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Master Minimum Equipment List (MMEL)

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Boeing
B757

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Highlights of Change

EFFECTIVE ABOVE DATE, the BOEING 757 Master Minimum Equipment List has been revised. The changes in this revision were made to align with FAA policy letters, add STC configurations and to increase dispatch flexibility. All changes are reflected in the highlights of change listed below and are indicated by revision bars in the associated ATA section. For any change affecting an ATA section, all pages in that associated ATA section are re-dated accordingly, with the exception of nomenclature changes for ATA chapter headings.

Since there are now several 757 STC “combi” configurations, this revision re-titles the relief for “Combi”, previously applicable only to the Boeing combi configuration, to “-200CB”, the designation on the Type Certificate Data Sheet for the Boeing model. STC combi configurations are identified by their STC numbers.

ATA 21 AIR CONDITIONING

Item -25-1: In Sub-item 2, revised proviso d) to change “combi” to -200CB and to add STC ST03952AT, and revised proviso h) to change “combi” to -200CB

Item -31-1: In the 2nd set of relief and in Sub-item 1, revised the sub-item title, proviso c) and proviso d) as necessary to change “combi” to -200CB and to add STCs ST02278SE and ST03952AT.

Item -31-2: In Sub-item 1, revised the sub-item title and proviso d) as necessary to change “combi” to -200CB and to add STCs ST02278SE and ST03952AT.

Item -31-3: In Sub-item 1, revised the sub-item title and proviso d) as necessary to change “combi” to -200CB and to add STCs ST02278SE and ST03952AT.

Item -32-1: In Sub-item 1, revised the sub-item title and proviso d) as necessary to change “combi” to -200CB and to add STCs ST02278SE and ST03952AT.

Item -33-1: In Sub-item 1, revised the sub-item title and proviso d) as necessary to change “combi” to -200CB and to add STCs ST02278SE and ST03952AT.

Item -33-2: In Sub-item 1, revised the sub-item title and proviso d) as necessary to change “combi” to -200CB and to add STCs ST02278SE and ST03952AT.

Item -33-3: In Sub-item 1, revised the sub-item title and proviso d) as necessary to change “combi” to -200CB and to add STCs ST02278SE and ST03952AT.

Item -45-2: Revised item title to change “Combi” to -200CB.

Item -45-4: Revised item title to add STC ST03952AT.

Item -51-1: Revised item title to exclude STC ST03952AT.

Item -51-2: Revised Sub-item 1a title to change “Combi” to -200CB and add STC ST02278SE.

Item -51-3: Revised item title to exclude STC ST03952AT, revised Sub-item 1 and 2 titles to change “Combi” to -200CB, and added STC ST02278SE to Sub-item 2.

Item -51-4: Revised item title to exclude STC ST03952AT.

Item -51-6: Revised Sub-item 2 title to add STC ST02278SE.

Item -51-7: Revised item title to exclude STC ST03952AT.

Item -53-1: Revised Sub-item 1 title to change “Combi” to -200CB.

Item -58-3: Revised Sub-item 1 title to change “Combi” to -200CB and to add STCs ST02278SE and ST03952AT.

ATA 21 AIR CONDITIONING (Continued)

Item -58-5: Revised Sub-item 1 title to change “Combi” to -200CB and to add STCs ST02278SE and ST03952AT.

Item -58-7: Revised the sub-item title and provisos, as necessary, to change “combi” to -200CB and to add STCs ST02278SE and ST03952AT.

Item -58-14: Revised item title to exclude STC ST03952AT.

Item -61-1: Revised Sub-item 1 title to change “Combi” to -200CB and to add STCs ST02278SE and ST03952AT.

Item -61-2: Revised item title to change “Combi” to -200CB and to add STCs ST02278SE and ST03952AT.

Item -61-3: Revised item title to change “Combi” to -200CB and to add STCs ST02278SE and ST03952AT.

Item -61-4: Revised Sub-item 1 title to change “Combi” to -200CB and to add STCs ST02278SE and ST03952AT.

Item -61-6: Revised Sub-item 1 title to change “Combi” to -200CB and to add STCs ST02278SE and ST03952AT.

Item -61-7: Revised Sub-item 1 title to change “Combi” to -200CB and to add STCs ST02278SE and ST03952AT.

ATA 23 COMMUNICATIONS

Item -70-1: Revised per MMEL PL-122, Rev. 1 GC, which improves relief for cargo operators, and standardized the sub-item title to "All Cargo Configuration".

ATA 24 ELECTRICAL POWER

Item -51-1: Revised Sub-item 2 title to change “Combi” to -200CB and to add STC ST03952AT.

ATA 25 EQUIPMENT AND FURNISHINGS

Item -24-2 New MMEL item for STC ST03952AT.

Item -24-3 New MMEL item for STC ST03952AT.

Item -25-3 Revised Sub-item 1 title to identify the STC configuration with just a number.

Item -38-1: Revised per MMEL PL-85, Rev. 4 GC, which provides expanded relief.

Item -50-2: New MMEL item for STC ST03952AT.

Item -60-1: New MMEL item for STC ST00892LA (cockpit smoke vision system).

ATA 26 FIRE PROTECTION

Item -16-1: Revised Sub-item 2 title to change “Combi” to -200CB and to add STCs ST03562AT, ST02278SE and ST03952AT.

Item -16-2: Revised item title to change “Combi” to -200CB and to add STC ST03952AT.

Item -23-2: New MMEL item for STC ST03952AT.

Item -23-3: New MMEL item for STC ST03952AT.

Item -26-2: Revised Sub-item 1 title to add STC ST03952AT.

Item -26-3: Revised Sub-item 1 title to add STC ST03952AT.

ATA 33 LIGHTS

Item -11-1: Revised per MMEL PL-77, Rev. 4, which removed reference to emergency procedures and made other wording corrections.

Item -21-1: Revised Sub-item 2 title to identify the STC configuration with just a number and added Sub-item 3 for STC ST03952AT.

ATA 34 NAVIGATION

Item -53-1 For ADS-B squitter transmissions, per PL-76, Rev. 6, added an option for MMEL relief based on using alternate procedures and revised the repair category when procedures do not requires its use.

ATA 35 OXYGEN

Item -11-3 Revised item title to identify the STC configuration with just a number.

ATA 38 WATER/WASTE

Item -31-1 New MMEL item for STC ST03952AT.

ATA 46 INFORMATION SYSTEMS

Item -20-1: Revised in accordance with PL-121, Rev. 0,which provides relief for Data Connectivity, Power Connection and Mounting Device.

ATA 52 DOORS

Item -11-5: In Sub-item 1, revised proviso b) to change “combi” to -200CB and to add STC ST02278SE.

Item -51-2: Revised Sub-item 1 title to add STC ST02278SE.

Item -71-2: Revised item to add STC ST03952AT and standardized the provisos.

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Definitions

The Definitions are as published in FAA Policy Letter 25.

TYPE DESIGNATORS

Preamble

The Preamble is as published in FAA Policy Letter 34.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
20-1	A/C Ozone Converters	C	-	0	As required by 14 CFR.
23-1	Return Air Grille	C	-	-	(M) One may be broken or missing provided: a) Broken or missing grille is located within a designated area, and b) Grille is removed and replaced with a blanking plate.
	1) All Cargo Configuration	C	-	-	(M) One may be broken or missing provided: a) Broken or missing grille is located within a designated area, and b) Alternate procedures are established and used to cover grille.
25-1	Recirculation Fans				
	1) Right Fan (Passenger Only)				
	a) SB 757-21-15 or Production Equivalent Incorporated	C	1	0	(O) May be inoperative provided additional fuel usage is considered.
	b) SB 757-21-15 or Production Equivalent Not Incorporated	C	1	0	(M)(O) May be inoperative provided: a) Right pack remains off, b) Airplane remains at or below FL 350, and c) Left stall relief port is plugged.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
25-1 Recirculation Fans (Cont'd)					
	2) Left Fan	C	1	0	(M)(O) May be inoperative provided: a) Both A/C packs and pressurization system operate normally, b) Dispatch is prohibited for OAT above 41 degrees C at departure and destination, c) Airplane remains at or below FL 350, d) For -200 passenger, -200CB, STC ST03562AT and STC ST03952AT, procedures are established and used to ensure aft lower cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, e) For -200PF and -200SF, procedures are established and used to ensure forward lower cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, f) For ground operations, at least one pack is operating for OAT above 18 degrees C, g) For ground operations, both packs are operating for OAT above 32 degrees C, and h) For passenger and -200CB, ground operations, weather radar remains OFF except for weather evaluation just before takeoff. NOTE 1: When Left Fan is unpowered, DIM function of Indicator Lights system will be inoperative. NOTE 2: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
25-2	Recirculation Fan INOP Lights	C	-	0	(M) May be inoperative provided associated EICAS message is verified to operate normally.
31-1	Auto Cabin Pressure Control Systems	C	2	1	One may be inoperative provided manual mode and one autopilot operate normally.
		C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Manual cabin pressure control system operates normally, c) For passenger, -200CB and STCs ST01529SE, ST01920LA and ST02278SE, procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and d) For STCs ST03562AT and ST03952AT, procedures are established and used to ensure upper and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
31-1	Auto Cabin Pressure Control Systems (Cont'd)				
	1) Passenger, -200CB, -200PF and STCs ST01529SE, ST03562AT, ST01920LA, ST02278SE and ST03952AT	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Extended overwater flight is prohibited, c) For passenger, -200CB and STCs ST01529SE, ST01920LA and ST02278SE, procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and d) For STCs ST03562AT and ST03952AT, procedures are established and used to ensure upper and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
31-2	Manual Cabin Pressure Control System				
	1) Passenger, -200CB and STCs ST01529SE, ST03562AT, ST01920LA, ST02278SE and ST03952AT	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Extended overwater flight is prohibited, c) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and d) For STCs ST03562AT and ST03952AT, procedures are established and used to ensure upper and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
	2) -200PF	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Extended overwater flight is prohibited.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
31-3 Outflow Valve				
1) Passenger, -200CB and STCs ST01529SE, ST03562AT, ST01920LA, ST02278SE and ST03952AT	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Extended overwater flight is prohibited, c) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and d) For STCs ST03562AT and ST03952AT, procedures are established and used to ensure upper and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
2) -200PF	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Extended overwater flight is prohibited.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
32-1	Positive Pressure Relief Valves	C	2	1	(M) One may be inoperative closed.
	1) Passenger, -200CB and STCs ST01529SE, ST03562AT, ST01920LA, ST02278SE and ST03952AT	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Manual cabin pressure control system operates normally, c) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and d) For STCs ST03562AT and ST03952AT, procedures are established and used to ensure upper and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
32-1	Positive Pressure Relief Valves (Cont'd)				
	1) Passenger, -200CB and STCs ST01529SE, ST03562AT, ST01920LA, ST02278SE and ST03952AT (Cont'd)	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Extended overwater flight is prohibited, c) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and d) For STCs ST03562AT and ST03952AT, procedures are established and used to ensure upper and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
	2) -200PF, -200SF	C	2	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
33-1	CABIN RATE of Climb Indicator	C	1	0	May be inoperative provided both automatic pressure control systems operate normally.
	1) Passenger, -200CB and STCs ST01529SE, ST03562AT, ST01920LA, ST02278SE and ST03952AT	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and c) For STCs ST03562AT and ST03952AT, procedures are established and used to ensure upper and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
	2) -200PF, -200SF	C	2	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
33-2	CABIN DIFF Pressure Indicator	C	1	0	(O) May be inoperative provided: a) CABIN ALT indicator operates normally, and b) A chart is provided to convert cabin altitude to cabin differential pressure.
	1) Passenger, -200CB and STCs ST01529SE, ST03562AT, ST01920LA, ST02278SE and ST03952AT	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and c) For STCs ST03562AT and ST03952AT, procedures are established and used to ensure upper and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
	2) -200PF, -200SF	C	1	0	May be inoperative provided both automatic pressure control systems operate normally.
		C	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
33-3	CABIN ALT Indicator	C	1	0	(O) May be inoperative provided: a) CABIN DIFF pressure indicator operates normally, and b) A chart is provided to convert cabin differential pressure to cabin altitude.
	1) Passenger, -200CB and STCs ST01529SE, ST03562AT, ST01920LA, ST02278SE and ST03952AT	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and c) For STCs ST03562AT and ST03952AT, procedures are established and used to ensure upper and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
	2) -200PF, -200SF	C	1	0	May be inoperative provided both automatic pressure control systems operate normally.
		C	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.
33-4	Outflow VALVE Position Indicator	C	1	0	
33-5	AUTO INOP Light (Cabin Altitude Control)	C	1	0	(O) May be inoperative provided: a) Both automatic pressure control systems operate normally, and b) CABIN ALT or CABIN RATE of climb indicator operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
33-6	Cabin Altitude Warning System	C	1	0	May be inoperative provided flight remains at or below 10,000 feet MSL.
***	1) High Altitude Warning System	D	1	0	May be inoperative provided procedures do not require its use.
40-1	Fwd Cargo Heating System	C	1	0	(M) May be inoperative deactivated.
40-2	Aft Cargo Heating System	C	1	0	(M) May be inoperative deactivated.
45-1	Flight Crew Auxiliary Heat Systems	C	4	0	May be inoperative OFF. Note: Any portion that operates normally may be used.
		C	4	0	(M) May be inoperative provided affected system is deactivated. Note: Any portion that operates normally may be used.
45-2	Main Cargo Door Sidewall Heater (-200CB)	C	1	0	(M) May be inoperative deactivated.
45-3	Door Heater Systems (Type I, III Doors)	C	-	0	(M) May be inoperative deactivated.
45-4	Courier Heater System (STCs ST03562AT and ST03952AT)	C	1	0	(M)(O) May be inoperative provided heaters are OFF and disabled.
51-1	Air Conditioning Packs (All Configurations Except STC ST03952AT)	C	2	1	One may be inoperative provided: a) Airplane remains at or below FL 350, and b) Flight remains within 60 minutes of landing at a suitable airport.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
51-2	Pack Flow Control/Shutoff Valves	C	2	1	(M)(O) One may be inoperative closed for an associated inoperative pack.
	1) Hi Flow Mode	C	2	1	Except for ER operations, one may be inoperative provided remaining (opposite) pack operates normally.
	a) Passenger, -200CB and STCs ST01529SE, ST01920LA and ST02278SE	C	2	0	(O) Except for ER operations, may be inoperative provided: a) All remaining functions of both packs operate normally, b) All recirculation fans operate normally, and c) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
	b) -200PF, -200SF	C	2	0	Except for ER operations, may be inoperative provided: a) All remaining functions of both packs operate normally and, b) Recirculation fan operates normally.
	c) STC ST03562AT	C	2	0	(O) Except for ER operations, may be inoperative provided: a) All remaining functions of both packs operate normally, b) Recirculation fan operates normally, and c) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
51-2	Pack Flow Control/Shutoff Valves (Cont'd)				
	1) Hi Flow Mode (Cont'd)				
	c) STC ST03562AT (Cont'd)				NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
51-3	Pack Temperature Control Systems (All Configurations Except ST03952AT)	C	2	1	One may be inoperative OFF for an associated inoperative pack.
	1) Auto Mode (Passenger and -200CB	C	2	0	May be inoperative provided associated Standby Mode operates normally.
	2) Standby Mode (Passenger, -200CE and STCs ST01529SE, ST01920LA and ST02278SE)	C	2	0	May be inoperative provided associated Auto Mode operates normally.
	3) Standby Mode (-200PF, -200SF, and STC ST03562AT)	C	2	0	May be inoperative for each operating pack.
51-4	Pack Temperature Control Valves (All Configurations Except ST03952AT)	C	2	1	(M) Right valve may be inoperative deactivated in mid position provided left pack operates normally in AUTO.
		C	2	1	(M) One may be inoperative closed in STBY mode provided remaining (opposite) pack operates normally in AUTO.
		C	2	1	One may be inoperative for an associated inoperative pack.
51-5	Pack Altitude Switches	C	2	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
51-6	Main Cargo Air Distribution Riser Shutoff Valves				
	1) -200PF	C	2	1	(M)(O) May be inoperative closed provided: a) Corresponding zone trim air modulating valve is deactivated closed, and b) Operation is limited to one pack. NOTE: In event of operating pack failure, turn on remaining pack.
	2) -200SF and STCs ST01529SE, ST03562AT, ST01920LA and ST02278SE	C	2	1	(M)(O) May be inoperative closed provided: a) Corresponding zone trim air modulating valve is deactivated closed, b) Operation is limited to one pack, and c) Operations are limited to FL 350 and below. NOTE: In event of operating pack failure, turn on remaining pack.
51-7	Air Cycle Machine (All Configurations Except ST03952AT)	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Associated pack is operated in STBY WARM, b) Flow control valve in associated pack is verified to operate normally, c) Remaining (opposite) pack operates normally, and d) Associated pack is turned OFF at TAT above 0 degrees C.
52-1	Pack RESET Switches	C	2	1	One may be inoperative provided both packs operate normally.
		C	2	1	One may be inoperative for an associated inoperative pack.
52-2	Pack INOP Lights	C	2	1	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
52-3	Air Conditioning Pack OFF Lights	C	2	1	(M) One may be inoperative OFF provided associated EICAS message and all other pack indications operate normally.
53-1	Ram Air Inlet/Exhaust Door Systems				
	1) Passenger and -200CB	C	2	0	(M)(O) May be inoperative provided doors are secured open with pack(s) operating.
		C	2	1	(M)(O) One may be inoperative in any position provided associated pack is considered inoperative.
	2) All Cargo Configuration	C	2	1	(M)(O) One may be inoperative in any position provided associated pack is considered inoperative.
58-3	Forward Equipment Cooling Supply Fans				
	1) Passenger, -200CB and STCs ST01529SE, ST03562AT, ST01920LA, ST02278SE and ST03952AT	A	2	1	Except for ER operations, primary cooling fan may be inoperative provided: a) Flight is conducted in Day VMC only, b) Equipment Cooling is selected to ALTN, and c) Operations are limited to not more than one flight day before repairs are made.
		C	2	1	Except for ER operations, primary cooling fan may be inoperative provided: a) Forward equipment cooling auxiliary supply fan is installed and operates normally, and b) Equipment cooling is selected to ALTN.
	2) -200PF, -200SF	C	2	1	(M) One may be inoperative provided: a) Flight remains within 90 minutes of a suitable landing airport, and b) Procedures do not require use of HF radio.
58-4	Flight Deck Equipment Cooling Supply Fans (-200PF, -200SF)	C	2	1	(M) One may be inoperative provided flight remains within 90 minutes of a suitable landing airport.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
58-5	Aft Equipment/ Lav/Galley Exhaust (Vent) Fans				
	1) Passenger, -200CB, -200SF and STCs ST01529SE, ST03562AT, ST01920LA ST02278SE and ST03952AT				
	a) Airplanes Including Line Number 138 and Further, but Excluding Those with a Number 3 Cargo Door	C	2	1	One may be inoperative provided operations do not require use of ADF equipment.
	b) Airplanes Prior to Line Number 138 and Airplanes with a Number 3 Cargo Door	C	2	1	One may be inoperative provided both aft equipment cooling supply fans operate normally.
	2) -200PF	C	2	1	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
58-7	Forward Equipment Cooling Overboard Exhaust Valve (Passenger, -200CB, -200PF and STCs ST01529SE, ST03562AT, ST01920LA, ST02278SE and ST03952AT)	C	1	0	(M)(O) May be inoperative open provided: a) Flight is conducted in an unpressurized configuration, and b) For passenger, -200CB and STCs ST01529SE, ST03562AT, ST01920LA, ST02278SE and ST03952AT, procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
		C	1	0	(M)(O) May be inoperative in SMOKE (partially open) position provided: a) Both packs operate normally, b) Airplane remains at or below FL 350, and c) For passenger, -200CB and STCs ST01529SE, ST03562AT, ST01920LA, ST02278SE and ST03952AT, procedures are established and used to ensure lower aft cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
58-8	Aft Equipment Cooling Supply Fans	C	2	1	(O) One may be inoperative provided operations do not require use of HF radio or ADF navigation equipment.
58-13	Equipment Cooling Airflow Detection System	C	1	0	(M) May be inoperative provided equipment cooling airflow is verified to operate normally before each flight.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
58-14 ***	Forward Equipment Cooling Auxiliary Supply Fan (All Configurations Except ST03952AT)	C	1	0	Except for ER operations, may be inoperative.
58-15 ***	Forward and Aft Equipment Cooling Air Filters				
	1) Forward Filter	C	1	0	(M) May be inoperative removed provided: a) All forward equipment cooling supply fans operate normally, and b) Inlet area is inspected and found to be free of foreign objects.
	2) Aft Filter	C	1	0	(M) May be inoperative removed provided: a) All aft equipment/lav/galley exhaust (vent) fans operate normally, and b) Inlet area is inspected and found to be free of foreign objects.
61-1	Cabin COMPT TEMP Control Systems				
	1) Passenger, -200CB and STCs ST01529SE, ST01920LA, ST02278SE and ST03952AT	C	-	0	(M) May be inoperative provided associated zone trim air modulating valve or trim air regulating/shutoff valve remains closed.
	2) -200PF, -200SF, and STC ST03562AT	C	2	0	(M) May be inoperative provided associated zone trim air modulating valve remains closed.
61-2	Flight Deck COMPT TEMP Control System (Passenger, -200CB and STCs ST01529SE, ST03562AT, ST01920LA, ST02278SE and ST03952AT	C	1	0	(M) May be inoperative provided associated zone trim air modulating valve or trim air regulating/shutoff valve remains closed.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
61-3	Trim Air Regulating/ Shutoff Valve System (Passenger, -200CB and STCs ST01529SE, ST03562AT, ST01920LA, ST02278SE and ST03952AT	C	1	0	(M) May be inoperative provided trim air regulating/shutoff valve is secured closed.
61-4	Zone Trim Air Modulating Valves				
	1) Passenger, -200CB and STCs ST01529SE, ST01920LA, ST02278SE and ST03952AT	C	-	0	(M) May be inoperative closed.
		C	-	0	May be inoperative in any position provided trim air switch remains OFF.
	2) -200PF, -200SF, and ST03562AT	C	3	1	(M) Main cargo compartment valves may be inoperative closed.
61-5	Trim Air OFF Light	C	1	0	
61-6	COMPT TEMP INOP Lights				
	1) Passenger, -200CB and STCs ST01529SE, ST01920LA, ST02278SE and ST03952AT	C	-	0	(M) May be inoperative provided associated trim air modulating valve(s) remains closed.
		C	-	0	(M) May be inoperative provided trim air regulating/shutoff valve remains closed.
	2) -200PF, -200SF, and STC ST03562AT	C	3	1	(M) FWD and/or AFT light(s) may be inoperative provided associated trim air modulation valve(s) remains closed.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
61-7	Trim Air Check Valves				
	1) Passenger, -200CB and STCs ST01529SE, ST01920LA, ST02278SE and ST03952AT	C	2	0	(M) May be inoperative provided one failed check valve is secured closed.
	2) -200PF, -200SF, and STC ST03562AT	C	2	1	(M)(O) May be inoperative provided: a) Failed check valve is secured closed, and b) Trim air is available from side opposite to valve which is secured closed.
65-1	COMPT TEMP Indications	C	3	0	
71-1	Zonal Drying System (STC ST02063NY)	C	1	0	(M) May be inoperative provided dryer system is deactivated.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. 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 System is verified not in a single source configuration prior to each departure, and c) Approach minimums 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 minimums do not require their use.
		B	3	0	(M) Except for ER 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, c) Enroute operations and approach minimums do not require their use, and d) Number of flight segments and segment duration is acceptable to flight crew.
11-1	Control Wheel Disengage Switches	C	2	1	One may be inoperative provided: a) Autopilots are not used below 1,500 feet AGL, and b) Approach minimums do not require use of autopilot.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTO FLIGHT					
11-2	A/P DISC Light	C	1	0	May be inoperative provided: a) Autopilots are not used below 1,500 feet AGL, and b) All other A/P disengagement alerts operate normally.
11-3	Mode Control Panel Selectors				
	1) VERT SPD Selector (DN & UP)	C	1	0	(O) May be inoperative provided FL CH mode operates normally.
	2) BANK LIMIT Selector	C	1	0	(O) May be inoperative.
	3) Selector Push Functions				
	a) IAS/MACH	C	1	0	(O) May be inoperative. NOTE: Rotational function of selector must operate normally.
***	b) ALT	C	1	0	(O) May be inoperative. NOTE: Rotational function of selector must operate normally.
	c) HDG SEL	B	1	0	(O) May be inoperative. NOTE: Rotational function of selector must operate normally.
11-4	Mode Control Panel Switches				
	1) A/P Engage Switches/Paddles (L CMD, C CMD, R CMD)	C	3	1	(O) May be inoperative. NOTE: All operative autopilots may be used during autoland operations. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTO FLIGHT					
11-4	Mode Control Panel Switches (Cont'd)				
	1) A/P Engage Switches/Paddles (L CMD, C CMD, R CMD) (Cont'd)	B	3	0	Except for ER operations, may be inoperative provided: a) Enroute operations and approach minimums do not require their use, and b) Number of flight segments and segment duration is acceptable to flight crew.
***	2) A/P CWS Engage Switches	C	3	0	
	3) A/T ARM Switch	C	1	0	May be inoperative OFF provided approach minimums do not require use of autothrottle system.
	4) A/T SPD Mode Engage Switch	C	1	0	(O) May be inoperative provided procedures and approach minimums do not require its use.
	5) F/D Switches	C	2	0	May be inoperative OFF provided approach minimums do not require use of flight director displays.
	6) IAS/MACH SEL Switch	C	1	0	May be inoperative provided IAS is displayed in associated window.
	7) APP Switch	C	1	0	May be inoperative provided approach minimums do not require use of autopilot or flight director.
	8) LOC Switch	C	1	0	(O) May be inoperative.
***	9) B/CRS Switch	C	1	0	(O) May be inoperative.
	10) V NAV, FL CH, V/S, ALT HOLD Switches	C	4	3	(O) One may be inoperative provided procedures or enroute operations do not require its use.
	11) L NAV, HDG HOLD Switches	C	2	1	(O) One may be inoperative provided: a) HDG SEL operates normally, and b) Procedures or enroute operations do not require its use.
	12) EPR/THR Switch	C	1	0	May be inoperative provided both thrust levers are operated manually for takeoff.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTO FLIGHT					
11-5	Mode Control Panel Windows				
	1) Airspeed (IAS/MACH)	C	1	0	(O) May be inoperative provided command airspeed bug on airspeed indicator (and ADI speed tape, if installed) operates normally on both sides.
	2) Heading (HDG)	C	1	0	(O) May be inoperative provided selected heading indications on both HSIs operate normally.
	3) Vertical Speed (VERT SPD)	C	1	0	(O) May be inoperative provided Vertical Speed mode is not selected.
11-6	Mode Control Panel Switch Lights				
	1) Autopilot Engage Switch Lights (CMD)	C	3	2	
	2) Mode Selector Switch Lights	C	-	-	Lights for any two switches may be inoperative. NOTE: A switch with one lamp operational is considered to be operating normally.
		B	-	0	NOTE: A switch with one lamp operational is considered to be operating normally.
14-1	Autoland Status Annunciators	C	2	0	May be inoperative provided approach minimums do not require their use.
14-2	Automatic Landing System (AUTOLAND)	C	1	0	May be inoperative provided approach minimums do not require its use.
	1) Triple Channel Autoland (LAND 3)	C	1	0	May be inoperative provided approach minimums do not require its use.
21-1	Yaw Dampers	C	2	1	(M) One may be inoperative provided remaining yaw damper is verified to operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTO FLIGHT					
24-1	Mach/Speed Trim Systems				Deleted, MMEL Rev. 17.
30-1	Thrust Management System (Including Autothrottle System)	C	1	0	(M) May be inoperative provided approach minimums do not require its use.
	1) Autothrottle Servo	C	1	0	(M) May be inoperative provided: a) Autothrottles are deactivated, and b) Approach minimums do not require use of autothrottle.
	2) Autothrottle Disconnect Switches	C	2	1	
		C	2	0	(M) May be inoperative provided: a) Autothrottles are deactivated, and b) Approach minimums do not require use of autothrottle.
	3) Thrust Mode Select Panel				
	a) Derate Switches	C	2	0	
	b) TEMP SEL Selector	C	1	0	
	c) TO/GA Switch	C	1	0	
	d) CLB Switch	C	1	0	(O) May be inoperative provided Automatic Climb Thrust Select option is installed and operates normally.
	e) CON Switch	C	1	0	(O) May be inoperative provided Max Continuous Thrust is set manually if required.
	f) CRZ Switch	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTO FLIGHT					
30-2	Go-Around Switches	C	2	1	(M) One may be inoperative provided: a) Approach minimums do not require its use, and b) Remaining Go-Around switch is verified to operate normally.
		C	2	0	May be inoperative provided: a) Both thrust levers are operated manually for go-around, and b) Autopilot and Flight Director are not used below 500 feet AGL or applicable approach minimum, whichever is higher. NOTE: Flight Director Go-Around and Windshear guidance are not available with both go-around switches inoperative.
34-1	Autothrottle Disconnect (A/T DISC) Light	C	1	0	May be inoperative provided: a) Associated EICAS annunciation operates normally, and b) Associated aural alert operates normally.
		C	1	0	May be inoperative provided: a) A/T ARM switch remains OFF, and b) Approach minimums do not require its use.
41-1	Maintenance Control Display Panel (MCDP)	D	1	0	
***	1) Remote MCDP	D	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
00-1	Boom Microphones				Moved to 23-51-5, MMEL Rev. 20.
10-1 ***	Radio Tuning Panels (Digital RTP)	C	3	2	One may be inoperative provided left Radio Tuning Panel operates normally.
11-1	Communications Systems (VHF, HF, UHF)	D	-	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative.
	1) VHF Comm				
	a) Frequency In Use Light	C	-	0	
	b) Frequency Transfer Switch	C	-	0	May be inoperative provided associated VHF active frequency can be selected.
		D	-	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative.
	c) Frequency Selector Knob	C	-	2	
	d) Frequency Indication	C	-	2	
	2) High Frequency (HF) Communication System	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over intended route of flight, and d) If SATCOM Voice is to be used over intended route of flight, SATCOM Voice short codes (Inmarsat) or direct dial commercial numbers (IRIDIUM) must be available. If not available, prior coordination with appropriate ATS (FIR) facility is required. NOTE: SATCOM Voice is to be used only as a backup to normal HF communications.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
					(Continued)
11-1	Communications Systems (VHF, HF, UHF) (Cont'd)				
	2) High Frequency (HF) Communication System (Cont'd)				
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.
11-2 ***	Flight Deck Communications Systems (Datalink)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
12-1	VHF Communications Transmitters & Receivers				Moved to 23-11-1, MMEL Rev. 9.
12-2	Emergency Locator Transmitter (ELT)				Moved to 25-63-10, MMEL Rev. 27.
21-1 ***	Selective Call System (SELCAL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
22-1 ***	ACARS System	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.
		D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any mode that operates normally may be used.
***	1) ACARS Printer	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
25-1 ***	SAT Communication Systems	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
	1) SATCOM Voice	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
***	2) SATCOM Lights	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.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
25-2 ***	Automated Flight Information Reporting System (AFIRS) (STC ST02388NY)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of system that operates normally may be used.
		D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of system that operates normally may be used.
	1) Global Voice SATCOM	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	a) Cockpit Dialer Pad	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	b) Handset	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	2) Global Messaging	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of system that operates normally may be used.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
31-1	Passenger Address System (PA)				
	1) Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. NOTE: Any station function(s) that operate normally may be used.
		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.
	a) Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	b) Cabin Speakers	C	-	-	May be inoperative provided inoperative speakers are not adjacent to each other.
		C	-	-	(M) No passenger seat or cabin attendant seat may be occupied from which Passenger Address System is not audible and intelligible, and that seat must be blocked and placarded DO NOT OCCUPY.
	2) All Cargo Configuration (Courier/ Supernumerary Address System)	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
31-1 Passenger Address System (PA) (Cont'd)				
2) All Cargo Configuration (Courier/ Supernumerary Address System) (Cont'd)				
a) Lavatory Speakers	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
31-2 *** Pre-recorded Passenger Announcement System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
31-3 Headsets/ Microphones (Or Equivalent)				Moved to 23-51-5, MMEL Rev. 20.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
40-1	Crewmember Interphone Systems				
	1) Passenger Configuration				
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of cabin handsets, and b) Alternate communication procedures between affected flight attendant stations are established and used. NOTE: Any station function(s) that operate normally may be used.
	b) Cabin to Cabin Function	B	2	0	(O) May be inoperative provided alternate communications procedures between affected flight attendant stations are established and used. NOTE: Any station function(s) that operate normally may be used.
		B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent of cabin handsets, and b) Alternate communication procedures between affected flight attendant stations are established and used. NOTE: Any station function(s) that operate normally may be used. (Continued)

SYSTEM & SEQUENCE NUMBERS / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
40-1 Crewmember Interphone Systems (Cont'd)				
1) Passenger Configuration (Cont'd)				
c) Flight Deck to Ground Function				
1. Large Turbojet Powered Airplanes Operating Under 14 CFR Part 121	C	1	0	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear service interphone jack operates normally.
	C	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear flight interphone jack operates normally.
	B	2	0	(O) May be inoperative provided alternate procedures are established and used.
2. All Other Aircraft/ Operations	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.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
40-1	Crewmember Interphone Systems (Cont'd)				
	2) All Cargo Configuration				
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	b) Cabin to Cabin Function	D	1	0	
	c) Flight Deck to Ground Function				
	1. Large Turbojet Powered Airplanes Operating Under 14 CFR Part 121	C	1	0	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear service interphone jack operates normally.
		C	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear flight interphone jack operates normally.
		B	2	0	(O) May be inoperative provided alternate procedures are established and used. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
40-1	Crewmember Interphone Systems (Cont'd)				
	2) All Cargo Configuration (Cont'd)				
	c) Flight Deck to Ground Function (Cont'd)				
	2. All Other Aircraft/ Operations	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.
41-1	Alerting System (Audio/Visual)				
	1) Passenger Configuration				
	a) Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided flight deck audio alerting system operates normally. NOTE: Flight deck audio alerting system must always be operative. (Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
41-1 Alerting System (Audio/Visual) (Cont'd)				
1) Passenger Configuration (Cont'd)				
b) Flight Attendant Visual Alerting System	B	1	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered an NEF item. NOTE 2: Any visual alerting system function(s) that operates normally may be used.
c) Flight Attendant Audio Alerting System	B	-	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered an NEF item. NOTE 2: Any audio alerting system function(s) that operates normally may be used. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
41-1	Alerting System (Audio/Visual) (Cont'd)				
	2) All Cargo Configuration				
	a) Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided flight deck audio alerting system operates normally.
	b) Flight Deck Call System	D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.
	c) Courier/Super-numerary Visual Alerting System	B	1	0	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used. NOTE: Any visual alerting system function(s) that operates normally may be used.
		D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any visual alerting system function(s) that operates normally may be used.
	d) Courier/Super-numerary Audio Alerting System	B	1	0	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used. NOTE: Any audio alerting system function(s) that operates normally may be used.
		D	1	0	May be inoperative provided courier/ supernumerary compartment remains unoccupied. NOTE: Any audio alerting system function(s) that

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
					operates normally may be used.
42-1	Handset Systems				
	1) Passenger Configuration				
***	a) Flight Deck	C	1	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	b) Cabin	B	-	-	(O) May be inoperative provided: a) Fifty percent of cabin handsets operate normally, and b) Alternate communication procedures between affected flight attendant station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy fifty percent requirement. NOTE 2: Any handset function that operates normally may be used.
	2) All Cargo Configuration				
***	a) Flight Deck	C	1	0	May be inoperative provided flight deck to courier/supernumerary communication operates normally.
		D	1	0	May be inoperative provided procedures do not require its use.
***	b) Courier/ Supernumerary	D	-	1	
		D	-	0	May be inoperative provided Courier/ supernumerary compartment remains

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
					unoccupied.
43-1	Ground Crew Call System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	1) Ground Crew Call Horn	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
51-1	Flight Deck Interphone System				Moved to 23-40-1, MMEL Rev. 22.
51-2	Audio Selector Panels				Deleted, MMEL Rev. 12.
51-3	Flight Deck Speakers	C	2	0	May be inoperative provided: a) Procedures do not require their use, and b) TSO headset earphones/headphones (or equivalent) are installed and operate normally.
51-4	Push-To-Talk (PTT) Switches				
	1) Control Wheel PTT Switches	C	2	1	(M) One may be inoperative provided: a) Associated audio selector panel or glareshield PTT switch operates normally, and b) Affected switch is deactivated.
	2) Flightcrew Audio Selector Panel PTT Switches	C	2	1	(M) One may be inoperative provided: a) Associated control wheel or glareshield PTT switch operates normally, and b) Affected switch is verified failed open.
***	3) Glareshield PTT Switches	C	-	0	(M) May be inoperative provided: a) Associated audio selector panel or control wheel PTT switch operates normally, and b) Affected switch is deactivated.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
51-5	Flight Crew Communication Equipment	D	-	-	Any Boom and/or Hand Microphones in excess of those required by 14 CFR for flight deck crewmembers may be inoperative or missing.
	1) Boom Microphones	A	-	0	May be inoperative or missing provided: a) Associated hand microphone is installed and operates normally, b) Flight Data Recorder (FDR) operates normally, and c) Repairs are made within three flight days.
	2) Hand Microphones	C	-	0	May be inoperative or missing provided associated boom microphone operates normally.
		D	-	0	May be inoperative or missing provided procedures do not require its use.
***	a) Dual Tone Multi-Frequency (DTMF) (Telephone Dialing Feature)	C	1	0	(O) May be inoperative provided: a) Voice mode operates normally, and b) Alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	3) TSO Headset Earphones/ Headphones	C	-	1	Either captain's or first officer's earphone/ headphone may be inoperative or missing provided associated flight deck speaker operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
70-1	Flight Deck Door Visual Surveillance Systems				
***	1) Electronic System	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
		C	1	0	(O) May be inoperative provided: a) A flight deck door viewing port is installed and operates normally, and b) Alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	a) All Cargo Configuration	C	1	0	May be inoperative provided aircraft aft of flight deck door is occupied only by those personnel authorized by 14 CFR.
		D	1	0	May be inoperative provided procedures do not require its use.
***	2) Viewing Ports	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
		C	1	0	(O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
70-1	Flight Deck Door Visual Surveillance Systems (Cont'd)				
***	2) Viewing Ports (Cont'd)				
	a) All Cargo Configuration	C	1	0	May be inoperative provided aircraft aft of flight deck door is occupied only by those personnel authorized by 14 CFR.
		D	1	0	May be inoperative provided procedures do not require its use.
70-2 ***	Cabin Visual Surveillance Systems	C	1	0	(M)(O) May be inoperative and components may be missing provided alternate procedures are established and used. NOTE: Any part of system that operates normally may be used.
		D	1	0	May be inoperative provided procedures do not require its use.
71-1	Cockpit Voice Recorder (CVR) System	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
00-1	Engine Generator Systems (IDG, GCB)	B	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) APU generator operates normally and is used to supply busses of inoperative channel throughout flight, b) All generator control units, including APU, operate normally, c) For ER operations, Hydraulic Motor Generator (HMG) is verified to operate normally, and d) If APU has been operating for an extended period of time in heavy falling or blowing snow, inspect inlet plenum before departure to verify that accumulations of snow or ice are not present.
00-2	APU Generator	C	1	0	Except for ER operations, may be inoperative provided both engine generators operate normally.
		B	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Both engine generators operate normally, and b) Hydraulic Motor Generator (HMG) is verified to operate normally.
11-1	Generator DRIVE Lights	B	2	1	(M) One may be inoperative off provided associated EICAS message is verified to operate normally.
		B	2	1	(M) One may be inoperative off provided associated IDG is disconnected.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
25-1 ***	Hydraulic Motor Generator (HMG)				
	1) Air Data Computer (ADC) Equipped Airplanes	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Center IRS operates normally, and b) First officer's IRS instrument source select switch operates normally.
		C	1	0	Except for ER operations, may be inoperative for Day VMC flight.
		C	1	0	(M)(O) For ER operations up to 120 minutes, may be inoperative provided: a) Both engine generators and APU generator operate normally, b) Center IRS operates normally, and c) First officer's IRS instrument source select switch operates normally.
		A	1	0	(M)(O) For ER operations beyond 120 minutes, may be inoperative provided: a) Both engine generators and APU generator operate normally, b) APU is started before reaching ETOPS segment, then operated continuously until within 60 minutes of a suitable airport, c) Center IRS operates normally, d) First officer's IRS instrument source select switch operates normally, and e) Operations are limited to not more than three flight days before repair is made.
	2) Air Data Inertial Reference System (ADIRS) Equipped Airplanes	C	1	0	Except for ER operations, may be inoperative.
		C	1	0	(M) For ER operations up to 120 minutes, may be inoperative provided both engine generators and APU generator operate normally. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
25-1 ***	Hydraulic Motor Generator (HMG) (Cont'd)				
	2) Air Data Inertial Reference System (ADIRS) Equipped Airplanes (Cont'd)	A	1	0	(M)(O) For ER operations beyond 120 minutes, may be inoperative provided: a) Both engine generators and APU generator operate normally, b) APU is started before reaching ETOPS segment, then operated continuously until within 60 minutes of a suitable airport, and c) Operations are limited to not more than three flight days before repair is made.
25-2 ***	Hydraulic Motor Generator Valve				
	1) Air Data Computer (ADC) Equipped Airplanes	C	1	0	(M)(O) Except for ER operations, may be inoperative closed provided: a) Center IRS operates normally, and b) First officer's IRS instrument source select switch operates normally.
		C	1	0	(M) Except for ER operations, may be inoperative closed for Day VMC flight.
		C	1	0	(M)(O) For ER operations up to 120 minutes, may be inoperative closed provided: a) Both engine generators and APU generator operate normally, b) Center IRS operates normally, and c) First officer's IRS instrument source select switch operates normally.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
25-2 ***	Hydraulic Motor Generator Valve (Cont'd)				
	1) Air Data Computer (ADC) Equipped Airplanes (Cont'd)	A	1	0	(M)(O) For ER operations beyond 120 minutes, may be inoperative closed provided: a) Both engine generators and APU generator operate normally, b) APU is started before reaching ETOPS segment, then operated continuously until within 60 minutes of a suitable airport, c) Center IRS operates normally, d) First officer's IRS instrument source select switch operates normally, and e) Operations are limited to not more than three flight days before repair is made.
	2) Air Data Inertial Reference System (ADIRS) Equipped Airplanes	C	1	0	(M) Except for ER operations, may be inoperative closed
		C	1	0	(M) For ER operations up to 120 minutes, may be inoperative closed provided both engine generators and APU generator operate normally.
		A	1	0	(M)(O) For ER operations beyond 120 minutes, may be inoperative closed provided: a) Both engine generators and APU generator operate normally, b) APU is started before reaching ETOPS segment, then operated continuously until within 60 minutes of a suitable airport, and c) Operations are limited to not more than three flight days before repair is made.
25-3 ***	Flight Instrument Bus Power Switch	C	1	0	Except for ER operations, may be inoperative provided HMG is not required.
27-1	BUS OFF Lights	C	2	1	(O) One may be inoperative provided Bus Tie ISLN lights and associated GEN CONT OFF light operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
27-2	GEN CONT OFF Lights	C	2	1	(M)(O) One may be inoperative provided associated EICAS message L(R) GEN OFF is verified to operate normally.
		B	2	1	One may be inoperative for an associated inoperative generator.
27-3	APU GEN OFF Light	C	1	0	(M) May be inoperative provided EICAS message APU GEN OFF is verified to operate normally.
		C	1	0	May be inoperative provided APU generator is not required for flight.
27-4	BUS TIE ISLN Lights	C	2	0	May be inoperative provided associated BUS OFF light operates normally.
27-5	UTILITY BUS OFF Lights	C	2	0	
27-6 ***	Generator FIELD OFF Lights	D	3	0	
30-1	Standby Power Bus OFF Light	C	1	0	(M)(O) May be inoperative provided: a) Both EICAS systems operate normally, and b) All other Standby Bus indications are verified to operate normally.
31-1	APU Battery				
	1) Airplanes without Main/ APU Battery Tie System	C	1	0	(M)(O) May be inoperative provided: a) APU battery is deactivated or removed, and b) APU is considered inoperative. c)
	2) Airplanes with Main/ APU Battery Tie System	C	1	0	(M)(O) May be inoperative provided: a) APU battery is deactivated or removed, b) APU is considered inoperative, and c) Operations do not require paralleling of Main and APU batteries.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
31-2	APU Battery Charger				
	1) Airplanes without Main/ APU Battery Tie System	C	1	0	(M) May be inoperative provided: a) APU battery charger is deactivated or removed, and b) APU is not required.
	2) Airplanes with Main/ APU Battery Tie System	C	1	0	(M) May be inoperative provided: a) APU battery charger is deactivated or removed, b) APU is not required, and c) Operations do not require paralleling of Main and APU batteries.
31-3 ***	Standby Power Main/APU Battery Tie System	C	1	0	May be inoperative provided: a) Operations do not require paralleling of Main and APU batteries, b) Both engine generators operate normally, and c) APU generator operates normally.
32-1 ***	APU Start Transformer Rectifier Unit	C	1	0	May be inoperative provided APU is considered inoperative.
		D	1	0	(M) May be inoperative provided APU TRU is deactivated.
41-1	External Power System	C	1	0	
	1) EXT PWR AVAIL Light (Flight Deck)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	2) EXT PWR ON Light (Flight Deck)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	3) AC PWR CONNECTED Light (External Power Panel)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	4) PWR NOT IN USE Light (External Power Panel)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER				
51-1 Utility Bus Systems				
1) Passenger				
a) Airplanes without Photo-Luminescent Lighting System	C	2	0	(M)(O) May be inoperative provided: a) Bus is deactivated, and b) If SB 757-21-15 or production equivalent is not incorporated: 1) Right pack remains off, 2) Airplane remains at or below FL 350, and 3) Left stall relief port is plugged.
b) Airplanes with Photo-Luminescent Lighting System	C	2	1	(M)(O) Left bus may be inoperative provided left bus is deactivated.
2) -200CB and STC ST03952AT	C	2	1	(M)(O) Left bus may be inoperative provided left bus is deactivated.
3) All Cargo Configuration	C	2	0	(M)(O) May be inoperative provided bus is deactivated.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT AND FURNISHINGS					
00-1	Crewmember Shoulder Harness (Flight Deck)	D	-	-	Any in excess of those required for flight deck crew members (including official observer in observer's seat) may be inoperative.
11-1	Flight Crew Seat				
***	1) Power Adjustment System	D	2	0	May be inoperative provided fwd/aft and vertical manual adjustment modes operate normally.
	2) Manual Adjustment System				
	a) Recline	A	2	0	(M) May be inoperative provided: a) Seat is secured in upright position and is acceptable to affected crewmember, b) Fwd/Aft and vertical manual adjustment modes operate normally, and c) Repairs are made within two flight days
	b) Armrest	B	4	0	May be inoperative provided: a) Affected armrest is in up position or removed, and b) Seat is acceptable to the affected crewmember.
	c) Lumbar/ Thigh Supports and Headrest	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT AND FURNISHINGS					
11-2	Observer Seat(s)				
	1) Primary Observer Seat (Including Associated Equipment)	A	-	-	May be inoperative provided: a) A passenger seat in passenger cabin is made available to an FAA inspector for performance of official duties, and b) Repairs are made within two flight days.
		A	-	-	May be inoperative provided: a) Secondary observer's seat is available to an FAA inspector for performance of official duties, and b) Repairs are made within two flight days.
		A	-	-	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to an FAA inspector for performance of official duties, and c) Repairs are made within two flight days. NOTE 1: These provisos are intended to provide for occupancy of above seats by an FAA inspector when minimum safety equipment (oxygen and safety belt) is functional and inspector determines conditions to be acceptable. NOTE 2: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to occupy observer seat(s).
***	2) Additional Observer Seat (Including Associated Equipment)	D	-	0	NOTE: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to occupy additional observer seat(s).

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT AND FURNISHINGS					
20-1 ***	Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that item(s) is deferred in accordance with operator's NEF deferral program. NEF program, procedures, and processes are outlined in operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flight crew and included in operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.
24-1 ***	Secondary Barrier (Flight Deck Security)	C	1	0	(M)(O) May be inoperative provided: a) Barrier remains in retracted position or is removed, and b) Alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
24-2	Rigid Cargo Barrier Sliding Door Seal (STC ST03952AT)	C	-	-	(M)(O) May be damaged or missing and courier seats occupied provided: a) Main cargo compartment fire suppression system is deactivated, and b) Procedures are established and used to ensure main deck cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT AND FURNISHINGS					
24-3	Rigid Smoke Barrier Door Bulb Seal (STC ST03952AT)	C	-	-	(M)(O) May be damaged or missing provided: a) Main cargo compartment fire suppression system is deactivated, and b) Procedures are established and used to ensure main deck cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
25-1	Flight Attendant Seat Assembly (Single or Dual Position)				
	1) Required Flight Attendant Seats	B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or passenger seat which is most accessible to inoperative seat(s), so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in retracted position, and e) Passenger seat assigned to flight attendant is placarded FOR FLIGHT ATTENDANT ONLY. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT AND FURNISHINGS					
25-1	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)				
	1) Required Flight Attendant Seats (Cont'd)				NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. NOTE 3: Individual operators when operating with inoperative seats, will consider locations and combinations of seats to ensure that proximity to exits and distribution requirements of applicable 14 CFR are met. NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to adjacent seat, adjacent seat must operate normally.
	2) Excess Flight Attendant Seat	C	-	-	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.
	3) All Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT AND FURNISHINGS					
25-2	Passenger Seats	D	-	-	(M) May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to main aircraft aisle, and c) Affected seat(s) is blocked and placarded DO NOT OCCUPY. NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seat(s) does not affect required number of Flight Attendants. NOTE 3: Affected seat(s) may include seat(s) behind and/or adjacent outboard seats.
	1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in full upright position.
		D	-	-	May be inoperative and seat occupied provided seat is immovable in full upright position.
	2) Underseat Baggage Restraining Bars	C	-	-	(M)(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded DO NOT STOW BAGGAGE UNDER THIS SEAT, and c) Procedures are established to alert Cabin Crew of inoperative restraining bar. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT AND FURNISHINGS					
25-2	Passenger Seats (Cont'd)				
	3) Armrest				
	a) Armrest with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Arm rest does not block an Emergency Exit, b) Arm rest does not restrict any passenger from access to main aircraft aisle, and c) If armrest is missing, seat is secured in upright position.
	b) Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Arm rest does not block an Emergency Exit, and b) Arm rest does not restrict any passenger from access to main aircraft aisle.
25-3 ***	Supernumerary Single Seat, Folding Double Seat, and Triple Set Seat				
	1) -200PF and STC ST0192LA	D	-	0	(M) May be inoperative provided: a) Seat is not occupied, and b) Seat is stowed or secured.
	2) -200SF, STCs ST01529SE, and ST03562AT Freighters	D	-	0	May be inoperative provided seat is not occupied.
25-4	Underseat Baggage Restraining Bars				Moved to 25-25-2, MMEL Rev. 17.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT AND FURNISHINGS					
28-1	Storage Bins/Cabin, Galley and Lavatory Storage Compartments /Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure affected bin, compartment or closet in closed position, b) Affected bin, compartment or closet is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, entire overhead bin is considered inoperative.
		C	-	-	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in retracted (fully open) position, c) Affected bin, compartment or closet is not used for storage of any items, except those permanently affixed, d) Affected bin, compartment or closet is prominently placarded DO NOT USE, e) Procedures are established and used to alert crew members and passengers of inoperative bins, compartments or closets, and f) Passengers are briefed that affected bin, compartment or closet is not used. NOTE 1: For overhead bins, if no partitions are installed, entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in affected bin, compartment or closet (permanently affixed) is available for use. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT AND FURNISHINGS					
28-1	Storage Bins/Cabin, Galley and Lavatory Storage Compartments /Closets (Cont'd)				
	1) Multi Latch/ Quarter Turn Lug Installations	C	-	-	One latch/lug per compartment may be inoperative provided: a) Remaining latch(es)/lug(s) on affected compartments operate normally, and b) If affected compartment is used for a galley cart, cart remains empty.
***	2) Storage Compartment Key Locks	D	-	0	(M) May be inoperative in unlocked position provided doors can be secured by other means.
38-1	Exterior Lavatory Door Ashtrays				
	1) Airplanes with Multiple Exterior Lavatory Door Ashtrays Installed	A	-	-	Up to and including 50 percent may be missing or inoperative for 10 calendar days. NOTE: Crew lavatories are included in total aircraft exterior lavatory door ashtray count.
		A	-	-	More than 50 percent may be missing or inoperative for 3 days. NOTE: Crew lavatories are included in total aircraft exterior lavatory door ashtray count.
	2) Airplanes with Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing or inoperative for 10 calendar days.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT AND FURNISHINGS					
38-2	Galley/Cabin Waste Receptacle Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) Container is empty and access is secured to prevent waste introduction into compartment b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on flight.
41-1	Lavatory Waste Container Flapper/Access Doors	C	-	-	(M) May be inoperative provided: a) Associated lavatory waste container is empty and access is secured to prevent waste introduction into waste container, b) Lavatory is only used by crewmembers, and c) Associated lavatory entrance door is locked closed and placarded: INOPERATIVE – DO NOT USE. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
50-1	Lower Cargo Compartment Lining Panels and Floor Panels	C	-	-	(O) May be damaged or missing provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT AND FURNISHINGS					
50-2	Main Deck Cargo Compartment Lining and Floor Panels (STC ST03952AT)	C	-	-	(M)(O) May be damaged or missing provided: a) Main cargo compartment fire suppression system is deactivated, and b) Procedures are established and used to ensure main deck cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
53-1 ***	Cargo Loading Systems	D	-	0	NOTE: Any portion of system(s) that operates normally may be used.
54-1	Cargo Restraint Systems/Devices (Including Main Deck 9 "g" Barrier Net)	A	-	-	(M) May be inoperative or missing provided: a) 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, and b) Repairs are made prior to completion of next heavy maintenance visit.
		C	-	-	May be inoperative or missing provided associated cargo compartment remains empty.
55-1	Main Deck 9 "g" Cargo Barrier Net (Bridport Aviation Products)				Moved to 25-54-1, MMEL Rev. 27.
60-1	Cockpit Smoke Vision System (CSVS) (STC ST00892LA)	D	-	0	May be inoperative or missing.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT AND FURNISHINGS					
61-1 ***	Flight Crew/ Supernumerary Escape Devices				
	1) Inertial Escape Reels	C	-	-	(M) May be inoperative provided: c) One inertial escape reel is available for each crewmember/observer, and d) Inoperative escape reel(s) is removed from installed location.
	2) Escape Harnesses	C	-	2	(M) May be inoperative provided inoperative escape harness(es) is removed from installed location.
62-1	Flotation Equipment (Crew and Passengers)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.
63-1	Megaphones				
	1) Passenger Configuration	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.
	2) All Cargo Configuration	D	-	0	
63-2 ***.	Emergency Evacuation Signal System	C	1	0	(O) May be inoperative provided alternate procedures for initiating an emergency evacuation are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
63-3	“Fasten Seat Belt While Seated” Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT AND FURNISHINGS					
63-4	Flight Attendant Flashlight/Holder Assemblies	C	-	-	May be inoperative or missing provided crewmember assigned to associated seat has a flashlight of equivalent characteristics readily available.
63-10	Emergency Locator Transmitter (ELT)				
***	1) Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
***	2) Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
***		A	-	0	May be missing provided repairs are made within 90 days.
***		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
		D	-	-	Any in excess of those required by 14 CFR may be missing.
64-1	Emergency Medical Equipment				
	1) First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of required first aid kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT AND FURNISHINGS					
64-1	Emergency Medical Equipment (Cont'd)				
	2) Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
	3) Automated External Defibrillators (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
66-3	Overwing Escape Squib Test System	A	1	0	(M) May be inoperative provided: a) Overwing escape system is verified to operate normally, and b) Operations are limited to not more than 50 flight hours before repairs are made.
	1) Bottle Pressure Test System	A	1	0	(M) May be inoperative provided: a) Overwing escape bottle is verified to be properly charged, and b) Operations are limited to not more than 50 flight hours before repairs are made.
	2) Bottle Squib Test System	A	1	0	(M) May be inoperative provided: a) Overwing escape bottle squib is verified to operate normally, and b) Operations are limited to not more than 50 flight hours before repairs are made.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT AND FURNISHINGS					
66-4	Escape Slide Armed Condition Indicators	C	-	0	May be inoperative provided associated Escape SLIDE Girt Bar Engagement Light(s) operate normally.
		C	-	0	(O) For doors with flexible sweeper seals, may be inoperative provided associated slide(s) is visually verified engaged before each departure.
		C	-	0	(M) For doors with rigid sweeper seals, may be inoperative provided associated slide(s) is verified engaged before each departure.
66-5	Escape SLIDE Girt Bar Engagement Light(s)	C	-	0	(O) For doors with flexible sweeper seals, may be inoperative provided associated slide(s) is visually verified engaged before each departure.
		C	-	0	(M) For doors with rigid sweeper seals, may be inoperative provided associated slide(s) is verified engaged before each departure.

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT AND FURNISHINGS				

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
11-1	Engine Fire Detection Systems				
	1) Detection Loops	C	4	2	Except for ER operations beyond 120 minutes, one loop per engine may be inoperative.
11-2	Engine Turbine Cooling Overheat Detection Systems (RB211)				
	1) Detection Loops	C	4	2	Except for ER operations beyond 120 minutes, one loop per engine may be inoperative.
11-3	Engine Nacelle Overheat Detection Systems				
	1) Detection Loops	C	4	2	Except for ER operations beyond 120 minutes, one loop per engine may be inoperative.
12-1	Engine Strut Overheat Detection Systems (RB211)				
	1) Detection Loops	C	4	2	Except for ER operations beyond 120 minutes, one loop per engine may be inoperative.
15-1	APU Fire Detection System	C	1	0	May be inoperative provided APU is considered inoperative.
		C	1	0	(M)(O) May be inoperative provided: a) Other procedures do not require use of APU, b) APU is used for ground operations only, c) APU is continuously monitored by ground personnel when operating, d) APU external control system operates normally, and e) APU is not used during taxi.
	1) Detection Loops	C	2	1	Except for ER operations beyond 120 minutes, one loop may be inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
16-1	Lower Cargo Compartment Smoke Detection Systems (Fwd and Aft)	C	2	0	(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
	1) Detectors				
	a) Configurations without -136 or Later AFOLTS Card	C	4	2	(O) One in each compartment may be inoperative provided remaining detector is verified to operate normally before each departure.
	b) Configurations with -136 or Later AFOLTS Card	C	4	2	One in each compartment may be inoperative.
	2) Detector Fans (Passenger, -200CB and STCs ST01529SE, ST01920LA, ST03562AT, ST02278SE and ST03952AT	C	4	2	One in each compartment may be inoperative.
	3) Detector Plenum Pressure Switch	C	2	0	(M) May be inoperative provided associated detector fan is verified to operate normally before each departure.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
16-2	Main Deck Cargo Compartment Smoke Detection System (-200CB, STC ST03952AT and All Cargo Configuration)				
	1) Loops	C	2	1	
		C	2	0	(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
17-1	Wheel Well Fire Detection System	C	1	0	May be inoperative provided BTMS operates normally. NOTE: Avoid possibility of retracting an overheated wheel by monitoring brake temperature indications.
		C	1	0	(M) May be inoperative provided an accepted procedure is used to ensure brakes are cool before engine start. NOTE 1: Avoid possibility of retracting an overheated wheel by leaving landing gear extended for ten minutes after takeoff. NOTE 2: In case of engine failure after V1, landing gear should be retracted until takeoff obstacles are cleared.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
18-1	DUCT LEAK Detection Systems				
	1) Duct Leak Detectors	C	14	7	One detector in each detector zone may be inoperative.
	2) Test Function	C	1	0	(M) May be inoperative provided detection system is verified to operate normally once each flight day.
20-1	Engine Fire Extinguisher Bottle Pressure Indicating System	C	2	0	(M) May be inoperative provided an acceptable test procedure is used once each flight day to verify that associated bottle is properly charged.
20-2	Fire Extinguisher SQUIB TEST System	C	1	0	(M) May be inoperative or individual test functions may be inoperative provided each squib circuit associated with an inoperative test function is verified to operate normally once each flight day.
	1) APU Squib Test Functions	C	-	0	May be inoperative provided APU is considered inoperative.
	a) Two Test Buttons and One APU Fire Extinguisher Bottle Configuration	C	2	1	
	2) Cargo Squib Test Functions	C	-	0	May be inoperative provided extinguisher system is inoperative.
		C	-	0	(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
22-1	APU Fire Extinguisher System	C	1	0	Except for ER operations, may be inoperative provided APU is considered inoperative.
		B	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided APU is considered inoperative.
***	1) Fire Extinguisher Bottle (Two Bottle System)	C	2	1	
	2) Fire Extinguisher Bottle Pressure Indicating System	C	2	1	
		C	-	0	(M) May be inoperative provided an acceptable test procedure is used once each flight day to verify that associated bottle(s) is properly charged.
23-1	Lower Cargo Compartment Fire Extinguisher System (Metered or Non-Metered)	C	1	0	(O) May be inoperative provided procedures are established and used to ensure lower cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
	1) Fire Extinguisher Bottle No. 2	C	1	0	(O) Extinguisher bottle No. 2 may be inoperative with cargo carried in compartments provided: a) Airplane is operated pressurized, and b) For -200 with single aft cargo door, airplane remains within 80 minutes of a suitable airport, c) For -200 with optional second aft cargo door installed, airplane remains within 40 minutes of a suitable airport, d) For -300, airplane remains within 55 minutes of a suitable airport. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
23-1	Lower Cargo Compartment Fire Extinguisher System (Metered or Non-Metered) (Cont'd)				
	2) Fire Extinguisher Bottle Pressure Indicating System	C	-	0	(M) May be inoperative provided an acceptable test procedure is used once each flight day to verify that associated bottle(s) is properly charged.
		C	-	0	May be inoperative provided associated fire bottle(s) is considered inoperative.
23-2	Main Deck Cargo Compartment Fire Extinguisher System (STC ST03952AT)	C	1	0	(M)(O) May be inoperative provided: a) Main cargo compartment fire suppression system is deactivated, and b) Procedures are established and used to ensure main deck cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
23-3	Main Deck Cargo Compartment Fire Extinguisher Bottle Pressure Indicating System (STC ST03952AT)	C	1	0	M) May be inoperative provided an acceptable test procedure is used once each flight day to verify that associated bottle(s) is properly charged
26-1	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
26-2	Lavatory Fire Extinguisher Systems				
	1) Passenger Configuration and STC ST03952AT	C	-	0	For each lavatory, lavatory fire extinguisher system may be inoperative provided associated lavatory smoke detection system operates normally.
		C	-	-	(M)(O) For each lavatory, lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded: INOPERATIVE – DO NOT ENTER, and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
	2) All Cargo Configuration	D	-	0	
26-3	Lavatory Smoke Detection System				
	1) Passenger Configuration and STC ST03952AT	C	-	-	(M)(O) For each lavatory, lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded: INOPERATIVE – DO NOT ENTER, and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
	2) All Cargo Configuration	D	-	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
03-1	FLT CONTROL SHUTOFF Valves	C	3	0	(M) May be inoperative open.
03-2	FLT CONTROL SHUTOFF OFF Lights	C	3	0	(M) May be inoperative provided associated valve is verified open before each departure.
08-1	Control Surface Position Indicating System	C	1	0	(M) May be inoperative provided a visual flight control check is accomplished before each departure.
08-2	Flap Position Indicator System				
	1) Position Needles	C	2	1	
09-1	Yaw Damper Stabilizer Trim Module (YSM)	B	2	1	(M)(O) One may be inoperative. NOTE: Associated autopilot will not engage until Approach Mode engages.
11-1	Aileron Trim System	C	1	0	(M) May be inoperative provided: a) One autopilot operates normally, and b) Aileron trim system is verified centered.
11-2 ***	Control Wheel Damper	C	1	0	(M) May be inoperative provided damper is deactivated.
21-1	Rudder Ratio Light	C	1	0	(M) May be inoperative off provided: a) RUDDER RATIO message on EICAS is verified to operate normally, and b) Both control channels operate normally.
21-2	Power Control Unit Monitor System (Including Pressure Differential Sensors)	C	1	0	(M) May be inoperative provided Power Control Unit Actuators are verified to operate normally by performing a single hydraulic system flight controls check with each hydraulic system before each departure.
21-3	Rudder Trim Indication System	C	1	0	(M) May be inoperative provided: a) Rudder trim actuator operates normally, b) Rudder control surface position indicating system operates normally, and c) Rudder trim is verified to be centered before each departure.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
31-1	Elevator Feel Pressure Takeoff Limit Function (-300)	C	1	0	(O) May be inoperative provided: a) Appropriate takeoff center of gravity restrictions are observed, and b) Improved Climb takeoffs are not conducted.
32-1	Stall Warning Test Systems	C	2	0	(M) May be inoperative provided operation of associated system is verified once each flight day.
32-2	Stall Warning/Autoslat System	A	2	1	(M) One may be inoperative provided: a) Remaining system is verified to operate normally before each departure, and b) Operations are limited to not more than three flight days before repair is made.
41-1	Control Wheel Trim Switch Systems	B	2	1	(M) One may be inoperative on non-flying pilot's side provided stabilizer trim system is verified to operate normally.
41-2	Horizontal Stabilizer Primary Trim Channels	C	2	1	(M)(O) One may be inoperative provided: a) Horizontal stabilizer trim operates normally using stabilizer trim levers (Alternate Stabilizer Trim Switches), b) Approach minimums do not require use of three autopilots, and c) No arm or control valves are failed in energized position.
48-1	STAB TRIM Indicators	C	2	1	One may be inoperative provided faulty indicator is not visible.
51-1	Automatic Flap Load Relief Retraction System (Trailing Edge)	C	1	0	(O) Flaps 30 retractor may be inoperative provided Flaps 30 adjusted maximum landing weight is observed. NOTE: Flaps 25 may be used to AFM limit maximum landing weight.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
51-2	Flap Isolation Valve (Flap/Slat Depressurization Module - Shutoff Function)				
	1) Airplanes Not Equipped with FSAM	C	1	0	(M) May be inoperative open provided FSEUs and by-pass valves are verified to operate normally.
	2) Airplanes Equipped with FSAM	C	1	0	(M) May be inoperative open provided FSEUs, FSAM, and by-pass valves are verified to operate normally.
59-1	Trailing Edge Flap Skew Sensors	C	8	6	(M) One pair may be inoperative on one flap segment provided both sensors are deactivated.
61-1	Spoiler Systems				
	1) Ground Spoilers	C	2	0	(M)(O) One symmetrical pair may be inoperative in down position provided: a) All flight spoilers are verified to operate normally once each flight day, b) Antiskid system operates normally, c) Flaps 1 takeoff operation is prohibited, and d) Appropriate performance adjustments are applied.
	2) Flight Spoilers	C	10	8	(M)(O) One symmetrical pair may be inoperative in down position provided: a) Ground spoilers are verified to operate normally once each flight day, b) Antiskid system operates normally, c) Flaps 1 takeoff operation is prohibited, d) Airplane remains at or below FL 300, e) Airspeed does not exceed 270 knots or .70 Mach, whichever is lower, f) Autoland operation is prohibited, g) Autospoiler operation is prohibited for landing, and AFM decrements are applied, and h) Appropriate performance adjustments are applied. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
61-1	Spoiler Systems (Cont'd)				
	3) Speed Brake Load Alleviation System (-200 with Blended Winglet) STC ST01518SE	C	1	0	(M) May be inoperative provided: a) Speedbrake handle forces are verified normal from full down to full up position, b) Airspeed does not exceed 275 KIAS when inflight gross weight is in excess of 221,000 pounds (100,246 kg), and c) Severe turbulent air penetration speed is 275 KIAS or .78 Mach, whichever is lower, when inflight gross weight is in excess of 221,000 pounds (100,246 kg).
		C	1	0	(M) May be inoperative provided: a) Speedbrake handle forces are verified normal from full down to full up position, b) Takeoff weight does not exceed 221,500 pounds (100,470 kg).
61-2 ***	Spoiler Inhibit System	C	1	0	(M) May be inoperative provided system is deactivated.
62-1	Auto Speed Brake System				
	1) Airplanes without Speed Brake Load Alleviation System	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Appropriate performance adjustments are applied.
	2) Airplanes with Speed Brake Load Alleviation System (-200 with Blended Winglet) STC ST01518SE	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Appropriate performance adjustments are applied, c) Airspeed does not exceed 275 KIAS when inflight gross weight is in excess of 221,000 pounds (100,246 kg), and d) Severe turbulent air penetration speed is 275 KIAS or .78 Mach, whichever is lower, when inflight gross weight is in excess of 221,000 pounds (100,246 kg). (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
62-1	Auto Speed Brake System (Cont'd)				
	2) Airplanes with Speed Brake Load Alleviation System (-200 with Blended Winglet) STC ST01518SE (Cont'd)	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Appropriate performance adjustments are applied, and Takeoff weight does not exceed 221,500 pounds (100,470 kg).
62-2	Speedbrake Caution Indication System	C	1	0	(O) May be inoperative provided speedbrake lever is not positioned beyond ARMED position inflight below 800 feet radio altitude or when landing flaps are extended.
63-1	AUTO SPDBRK, SPOILERS, and STAB TRIM Lights	C	3	0	(M) May be inoperative provided associated EICAS message is verified to operate once each flight day.
81-1	Inboard Slat Loss Sensing System	A	2	1	(M)(O) Either left or right switch may be inoperative provided: a) Slat loss sensing system is deactivated, b) Minimum approach speeds are increased by 10 kts for each approach, and c) Repair is made within one flight day.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
11-1	Sump Drain Valves	C	6	5	(M) One may be inoperative closed.
21-1	Pressure Fueling System	C	1	0	(M) May be inoperative provided alternate procedures are established and used.
	1) Fuel Shutoff Valves	C	4	0	(M) May be inoperative closed.
22-1	Main Tank Fuel Pumps	C	4	3	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Inoperative pump is deactivated, b) Both main tank quantity indications operate normally, and c) Appropriate minimum fuel quantities are maintained in affected tank for associated flight condition.
	1) Automatic Function of Left FWD Pump	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
22-2	Center Tank Fuel Pumps	C	2	1	(M)(O) One may be inoperative with center tank fueled provided: a) Fuel quantity in main tanks is adequate to reach a suitable airport if remaining pump fails at any time, b) Zero fuel weight calculations are adjusted by weight of center tank fuel, c) Effect on airplane balance, in event fuel cannot be used, is accounted for, d) Low PRESS light operates normally on remaining pump, e) Center tank quantity indication operates normally, and f) Affected pump is deactivated.
		C	2	0	(M) May be inoperative provided: a) Center tank remains empty, b) Center tank is verified to be empty before each refueling, and c) Affected pumps are deactivated.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
22-2	Center Tank Fuel Pumps (Cont'd)				
	1) Airplanes without Automatic Shut Off System	C	2	0	(M) May be inoperative provided: a) Boeing Alternative Method of Compliance to Airworthiness Directives 2002-19-52 and 2002-24-51 (Operations Manual Bulletin Center Tank Fuel Pumps) is in effect, b) Center tank is verified to contain less than 5,000 pounds (2,300 kg) of fuel, c) Center tank fuel is not used, and d) Affected pumps are deactivated.
22-3 ***	Dual Fuel Crossfeed Valves	C	2	1	(M)(O) One may be inoperative provided: a) Affected valve is secured closed, b) Remaining valve operates normally, and c) For ER operations, remaining valve is exercised during last hour of flight.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
22-5	Automatic Shut Off System (Service Bulletin 757-28A0081, 757-28A0082, or Production Equivalent Installed)	C	2	0	(O) May be inoperative with center tank fueled provided: a) Center tank fuel pump low PRESS lights operate normally, b) Center tank quantity indication operates normally, c) Center tank pumps are OFF for takeoff if center tank fuel is less than 5,000 pounds (2,300 kg) with airplane readied for initial taxi, d) Center tank fuel pumps are repositioned ON above 10,000 feet or after pitch attitude has been reduced to begin acceleration to climb speed, if more than 1,000 pounds (500 kg) remain in center tank, e) Both center tank fuel pumps are positioned OFF at first indication of fuel pump low pressure, f) Both center tank pumps are selected OFF when center tank fuel quantity reaches 1,000 pounds (500 kg) of fuel during climb, cruise or descent, g) In cruise and only when required to extinguish the FUEL CONFIG light and EICAS FUEL CONFIG message, both center tank pumps are selected OFF when center tank fuel quantity reaches 800 pounds (400 kg) of fuel, and h) For airplanes not equipped with a scavenge system, 1,000 pounds (500 kg) of center tank fuel is considered unusable.
		C	2	0	May be inoperative provided associated center tank fuel pump is considered inoperative.
		C	2	0	May be inoperative provided center tank remains empty.
22-7	Universal Fault Interrupter (UFI) (STC ST01950LA)	C	2	0	May be inoperative provided associated Center Tank Boost Pump is considered inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
25-1	APU (DC) Fuel Pump	C	1	0	(M) May be inoperative provided: a) Both left fuel tank boost pumps operate normally when APU is required for dispatch, and b) Pump is deactivated.
25-2	APU Fuel Shutoff Valve	C	1	0	(M) May be inoperative provided: a) APU is considered inoperative, and b) Valve is secured closed.
26-1	Defuel Valves	C	2	0	(M) May be inoperative closed.
40-1	Crossfeed VALVE Light(s)				
	1) Single VALVE Installation	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Crossfeed valve is verified to operate normally, and b) Both main fuel quantity indications operate normally.
	2) Dual VALVE Installation	C	2	1	(M) May be inoperative provided: a) One crossfeed valve is verified to operate normally, and b) Both main fuel quantity indications operate normally.
		C	2	0	(M) Except for ER operations, may be inoperative provided: a) Both crossfeed valves are verified to operate normally, and b) Both main fuel quantity indications operate normally.
40-2	SPAR VALVE Lights	C	2	0	(M) May be inoperative provided spar valve is verified to operate normally once each flight day.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
41-1	Fuel Tank Quantity Indication Systems (Flight Deck)				
	1) Main Tank Indicators	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Fuel quantity in associated tank is verified by an alternate procedure, b) For non-PIP and non-Pegasus FMCs, both EICAS computers operate normally, c) Fuel flow indications operate normally, d) FMC FUEL is initialized with known total fuel quantity, e) Procedures to identify and contain an inflight engine fuel leak are used, f) All main tank boost pumps operate normally, g) Fuel pump low PRESS lights for associated tank operate normally, and h) For Pegasus FMCs with Operational Program Software part number 3418-HNP-02C-08 or earlier, Thrust Management System operates normally. NOTE: FUEL CONFIG advisory message for lateral imbalance may be inhibited. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
41-1	Fuel Tank Quantity Indication Systems (Flight Deck) (Cont'd)				
	2) Center Tank Indicator	C	1	0	(M) May be inoperative provided: a) Center tank remains empty, and b) Center tank is verified to be empty before each refueling.
	a) Airplanes with Automatic Shut Off System (Service Bulletin 757-28A0081, 757-28A0082, or Production Equivalent Installed)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Fuel quantity in associated tank is verified by an alternate procedure, b) Fuel flow indications operate normally, c) FMC FUEL is initialized with known total fuel quantity, d) Both main tank indicators operate normally, e) Procedures to identify and contain an inflight engine fuel leak are used, f) Both center tank boost pumps operate normally, and g) Center tank fuel pump low PRESS lights operate normally.
	b) Airplanes without Automatic Shut Off System	C	1	0	(M) May be inoperative provided: a) Boeing Alternative Method of Compliance to Airworthiness Directives 2002-19-52 and 2002-24-51 (Operations Manual Bulletin Center Tank Fuel Pumps) is in effect, b) Center tank is verified to contain less than 5,000 pounds (2,300 kg) of fuel, and c) Center tank fuel is not used.
	3) Fuel Quantity Densitometers				
	a) Honeywell	C	3	0	(M) May be inoperative provided affected densitometer(s) is deactivated.
	b) B.F. Goodrich (Simmonds)	C	3	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
41-2	Fuel Quantity Processor Channels				
	1) Honeywell FQIS	B	2	1	(M)(O) Except for ER operations, one channel may be inoperative provided: a) Total fuel quantity is determined by measuring sticks or other acceptable means after each refueling, and agrees with fuel quantity indications, b) Inoperative channel is deactivated by an acceptable procedure, c) All flight deck fuel indications operate normally, d) For non-PIP and non-Pegasus FMCs, both EICAS computers operate normally, e) Fuel flow indications operate normally, f) FMC TOTALIZER FUEL quantity agrees with fuel quantity indications, and g) For Pegasus FMCs with Operational Program Software part number 3418-HNP-02C-08 or earlier, Thrust Management System operates normally.
	2) B.F. Goodrich (Simmonds FQIS)	B	2	1	(O) Except for ER operations, one channel may be inoperative provided: a) All flight deck fuel indications operate normally, b) For non-PIP and non-Pegasus FMCs, both EICAS computers operate normally, c) Fuel flow indications operate normally, d) FMC TOTALIZER FUEL quantity agrees with fuel quantity indications, and e) For Pegasus FMCs with Operational Program Software part number 3418-HNP-02C-08 or earlier, Thrust Management System operates normally.
41-6	Fuel Quantity Indications (Fueling Panel)	C	3	0	(M) May be inoperative provided alternate fueling procedures are established and used.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
41-7	Total Fuel Quantity Indication	C	1	0	(O) May be inoperative provided: a) FMC is initialized with known total fuel quantity, b) For non-PIP and non-Pegasus FMCs, both EICAS computers operate normally, c) Fuel flow indications operate normally, d) Both FMCs operate normally, and e) For Pegasus FMCs with Operational Program Software part number 3418-HNP-02C-08 or earlier, Thrust Management System operates normally.
		C	1	0	(O) May be inoperative provided: a) Main tank fuel quantity indicators operate normally, and b) Center tank fuel quantity indicator is considered inoperative.
42-1	Fuel Pump Low PRESS Lights	C	6	3	May be inoperative for an associated inoperative pump.
		C	6	3	(M) May be inoperative provided associated EICAS message is verified to operate normally once each flight day.
43-1	FUEL TEMP Indicating System	C	1	0	(O) May be inoperative provided Total Air Temperature (TAT) is used as an indication of fuel temperature. NOTE: Static Air Temperature may be used provided appropriate ram rise factor is applied.
44-1	Measuring Sticks	C	14	0	May be inoperative provided fuel quantity is determined by other approved means.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULICS					
11-1	Engine Driven Hydraulic Pumps				
	1) Depressurization Function	C	2	0	
11-2	Center System (Electric) Hydraulic Pumps	C	2	1	(M) One may be inoperative provided pump is deactivated.
18-1	Remote Quantity Indicator	C	1	0	
31-1	Hydraulic Low SYS PRESS Lights	C	3	0	(M) May be inoperative provided: a) Associated pump low PRESS lights operate normally, and b) Associated HYD SYS PRESS EICAS indication is verified to operate normally.
31-2	Pump Low PRESS Indication Systems				
	1) Left Pump Indication Systems	C	2	1	(M)(O) One may be inoperative provided: a) Associated low SYS PRESS light operates normally, and b) Associated pump is verified to operate normally before each departure.
	2) Center and Right Pump Indication Systems	C	4	2	(O) One in each hydraulic system may be inoperative provided: a) Associated low SYS PRESS light operates normally, and b) Associated pump is verified to operate normally before each departure.
	3) Center Electric Pump Indication Systems	C	2	1	One may be inoperative provided associated pump is selected OFF.
31-3 ***	HYD PRESS Indications (EICAS)	D	3	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULICS					
32-1	Pump OVHT Indication Systems				
	1) Left, Center, and Right Pump OVHT Lights	C	6	3	(O) One in each hydraulic system may be inoperative provided: a) Associated low SYS PRESS light or pump low PRESS light operates normally, and b) Associated pump is verified to operate normally before each departure.
	2) Center Electric Pump Indication Systems	C	2	1	One may be inoperative provided associated pump is selected OFF.
33-1	Hydraulic System Low QTY or RSVR Lights	C	3	0	May be inoperative provided associated HYD QTY indication operates normally.
		C	3	0	(M) May be inoperative provided: a) Associated reservoir level(s) is verified normal before each departure, and b) Associated SYS PRESS lights operate normally.
33-2	HYD QTY Indications	C	3	0	(M) May be inoperative provided: a) Associated reservoir level(s) is verified normal before each departure, and b) Associated SYS PRESS lights operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
11-1	Wing Anti-Ice Valves	C	2	0	(M) Except for ER operations beyond 120 minutes, may be inoperative closed provided airplane is not operated in known or forecast icing conditions.
11-2	Wing Anti-Ice VALVE Lights	C	2	0	(O) May be inoperative provided associated valve operates normally.
		C	2	0	May be inoperative provided associated valve is inoperative.
		C	2	0	May be inoperative provided associated EICAS Advisory message L/R WING ANTI-ICE operates normally.
11-3	Wing Anti-Ice Ground Test	C	1	0	
21-1	Engine Anti-Ice Valves	C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative closed provided airplane 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. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
21-1	Engine Anti-Ice Valves (Cont'd)				
	2) PW	C	2	1	(M)(O) One may be inoperative locked 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) Forecast ambient temperature cannot be greater than 38 degrees C, e) Engine anti-ice is selected ON for affected engine during entire flight, and f) Appropriate performance adjustments are applied.
21-2	Engine Anti-Ice VALVE Lights	C	2	1	(M) One may be inoperative provided associated valve is verified to operate normally before operating in known or forecast icing conditions.
		C	2	1	One may be inoperative provided associated valve is inoperative.
		C	2	1	One may be inoperative provided associated EICAS Advisory message L/R ENG ANTI-ICE operates normally.
31-1	Pitot Probe Heater Systems	B	4	3	Except for ER operations beyond 120 minutes, one probe heater may be inoperative provided airplane is not operated in visible moisture, or in known or forecast icing conditions.
	1) Captain's and First Officer's Primary Probe Heaters (ADIRS Equipped Airplanes)	C	2	1	(M)(O) 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.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
31-2	Probe Heat Lights (Except CAPT and F/O PITOT)	B	-	0	(M) May be inoperative provided: a) Associated EICAS Advisory message is verified to operate normally, and b) Probe heater systems operate normally.
	1) Pitot Probe Heat Lights	B	2	1	May be inoperative provided associated probe heater is considered inoperative.
	2) Angle of Attack (AOA) and Temperature (TAT) Probe Heat Lights	C	-	1	May be inoperative provided associated probe heater is considered inoperative.
31-5	CAPT PITOT and F/O PITOT Heat Indicating Systems (Heater OFF Monitor)	B	2	0	Except for ER operations beyond 120 minutes, may be inoperative provided: a) Pitot heater systems operate normally, b) Remaining probe heater indicating systems for operative probe heaters operate normally, and c) Airplane is not operated in known or forecast icing conditions.
	1) ADIRS Equipped Airplanes	C	2	1	(M)(O) 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.
32-1	Angle of Attack Sensor Heater Systems	C	2	1	(M) 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) Airplane is not operated in known or forecast icing conditions.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
33-1	Temperature (TAT) Probe Heater Systems	C	-	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Remaining probe heater indicating systems for operative probe heaters operate normally, and b) Airplane is not operated in known or forecast icing conditions.
	1) ADIRS Equipped Airplanes	C	2	1	(M)(O) 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.
34-1	Engine Probe Heater Systems	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.
41-1	Flight Deck Window Heat Systems				
	1) No. 1 (fwd) Windows	C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Airplane 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.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
41-2	Window Heat INOP Lights	C	4	0	(M) May be inoperative provided associated window heat system is verified to operate normally before each departure.
		C	4	1	May be inoperative provided associated window heat system is inoperative.
41-3	Window/Probe Heat Ground Test System	C	1	0	
42-1	Windshield Wipers	C	2	0	May be inoperative provided airplane is not operated in precipitation within 5 statute miles of airport of takeoff or intended landing.
	1) High Speed	C	1	0	May be inoperative provided low speed operates normally.
	2) Low Speed	C	1	0	May be inoperative provided high speed operates normally.
43-1	Rain Repellent System	D	1	0	
*** 71-1	Drain Mast Heaters	C	-	0	(M) May be inoperative provided water supply to associated galley, lavatory sink and drinking fountain is secured OFF.
80-1	Ice Detection System				
***	1) Advisory	D	1	0	
***	2) Primary	C	1	0	(O) May be inoperative provided alternate procedures are established and used.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
25-1	Clocks	C	2	1	
31-1	Flight Data Recorder (FDR) System (Includes Digital Flight Data Acquisition Unit (DFDAU))	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in operator's MEL unless; 1) FDR failure occurs after pushback but prior to takeoff, or 2) FDR repair was attempted but was not successful, c) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.
	1) DFDR Recording Parameters required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within twenty calendar days.
	2) DFDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.
***	3) Quick Access Recorder (QAR)	D	1	0	
35-1 ***	Performance and Maintenance Recorder (PMR)	D	1	0	
35-2 ***	Aircraft Integrated Data System (AIDS)	D	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
35-3 ***	Aircraft Condition Monitoring System (ACMS)	D	1	0	
41-1	Engine Indication and Crew Alerting Systems (EICAS)				
	1) Display Unit (DU)	A	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Standby Engine Instruments operate normally and are turned ON, b) Cargo FIRE/OVHT test is performed before each departure, c) Electronic Engine Control or autothrottle system operates normally, d) At least one autopilot operates normally, e) All EICAS computers operate normally, and f) Repairs or replacements are made within one flight day. NOTE: In event of an additional DU failure enroute, flight crew should consider landing as soon as practical.
	2) Computer	A	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Standby Engine Instruments operate normally and are turned ON, b) Electronic Engine Control or autothrottle system operates normally, c) At least one autopilot operates normally, d) SB 757-71-5 or equivalent, engine EGT interconnection, is installed (RR Engine only), e) Both Display Units operate normally, and f) Repairs or replacements are made within one flight day. NOTE: In event of an additional computer failure enroute, flight crew should consider landing as soon as practical.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
51-1	Master Caution/ Warning Systems				
	1) Master Warning Lights (Pilot's Glare Shield)	C	2	1	One may be inoperative provided master warning aural system and all discrete warning lights operate normally.
	2) Master Caution Lights (Pilot's Glare Shield)	C	2	1	One may be inoperative provided master caution aural system and all discrete caution lights operate normally.
51-2 ***	Takeoff Configuration Check (T/O CHK) Switch	C	1	0	
		D	1	0	May be inoperative provided procedures do not require its use.
61-1 ***	Cockpit Door Surveillance System (CDSS)				Moved to 23-70-1, MMEL Rev. 24.
61-4	EICAS Status Messages	C	-	0	(M)(O) May be inoperative provided associated equipment is verified to operate normally before each departure.
		C	-	0	(M)(O) May be inoperative provided dispatch deviations for associated equipment are observed.
63-1	Display Units (DU)				
	1) Flat Panel Display (STC ST02372CH)	C	4	3	Except for ER operations, one may be inoperative in Navigation Display (ND) position.
		B	4	3	For ER operations, one may be inoperative in Navigation Display (ND) position.
63-2	Control Panels				
	1) Flat Panel Display Control Panel (DCP) (STC ST02372CH)	C	2	1	(O) One may be inoperative provided all functions of operative DCP are verified to operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
63-10	Data Concentrator Units				
	1) Flat Panel Display Data Concentrator Unit (DCU) (STC ST02372CH)	C	3	2	(M) Except for ER operations, L, C, or R DCU may be inoperative provided DCU isolation is verified once each flight day.
		B	3	2	(M) For ER operations, L or R DCU may be inoperative provided DCU isolation is verified once each flight day.
82-1	Head Up Display (HUD)/Enhanced Flight Vision System (STC ST00313BO)				
	1) HUD System	C	1	0	(O) May be inoperative provided takeoff and/or approach minimums do not require its use. NOTE: Any mode that operates normally may be used.
		D	1	0	May be inoperative provided procedures do not require its use.
	2) Enhanced Flight Vision System (EFVS)	C	1	0	(M)(O) May be inoperative provided: a) EFVS is deactivated, and b) Takeoff and/or approach minimums do not require its use. NOTE: Any mode that operates normally may be used.
		D	1	0	May be inoperative provided takeoff procedures do not require its use. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
82-1	Head Up Display (HUD)/Enhanced Flight Vision System (STC ST00313BO) (Cont'd)				
	3) HUD Combiner Control Panel Functions				
	(a) HUD Automatic/ Manual Brightness Functions (AUTO/MAN)	C	1	0	AUTO function may be inoperative provided Manual function operates normally.
	(b) HUD Manual Brightness Functions	C	1	0	Manual function may be inoperative provided Automatic function works normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
00-1	Gear Door Ground Control Switches/Lights (P72 Panel)				
	1) Gear Door Close Switches	C	-	0	(M) May be inoperative provided alternate procedures are established and used.
	2) Gear Door Open/Door Arm Switches	C	-	0	(M) May be inoperative provided: a) Inoperative switch is verified failed in open circuit position, and b) Alternate gear extension switch ALTN GEAR EXTEND on flight deck is verified to operate normally.
	3) Gear Door Unlock/Unsafe Lights	C	3	0	
30-1	Landing Gear Retracting System	C	1	0	(M)(O) May be inoperative provided: a) Inoperative components are properly secured by an accepted procedure, and b) Airplane is dispatched in accordance with appropriate AFM Landing Gear Extended Appendix.
31-1	Landing Gear Lever Lock Solenoid	C	1	0	(M)(O) May be inoperative in latched position provided override mechanism is verified to operate normally.
32-1	Main Landing Gear Uplock Springs	B	4	3	(M) One spring on one main gear uplock mechanism may be missing provided landing gear lever remains in UP position until gear extension is required.
41-1	Wheel Brakes	C	8	7	(M)(O) One brake may be deactivated with a deactivation tool provided: a) Performance complies with AFM for one brake deactivated, and b) Antiskid operates normally on remaining wheels. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
41-1	Wheel Brakes (Cont'd)	C	8	7	(M)(O) One brake may be deactivated by capping off brake line provided: a) Takeoff performance is based on Landing Gear Extended, b) Takeoff and landing performance complies with AFM for one brake inoperative, c) After takeoff, gear remains extended for two minutes prior to retraction, and d) Antiskid operates normally on remaining wheels.
41-2	BRAKE SOURCE Indication System	C	1	0	(M)(O) May be inoperative provided associated EICAS Advisory message is verified to operate normally.
		B	1	0	(M) May be inoperative provided: a) L and R hydraulic low SYS PRESS lights operate normally, and b) Normal and alternate brake systems and brake accumulator are verified to operate normally.
41-3	Gear Retraction Braking System	C	1	0	(O) May be inoperative provided: a) After takeoff, gear remains down for two minutes before retraction, and b) Takeoff performance is based on Landing Gear Extended.
42-1	Antiskid System	C	1	0	(O) May be inoperative provided: a) AFM decrements are applied for antiskid inoperative operations, and b) Approach minimums do not require its use.
	1) Channels	C	8	7	(M)(O) One channel and associated brake may be inoperative (brake deactivated or line capped) provided: a) Brake is deactivated by an acceptable procedure, and b) AFM decrements are applied for selected procedure.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
42-2	Alternate Antiskid Valves	C	4	0	(M)(O) May be inoperative provided: a) Manual braking capability on alternate brake system is verified on associated wheels, and b) Normal antiskid system operates normally.
		C	4	0	(M)(O) May be inoperative provided: a) Manual braking capability on alternate brake system is verified on associated wheels, and b) AFM decrements are applied for antiskid inoperative operations.
42-3	ANTISKID Light	C	1	0	(M) May be inoperative provided antiskid system is verified to operate normally.
		C	1	0	(O) May be inoperative provided AFM decrements are applied for antiskid inoperative operations.
42-4	Autobrake System	C	1	0	May be inoperative provided: a) AUTO BRAKES light is not illuminated with autobrake switch OFF, and b) Approach minimums do not require its use.
		C	1	0	(M) May be inoperative with AUTO BRAKES light illuminated and autobrake switch OFF provided: a) Autobrake solenoid valve is verified closed, and b) Approach minimums do not require its use.
		C	1	0	(M) May be inoperative with AUTO BRAKES light illuminated and autobrake switch OFF provided: a) Module is deactivated in accordance with an accepted procedure, and b) Approach minimums do not require its use.
42-5 ***	Taxi Speed Indication	D	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
44-2	Parking Brake Valve (Without SB 757-32-0037 or Production Equivalent)	C	1	0	(M)(O) May be inoperative closed provided AFM decrements are applied for antiskid inoperative operations.
44-3	Parking Brake Lights				
	1) PARK BRAKE Light	C	1	0	(M) May be inoperative provided: a) Parking brake valve operates normally, and b) Antiskid light is verified to operate normally once each flight day.
		C	1	0	(O) May be inoperative provided AFM decrements are applied for antiskid inoperative operations.
		C	1	0	(O) May be inoperative provided EICAS Advisory message PARKING BRAKE is verified to operate normally.
***	2) Nose Gear Parking Brake Status Indicator Light (PARKING BRAKE ON)	C	1	0	(M)(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
44-4	Brake Accumulator Pressure Gauge (Wing Fairing)	C	1	0	May be inoperative provided associated flight deck indication operates normally.
44-5	BRAKE PRESS Gauge (Flight Deck)	C	1	0	(M) May be inoperative provided: a) Brake accumulator charge is verified normal once each flight day, and b) Right low SYS PRESS light operates normally.
45-1 ***	Integral Tire Pressure Indicators	D	-	0	
45-2	Nose Wheel Spin Brakes (Snubbers)	C	2	0	(M) May be damaged or missing.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
46-1 ***	Brake Temperature Monitoring System (BTMS)	D	1	0	
51-1	Rudder Pedal Nose Wheel Steering	B	1	0	(M)(O) May be inoperative provided: a) Approach minimums do not require its use, and b) All takeoffs and landings are made by a pilot with access to an operating tiller.
61-1	Landing Gear DOORS Light System	C	1	0	(M) May be inoperative provided EICAS Advisory message GEAR DOORS is verified to operate normally.
61-2	Landing Gear Position Sensors				
	1) Nose Gear Up Sensors	C	2	1	(M) One may be inoperative provided nose gear door sensors are verified to operate normally.
	2) Main Gear Up and Locked Sensors				
	a) System One	C	2	0	(M) May be inoperative provided: a) Main gear door closed sensors are verified to operate normally, and b) Both main gear up and locked sensors from System 2 are verified to operate normally.
	b) System Two	C	2	0	(M) May be inoperative provided: a) Main gear door closed sensors are verified to operate normally, and b) Both main gear up and locked sensors from System 1 are verified to operate normally.
	3) Gear Door Position Sensors				
	a) System One	C	3	0	(M) May be inoperative provided System 2 door sensors are verified to operate normally.
	b) System Two	C	3	0	(M) May be inoperative provided System 1 door sensors are verified to operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
71-1	Tail Skid (-300)				
	1) Retraction Mechanism	C	1	0	(M)(O) May be inoperative provided: a) Tail skid is secured in extended position, and b) Appropriate performance adjustments are applied.
	2) Crushable Cartridge	B	1	0	(M)(O) May be crushed beyond replacement limit provided: a) AMM inspection procedure reveals no structural damage, b) At least one Tail Strike Detector Channel operates normally, and c) Appropriate performance adjustments are applied. NOTE: Flaps 30 provides maximum aft body clearance for landing.
71-2	Tail Skid Indication System (-300)	C	1	0	May be inoperative provided tail skid retraction mechanism is inoperative.
		C	1	0	(M) May be inoperative provided tail skid extend/retract function is verified to operate normally once each flight day.
		C	1	0	(M)(O) May be inoperative provided: a) Tail skid is secured in extended position, and b) Appropriate performance adjustments are applied.
	1) TAIL SKID Light	C	1	0	May be inoperative provided alternate indication operates normally.
	2) Proximity Switch System	C	1	0	(M) May be inoperative provided tail skid extend/retract function is verified to operate normally once each flight day.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
72-1	Tail Strike Detector Channels (-300)	C	2	1	
		B	2	0	(O) May be inoperative provided alternate tail strike detection procedures are established and used. NOTE: TAIL STRIKE Caution message will be displayed on EICAS.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
11-1	Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flight crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to flight crew. NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief. NOTE 2: Unaided operation (without night vision gear (NVG)) may be permitted with inoperative NVG supplemental lights or cracked or missing filters.
16-1	Master Dim and Test System				
	1) Test Function	C	1	0	(M) May be inoperative provided intended function of associated light(s) is verified.
	2) Dim Function	C	1	0	May be inoperative provided: a) BRT functions operate normally, and b) Light intensity is acceptable to flight crew for type and duration of operations.
21-1	Cabin Interior Illumination System				
	1) Passenger Configurations With Incandescent Emergency Escape Path Marking System	C	-	-	Individual lights may be inoperative provided: a) Remaining lighting is sufficient for cabin attendants to perform their duties, and b) For night ER operations, at least 75% of Night Lights must operate. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
21-1	Cabin Interior Illumination System (Cont'd)				
	2) Passenger and STC ST0192LA With Photoluminescent Emergency Escape Path Marking System	C	-	-	Individual lights may be inoperative provided: a) Remaining lighting is sufficient for cabin attendants to perform their duties, and b) Minimum acceptable light levels specified in one of the following documents are maintained: 1) FAA engineering approval letter, 2) FAA approved report of Type Design holder, 3) Limitations and Conditions section of applicable Supplemental Type Certificate (STC), or 4) An FAA approved report incorporated in Master Drawing List for applicable STC, and c) For night ER operations, at least 75% of Night Lights must operate.
	3) STC ST03562AT	C	-	-	Individual lights may be inoperative provided: a) Remaining lighting is sufficient for supernumeraries/cargo couriers to perform their duties, and b) At least 50% of lights operate normally.
24-1	Passenger Lighted Information Signs	C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory must be blocked and placarded DO NOT OCCUPY. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
24-1	Passenger Lighted Information Signs (Cont'd)	C	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA System operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.
	1) All Cargo, Supernumerary/ Courier Area Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated sign(s) are placed on or off.
	2) Aural Tone System	C	1	0	
	3) Flight Deck Automatic Function	C	-	0	(O) May be inoperative provided: a) Manual control function operates normally, and b) Alternate procedures are established and used.
25-1 ***	Sterile Flight Compartment Light System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
31-1	Wheel Well Lights	C	8	0	
31-2 ***	Exterior Cargo Loading Area Lights	D	-	0	
31-3	Service Lights	C	11	0	
31-4	Electrical Equipment Center Lights	C	10	0	
37-1	Cargo Compartment Lights	C	-	0	
	1) Light Lens	C	-	0	(M) May be broken/missing provided associated light bulb is removed.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
41-1	Wing Illumination Lights	C	2	0	(O) May be inoperative provided ground de-icing procedures do not require their use.
***	1) Overwing Ice Detection Lights (UAL STC ST00932LA-D)	C	4	0	
42-1	Landing Lights	C	4	2	One nose gear and/or one wing mounted light may be inoperative.
		C	4	0	May be inoperative for day operations.
42-2 ***	Taxi Lights	C	-	0	
42-3	Runway Turnoff Lights	C	2	0	
43-1	Position Lights (Bulbs)	C	8	4	One stationary light on forward and aft tip of each wing may be inoperative.
		C	8	0	May be inoperative for day operations.
44-1	Anti-Collision Lights (Red Strobes/White Strobes)	C	4	2	Upper and lower red fuselage strobe lights may be inoperative provided wing tip white strobe lights operate normally.
		C	4	2	Wing tip white strobe lights may be inoperative provided upper and lower red fuselage strobe lights operate normally.
		C	4	0	May be inoperative for day operations.
45-1 ***	Logo Lights	D	-	0	
51-1	Interior Emergency Lights (Battery Powered)	C	-	-	Light assemblies installed above aisle (curved edge of stowage bins) may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.
	1) All Cargo Configuration	D	-	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
51-2	Exterior Emergency Lighting System (Battery Powered)	B	1	0	May be inoperative for day operations.
51-3	Emergency Escape Path Marking System				
	1) Incandescent Lighting System	C	-	-	Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are maintained: a) FAA engineering approval letter, b) FAA approved report of Type Design holder, c) Limitations and Conditions section of applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in Master Drawing List for applicable STC.
	2) Photoluminescent Lighting System	C	-	-	Components may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are maintained: a) FAA engineering approval letter, b) FAA approved report of Type Design holder, c) Limitations and Conditions section of applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in Master Drawing List for applicable STC.
51-4 ***	PowerSmart Wireless Emergency Primary Power System (WEPPS) Diagnostic Panel (STC ST03692AT)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used to ensure 10 minutes of ON time does not occur, b) Affected emergency lights are verified to operate normally prior to first flight of each day, and c) Repairs are made within 10 flight days.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
00-1	Instrument Source Select Switches	C	-	-	(O) May be inoperative provided: a) Associated instruments operate from isolated sources, b) Inoperative switches are not moved in flight, and c) For ER operations, at least one FMC, EFI, and IRS switch must operate normally.
	1) Flat Panel Display STC ST02372CH	C	-	-	(O) May be inoperative provided: a) Associated instruments operate from isolated sources, b) Inoperative switches are not moved in flight, and c) For ER operations, at least one FMC, EFI, IRS, and DCP switch must operate normally.
13-1 ***	Mach/Airspeed Indicators				
	1) Mach Indicators	C	2	1	
		C	2	0	May be inoperative provided EFIS Mach indications are installed and operating normally at respective pilot's station.
		C	2	0	May be inoperative provided: a) Airplane remains at or below FL 300, and b) A placard with this limitation is affixed to instrument panel.
	2) Command Airspeed Cursors	C	2	0	
	3) Airspeed Indicators	C	2	0	May be inoperative provided EFIS airspeed indications are installed and operating normally at respective pilot's station.
	4) External Airspeed Markers (Bugs)	C	-	0	(O) May be inoperative or missing provided alternate procedures are established and used.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
13-2	MACH/Airspeed Warning Systems (Visual and Aural)	B	2	1	
13-6	Standby Altimeter Vibrator	C	1	0	May be inoperative provided VMC exists at departure and arrival airports.
13-7	Total Air Temperature (TAT) Indication	C	1	0	(O) May be inoperative provided one other temperature indication (RAT or SAT) is available.
13-8 ***	Static Air Temperature (SAT) Indicator (Center Panel)	D	1	0	
13-9 ***	True Airspeed (TAS) Indicator (Center Panel)	D	1	0	
13-10	Speed Command (Fast-Slow) Indicators	C	2	0	
16-1	Altitude Alerting System	A	1	0	(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operations, i.e., RVSM, do not require its use, c) Repairs are made within three flight days, and d) Airplane does not depart from a designated airport (as listed in operator's MEL) where repair or replacement can be made.
		C	-	1	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
21-1	Inertial Reference Systems (IRS)				
	1) IRU (Air Data Computer Equipped Airplanes)				
	a) Airplanes without Hydraulic Motor Generator (HMG) Installed	C	3	2	(M) Left may be inoperative provided: a) Approach minimums do not require its use, and b) Center is selected and isolation is verified once each flight day.
		C	3	2	(M) Right may be inoperative for Day VMC flight provided center is selected and isolation is verified once each flight day.
		C	3	2	Center may be inoperative provided approach minimums do not require its use.
	b) Airplane Line Numbers 44,45,47,48, 580 through 932 without HMG Installed but with Provisions for HMG	C	3	2	(M)(O) Left or right may be inoperative provided: a) Approach minimums do not require its use, b) Center is selected and isolation is verified once each flight day, and c) First officer's IRS instrument source select switch operates normally.
		C	3	2	Center may be inoperative for Day VMC flight.
	c) Airplanes with HMG Installed	C	3	2	(M)(O) Except for ER operations, left or right may be inoperative provided: a) Approach minimums do not require its use, b) Center is selected and isolation is verified once each flight day, c) First officer's IRS instrument source select switch operates normally. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
21-1	Inertial Reference Systems (IRS) (Cont'd)				
	1) IRU (Air Data Computer Equipped Airplanes) (Cont'd)				
	c) Airplanes with HMG Installed (Cont'd)	C	3	2	(M)(O) Right may be inoperative provided: a) Approach minimums do not require its use, b) Center is selected and isolation is verified once each flight day, c) First officer's IRS instrument source select switch operates normally, and d) Left and center operate normally.
		C	3	2	Center may be inoperative for Day VMC flight.
	2) ADIRU Inertial Reference Function	C	3	2	(M) Left or right may be inoperative provided: a) Approach minimums do not require its use, and b) Center is selected and isolation is verified once each flight day.
		C	3	2	Center may be inoperative provided approach minimums do not require its use.
***	3) IRS Mode Selector Panel - Display and Keyboard Functions	C	-	0	May be inoperative provided both FMCS CDUs operate normally.
		C	-	0	Except for ER operations, may be inoperative provided one FMCS CDU operates normally.
22-1	ADI				Deleted, MMEL Rev. 9.
22-2	HSI				Deleted, MMEL Rev. 9.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
22-3	Radio Distance Magnetic Indicators (RDMI)	C	2	1	Right may be inoperative.
		C	2	1	Left may be inoperative provided flight is restricted to Day VMC.
22-4	Flight Director Systems	C	3	0	May be inoperative provided approach minimums do not require their use.
	1) Displays	C	2	0	May be inoperative provided approach minimums do not require their use. NOTE: Windshear guidance may be unavailable.
22-5	Electronic Flight Instrument (EFIS) Symbol Generators	C	3	2	(M) Except for ER operations, one may be inoperative provided symbol generator isolation is verified once each flight day.
		C	3	2	(M) Left or right may be inoperative provided symbol generator isolation is verified once each flight day.
22-6	EFIS Controls				
***	1) Switches (NAV AID/ARPT/ RTE DATA/ WPT/WXR/ TERR)	C	-	-	One switch for each function may be inoperative provided procedures do not require its use.
	2) Switches (NAV AID/ARPT/ RTE DATA/ WPT/WX/TER) (Flat Panel STC ST02372CH)	C	10	5	One switch for each function may be inoperative provided procedures do not require its use.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
22-6	EFIS Controls (Cont'd)				
	3) Decision Height Indication (DH REF)	C	2	0	May be inoperative provided approach procedures do not require its use. NOTE: Flight crew use EADI DH indication.
	a) Airplanes without Radio Altitude Indicators (Tape)	C	2	0	May be inoperative. NOTE: Flight crew use EADI DH indication.
***	b) Airplanes with Radio Altitude Indicators (Tape)	C	2	0	May be inoperative provided Radio Altitude Indicators (Tape) are installed and operate normally. NOTE: Flight crew use EADI DH indication.
	4) HSI Mode Selector				
	a) MAP Position	B	2	1	(O) May be inoperative provided: a) Both FMCs operate normally, and b) Alternate procedures are established and used.
	b) PLAN Position	B	2	1	(O) May be inoperative provided: a) Both FMCs operate normally, and b) Alternate procedures are established and used.
	5) HSI Range Selector	C	2	1	May be inoperative provided both FMCs operate normally.
22-7 ***	EFIS Speed Tape				
	1) MACH Indications	C	2	1	
		C	2	0	May be inoperative provided MACH indicators are installed and operating normally at respective pilot's station.
		C	2	0	May be inoperative provided: a) Airplane remains at or below FL 300, and b) A placard with this limitation is affixed to instrument panel.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
22-7 ***	EFIS Speed Tape (Cont'd)				
	2) Airspeed Indications	C	2	0	May be inoperative provided airspeed indicators are installed and operating normally at respective pilot's station.
22-8	Pitch Limit Indicators	C	2	0	
22-30	Heading Reference (HDG REF) Switch				
	1) TRUE Function	C	1	0	(O) May be inoperative provided enroute procedures do not require its use.
23-1	Magnetic Compass (Standby)	B	1	0	(O) May be inoperative provided any combination of three gyro or INS (IRS) stabilized compass systems operate normally.
		B	1	0	(O) May be inoperative provided: a) Any combination of two gyro or INS (IRS) stabilized compass systems operate normally, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.
		C	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.
24-1	Standby Attitude/ILS Indicator				
	1) Attitude Display	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
	2) Approach Mode	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
24-2 ***	Integrated Standby Flight Display (ISFD) System				
	1) Attitude Display	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
	2) Approach Mode	C	1	0	
	3) Heading Display	C	1	0	
	4) Metric Altimeter Display	C	1	0	May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	5) Dedicated Battery/ Charger System	C	1	0	Except for ER operations beyond 120 minutes, may be inoperative
24-3	Electronic Standby Instrument System (ESIS) (STC ST02372CH)				
	1) Attitude Display	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
***	2) Approach Mode	C	1	0	
	3) Heading Display	C	1	0	
25-1 ***	Instrument Comparator Unit	D	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
26-1	Air Data Systems (ADIRS Equipped Airplanes)				
	1) Left and Right Air Data System	C	2	1	(M)(O) One may be inoperative provided: a) Center Air Data is selected and operates normally, b) Center ADIRU Inertial Reference Function operates normally, and c) Air data isolation is verified.
	2) Center Air Data System	D	1	0	
31-1	ILS System	C	3	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative.
32-1	Marker Beacon System	C	1	0	May be inoperative provided approach minimums do not require its use.
33-1	Radio Altimeter (RA) Systems (EADI)				
	1) Single Source Datalink to GPWS				
	a) Left RA	A	1	0	(O) May be inoperative provided: a) Approach minimums or operating procedures do not require its use, and b) Repairs are made within two flight days.
	b) Center/Right RA	C	2	0	(O) May be inoperative provided approach minimums or operating 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 minimums or operating procedures do not require its use.
		A	3	0	(O) May be inoperative provided: a) Approach minimums or operating procedures do not require its use, and b) Repairs are made within two flight days.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
33-2 ***	Radio Altitude Indicators (Altitude Tape)	D	2	0	(O) May be inoperative provided approach minimums or operating procedures do not require its use.
40-1 ***	Metric Altimeter	D	-	0	May be inoperative provided operations do not require its use.
43-1	Weather Radar Systems	D	2	1	
	1) With Windshear Alert Mode (Predictive) Installed	B	-	0	(O) May be inoperative provided: a) Weather radar is not required by 14 CFR, and b) Alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		C	-	0	(O) May be inoperative provided: a) Weather radar is not required by 14 CFR, b) Alternate procedures are established and used, and c) Windshear Warning and Guidance System (Reactive) operates normally.
	2) Without Windshear Alert Mode (Predictive) Installed	C	-	0	May be inoperative provided weather radar is not required by 14 CFR.
***	3) Indicators	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
***	4) Autotilt/Multiscan Function	C	1	0	May be inoperative provided manual tilt function operates normally.
***	5) WXR ON Light	D	2	0	(O) May be inoperative provided alternate procedures are established and used.
***	6) GAIN UCAL Light	D	-	-	

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
43-1	Weather Radar Systems (Cont'd)				
***	7) Windshear Alert Mode (Predictive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's 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.
46-1	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	1) Modes 1 thru 4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	2) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
	3) Glideslope Deviation (Mode 5)	B	1	0	
	4) Advisory Callouts (Mode 6)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
46-1	Ground Proximity Warning System (GPWS) (Cont'd)				
***	5) Windshear Alert Mode (Reactive) (Mode 7)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
***	6) Terrain Awareness Function	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
	7) Terrain Displays	C	-	1	
		B	-	0	
***	8) Runway Awareness & Advisory System (RAAS)	C	1	0	
46-2	Windshear Warning and Flight Guidance System				Moved to 34-46-1, MMEL Rev. 20.
51-1	VOR Navigation Systems	C	2	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
53-1	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight.
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
***	2) ADS-B Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.
		D	-	0	May be inoperative provided operations do not require its use.
55-1	Distance Measuring Equipment Systems	D	2	-	Any in excess of those required by 14 CFR may be inoperative.
57-1	Radio Compass (ADF) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
58-1 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (including STC ST01103SE)	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in operator's MEL will be the same as that of 14 CFR required equipment.
	1) Link and Display Processor Unit (LDPU) (STC ST01103SE)	D	-	0	
	2) Cockpit Display of Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display of Traffic Information (CDTI) display of data from other aircraft systems may be used.
	3) CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to flight crew.
	4) Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft Data Link Transmission is an integral part of the transponder and relief is provided in that section.
	5) Data Link Receiver	D	-	0	
	6) ADS-B Applications	D	-	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
58-2 ***	ACSS Surveillance Processor (STC ST02053LA)	B	1	0	(M) May be inoperative provided: a) Automatic Dependent Surveillance-Broadcast (ADS-B) is considered inoperative, and b) TCAS is considered inoperative.
***	1) Automatic Dependent Surveillance-Broadcast (ADS-B) Functionality	D	1	0	May be inoperative provided: a) It is not required by 14 CFR, b) Procedures do not require its use, and c) Merging & Spacing and CAVS operations are prohibited. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in operator's MEL will be the same as that of 14 CFR required equipment.
	a) Cockpit Display of Traffic Information (CDTI) Functionality	D	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Merging & Spacing and CAVS operations are prohibited. NOTE: ADS-B data transmissions may continue.
	b) ADS-B Guidance Display (AGD)	D	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Merging & Spacing and CAVS operations are prohibited.
	2) Link and Display Processor Unit (LDPU) GPS Source	D	1	0	May be inoperative provided Automatic Dependent Surveillance-Broadcast (ADS-B) Functionality is considered inoperative.
58-3 ***	ADS-B Guidance Display (AGD) (STC ST02053LA)				Moved to 34-58-2, MMEL Rev 28b.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
60-3 ***	Global Positioning Systems (GPS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
61-1	Flight Management Computer Systems (FMCS) (Including CDU/HMCDU/ MCDU)	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided enroute operations do not require its use.
		C	2	0	(M)(O) Except for ER operations, 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, and c) Enroute operations do not require its use.
		C	2	1	(M)(O) For long-range navigation operation, one FMC may be inoperative provided other approved means of navigation is available. NOTE: An associated HMCDU or MCDU if operative, may be used to meet navigation requirements.
	1) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.
	2) FMC Annunciator Light	C	1	0	(M) May be inoperative provided CDU MSG light and EICAS Advisory message FMC MESSAGE are verified to operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
61-2	Traffic Alert Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
***	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on non-flying pilot side provided: a) TA and RA visual display operates normally on flying pilot side, and b) TA and RA audio function operates normally on flying pilot side.
	2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions operate normally, b) TA only mode is selected by crew, and c) Enroute or approach procedures do not require its use.
	3) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions operate normally, and b) Enroute or approach procedures do not require its use.
	4) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
***	5) Airspace Selection Function	C	-	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
61-3 ***	ACSS Surveillance Processor TCAS II Functionality (STC ST02053LA)	B	-	0	(O) May be inoperative provided: a) Function is secured according to an approved procedure, and b) Enroute or approach procedures do not require its use.
		C	-	0	(O) May be inoperative provided: a) Not required by 14 CFR, b) Function is secured according to an approved procedure, and c) Enroute or approach procedures do not require its use.
	1) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.
		C	2	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions operate normally, b) TA only mode is selected by crew, and c) Enroute or approach procedures do not require its use.
	2) Traffic Alert (TA) Display System	C	1	0	(O) May be inoperative provided: RA visual display and audio functions operate normally, and Enroute or approach procedures do not require its use.

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN					
11-2	Crew Oxygen System				
	1) Pressure Indication System (EICAS)	B	1	0	(M) May be inoperative provided oxygen supply is verified to be above minimum required before each departure.
	2) Bottle Gage				
	a) Single Bottle System	C	1	0	May be inoperative provided pressure indication (EICAS) operates normally.
	b) Dual Bottle System (STC ST03562AT)	C	2	0	(M) May be inoperative provided pressure indication (EICAS) operates normally.
	3) Supernumerary Oxygen Masks	C	-	0	May be inoperative provided associated seat is not occupied.
		C	-	0	May be inoperative provided flight is not conducted above 10,000 feet MSL.
	4) Oxygen Thermal Relief Indicator	C	1	0	(O) May be damaged or missing.
	5) Pressure Regulator (Two Bottle System) (STC ST03562AT)	C	2	1	(M) May be inoperative provided: a) Line to inoperative pressure regulator is disconnected and plugged, b) Bottle gage on remaining bottle operates normally, and c) Oxygen supply is verified to be above minimum required before each departure.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN					
11-3	Supernumerary Oxygen System (Chemical) (STC ST01920LA)	B	2	0	(O) May be inoperative provided: a) Flight is not conducted where minimum enroute altitude is above 14,000 feet MSL, b) Both air conditioning packs operate normally, c) All other components of pressurization system operate normally, d) Airplane remains at or below FL 250, e) Portable oxygen units are provided, and f) Supernumeraries are appropriately briefed.
	1) Service Units (PSUs)	B	-	-	(M) May be inoperative with no 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) Manual deployment system is verified to operate normally, and b) Airplane remains at or below FL 300.
20-1	PBE Smoke Hoods	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
21-1	Passenger Oxygen System (Chemical or Gaseous)	B	1	0	(O) May be inoperative provided: g) Flight is not conducted where minimum enroute altitude is above 14,000 feet MSL, h) Both air conditioning packs operate normally, i) All other components of pressurization system operate normally, j) Airplane remains at or below FL 250, k) Portable oxygen units are provided for 10% of passengers, and l) Passengers are appropriately briefed.
		B	1	0	May be inoperative provided flight is conducted at or below 10,000 feet MSL. (Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN					
21-1	Passenger Oxygen System (Chemical or Gaseous) (Cont'd)				
	1) Passenger Service Units (PSUs)	B	-	-	(M) May be inoperative with no 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) Manual deployment system is verified to operate normally, and b) Airplane remains at or below FL 300.
	3) Passenger Oxygen System (Gaseous)				
	a) Passenger Oxygen Pressure Indication System	B	1	0	(M) May be inoperative provided an acceptable procedure is used to verify that oxygen supply is above minimum required before each departure.
	b) Bottle Gage	C	11	0	May be inoperative provided pressure indication system operates normally.
	c) Oxygen Thermal Relief Indicator	C	1	0	(O) May be damaged or missing.
31-1	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout aircraft, and d) Bottles not properly serviced are replaced, serviced, or removed at next available maintenance facility.
32-1	Oxygen Masks (Package Freighter Supernumerary Positions)				Moved to 35-11-2, MMEL Rev. 13.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATICS					
11-1	Pressure Regulating and Shutoff Valves (PRSOV)	C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) PRSOV is closed, b) Associated ENG bleed air switch remains OFF, c) Airplane is not operated in known or forecast icing conditions, d) Remaining (opposite) engine bleed system and its associated pack operate normally, and e) Airplane remains at or below FL 350.
11-2	High Pressure Shutoff Valve (HPSOV) Systems	C	2	1	(M)(O) One may be inoperative provided: a) Valve is secured closed, b) A minimum N1 is maintained on associated engine in icing conditions as follows: RB211 Engine -- 75% N1 P&W Engine -- 70% N1 above 10,000 feet MSL, 60% N1 below 10,000 feet MSL, c) Descent, approach and landing are not made in icing conditions within 5,000 feet AGL, and d) Remaining (opposite) engine bleed system operates normally.
11-3	Intermediate Pressure Check Valves	C	2	1	(M)(O) One may be inoperative open provided: a) Associated HPSOV is secured closed, b) A minimum N1 is maintained on associated engine in icing conditions as follows: RB211 Engine -- 75% N1 P&W Engine -- 70% N1 above 10,000 feet MSL, 60% N1 below 10,000 feet MSL, c) Descent, approach and landing are not made in icing conditions within 5,000 feet AGL, d) Remaining (opposite) engine bleed system operates normally, and e) Isolation valve remains closed, except for engine start.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATICS					
11-4	APU Shutoff Valve	C	1	0	(M) May be inoperative provided: a) Valve is closed, and b) APU bleed air switch remains OFF. NOTE: APU may be used for electrical power.
11-5	APU Check Valve	C	1	0	May be inoperative provided APU shutoff valve remains closed, except for engine start.
11-6	Bleed Air ISLN Valve	C	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Valve is closed except for engine start, b) Airplane 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 ER operations beyond 120 minutes, one may be inoperative provided: a) Associated engine PRSOV is closed, and b) Airplane is not operated in known or forecast icing conditions.
12-2	Fan Air (Precooler) Control Systems	C	2	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Associated fan air modulation valve is secured full open, and b) Airplane is not operated in known or forecast icing conditions.
21-1	Bleed Air DUCT PRESS Indicating System				
	1) DUCT PRESS Indicators (P5 Panel)	C	2	1	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATICS					
21-2	Pressure Regulating and Shutoff Valve Closed Position Indicating System	C	2	0	(M)(O) May be inoperative provided associated valve is verified to operate normally once each flight day.
		C	2	1	May be inoperative for associated inoperative Pressure Regulating and Shutoff Valve (PRSOV).
22-1	BLEED Lights	C	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV is secured closed, b) A minimum N1 is maintained on associated engine in icing conditions as follows: RB211 Engine -- 75% N1 P&W Engine -- 70% N1 above 10,000 feet MSL, 60% N1 below 10,000 feet MSL, c) Descent, approach and landing are not made in icing conditions within 5,000 feet AGL, and d) Remaining (opposite) engine bleed system operates normally.
		C	2	1	One may be inoperative for associated inoperative PRSOV.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATICS					
22-2	HI STAGE Lights	C	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV is secured closed, b) A minimum N1 is maintained on associated engine in icing conditions as follows: RB211 Engine -- 75% N1 P&W Engine -- 70% N1 above 10,000 feet MSL, 60% N1 below 10,000 feet MSL, c) Descent, approach and landing are not made in icing conditions within 5,000 feet AGL, and d) Remaining (opposite) engine bleed system operates normally.
		C	2	1	One may be inoperative for associated inoperative PRSOV.
22-4	Bleed ISLN Valve Light	C	1	0	(O) May be inoperative provided both duct pressure indicators operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38 WATER/WASTE					
10-1 ***	Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system that operates normally may be used.
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.
30-1	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system that operates normally may be used.
		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured closed and placarded INOPERATIVE – DO NOT ENTER. NOTE: These provisos are not intended to prohibit inspections by crewmembers.
31-1	Main Deck Cargo Compartment Floor Drain Shutoff Valves (STC ST03952AT)	C	3	0	(M) May be inoperative provided affected valve is verified to be closed.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
46 INFORMATION SYSTEMS					
20-1 ***	Electronic Flight Bag (EFB) Systems				
***	1) Class 3 EFB	C	2	1	NOTE: Any function, program or document that operates normally may be used.
		C	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document that operates normally may be used.
		D	2	0	May be inoperative provided procedures do not require its use.
***	2) Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
***	3) Power Connection (Class 1 & 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
***	4) Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from aircraft, and b) Alternate procedures are established and used.
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from aircraft, and b) Procedures do not require its use

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
46 INFORMATION SYSTEMS					
20-1 ***	Electronic Flight Bag (EFB) Systems (Con't)				
***	5) Airport Moving Map Database				
	a) STC ST02053LA	D	2	0	(O) May be out of date provided alternate procedures are established and used.
***	6) Navigation Database				
	a) STC ST02053LA	D	1	0	May be out of date provided Merging and Spacing operations are prohibited.
		C	1	0	(O) May be out of date provided merge waypoint is not inserted for Merging and Spacing function.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
47 INERT GAS SYSTEM					
11-1 ***	Nitrogen Generation System (NGS)	A	1	0	(M) May be inoperative provided: a) NGS shutoff valve is deactivated closed, and b) Repairs are made within ten flight days.
	1) Nitrogen Generation Performance	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49 AIRBORNE AUXILIARY POWER					
11-1	Auxiliary Power Unit (APU)	C	1	0	Except for ER operations, may be inoperative provided both engine generators operate normally.
		B	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Both engine generators operate normally, and b) Hydraulic Motor Generator (HMG) is verified to operate normally.
	1) Pneumatic Function	C	1	0	May be inoperative provided procedures do not require its use.
15-1	APU Air Intake Door Actuation System				
	1) Door Closed	C	1	0	(M) May be inoperative secured closed provided APU is considered inoperative.
	2) Door Open	C	1	0	(M)(O) May be inoperative secured open provided: a) APU is operated continuously during flight, and b) Appropriate AFM performance adjustments are applied.
61-1	APU External Control System	C	1	0	May be inoperative and APU used, provided a qualified operator remains in vicinity of flight deck APU control.
		C	1	0	(M) May be inoperative and APU used, provided an APU automatic fire extinguishing system is installed and verified to operate normally.
70-1	APU FAULT Light	C	1	0	
70-2	APU RUN Light	C	1	0	(O) May be inoperative provided another acceptable means to verify APU condition is available and used.
71-1	APU EGT Indication	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49 AIRBORNE AUXILIARY POWER					
72-1 ***	APU Hourmeter System	C	1	0	(M) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
72-2 ***	APU Cyclemeter System	C	1	0	(M) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
73-1 ***	APU RPM Indication	D	1	0	
94-1	APU OIL QTY Indication	C	1	0	May be inoperative provided APU is considered inoperative.
		D	1	0	(M) May be inoperative provided oil quantity is verified by alternate means.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
11-1	Main Cabin Exits/Slides (All Cargo Configuration)	B	-	1	L1 may be inoperative provided R1 operates normally.
		B	-	0	(O) May be inoperative provided: a) Only essential crew members including official observer in observer's seat are allowed on flight, and b) An alternate means of egress procedure is established and used.
11-2 ***	Main Entry/ Service Door Arming Lever Hinged Covers	D	-	0	May be damaged or missing.
11-5	Door Pressure Stop Fittings				
	1) Number 2 and Number 4 (Left and Right) Passenger Doors/ Lower Cargo Doors	C	-	-	(M)(O) One per door may be broken or missing provided: a) Flight is conducted in an unpressurized configuration, and b) For passenger, -200CB and STCs ST01529SE, ST01920LA and ST02278SE, procedures are established and used to ensure lower cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.
	2) Number 2 and Number 4 (Left and Right) Passenger Doors	C	-	-	(M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated doors, b) Both auto cabin pressure control systems operate normally, c) CABIN ALT indicator operates normally, d) CABIN DIFF pressure indicator operates normally, and e) Airplane remains at or below FL 200.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
30-1	Cargo Door Hinge Drive Units	C	2	0	Both electrical and manual drive functions may be inoperative.
32-1	Main Deck Cargo Door				
	1) Electrical Control (Open/Close) System	C	1	0	(M) May be inoperative provided alternate procedures for opening and closing cargo door are established and used.
32-10	Main Deck Cargo Door (MCD) Control Panel				
	1) Indication Lights (MCD NOT LATCHED, MCD NOT LOCKED Fwd, MCD NOT LOCKED Aft) (STC ST01920LA)	C	1	0	(M) May be inoperative provided visual inspection of green GO indicator clearly showing Main Cargo Door to be Closed/Latched & Locked is verified through transparent windows of both MCD vent doors.
	2) Indication Lights (DOOR OPEN, MN CARGO) (STC ST03562AT)				MOVED AND INCORPORATED AS PART OF SYSTEM IN ITEM 52-71-2, MMEL REVISION 29.
51-1 ***	Flight Deck Door Lock System (Not 14 CFR 25.795 Compliant)	C	1	0	(M) May be inoperative provided: a) Door can be locked and unlocked manually, and b) Latch shearing function is not impaired.
		C	1	0	May be inoperative provided supplemental flight deck door security device is installed and operates normally.
51-2	Rigid Barrier Sliding Door Lock/Retainer				
	1) -200PF and STCs ST01529SE and ST02278SE	C	1	0	(M) May be inoperative provided barrier is secured closed for flight.
	2) STC ST02115LA	C	2	1	(M) May be inoperative provided supernumerary triple-seats are unoccupied.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
51-3 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant)	C	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock door, and c) Alternate procedures are established and used for locking and unlocking door using dead bolt.
	1) Flight Deck Access Panel System (Keypad, Door Chime)	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.
	a) LEDs	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
***	b) Door Bell Mode	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	c) Switch Guard	C	1	0	May be inoperative or missing provided flight deck door LOCK FAIL light operates normally.
	2) Flight Deck Door LOCK FAIL Light	C	1	0	(M) May be inoperative provided automatic lock controls are verified to operate normally.
	3) Flight Deck Door AUTO UNLK Light	C	1	0	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime operates normally.
	4) Fight Deck Door Lock Control Selector	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, b) Automatic lock is verified to operate normally, and c) Alternate procedures are established and used.
	5) Flight Deck Door Panel Pressure Relief Latches				Moved to 52-51-8, MMEL Revision 25.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
51-4 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Dead Bolt (14 CFR 25.795 Compliant)	C	1	0	May be inoperative provided primary locking system operates normally.
51-5 ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant)	C	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Mechanical Catch (Latch) Pin Lock operates normally and is used to lock door, and c) Alternate procedures are established and used for locking and unlocking flight deck door using Mechanical Catch (Latch) Pin Lock.
	1) Door Automatic Locking Solenoids	C	2	1	(M) One may be inoperative provided remaining locking solenoid is verified to operate normally.
	2) Door Warning System				
	a) Speakers	C	2	1	(M)(O) One may be inoperative provided remaining speaker is verified to operate normally once each flight day.
	b) LED (Green Indicator Lights)	C	2	0	
	c) Aural Warning	C	1	0	(M)(O) May be inoperative provided: a) Door UNLKD light is verified to operate normally, and b) Alternate procedures are established and used.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
51-5 ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)				
	3) Door Control Panel				
	a) Door HARD LOCK Light	C	1	0	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Alternate procedures are established and used.
	b) Door UNLKD Switch	C	1	0	(M)(O) May be inoperative provided: a) Door can be opened manually from flight deck, and b) Remaining automatic lock controls are verified to operate normally.
	c) Door UNLKD Light	C	1	0	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Aural warning system operates normally.
	d) Door EMRG ENTRY ACTIVE Light	C	1	0	(M) May be inoperative provided door aural warning system is verified to operate normally.
	e) Door OPEN Light	C	1	0	(M)(O) May be inoperative provided Automatic Lock controls are verified to operate normally.
***	4) FLIGHT DECK DOOR Warning/ Caution Light	C	1	0	
	5) Cabin Pushbutton Entry Pad	C	1	0	(O) May be inoperative provided alternate procedures are established and used.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
51-6 ***	JAMCO Flight Deck Security Door Mechanical Catch (Latch) Pin Lock (14 CFR 25.795 Compliant)	C	1	0	May be inoperative provided primary locking system operates normally.
51-8 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Pressure Relief Panels (14 CFR 25.795 Compliant)	A	2	0	May be inoperative provided: a) Panels are in latched position, and b) Repairs are made within two flight days.
51-9 ***	Rigid Cargo Barrier Sliding Door Seal (STC ST03562AT)	C	1	0	(M)(O) May be inoperative provided Supernumerary Triple-Set Seating area is not occupied.
		A	1	0	(M) May be inoperative (i.e. damaged or missing) and Supernumerary Triple-Set Seating area occupied provided repairs are made within 3 (three) flight days.
71-1	Door Indication Systems	C	-	0	(M) May be inoperative provided associated door(s) is verified closed, latched, and locked before each departure.
71-2	Main Deck Cargo Door Indication System (STCs ST03562AT and ST03952AT)	C	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Main cargo door is verified to be closed, latched and locked, by visual inspection of marker indicators, prior to each departure. c) For STC ST03952AT, vent door is verified to be closed. NOTE 1: Marker indicators are visible through four view ports (STC ST03562AT). NOTE 2: Marker indicators are visible through eight view ports, though a flashlight may be required (STC ST03952AT).

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS				

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1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
56 WINDOWS				
11-1	Flight Compartment Windows			DELETED, MMEL REVISION 29.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL & CONTROL					
21-1	Electronic Engine Control (EEC) Systems				
	1) RB211	A	2	0	(O) May be inoperative provided: a) Both EECs are OFF, b) ENG Limiter Control (ELC) operates normally, and c) Repairs are made within three flight days.
		C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both EECs are OFF, and b) ENG Limiter Control (ELC) operates normally.
	2) PW				
	a) Control Channels	B	4	3	(M)(O) Except for ER operations, one control channel may be inoperative provided: a) Associated thrust reverser is verified to operate normally or is deactivated, and b) Appropriate AFM performance adjustments are applied.
21-2	Electronic Engine Control (EEC) INOP Lights (RB211)	A	2	0	(O) May be inoperative provided: a) Both EECs are OFF, and b) Repairs are made within three flight days.
		C	2	0	(O) Except for ER operations, may be inoperative provided both EECs are OFF.
21-3	Fuel Control ENG VALVE Lights	C	2	0	(M) May be inoperative provided associated engine fuel valve is verified to operate normally.
21-4	Electronic Engine Control "ENG LIM PROT" Lights (PW)	C	2	1	(M) One may be inoperative provided both EECs operate normally.
21-5	ENG LOW N1 Indication (EICAS)	C	2	1	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL & CONTROL					
21-8	Minimum Idle	C	2	0	(O) May be inoperative provided: a) Approach idle operates normally, and b) Appropriate performance adjustments are applied.
21-9	ENG Limiter Control (ELC) Systems (RB211)	B	2	1	(M)(O) One may be inoperative provided: a) N1, N2, N3, and Fuel Flow indications on associated engine operate normally, b) Associated engine Starter Switch Holding/Cutout Systems are verified to operate normally, and c) Electronic Engine Control (EEC) Systems, if installed, operate normally.
21-10	ENG Limiter Control (ELC) INOP Lights (RB211)	C	2	1	One may be inoperative provided remaining operative light is associated with an operating ENG Limiter Control (ELC) system.
31-1	Fuel Flow Indications				
	1) PW	C	2	1	One may be inoperative provided: a) Associated N1, N2, and EPR indications operate normally, and b) Main tank fuel quantity indicators operate normally.
	2) RB211	C	2	1	One may be inoperative provided: a) Associated N1, N2, N3 and EPR indications operate normally, and b) Main tank fuel quantity indicators operate normally.
32-1	FUEL TEMP Indicating System				Moved to 28-43-1, MMEL Rev. 9.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
74 ENGINE IGNITION					
00-1	Ignition Systems	A	4	3	(O) One may be inoperative provided: a) Ignition selector remains in BOTH position, b) Engine anti-ice system operates normally on associated engine, and c) Repair is made within one flight day.
		C	4	2	(O) Except for ER operations, one per engine may be inoperative provided: a) Ignition selector remains in BOTH position, and b) Engine anti-ice systems operate normally on associated engine(s).

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
75 BLEED AIR					
24-1	Active Clearance Control (ACC) Cooling System Valves (PW)				
	1) Low Pressure Turbine ACC Valves	C	2	1	(M) One may be inoperative provided valve is verified open.
	2) High Pressure Turbine ACC Valves	C	2	1	(M) One may be inoperative closed provided valve is verified closed or blanked with a blanking plate.
24-2 ***	Turbine Cooling Air Systems (PW)	D	2	0	(M) May be inoperative provided associated turbine cooling valves are deactivated open.
32-1	Bleed Valve Control Altitude Switch (RB211)	C	2	1	
32-2	Transient Pressure Unit (RB211-535E4)				Deleted, MMEL Rev. 9.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
76 ENGINE CONTROLS				
11-2	ENG Limiter Control (ELC) Systems (RB211)			Moved to 73-21-9, MMEL Rev. 17.
11-3	ENG Limiter Control (ELC) INOP Lights (RB211)			Moved to 73-21-10, MMEL Rev. 17.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 ENGINE INDICATING					
00-1	Target Parameter Indications	C	-	0	(O) May be inoperative provided an alternate means of achieving desired values is available and used.
11-1	Engine Pressure Ratio (EPR) Systems				
	1) RB211	C	2	1	(O) EICAS and/or STANDBY indications for one engine may be inoperative provided: a) Appropriate procedures, AFM limitations, and performance decrements are applied, b) N1, N2 and N3 EICAS indications for associated engine operate normally, c) N1 STANDBY indications for associated engine operate normally, d) Fuel flow indications for associated engine operate normally, and e) Approach minimums do not require its use.
	2) PW	C	2	1	(O) EICAS and/or STANDBY indications for one engine may be inoperative provided: a) Appropriate procedures, AFM limitations, and performance decrements are applied, b) Fuel flow indications for associated engine operate normally, and c) Approach minimums do not require its use.
12-1	N1 Tachometer Systems (RB211)	B	2	1	EICAS and/or STANDBY indications for one engine may be inoperative provided: a) EPR (EICAS and STANDBY) indications for both engines operate normally, b) N2 and N3 EICAS indications for associated engine operate normally, and c) Fuel flow indications for associated engine operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 ENGINE INDICATING					
12-2	N2 Tachometer Systems (EICAS) (RB211)	B	2	1	One N2 indication may be inoperative provided: a) N1 and N3 EICAS indications for associated engine operate normally, b) N1 STANDBY indications for associated engine operate normally, and c) Fuel flow indications for associated engine operate normally.
12-3	N3 Tachometer Systems (EICAS) (RB211)	B	2	1	(O) One N3 indication may be inoperative provided only indication function is inoperative.
12-4	Low (N1) Engine Idle Control System				Moved to 73-21-5, MMEL Rev. 9.
21-1	EGT Indications (Standby Engine Indicator)				
	1) RB211	C	2	1	One may be inoperative provided: a) N1 EICAS and STANDBY indications for both engines operate normally, b) N2 and N3 EICAS indications for both engines operate normally, and c) EPR EICAS indications for both engines operate normally.
	2) PW	C	2	1	One may be inoperative provided EPR EICAS indications for both engines operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 ENGINE INDICATING					
31-1	Vibration Indicating Systems				
	1) RB211	A	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) For -535C engine, both master and internal gearbox magnetic chip detectors are inspected before each takeoff, and c) Operations are limited to not more than three flight days before repair is made.
	a) Tracking Filter	C	2	0	May be inoperative provided broad band indication operates normally.
	2) PW	C	2	1	
31-2	Vibration Indicating Systems (Tracking Filter)				Moved to 77-31-1, MMEL Rev. 27.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78 ENGINE EXHAUST					
31-1	Thrust Reversers				
	1) RB211	C	2	1	(M)(O) One may be inoperative provided: a) Inoperative reverser is secured in forward thrust position, and b) Appropriate performance adjustments are applied. NOTE: During landing roll-out, differential braking may be required to maintain directional control.
	2) PW	C	2	1	(M)(O) One may be inoperative provided: a) Inoperative reverser is secured in forward thrust position, b) Associated engine thrust control is verified to operate normally, and c) Appropriate performance adjustments are applied. NOTE: During landing roll-out, differential braking may be required to maintain directional control.
34-1 ***	REV ISLN Valve Light	C	1	0	(M)(O) May be inoperative provided reverser isolation valves and reverser unlock indications operate normally.
34-2	Thrust Lever Interlock Actuator (PW)	C	2	1	(M)(O) May be inoperative provided actuator is disconnected.
36-1	REV Unlock Indications	C	2	1	(M)(O) One may be inoperative provided: a) No thrust reverser damage exists which would adversely affect airplane operation, b) Thrust reverser for associated engine is deactivated and locked in stowed (forward thrust) position, and c) Appropriate performance adjustments are applied.
36-2	Full REV Position Indications	C	2	0	May be inoperative provided associated reverser unlock indication operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79 ENGINE OIL					
21-1	#4 Bearing Oil Seals (PW)	C	2	1	(O) One may be leaking provided associated bearing scavenge valve operates normally.
21-2	#4 Bearing Scavenge Valve (PW)	A	2	1	(O) One may be inoperative open provided: a) Associated oil seal is not leaking, and b) Repairs are made within three flight days.
31-1	OIL QTY Indications	B	2	1	(M) One may be inoperative provided: a) Oil tank is filled to recommended capacity before each departure, b) There is no evidence of above normal oil consumption or leakage, c) Associated ENG OIL PRESS and OIL TEMP indications operate normally, and d) Associated low ENG OIL PRESS light operates normally.
33-1	Low ENG OIL PRESS Indication System				
	1) RB211-535C	C	2	1	(M) One may be inoperative provided: a) Associated OIL PRESS, TEMP and QTY indications operate normally, and b) Thrust reverser is verified to operate normally.
	2) RB211-535E4 and PW	C	2	1	One may be inoperative provided associated OIL PRESS, TEMP and QTY indications operate normally.
34-2	ENG OIL TEMP Sensing Elements	C	-	2	(O) One sensing element on each engine may be inoperative provided both engine oil temperature indications are available from one EICAS computer.
35-2	Engine Oil Filter Bypass (Pressure/ Scavenge) Warning Indication (RB211)	C	2	1	(M) One may be inoperative provided: a) It is verified that malfunction is in alerting system, b) Pressure and scavenge oil filters are replaced, and c) Master Chip Detector and pressure and scavenge oil filters are checked for contaminants once each flight day.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
80 STARTING					
00-1	Engine Start VALVE Lights	C	2	1	(O) One may be inoperative provided associated valve is verified closed after engine start.
00-2	Engine Start Valves	C	2	1	(M)(O) One may be inoperative provided: a) Associated start VALVE light operates normally, and b) Manual override start procedures are used.
11-2	Starter Switch Holding/Cutout Systems	C	2	0	(O) May be inoperative provided: a) For RR, associated engine start valve operates normally, b) For RR, associated Engine Limiter Control (ELC) system operates normally, and c) Alternate procedures are established and used.