1	Magnetic Compass (Standby)	**B**	1	0	**May be inoperative provided two independent stabilised compass systems operate normally.**
-24-1	Standby Attitude / ILS Indicator				
	(1) Attitude Display	B	1	0	**May be inoperative for day VMC only provided both attitude indicators are operative.**
	(2) Approach Mode	C	1	0	**May be inoperative provided approach minima do not require its use.**
-25-1	Instrument Comparator Unit (If installed)	**B**	1	0	**May be inoperative for day VMC provided the Standby Attitude Indicator operates normally.**

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 5 DATE 31 March 2008	PAGE S34-2

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (Cont.)				
-31-1 ILS Systems	C	3	-	Any in excess of those required by **legislation,** and not powered by a Standby Bus, may be inoperative. **<u>Note:</u> If dispatching with this alleviation, the Standby ILS Indication must be operative.**
-32-1 Marker Beacon System	-	-	-	**As required by Operating Requirements.**
-33-1 Radio Altimeters (RA)				
(1) Single Source Datalink to GPWS				
(a) Left RA	A	1	0	(O) May be inoperative provided: (a) Approach minima or operating procedures do not require its use, and **(b)** Repairs or replacements are made within **6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.**
(b) Centre/Right RA	C	2	0	(O) May be inoperative provided approach minima or procedures do not require its use.
(2) Multi-Source Datalink to GPWS	C	3	1	(O) May be inoperative provided: (a) GPWS is supplied with altitude data, and (b) Approach minima or operating procedures do not require its use.
	A	3	0	(O) May be inoperative provided: (a) Approach minima or operating procedures do not require its use, and **(b)** Repairs or replacements are made within **6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.**

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 5 DATE 31 March 2008	PAGE S34-3

(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34	**NAVIGATION (Cont.)**				
-43-1	Weather Radar Systems	**A**	**-**	0	**(O) Required when flying for the purposes 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 is flying only to a place where it is reasonably practicable for the system to be repaired; or** **(b) when the weather report or forecasts available to the commander of the aircraft indicate that cumulonimbus 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 any 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.**
-46-1	Ground Proximity Warning System (GPWS) (including TAWS)	-	-	-	**As required by Operating Requirements.**
-46-2	Windshear Warning and Flight Guidance System **(Reactive)**	**C**	**-**	**0**	**(O) May be inoperative provided:** **(a) Alternate procedures are established and used, and** **(b) Predictive Windshear Detection and Avoidance System operates normally.**
		C	**-**	**0**	**(O) May be inoperative provided:** **(a) Alternate procedures are established and used, and** **(b) Take-offs and landings are not conducted in known or forecast windshear conditions.**

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 5 DATE 31 March 2008	PAGE S34-4

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (Cont.)				
-53-1 ATC Transponder / Automatic Altitude Reporting Functions	-	-	-	**As required by Operating Requirements.**
-61-1 Flight Management Computer Systems (FMCS) (Including CDU/HMCDU/MCDU)	C	2	1	(M)(O) Except for ETOPS operations, one may be inoperative provided enroute operations do not require its use.
	C	2	0	(M)(O) Except for ETOPS operations, both may be inoperative provided: (a) Both Fuel Quantity Indicating System (FQIS) processor channels are verified to operate normally, (b) All flight deck fuel quantity indications operate normally, (c) Enroute operations do not require its use, and **(d) IRS alignment is completed before aircraft movement.**
	C	2	1	(O) For long-range navigation operations, one may be inoperative provided other accepted means of navigation is available. Note: An associated HMCDU or MCDU, if operative, may be used to meet navigation requirements.
(1) Navigation Databases	**-**	**-**	**-**	**As required by Operating Requirements.**
-61-2 **Airborne Collision and Avoidance System II (ACAS II)**				
(1) ACAS II System	**A**	**-**	**0**	**(O)(M) May be inoperative provided the system is deactivated and secured, and** **(a) It is not reasonably practicable for repairs or replacements to be made, and** **(b) Repairs or replacements must be carried out within 10 calendar days.**

(Cont...)

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 5 DATE 31 March 2008	PAGE S34-5

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (Cont.)				
-61-2 **Airborne Collision and Avoidance System II (ACAS II)** (Cont.)				
(2) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Displays	C	2	1	**(O) May be inoperative on the non-flying pilot side provided TA and RA elements and audio functions are operative on the 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 Systems	C	-	0	(O) **May be inoperative provided all installed RA and audio functions are operative.**
ADDITIONAL ITEMS				
-00-2 Flight Instrument Bus Power Switch (If installed)	**C**	**1**	**0**	**Except for ETOPS operations may be inoperative.**
-10-1 Vertical Speed Indicator (VSI)	**-**	**-**	**-**	**As required by Operating Requirements.**
-22-1 Attitude Director Indicators (ADI)	**A**	**2**	**1**	**One 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.**
-22-2 Horizontal Situation Indicators (HSI)	**B**	**2**	**1**	**(O) One HSI may be inoperative provided at least one independent compass heading indication is available on each pilot's instrument panel.**

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

INTENTIONALLY LEFT BLANK

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 7 DATE 21 August 2012	PAGE S35-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
35 OXYGEN				
-20-1 **Portable Protective Breathing Equipment** (PBE)	**D**	-	-	**(M) PBE which is stowed in an approved stowage, but which 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.** **<u>Note</u>: 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.**
-21-1 Passenger Oxygen System	B	1	0	(O) May be inoperative provided: (a) Aeroplane remains at or below FL 250, (b) Both air conditioning packs operate normally, (c) All components of the pressurisation system operate normally, (d) **Aeroplane is able to descend within 4 minutes to a cabin pressure altitude of 13 000 ft at all points along the route to be flown,** (e) **Portable oxygen units are available for all required cabin crew members,** (f) **Sufficient oxygen quantity is available for at least 10 % of the passengers for the entire flight time when the cabin pressure altitude is between 10 000 ft and 13 000 ft following a decompression at the most critical point of the intended route, and** (g) Passengers are appropriately briefed. (Cont...)

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 7 DATE 21 August 2012	PAGE S35-2

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
35 OXYGEN (Cont.)				
-21-1 Passenger Oxygen System (Cont.)	B	1	0	(O)(M) May be inoperative provided: (a) Maximum altitude is limited to 10 000 ft pressure altitude, (b) **An adequate supply of fresh air is provided to the cabin, and** (f) **Passengers are appropriately briefed.**
(1) Passenger Service Units (PSUs)	B	-	-	(M) May be inoperative without flight altitude restriction provided affected seats are blocked and placarded to prevent occupancy
(2) Automatic presentation System	B	1	0	(M) May be inoperative provided: (a) The manual deployment system is verified to operate normally, and (b) The aircraft remains at or below FL300.
ADDITIONAL ITEM				
-00-1 Remote Charging Panel	**D**	**1**	**0**	**May be inoperative.**

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 7 DATE 21 August 2012	PAGE S36-1

(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
36	**PNEUMATICS**				
-11-1	Pressure Regulating and Shutoff Valves (PRSOV)	C	2	1	(M**) Except for ETOPS operations**, one may be inoperative provided: (a) PRSOV is closed, (b) Associated ENG bleed air switch remains OFF, (c) The aircraft is not operated in known or forecast icing conditions, (d) Remaining (opposite) engine bleed system and its associated pack operate normally, and (e) Altitude is limited to FL 350 or below.
-11-6	Bleed Air ISLN Valve	C	1	0	(M**) Except for ETOPS operations**, may be inoperative provided: (a) Valve is closed except for engine start, (b) The aircraft is not operated in known or forecast icing conditions, and (c) Both engine PRSOVs operate normally.
-12-1	Precoolers	C	2	1	(M)(O) **Except for ETOPS operations**, one may be inoperative provided: (a) Associated engine PRSOV is closed, (b) The aircraft is not operated in known or forecast icing conditions, **(c) The other engine PRSOV and its associated pack operate normally, and** **(d) Altitude is limited to FL 350 or below.**
-12-2	Fan Air (Precooler) Control Systems	C	2	0	(M**) Except for ETOPS operations**, may be inoperative provided: (a) Associated fan air modulation valve is secured full open, and (b) The aircraft is not operated in known or forecast icing conditions.

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

INTENTIONALLY LEFT BLANK

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 5 DATE 31 March 2008	PAGE S52-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
52 DOORS				
-11-1 **Main Entry Door/Slides (including emergency exits)**				
(1) Passenger Aircraft	**A**	**-**	**-**	**(M)(O) One exit may be inoperative provided:** **(a) The exit is secured closed prior to passengers 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 overwater 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, which ever 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 cm in diameter with a horizontal white bar across it bearing the works "NO EXIT" in red letters,** **(g) Passengers are not seated near the unserviceable exit – subject to aircraft centre of gravity limitations,** (Cont.)

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 5 DATE 31 March 2008	PAGE S52-2

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
52 DOORS (Cont.)				
-11-1 **Main Entry Door/Slides (including emergency exits) (Cont…)**				
(1) Passenger Aircraft (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.**
(2) Package Freighter	**-**	**-**	**-**	**All must be operative.**
(3) Special Freighter	**C**	**-**	**1**	**L1 may be inoperative provided R1 operates normally.**
	B	**-**	**1**	**R1 may be inoperative provided L1 operates normally and only essential flight crew are carried onboard.**
-11-2 Main Entry/Service Door Arming Lever Hinged Covers	D	-	0	**May be inoperative, damaged or missing provided arming lever operation is not affected.**

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 5 DATE 31 March 2008	PAGE S52-3

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
52 DOORS (Cont.)				
-11-5 Door Pressure Stop Fittings				
(2) Number 2 and Number 4 (Left and Right) Passenger Doors	**A**	-	-	(M)(O) One per door may be broken or missing provided: (a) There are no visible defects on other fittings for associated doors, (b) **An NDT inspection is carried out on the two adjacent stops and does not show any defects,** (c) Both auto cabin pressure control systems operate normally, (d) CABIN ALT indicator operates normally, (e) CABIN DIFF pressure indicator operates normally, (f) Airplane remains at or below FL200, and (g) **The aircraft may continue a flight or series of flights, but may not depart an airport where repairs or replacements can be made.**
-51-1 Flight Deck Door Lock System	-	-	-	**As required by Air Navigation Legislation.**
-51-3 Enhanced Flight Deck Security Door Automatic Locking System (FAR 25.795 compliant)				**Please refer to 52-51-1.**
-51-4 Enhanced Flight Deck Security Door Dead Bolt (FAR 25.795 compliant)				**Please refer to 52-51-1.**
-51-5 JAMCO Flight Deck Security Door Automatic Locking System				**Please refer to 52-51-1.**

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 5 DATE 31 March 2008	PAGE S52-4

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
52 DOORS (Cont.)				
-51-6 JAMCO Flight Deck Security Door Mechanical Catch (Latch) Pin Lock				**Please refer to 52-51-1.**
-51-8 Boeing/C&D Aerospace Enhanced Flight Deck Security Door Pressure Relief Panels				**Please refer to 52-51-1.**
-71-1 Door Indication Systems	C	-	0	(M) **or (O)** May be inoperative provided **a visual check is made to determine that the affected door(s) are** closed and locked prior to each departure. **<u>Note:</u> For inward opening doors the maintenance procedure should include a physical push check to confirm that the door(s) is closed.**

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 5 DATE 31 March 2008	PAGE S53-1

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

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

INTENTIONALLY LEFT BLANK

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 6 DATE 16 October 2009	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 **<u>ADDITIONAL ITEM</u>**				
-11-2 DV window	**B**	**2**	**1**	**(O) One may be inoperative locked closed (direct vision facility unavailable) provided:** **(a) Both forward main exit doors are operating normally,** **(b) Windscreen heating system operates normally,** **(c) Windscreen wiper system operates normally, and** **(d) Only two crew are permitted on the flight deck.**

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

INTENTIONALLY LEFT BLANK

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 5 DATE 31 March 2008	PAGE S73-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
73 ENGINE FUEL AND CONTROL				
-21-8 **Flight Idle / Ground Idle Systems**	C	2	0	Ground idle may be inoperative provided: (a) Flight idle operates normally, (b) Take off and landing performance limited weight is reduced by 10,100 lb, **and** **(c) Thrust reversers operate normally.**

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

INTENTIONALLY LEFT BLANK

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 5 DATE 31 March 2008	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				
-21-1 EGT Indications (Standby Engine Indicator)	-	-	-	**Must be operative.**

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

INTENTIONALLY LEFT BLANK

AIRCRAFT BOEING 757 CAA Supplement to FAA MMEL	REVISION NO 7 DATE 21 August 2012	PAGE S78-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
78 ENGINE EXHAUST				
-31-1 Thrust Reversers	C	2	1	(O)(M) One may be inoperative provided: (a) **Anti-skid system operates normally,** (b) Inoperative reverser is **de-activated and** secured in the forward thrust position, and (c) Appropriate performance adjustments are applied. Note 1: During landing roll-out with one reverser inoperative, differential braking may be required to maintain directional control. **Note 2: No performance credit may be taken for any reverse thrust for take-off or landing.**
-36-1 REV Unlock Indications (Amber)	C	2	1	(O)(M) One may be inoperative provided: (a) **Anti-skid system operates normally,** (b) No thrust reverser damage exists which would adversely affect aircraft operations, (c) Thrust reverser for associated engine is de-activated and locked in the stowed (forward thrust) position, (d) Appropriate performance adjustments are applied, and Note 1: During landing roll-out with one reverser inoperative, differential braking may be required to maintain directional control. **Note 2: No performance credit may be taken for any reverse thrust for take-off or landing.**

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

INTENTIONALLY LEFT BLANK