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Master Minimum Equipment List

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BOEING 787

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Highlights of Change

EFFECTIVE ABOVE DATE, the Boeing 787 Master Minimum Equipment List has been revised. The changes in this revision were made to align with FAA policy letters 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.

ATA 28 FUEL

Item –21-01: Added new relief for manual fueling valve switches.

ATA 30 ICE AND RAIN PROTECTION

Item –22-01: Revised to update airport minimum OAT requirement and associated dispatch options.

ATA 31 INDICATING/RECORDING SYSTEMS

Item –61-17: Added new relief.

ATA 79 ENGINE OIL

Item: -35-01 Deleted asterisks and revised sub item titles to be plural.

Definitions

The Definitions are as published in FAA Policy Letter 25.

Preamble

The Preamble is as published in FAA Policy Letter 34.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-00-01	Air Synoptic Display	C	1	0	
-21-01	Alternate Ventilation System (787-8)	C	1	0	(M) May be inoperative provided: a) Alternate ventilation inlet valve is deactivated closed, and b) Air conditioning packs operate normally.
-21-01-01	VENTILATION Switch ALTN Light	C	1	0	
-21-01-02	VENTILATION Switch NORM Light	C	1	0	
-22-01	Flight Deck Boost Fan	C	1	0	(M) May be inoperative provided: a) Fan is deactivated, and b) Air conditioning packs operate normally.
-22-02	Flight Deck Boost Isolation Valve	C	1	0	(M) May be inoperative provided: a) Flight deck boost isolation valve is deactivated closed, and b) Air conditioning packs operate normally.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-25-01	Recirculation Fans				
-25-01-01	787-8				
-25-01-01-01	Upper Recirculation Fan	C	1	0	(M) May be inoperative deactivated.
-25-01-01-02	Lower Recirculation Fans	C	2	1	(M) One may be inoperative provided: a) Fan is deactivated, b) Air conditioning packs operate normally, c) At least one left cabin air compressor operates normally, and d) At least one right cabin air compressor operates normally.
-25-01-02	787-9				
-25-01-02-01	Upper Recirculation Fan	C	1	0	(M) May be inoperative provided: a) Fan is deactivated, b) Air conditioning packs operate normally, c) At least one left cabin air compressor operates normally, and d) At least one right cabin air compressor operates normally.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-25-01	Recirculation Fans (Cont'd)				
-25-01-02	787-9 (Cont'd)				
-25-01-02-02	Lower Recirculation Fan	C	2	1	(M) One may be inoperative provided: a) Inoperative fan is deactivated, b) Air conditioning packs operate normally, c) At least one left cabin air compressor operates normally, and d) At least one right cabin air compressor operates normally.
-25-01-03	RECIRC FANS Switch ON Lights	C	2	0	
-25-02	Lavatory/Galley Crown Temperature Sensor System	C	1	0	
-26-01	Lavatory/Galley Ventilation Fans	C	2	1	(M) One may be inoperative deactivated.
-26-02	Lavatory/Galley Flow and Temperature Sensor	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-26-03	Lavatory/Galley Ventilation PECS Liquid Heat Exchanger Barrier Filter	C	1	0	(M) May be inoperative provided lavatory/galley flow and temperature sensor is deactivated.
-27-01	Forward EE Cooling Supply Barrier Filter	C	1	0	(M) May be inoperative provided filter is removed.
-27-02	Forward EE Cooling Exhaust Fan				
-27-02-01	Airplanes Without FCAC Installed	C	1	0	(M)(O) May be inoperative provided: a) Fan is deactivated, b) Flight is conducted pressurized, c) Forward equipment cooling supply fan smoke detector operates normally, d) For ground operations at OAT 30 degrees C or higher, both packs are selected on or conditioned air is supplied to the airplane, and e) Forward cargo heat remains OFF.
-27-02-02	Airplanes With FCAC Installed	C	1	0	(M)(O) May be inoperative provided: a) Fan is deactivated, b) Flight is conducted pressurized, c) Forward equipment cooling supply fan smoke detector operates normally, and d) For ground operations at OAT 30 degrees C or higher, both packs are selected on or conditioned air is supplied to the airplane.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-27-03	Forward EE Cooling Supply Flow/ Temperature Sensors	C	2	1	
-27-04	Forward EE Cooling Exhaust Overboard Vent Valve	C	1	0	(M) May be inoperative deactivated open.
-27-05	Forward EE Cooling Override/Smoke Clearance Valve Motors	C	2	1	(M) One may be inoperative deactivated.
-27-06	Forward EE Cooling Supply Fans	C	2	1	(M) One may be inoperative provided: a) Forward equipment cooling supply fan is deactivated, and b) Flight is conducted pressurized.
-27-07	Forward EE Cooling Smoke Detectors				
-27-07-01	Supply Fan Smoke Detector	C	1	0	May be inoperative provided: a) Forward equipment cooling exhaust fan operates normally, and b) Forward equipment cooling exhaust fan smoke detector operates normally.
-27-07-02	Exhaust Fan Smoke Detector	C	1	0	May be inoperative provided forward equipment cooling supply fan smoke detector operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-27-08	Forward EQUIP COOLING Switch Lights				
-27-08-01	OVRD Light	C	1	0	
-27-08-02	AUTO Light	C	1	0	
-27-21	Aft EE Cooling Supply Barrier Filter	C	1	0	(M) May be inoperative provided filter is removed.
-27-22	Aft EE Cooling Exhaust Fan	C	1	0	(M) May be inoperative provided: a) Fan is deactivated, b) Aft equipment cooling supply fan smoke detector operates normally, c) For ground operations at OAT 30 degrees C or higher, both packs are selected on or conditioned air is supplied to the airplane, and d) Flight is conducted pressurized.
-27-23	Aft EE Cooling Flow/Temperature Sensors	C	2	1	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-27-24	Aft EE Cooling Overboard Exhaust (Skin Flush) Valve				
-27-24-01	787-8	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, b) Aft equipment cooling supply fan smoke detector operates normally, c) For ground operations at pressure altitudes 8,000 feet or higher, forward and aft outflow valves operate normally, d) For ground operations at OAT 24 degrees C or higher, aft outflow valve operates normally, and e) For ground operations at OAT 30 degrees C or higher, both packs are selected on or conditioned air is supplied to the airplane.
-27-24-02	787-9	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, b) Aft equipment cooling supply fan smoke detector operates normally, c) Forward and aft outflow valves operate normally, and d) For ground operations at OAT 30 degrees C or higher, both packs are selected on or conditioned air is supplied to the airplane.
-27-25	Aft EE Cooling Supply Override/Smoke Clearance Valve Motors	C	2	1	(M) One may be inoperative deactivated.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-27-26	Aft EE Cooling Supply Fan	C	2	1	(M) One may be inoperative provided: a) Inoperative aft equipment cooling supply fan is deactivated, and b) Flight is conducted pressurized.
-27-27	Aft EE Cooling Smoke Detectors				
-27-27-01	Supply Fan Smoke Detector	C	1	0	May be inoperative provided: a) Aft equipment cooling exhaust fan operates normally, b) Aft equipment cooling exhaust fan smoke detector operates normally, c) Aft equipment cooling overboard exhaust valve operates normally, and d) Aft cargo heat supply valve operates normally.
-27-27-02	Exhaust Fan Smoke Detector	C	1	0	May be inoperative provided aft equipment cooling supply fan smoke detector operates normally.
-27-28	Aft Cargo Heat Valve	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, b) Aft equipment cooling supply fan smoke detector operates normally, and c) For ground operations at OAT 30 degrees C or higher, both packs are selected on or conditioned air is supplied to the airplane.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-27-29	Aft EQUIP COOLING Switch Lights				
-27-29-01	OVRD Light	C	1	0	
-27-29-02	AUTO Light	C	1	0	
-27-31	Miscellaneous EE Cooling Exhaust Fan (787-8)	C	1	0	(M)(O) May be inoperative provided: a) Fan is deactivated, b) Cabin equipment center is deactivated, and c) Alternate procedures are established and used.
-27-32	Miscellaneous EE Cooling Exhaust Fan Smoke Detector (787-8)	C	1	0	May be inoperative provided miscellaneous equipment cooling exhaust fan is considered inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-29-01 ***	Overhead Flight Crew Rest (OFCR) Supply Shutoff and Smoke Clearance/Exhaust Valves				
-29-01A		C	2	0	(M)(O) May be inoperative provided: a) Supply shutoff valve is deactivated closed, b) Exhaust valve is deactivated closed, c) OFCR is deactivated closed, and d) Alternate procedures are established and used. NOTE: These provisions are not intended to prohibit OFCR inspections by crew members.
-29-01B		D	2	0	(M)(O) May be inoperative provided: a) Supply shutoff valve is deactivated closed, b) Exhaust valve is deactivated closed, c) OFCR is deactivated closed, and d) Procedures do not require its use. NOTE: These provisions are not intended to prohibit OFCR inspections by crew members.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-29-02 ***	Overhead Flight Attendant Rest (OFAR) Supply Shutoff and Smoke Clearance/Exhaust Valves				
-29-02A		C	2	0	(M)(O) May be inoperative provided: a) Supply shutoff valve is deactivated closed, b) Exhaust valve is deactivated closed, c) OFAR is deactivated closed, and d) Alternate procedures are established and used. NOTE: These provisions are not intended to prohibit OFAR inspections by crew members.
-29-02B		D	2	0	(M)(O) May be inoperative provided: a) Supply shutoff valve is deactivated closed, b) Exhaust valve is deactivated closed, c) OFAR is deactivated closed, and d) Procedures do not require its use. NOTE: These provisions are not intended to prohibit OFAR inspections by crew members.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-31-01	Automatic Cabin Pressure Control Channels				
-31-01A		C	4	2	(M) One control channel in each valve control unit may be inoperative provided manual cabin pressure control is verified to operate normally on both outflow valves before each departure.
-31-01B		C	4	0	(M)(O) May be inoperative provided: a) For extended overwater flight, manual cabin pressure control is verified to operate normally on both outflow valves, b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, c) Flight is conducted unpressurized, and d) Smoke detection systems in all centerline lavatories and lavatories aft of door 4 are considered inoperative. NOTE: Operator MELs must define which items are approved for inclusion in the 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					
-31-02	Manual Cabin Pressure Outflow Valve Controls (FWD and AFT)				
-31-02A		C	2	1	One may be inoperative provided: a) Automatic cabin pressure control channels on associated valve control unit operate normally, and b) Extended overwater flight is prohibited.
-31-02B		C	2	0	May be inoperative provided associated outflow valve is considered inoperative.
-31-03	Forward and Aft Outflow Valves	C	2	0	(M)(O) May be inoperative provided: a) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, b) Flight is conducted unpressurized, c) Extended overwater flight is prohibited, and d) Smoke detection systems in all centerline lavatories and in lavatories aft of door 4 are considered inoperative. NOTE: Operator MELs must define which items are approved for inclusion in the 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					
-31-03	Forward and Aft Outflow Valves (Cont'd)				
-31-03-01	787-8				
-31-03-01-01	Forward Outflow Valve	C	1	0	(M)(O) May be inoperative provided: a) Forward outflow valve is locked in the fixed cruise position, b) Manual cabin pressure control is verified to operate normally on aft outflow valve, c) Aft outflow valve operates normally, d) Air conditioning packs operate normally, e) At least three cabin air compressors operate normally, f) For ground operations at pressure altitudes 8,000 feet or higher, aft EE cooling overboard exhaust (skin flush) valve operates normally, and g) For ground operations with forward outflow valve inoperative and OAT 24 degrees C or higher, both packs are selected on or conditioned air is supplied to the airplane. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-31-03	Forward and Aft Outflow Valves (Cont'd)				
-31-03-01	787-8 (Cont'd)				
-31-03-01-02	Aft Outflow Valve (OFCR and OFAR Not Installed)	C	1	0	(M)(O) May be inoperative provided: a) Aft outflow valve is locked in the fixed cruise position, b) Manual cabin pressure control is verified to operate normally on forward outflow valve, c) Forward outflow valve operates normally, d) Air conditioning packs operate normally, e) At least three cabin air compressors operate normally, f) For ground operations at pressure altitudes 8,000 feet or higher, aft EE cooling overboard exhaust (skin flush) valve operates normally, and g) For ground operations with aft outflow valve inoperative and OAT 24 degrees C or higher, both packs are selected on or conditioned air is supplied to the airplane. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-31-03	Forward and Aft Outflow Valves (Cont'd)				
-31-03-01	787-8 (Cont'd)				
-31-03-01-03	Aft Outflow Valve (OFCR or OFAR Installed)	C	1	0	(M)(O) May be inoperative provided: a) Aft outflow valve is locked in the fixed cruise position, b) Crew rest areas are deactivated closed, c) Manual cabin pressure control is verified to operate normally on forward outflow valve, d) Forward outflow valve operates normally, e) Air conditioning packs operate normally, f) At least three cabin air compressors operate normally, g) For ground operations at pressure altitudes 8,000 feet or higher, aft EE cooling overboard exhaust (skin flush) valve operates normally, and h) For ground operations with aft outflow valve inoperative and OAT 24 degrees C or higher, both packs are selected on or conditioned air is supplied to the airplane. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-31-03	Forward and Aft Outflow Valves (Cont'd)				
-31-03-02	787-9				
-31-03-02-01	Forward Outflow Valve	C	1	0	(M)(O) May be inoperative provided: a) Forward outflow valve is locked in the fixed cruise position, b) Manual cabin pressure control is verified to operate normally on aft outflow valve, c) Passenger entry door vent door springs are verified to operate normally, d) Aft outflow valve operates normally, e) Air conditioning packs operate normally, f) At least three cabin air compressors operate normally, g) Aft EE cooling overboard exhaust (skin flush) valve operates normally, and h) For ground operations with forward outflow valve inoperative and OAT 24 degrees C or higher, both packs are selected on or conditioned air is supplied to the airplane. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-31-03	Forward and Aft Outflow Valves (Cont'd)				
-31-03-02	787-9				
-31-03-02-02	Aft Outflow Valve (OFCR and OFAR Not Installed)	C	1	0	(M)(O) May be inoperative provided: a) Aft outflow valve is locked in the fixed cruise position, b) Manual cabin pressure control is verified to operate normally on forward outflow valve, c) Passenger entry door vent door springs are verified to operate normally, d) Forward outflow valve operates normally, e) Air conditioning packs operate normally, f) At least three cabin air compressors operate normally, g) Aft EE cooling overboard exhaust (skin flush) valve operates normally, and h) For ground operations with aft outflow valve inoperative and OAT 24 degrees C or higher, both packs are selected on or conditioned air is supplied to the airplane. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-31-03	Forward and Aft Outflow Valves (Cont'd)				
-31-03-02	787-9 (Cont'd)				
-31-03-02-03	Aft Outflow Valve (OFCR or OFAR Installed)	C	1	0	(M)(O) May be inoperative provided: a) Aft outflow valve is locked in the fixed cruise position, b) Crew rest areas are deactivated closed, c) Manual cabin pressure control is verified to operate normally on forward outflow valve, d) Passenger entry door vent door springs are verified to operate normally, e) Forward outflow valve operates normally, f) Air conditioning packs operate normally, g) At least three cabin air compressors operate normally, h) Aft EE cooling overboard exhaust (skin flush) valve operates normally, and i) For ground operations with aft outflow valve inoperative and OAT 24 degrees C or higher, both packs are selected on or conditioned air is supplied to the airplane.
-31-03-03	OUTFLOW VALVE Switch MAN Lights	C	2	0	
-31-03-04	OUTFLOW VALVE Switch AUTO Lights	C	2	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-31-04	Remote Sensor Units	C	2	1	(M) One may be inoperative deactivated.
-31-05	Cabin Rate Of Climb Indication				
-31-05A		C	1	0	May be inoperative provided automatic cabin pressure control channels operate normally.
-31-05B		C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and c) Smoke detection systems in all centerline lavatories and in lavatories aft of door 4 are considered inoperative. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.
-31-06	Cabin Differential Pressure Indication				
-31-06A		C	1	0	(O) May be inoperative provided: a) Cabin altitude indication operates normally, and b) A chart is provided to convert cabin altitude to cabin differential pressure. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-31-06	Cabin Differential Pressure Indication (Cont'd)				
-31-06B		C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and c) Smoke detection systems in all centerline lavatories and in lavatories aft of door 4 are considered inoperative. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.
-31-07	Cabin Altitude Indication				
-31-07A		C	1	0	(O) May be inoperative provided: a) Cabin differential pressure indication operates normally, and b) A chart is provided to convert cabin differential pressure to cabin altitude. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-31-07	Cabin Altitude Indication (Cont'd)				
-31-07B		C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and c) Smoke detection systems in all centerline lavatories and in lavatories aft of door 4 are considered inoperative. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.
-31-08	Outflow Valve Position Indications (787-8)	C	2	0	
-31-09	Auto Cabin Pressure Control Communication System	C	1	0	
-32-01	Positive Pressure Relief Valves				
-32-01A		C	2	1	(M) One may be inoperative deactivated closed. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-32-01	Positive Pressure Relief Valves (Cont'd)				
-32-01B		C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and c) Smoke detection systems in all centerline lavatories and in lavatories aft of door 4 are considered inoperative. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.
-32-02	Negative Pressure Relief Valve	C	4	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and c) Smoke detection systems in all centerline lavatories and in lavatories aft of door 4 are considered inoperative. NOTE: Operator MELs must define which items are approved for inclusion in the 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					
-41-01 ***	Overhead Flight Crew Rest (OFCR) Duct Heater System	C	1	0	(M) May be inoperative deactivated.
-41-02 ***	Overhead Flight Attendant Rest (OFAR) Duct Heater System	C	1	0	(M) May be inoperative deactivated.
-43-01	Forward Cargo Heat Supply Shutoff Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is deactivated closed, and b) Forward EE cooling exhaust overboard vent valve is deactivated open.
-43-02	Forward Cargo Heat Exhaust System	C	1	0	(M) May be inoperative provided: a) Exhaust shutoff valve is deactivated closed, and b) Exhaust fan is deactivated.
-43-03	Forward Cargo Heat Electric Heater				
-43-03-01	787-8	C	1	0	(M) May be inoperative deactivated.
-43-03-02	787-9	C	2	0	(M) May be inoperative deactivated.
-43-04	Forward CARGO TEMP Switch Lights				
-43-04-01	OFF Light	C	1	0	
-43-04-02	AUTO Light	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-44-01	Bulk Cargo Heat Supply Fan	C	1	0	(M)(O) May be inoperative provided: a) Bulk cargo heat supply fan is deactivated, and b) Bulk cargo electric heater is deactivated.
-44-02	Bulk Cargo Heat Supply Shutoff Valve	C	1	0	(M)(O) May be inoperative provided: a) Bulk cargo heat supply valve is deactivated closed, b) Bulk cargo heat supply fan is deactivated, and c) Bulk cargo heat electric heater is deactivated.
-44-03	Bulk Cargo Heat Electric Heater				
-44-03-01	CN-AA29229 (Part C or D) Not Incorporated	C	1	0	(M)(O) May be inoperative deactivated.
-44-03-02	CN-AA29229 (Part C or D) Incorporated	C	2	0	(M)(O) May be inoperative deactivated.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-44-04	Bulk CARGO TEMP Switch Lights				
-44-04-01	OFF Light	C	1	0	
-44-04-02	AUTO Light	C	1	0	
-45-01	Flight Deck Foot Rest Surface Heaters	C	4	0	(M) May be inoperative deactivated.
-45-02	Flight Deck Shoulder Duct Heaters	C	2	0	(M) May be inoperative deactivated.
-45-03	Galley Area Duct Heaters	C	-	0	(M) May be inoperative deactivated.
-45-04	Passenger Entry Door Area Floor Panel Surface Heater	C	8	0	(M) May be inoperative deactivated.
-45-05	Zonal Duct Heaters	C	2	0	(M) May be inoperative deactivated.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
-51-01 Cabin Air Compressor (CAC) Systems				
-51-01-01 Airplanes Without OFCR and OFAR Installed				
-51-01-01-01 Left CACs				
-51-01-01-01A	C	2	1	(M) One may be inoperative provided: a) Inoperative CAC is deactivated, b) Left air conditioning pack operates normally, c) VFSGs associated with operating CACs operate normally, d) Center hydraulic system electric motor-driven pumps operate normally, and e) Trim air systems operate normally.
-51-01-01-01B	C	2	0	(M) May be inoperative provided: a) Left CACs are deactivated, b) Left air conditioning pack is considered inoperative, and c) Right trim air system operates normally. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
-51-01 Cabin Air Compressor (CAC) Systems (Cont'd)				
-51-01-01 Airplanes Without OFCR and OFAR Installed (Cont'd)				
-51-01-01-02 Right CACs				
-51-01-01-02A	C	2	1	(M) One may be inoperative provided: a) Inoperative CAC is deactivated, b) Right air conditioning pack operates normally, c) VFSGs associated with operating CACs operate normally, d) Center hydraulic system electric motor-driven pumps operate normally, and e) Trim air systems operate normally.
-51-01-01-02B	C	2	0	(M) May be inoperative provided: a) Right CACs are deactivated, b) Right air conditioning pack is considered inoperative, and c) Left trim air system operates normally. (Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
-51-01 Cabin Air Compressor (CAC) Systems (Cont'd)				
-51-01-02 Airplanes With OFCR or OFAR Installed				
-51-01-02-01 Left CACs				
-51-01-02-01A	C	2	1	(M) One may be inoperative provided: a) Inoperative CAC is deactivated, b) Left air conditioning pack operates normally, c) VFSGs associated with operating CACs operate normally, d) Center hydraulic system electric motor-driven pumps operate normally, e) Trim air systems operate normally, and f) For OFCR or OFAR occupied, airplane remains at or below FL 350.
-51-01-02-01B	C	2	0	(M) May be inoperative provided: a) Left CACs are deactivated, b) Left air conditioning pack is considered inoperative, c) Right trim air system operates normally, and d) For OFCR or OFAR occupied, airplane remains at or below FL 350. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
-51-01 Cabin Air Compressor (CAC) Systems (Cont'd)				
-51-01-02 Airplanes With OFCR or OFAR Installed (Cont'd)				
-51-01-02-02 Right CACs				
-51-01-02-02A	C	2	1	(M) One may be inoperative provided: a) Inoperative CAC is deactivated, b) Right air conditioning pack operates normally, c) VFSGs associated with operating CACs operate normally, d) Center hydraulic system electric motor-driven pumps operate normally, e) Trim air systems operate normally, and f) For OFCR or OFAR occupied, airplane remains at or below FL350.
-51-01-02-02B	C	2	0	(M) May be inoperative provided: a) Right CACs are deactivated, b) Right air conditioning pack is considered inoperative, c) Left trim air system operates normally, and d) For OFCR or OFAR occupied, airplane remains at or below FL 350.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-51-02	Cabin Air Compressor (CAC) Deflector Doors	C	2	0	(M) May be inoperative provided: a) Door is deactivated in retracted position, and b) Associated air conditioning pack operates normally.
-51-03	Cabin Air Compressor (CAC) Inlet Pressure Sensors				.
-51-03-01	Left Inlet Pressure Sensors				
-51-03-01A		C	2	1	
-51-03-01B		C	2	0	May be inoperative provided: a) Right CAC inlet pressure sensors operate normally, and b) Left air conditioning pack is considered inoperative.
-51-03-02	Right Inlet Pressure Sensors				
-51-03-02A		C	2	1	
-51-03-02B		C	2	0	May be inoperative provided: a) Left CAC inlet pressure sensors operate normally, and b) Right air conditioning pack is considered inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-51-04	Cabin Air Compressor (CAC) Variable Diffusers	C	4	2	May be inoperative provided associated CAC is considered inoperative.
-51-05	Cabin Air Compressor (CAC) Add Heat Valves	C	4	2	May be inoperative provided associated CAC is considered inoperative.
-51-06	Cabin Air Compressor (CAC) Outlet Pressure Sensors	C	4	2	May be inoperative provided associated CAC is considered inoperative.
-51-07	Cabin Air Compressor (CAC) Outlet Temperature Sensor Systems	C	4	2	May be inoperative provided associated cabin air compressor is considered inoperative.
-51-08	Cabin Air Compressor (CAC) Flow Sensors	C	2	1	(M) One may be inoperative provided one of the associated CACs is deactivated.
-51-09	Pack Control Unit (PCU) Channels				.
-51-09-01	Left PCU Channels				
-51-09-01A		C	2	1	
-51-09-01B		C	2	0	May be inoperative provided: a) At least one right PCU channel operates normally, and b) Left air conditioning pack is considered inoperative. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
-51-09 Pack Control Unit (PCU) Channels (Cont'd)				.
-51-09-02 Right PCU Channels				
-51-09-02A	C	2	1	
-51-09-02B	C	2	0	May be inoperative provided: a) At least one left PCU channel operates normally, and b) Right air conditioning pack is considered inoperative.
-52-01 Air Conditioning Packs				
-52-01-01 Airplanes Without OFCR and OFAR Installed	C	2	1	(M)(O) One may be inoperative provided: a) Cabin air compressors associated with operating pack operate normally, b) VFSGs associated with operating CACs operate normally, c) Integrated cooling recirculation air system operates normally, d) Center hydraulic electric motor-driven pumps operate normally, e) Alternate ventilation system operates normally, f) Opposite trim air system operates normally, g) Flight remains within 60 minutes of landing at a suitable airport, 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
21 AIR CONDITIONING					
-52-01	Air Conditioning Packs (Cont'd)				
-52-01-02	Airplanes With OFCR or OFAR Installed	C	2	1	(M)(O) One may be inoperative provided: a) Cabin air compressors associated with operating pack operate normally, b) VFSGs associated with operating CACs operate normally, c) Integrated cooling recirculation air system operates normally, d) Center hydraulic electric motor-driven pumps operate normally, e) Alternate ventilation system operates normally, f) Opposite trim air system operates normally, g) For OFCR or OFAR occupied, airplane remains at or below FL 350, h) Flight remains within 60 minutes of landing at a suitable airport, and i) Appropriate performance adjustments are applied.
-52-01-03	PACK Switch OFF Lights	C	2	0	
-52-01-04	PACK Switch AUTO Lights	C	2	0	
-52-02	Item Moved				Dispatch relief for this equipment moved to item 21-52-01.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-52-03	Air Cycle Machines (ACM)				
-52-03A		C	2	1	One may be inoperative provided associated air conditioning pack is considered inoperative.
-52-03B		C	2	1	(M) One may be inoperative provided: a) Inoperative ACM is deactivated, b) Associated ram air inlet and exit doors operate normally, c) Opposite air conditioning pack operates normally, d) Opposite cabin air compressors operate normally, and e) Opposite trim air system operates normally.
-52-04	Air Cycle Machine (ACM) Compressor Outlet Temperature Sensor Systems	C	2	1	One may be inoperative provided: a) Associated ram air inlet and exit doors operate normally, b) Opposite air conditioning pack operates normally, c) Opposite cabin air compressors operate normally, and d) Opposite trim air system operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-52-05	Condenser Inlet Temperature Control Systems				
-52-05-01	Low Limit Valve	C	2	1	(M) One may be inoperative provided: a) Associated low limit valve is deactivated open, b) Opposite condenser inlet temperature sensor system operates normally, c) Opposite air conditioning pack operates normally, d) Opposite cabin air compressors operate normally, and e) Opposite trim air system operates normally.
-52-05-02	Condenser Inlet Temperature Sensor Systems	C	2	1	(M) One may be inoperative provided: a) Associated low limit valve is deactivated open, b) Opposite low limit valve operates normally, c) Opposite air conditioning pack operates normally, d) Opposite cabin air compressors operate normally, and e) Opposite trim air system operates normally.
-52-06	Secondary Heat Exchanger Outlet Temperature Sensor Systems	C	2	0	May be inoperative provided associated condenser inlet temperature sensor system operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-52-07	Pack Outlet Temperature Sensor Systems	C	2	1	One may be inoperative provided: a) Associated flight deck duct temperature sensor operates normally, b) Opposite air conditioning pack operates normally, c) Opposite flight deck zone trim valve operates normally, d) Opposite trim air pressure regulator valve operates normally, and e) Flight remains within 60 minutes of landing at a suitable airport.
-52-08	Economy Cooling Valves (ECV)	C	2	1	(M) One may be inoperative provided: a) Valve is deactivated open, b) Opposite air conditioning pack operates normally, c) Opposite cabin air compressors operate normally, and d) Opposite trim air system operates normally.
-52-09	Air Cycle Machine Bypass Valves	C	2	1	One may be inoperative provided the associated air conditioning pack is considered inoperative.
-52-10	Ram Air Inlet Door Systems	C	2	1	(M)(O) One may be inoperative provided: a) Door is deactivated in open position, b) Associated ram air exit door operates normally, c) Trim air systems operate normally, d) Associated air conditioning pack is considered inoperative, and e) Appropriate performance adjustments are applied.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-52-11	Ram Air Outlet Door Systems	C	2	1	(M)(O) One may be inoperative provided: a) Associated outlet door is deactivated 17.5 degrees open, b) Associated ram air inlet door operates normally, c) Trim air systems operate normally, d) Airplane remains at or below FL 350, e) Appropriate performance adjustments are applied, and f) Flight remains within 60 minutes of landing at a suitable airport.
-52-12	Ram Air Fan				
-52-12-01	Left Ram Air Fan	C	1	0	(M)(O) May be inoperative provided: a) Left ram air fan is deactivated, b) Right ram air fan operates normally, c) Right ram air fan motor controller operates normally, d) Right air conditioning pack operates normally, e) Right cabin air compressors operate normally, f) L2 VFSG operates normally, g) R2 VFSG operates normally, h) R1 CMSC operates normally, i) R2 CMSC operates normally, j) Center hydraulic pump C2 operates normally, k) Left PECS aft section operates normally, l) Left PECS temperature sensor operates normally, m) APU operates normally, and n) Ground operations are limited to OAT below 43 degrees C. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-52-12	Ram Air Fan (Cont'd)				
-52-12-02	Right Ram Air Fan	C	1	0	(M)(O) May be inoperative provided: a) Right ram air fan is deactivated, b) Left ram air fan operates normally, c) Left ram air fan motor controller operates normally, d) Left air conditioning pack operates normally, e) Left cabin air compressors operate normally, f) L1 VFSG operates normally, g) R1 VFSG operates normally, h) L1 CMSC operates normally, i) L2 CMSC operates normally, j) Center hydraulic pump C1 operates normally, k) Right PECS aft section operates normally, l) Right PECS temperature sensor operates normally, m) APU operates normally, and n) Ground operations are limited to OAT below 43 degrees C.
-52-12-03	Left Ram Air Fan Motor Controller	C	1	0	May be inoperative provided: a) Right ram air fan operates normally, b) Right ram air fan motor controller operates normally, c) L2 cabin air compressor CMSC operates normally, d) L2 VFSG operates normally, e) R2 VFSG operates normally, and f) Left ram inlet door or ram air exit door operates normally. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-52-12	Ram Air Fan (Cont'd)				
-52-12-04	Right Ram Air Fan Motor Controller	C	1	0	May be inoperative provided: a) Left ram air fan operates normally, b) Left ram air fan motor controller operates normally, c) R2 cabin air compressor CMSC operates normally, d) L1 VFSG operates normally, e) R1 VFSG operates normally, and f) Right ram inlet door or ram air exit door operates normally.
-52-12-05	Ram Air Fan Primary Control				
-52-12-05-01	787-8	C	2	1	
-52-12-05-02	787-9	C	3	1	
-52-12-06	Ram Air Fan Backup Control				
-52-12-06-01	787-8	C	2	0	May be inoperative provided air conditioning packs operate normally.
-52-12-06-02	787-9	C	3	0	May be inoperative provided air conditioning packs operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-52-13	Pack Bay Overheat Detection System (ODS)				
-52-13-01	Pack Bay Overheat Detection Channels	C	2	1	
-52-13-02	Loops	C	4	2	ODS loops associated with one air conditioning pack may be inoperative provided pack is considered inoperative.
-53-01	Integrated Cooling System (ICS)				
-53-01-01	Recirculation Cooling Air System	C	1	0	
-53-01-02	Individual Components				
-53-01-02A		C	-	0	(M) Integrated cooling system may be inoperative deactivated.
-53-01-02B		C	-	0	(M) Individual components may be inoperative provided components are deactivated or isolated.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-53-02	Integrated Cooling System (ICS) Pressure Control/ Temperature Sensing System (787-9)	C	1	0	
-53-03	Integrated Cooling System (ICS) Recirculation Valves (787-9)				
-53-03-01	Upper Recirculation Valve	C	1	0	(M) May be inoperative provided: a) Valve is deactivated in bypass position, b) Air conditioning packs operate normally, c) At least one left cabin air compressor operates normally, and d) At least one right cabin air compressor operates normally.
-53-03-02	Lower Recirculation Valve	C	1	0	(M) May be inoperative provided: a) Valve is deactivated in bypass position, b) Air conditioning packs operate normally, c) At least one left cabin air compressor operates normally, and d) At least one right cabin air compressor operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-53-04	Integrated Cooling System (ICS) Galley Bypass Valve (787-9)	C	1	0	(M) May be inoperative deactivated in closed position.
-54-01 ***	Forward Cargo Air Conditioning (FCAC) System	D	1	0	(M) May be inoperative deactivated.
-54-01-01	Liquid Cooling System	D	1	0	(M) May be dispatched with CARGO A/C FWD LEAK fault provided FCAC is deactivated.
-54-01-02	OFF Light	D	1	0	
-54-02 ***	Forward Cargo Air Conditioning (FCAC) Boost Fan	C	1	0	(M) May be inoperative provided: a) FCAC boost fan is deactivated, b) Forward cargo electric heater is deactivated, and c) FCAC remains OFF.
-54-03 ***	Forward Cargo Air Conditioning (FCAC) Bypass Valve				
-54-03A		D	1	0	(M) May be inoperative provided bypass valve is deactivated open.
-54-03B		D	1	0	May be inoperative provided FCAC remains OFF.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-54-04 ***	Forward Cargo Air Conditioning (FCAC) Compressor Systems	D	2	1	
-54-05	Item Moved				Dispatch relief for this equipment moved to item 21-54-01.
-61-01	Flight Deck Zone Trim Valves	C	2	1	(M) One may be inoperative provided: a) Valve is deactivated closed, and b) Opposite trim air pressure regulator valve operates normally, and c) Flight remains within 60 minutes of landing at a suitable airport.
-61-02	Flight Deck Zone Duct Temperature Sensor Systems	C	2	1	(M) One may be inoperative provided: a) Associated flight deck trim zone valve is deactivated closed, b) Opposite trim air pressure regulator valve operates normally, c) Opposite flight deck zone trim valve operates normally, and d) Flight remains within 60 minutes of landing at a suitable airport.
-61-03	Flight Deck Zone Air Temperature Sensor System	C	1	0	May be inoperative provided: a) At least one air conditioning pack operates normally, b) Trim air pressure regulator valve associated with operating pack operates normally, c) Flight deck zone duct temperature sensor system associated with operating pack operates normally, and d) Flight deck zone trim valve associated with operating pack operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-61-04	Cabin Zone Trim Valves	C	4	2	(M) May be inoperative provided: a) Valve is deactivated closed, and b) Opposite trim air pressure regulator valve operates normally, and c) Flight remains within 60 minutes of landing at a suitable airport..
-61-05	Cabin Zone Duct Temperature Sensor Systems				
-61-05-01	Zones A1 and B1	C	2	0	(M) May be inoperative provided associated cabin zone heater is deactivated.
-61-05-02	Zones A2, B2, C, and D				
-61-05-02A		C	4	2	(M) May be inoperative provided: a) Associated zone trim valve is deactivated closed, b) Opposite trim air pressure regulator valve operates normally, and c) Flight remains within 60 minutes of landing at a suitable airport.
-61-05-02B		C	4	2	May be inoperative provided: a) Opposite trim air pressure regulator valve operates normally, b) For sensor A2 or C inoperative, right trim air switch remains off, c) For sensor B2 or D inoperative, left trim air switch remains off, and d) 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					
-62-01	Trim Air Pressure Regulator Valves	C	2	1	(M)(O) One may be inoperative provided: a) Valve is deactivated closed, b) Opposite flight deck zone trim valve operates normally, and c) Flight remains within 60 minutes of landing at a suitable airport.
-62-01-01	TRIM AIR Switch FAULT Lights	C	2	0	
-62-01-02	TRIM AIR Switch ON Lights	C	2	0	
-62-02	Trim Air Pressure Sensor Systems	C	2	0	
-62-03	Item Moved				Dispatch relief for this equipment moved to item 21-62-01.
-71-01 ***	Flight Deck Humidification System	D	1	0	(M) May be inoperative provided water supply valve is deactivated closed.
-71-01-01	HUMID Switch ON Light	D	1	0	
-71-02 ***	Overhead Flight Crew Rest (OFCR) Humidification System	D	1	0	(M) May be inoperative provided water supply valve is deactivated closed.
-71-03 ***	Overhead Flight Attendant Rest (OFAR) Humidification System	D	1	0	(M) May be inoperative provided water supply valve is deactivated closed.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-72-01	Zonal Dryer Systems	C	2	0	(M) May be inoperative deactivated.
-73-01	Ozone Converters	C	2	-	As required by 14 CFR.
-81-01	Power Electronics Cooling System (PECS) Aft Section	C	2	1	(M) One may be inoperative provided: a) Leak is verified to be in aft section of the loop, b) Associated isolation valve is deactivated closed, c) Associated fluid level is verified to be adequate, and d) Associated ram air fan operates normally.
-81-02	Power Electronics Cooling System (PECS) Fluid Level Sensor Systems	C	2	1	(M) One may be inoperative provided: a) Associated PECS loop fluid level is verified to be within limits every five flight days, b) Associated PECS liquid ICS/SCU supply pressure sensor operates normally, and c) Associated PECS liquid cooling temperature sensor operates normally.
-81-03	Power Electronics Cooling System (PECS) Liquid ICS/SCU Supply Shutoff Valve	C	2	1	(M) One may be inoperative deactivated open.
-81-04	Power Electronics Cooling System (PECS) Liquid ICS/SCU Supply Pressure Sensor Systems	C	2	1	One may be inoperative provided associated PECS fluid level sensor system operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
-81-05	Power Electronics Cooling System (PECS) Pumps	C	4	3	(M) One may be inoperative deactivated.
-81-06	Power Electronics Cooling System (PECS) Temperature Control Systems				
-81-06-01	Liquid Cooling Temperature Control Valves	C	2	1	(M) One may be inoperative provided associated temperature control valve is deactivated open.
-81-06-02	Liquid Cooling Temperature Sensors	C	2	1	(M) One may be inoperative provided associated temperature control valve is deactivated open.
-81-07	Power Electronics Cooling System (PECS) Liquid Pump Filter	C	2	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTOFLIGHT					
-11-01	Autoflight Function	C	1	0	(M) May be dispatched with AUTOFLIGHT FUNCTION faults provided A/P DISENGAGE bar is verified to operate normally.
-11-02	Autopilot Backdrive Actuator Systems				
-11-02A		C	3	2	(M)(O) One may be inoperative provided: a) Associated backdrive actuator is deactivated, and b) Autopilot disconnect warning indications are verified to operate normally before each departure.
-11-02B		B	3	0	(M)(O) May be inoperative provided: a) Associated backdrive actuator is deactivated, and b) Autopilot disconnect warning indications are verified to operate normally before each departure.
-11-03	Flight Director Systems	C	2	0	May be inoperative provided procedures do not require their use.
-11-04	Mode Control Panel Windows				
-11-04-01	Airspeed (IAS - MACH)	C	1	0	
-11-04-02	Heading (HDG - TRK)	C	1	0	
-11-04-03	Vertical Speed (V/S - FPA)	C	1	0	

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTOFLIGHT					
-11-04	Mode Control Panel Windows (Cont'd)				
-11-04-04	Altitude (ALTITUDE)	C	1	0	
-11-04-05	Uplink (UL) Windows				
-11-04-05A		C	3	0	(O) May be inoperative provided alternate procedures are established and used.
-11-04-05B		D	3	0	May be inoperative provided procedures do not require their use.
-11-04-06	Window Lighting	B	1	0	May be inoperative provided MCP uplink (UL) windows are considered inoperative.
-11-05	Mode Control Panel Selectors				
-11-05-01	V/S - FPA Selector (DOWN, UP)	C	1	0	
-11-05-02	BANK LIMIT Selector (AUTO, 5, 10, 15, 20, 25, 30)	C	1	0	

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTOFLIGHT					
-11-05	Mode Control Panel Selectors (Cont'd)				
-11-05-03	Altitude Increment Selector (AUTO, 1000)	C	1	0	May be inoperative provided AUTO position operates normally.
-11-05-04	Selector Push Functions				
-11-05-04-01	IAS - MACH	C	1	0	
-11-05-04-02	HDG - TRK SEL	C	1	0	
-11-05-04-03	ALTITUDE	C	1	0	
-11-06	Mode Control Panel Switches				
-11-06-01	A/P Engage Switches				
-11-06-01A		C	2	1	
-11-06-01B		B	2	0	May be inoperative provided: a) Approach minimums do not require use of the autopilots, b) Number of flight segments and segment duration is acceptable to flight crew, and c) Enroute operations do not require use of the autopilots. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTOFLIGHT					
-11-06	Mode Control Panel Switches (Cont'd)				
-11-06-02	Autothrottle Arm Switches (A/T ARM L, R)				
-11-06-02A		C	2	1	(M)(O) One may be inoperative provided: a) Associated servo motor is deactivated, b) EEC normal mode operates normally, and c) Both thrust levers are manually set for takeoff and go-around thrust.
-11-06-02B		C	2	0	May be inoperative provided: a) EEC normal mode operates normally, b) Approach minimums do not require autothrottle use, and c) Flight remains within 180 minutes of landing at a suitable airport.
-11-06-03	A/T Engage Switch	C	1	0	May be inoperative provided: a) Approach minimums do not require autothrottle use, b) EEC normal mode operates normally, and c) Flight remains within 180 minutes of landing at a suitable airport.
-11-06-04	F/D Switches	C	2	0	May be inoperative provided procedures do not require flight director use.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTOFLIGHT					
-11-06	Mode Control Panel Switches (Cont'd)				
-11-06-05	IAS - MACH Reference Switch	C	1	0	May be inoperative provided IAS is displayed in associated window.
-11-06-06	HDG - TRK Reference Switch	C	1	0	May be inoperative provided HDG is displayed in associated window.
-11-06-07	V/S - FPA Reference Switch	C	1	0	
-11-06-08	APP Switch	C	1	0	May be inoperative provided approach minimums do not require use of autopilot or flight director.
-11-06-09	CLB CON, LNAV, VNAV, FLCH, VS/FPA, Heading/Track HOLD, Altitude HOLD, and LOC/FAC Switches	C	8	0	May be inoperative provided enroute operations do not require their use.
-11-06-10	Arm/Engage Lights	C	11	0	May be inoperative provided the associated mode indications on both PFDs operate normally.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTOFLIGHT					
-11-06	Mode Control Panel Switches (Cont'd)				
-11-06-11	Uplink (UL) XFR Switches				
-11-06-11A		C	3	0	(O) May be inoperative provided alternate procedures are established and used.
-11-06-11B		D	3	0	May be inoperative provided procedures do not require their use.
-11-07	Automatic Landing System (Autoland)	C	1	0	May be inoperative provided approach minimums do not require its use.
-11-07-01	Triple Channel Autoland (LAND 3)	C	1	0	May be inoperative provided approach minimums do not require its use.
-11-08	Control Wheel Autopilot Disconnect Switches				
-11-08A		C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.
-11-08B		B	2	0	May be inoperative provided: a) Autopilot is not used, b) Approach minimums do not require use of the autopilot, c) Number of flight segments and segment duration is acceptable to flight crew, and d) Enroute operations do not require use of the autopilot.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTOFLIGHT				
-11-09 Takeoff/Go-Around (TO/GA) Switches				
-11-09A	C	2	1	One may be inoperative provided approach minimums do not require its use.
-11-09B	C	2	0	May be inoperative provided: a) EEC normal mode operates normally, b) Both thrust levers are operated manually for takeoff and go-around, and c) Autopilot and flight director are not used below 500 feet AGL or MDA, whichever is higher.
-31-01 Autothrottle System	C	1	0	May be inoperative provided: a) EEC normal mode operates normally, b) Approach minimums do not require its use, and c) Flight remains within 180 minutes of landing at a suitable airport. NOTE: Any mode which operates normally may be used.
-31-02 Autothrottle Servo Motors				
-31-02A	C	2	1	(M)(O) One may be inoperative provided: a) Associated servo motor is deactivated, b) EEC normal mode operates normally, and c) Both thrust levers are manually set for takeoff and go-around thrust.
-31-02B	C	2	0	(M)(O) May be inoperative provided: a) Both servo motors are deactivated, b) EEC normal mode operates normally, c) Approach minimums do not require use of the autothrottles, and d) Flight remains within 180 minutes of landing at a suitable airport.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTOFLIGHT					
-31-03	Autothrottle Disconnect Switches				
-31-03A		C	2	1	One may be inoperative provided both A/T ARM switches operate normally.
-31-03B		C	2	0	May be inoperative provided: a) EEC normal mode operates normally, b) Autothrottles are not armed, c) Approach minimums do not require use of autothrottles, and d) Flight remains within 180 minutes of landing at a suitable airport.
-31-04	Takeoff Thrust Disagree Monitor	C	1	0	(O) May be dispatched with T/O THRUST DISAGREE fault.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
-11-01 High Frequency (HF) Communication Systems				
-11-01A	C	2	1	(O) One may be inoperative while conducting operations that require two LRCS provided: a) SATCOM voice or datalink operates normally, b) Alternate procedures are established and used, c) SATCOM voice coverage is available over the intended route of flight, and d) If SATCOM voice is to be used over the intended route of flight, SATCOM voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available. If not available, prior coordination with the appropriate ATS (FIR) facility is required. NOTE: SATCOM is to be used only as a backup to normal HF communications.
-11-01B	D	2	-	Any in excess of those required by 14 CFR may be inoperative.
-11-01-01 HF Datalink				
-11-01-01A	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-11-01-01B	D	1	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					
-12-01	VHF Communications Systems	D	3	-	Any in excess of those required by 14 CFR may be inoperative provided left VHF radio operates normally.
-12-01-01	VHF Datalink				
-12-01-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-12-01-01B		D	1	0	May be inoperative provided procedures do not require its use.
-15-01 ***	Satellite Communication (SATCOM) Systems				
-15-01A		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Flight remains within 180 minutes of landing at a suitable airport.
-15-01B		D	1	0	May be inoperative provided procedures do not require its use.
-15-01-01	SATCOM Datalink				
-15-01-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-15-01-01B		D	1	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				
-21-01 Selective Call Function (SELCAL)				
-21-01A	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-21-01B	D	1	0	May be inoperative provided procedures do not require its use.
-21-01-01 Channels				
-21-01-01A	C	5	0	(O) May be inoperative provided alternate procedures are established and used.
-21-01-01B	D	5	0	May be inoperative provided procedures do not require its use.
-24-01 Tuning and Control Panels (TCP)	C	3	2	One may be inoperative provided: a) Left tuning and control panel operates normally, and b) Inoperative tuning and control panel remains OFF.
-24-01-01 Left TCP Backup Navigation Function	C	1	0	
-24-01-02 Switch, Key, OFF Lights	C	105	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
24-02	Emergency Locator Transmitter (ELT) (Fixed)				
24-02A		A	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
24-02B		A	1	0	May be missing provided repairs are made within 90 days.
24-02C		D	1	0	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
24-02D		D	1	0	Any in excess of those required by 14 CFR may be missing.
-27-01	Communication Management System (Datalink)				
-27-01A		C	2	1	
-27-01B		C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Flight remains within 180 minutes of landing at a suitable airport.
-27-01C		D	2	0	May be inoperative provided procedures do not require its use.
-27-01-01	ACPT/CANC/RJCT Switch Lights	C	6	0	

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
-41-01 Service Interphone System				
-41-01-01 Nose Gear Jack				
-41-01-01A	C	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Nose gear flight interphone jack operates normally, and b) Alternate procedures are established and used.
-41-01-01B	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
-41-01-02 Left Main Gear Jack	D	1	0	May be inoperative provided procedures do not require its use.
-51-01 Flight Crew Audio Control Panels (ACP)	C	2	1	(O) First officer's audio control panel may be inoperative provided first observer's audio control panel operates normally. NOTE: Any function that operates normally may be used.
-51-01-01 Network Channels	C	4	2	One may be inoperative for each audio control panel.
-51-01-02 MIC, CALL, Receiver Lights	C	62	0	Audio control panel lights 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					
-51-02 ***	Flight Deck Hand Microphones				
-51-02A		C	-	0	May be inoperative or missing provided associated boom microphone operates normally.
-51-02B		D	-	0	May be inoperative or missing provided procedures do not require their use.
-51-03	Flight Deck Headsets/ Headphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
-51-03-01	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight days.
-51-03-02	Headset Earphones/ Headphones	C	-	1	Either captain's or first officer's earphones/headphones may be inoperative provided associated flight deck speaker system operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
-51-04	Microphone (MIC)/Interphone Switches				
-51-04-01	Control Wheel MIC/Interphone Switches	C	2	1	(M) One may be inoperative provided: a) Affected switch is deactivated open, and b) Associated audio control panel MIC/interphone switch operates normally.
-51-04-02	Flight Crew Audio Control Panel MIC/Interphone Switches	C	2	1	(M) One may be inoperative provided: a) Affected switch is verified inoperative open, and b) Associated control wheel MIC/interphone switch operates normally.
-51-04-03	Glareshield MIC Switches	C	2	0	(M) May be inoperative provided the affected switch is deactivated open.
-51-05	Flight Deck Speaker Systems	C	2	1	One may be inoperative provided: a) Associated headset earphones or headphones are installed and operate normally, b) Master warning lights operate normally, and c) Master caution lights operate normally.
-51-06	Audio Gateway Units	C	4	3	(O) Forward right audio gateway unit may be inoperative provided: a) Service interphone nose gear jack is considered inoperative, and b) Alternate procedures are established and used.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
-51-07	Flight Deck Analog Audio Communication	C	1	0	
-75-01	Flight Deck Door Visual Surveillance Systems				
-75-01-01 ***	Video Surveillance System				
-75-01-01A		A	1	0	(O) May be inoperative and components may be missing provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days. NOTE: Any portion of the system which operates normally may be used.
-75-01-01B		C	1	0	(O) May be inoperative and components may be missing provided: a) Flight deck door viewing port operates normally, and b) Alternate procedures are established and used. NOTE: Any portion of the system which operates normally may be used.
-75-01-01C		D	1	0	May be inoperative and components may be missing 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					
-75-01	Flight Deck Door Visual Surveillance Systems (Cont'd)				
-75-01-02	Flight Deck Door Viewing Port				
-75-01-02A		A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
-75-01-02B		C	1	0	(O) May be inoperative provided: a) Video surveillance system is installed and operates normally, and b) Alternate procedures are established and used.
-75-02 ***	Direct View Camera System				
-75-02A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-75-02B		D	1	0	May be inoperative provided procedures do not require its use.
-93-01	Pilots' Overhead Panel Control/ Communication Channels	C	22	11	One control/communication channel (A or B) for each overhead control panel may be inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
-00-01	Electrical Synoptic Display	C	1	0	
-09-01	Primary Power Distribution System (PPDS) Channels	C	8	4	One channel in each primary power distribution panel may be inoperative.
-11-01	Variable Frequency Starter Generator (VFSG) DRIVE DISC Switch DRIVE Lights	C	4	0	
-11-02	Variable Frequency Starter Generator (VFSG) Air/Oil Heat Exchanger Air Control Valves (RR)	C	4	0	(M)(O) May be inoperative provided: a) Inoperative valve is locked open, and b) Appropriate performance adjustments are applied.
-15-01	Common Motor Start Controller (CMSC)				
-15-01-01	Main Engine Start/Cabin Air Compressor	C	4	3	(M)(O) One may be inoperative provided: a) Inoperative CMSC is deactivated, b) Associated VFSG starter system is considered inoperative, c) Associated cabin air compressor is considered inoperative, and d) For CMSC L1 inoperative, left ASG starter is considered inoperative
-15-01-02	Center Hydraulic System	C	2	1	One may be inoperative provided associated center hydraulic system electric motor-driven pump is considered inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
-21-01	Variable Frequency Starter Generator (VFSG) Electronic Chip Detector Systems	C	4	0	
-22-01	Variable Frequency Starter Generator (VFSG) Systems				
-22-01-01	RR Without RR Modification 72-H666 or 72-H688 Installed	A	4	3	(M)(O) One may be inoperative provided: a) Inoperative VFSG is disconnected, b) Both APU starter generator (ASG) systems operate normally, c) Left APU generator control unit operates normally, d) APU battery operates normally, e) APU battery charger operates normally, f) Associated engine is not started on the ground at OAT above 45 degrees C unless remaining VFSG oil temperature is at or below 80 degrees C, g) APU is started before departure and operated continuously throughout the flight, h) For L2 or R2 VFSG inoperative, scheduled flight time does not exceed 6 hours, i) For L2 or R2 VFSG inoperative, associated engine oil quantity is verified to be 18 quarts or greater before each departure, j) Flight remains within 180 minutes of landing at a suitable airport, and k) Repairs are made within three flight days. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
-22-01	Variable Frequency Starter Generator (VFSG) Systems (Cont'd)				
-22-01-02	RR With RR Modification 72-H666 or 72-H688 Installed	A	4	3	(M)(O) One may be inoperative provided: a) Inoperative VFSG is disconnected, b) Both APU starter generator (ASG) systems operate normally, c) Left APU generator control unit operates normally, d) APU battery operates normally, e) APU battery charger operates normally, f) Associated engine is not started on the ground at OAT above 45 degrees C unless remaining VFSG oil temperature is at or below 80 degrees C, g) APU is started before departure and operated continuously throughout the flight, h) Flight remains within 180 minutes of landing at a suitable airport, and i) Repairs are made within three flight days. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
-22-01	Variable Frequency Starter Generator (VFSG) Systems (Cont'd)				
-22-01-03	GE	A	4	3	(M)(O) One may be inoperative provided: a) Inoperative VFSG is disconnected, b) Both APU starter generator (ASG) systems operate normally, c) Left APU generator control unit operates normally, d) APU battery operates normally, e) APU battery charger operates normally, f) APU is started before departure and operated continuously throughout the flight, g) Flight remains within 180 minutes of landing at a suitable airport, and h) Repairs are made within three flight days. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
-22-01	Variable Frequency Starter Generator (VFSG) Systems (Cont'd)				
-22-01-04	Starter Systems				
-22-01-04-01	RR				
-22-01-04-01A		C	4	2	One starter system on each engine may be inoperative provided associated engine is not started on the ground at OAT above 45 degrees C.
-22-01-04-01B		C	4	2	(M) One starter system on each engine may be inoperative provided associated engine is not started on the ground at OAT above 45 degrees C unless remaining starter VFSG oil temperature is at or below 80 degrees C.
-22-01-04-02	GE	C	4	2	One starter system on each engine may be inoperative.
-22-01-05	GEN CTRL Switch OFF Lights	C	4	0	
-22-01-06	GEN CTRL Switch ON Lights	C	4	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
-22-02	APU Starter Generator (ASG) Systems	C	2	0	(O) May be inoperative provided: a) APU is not used, b) Left AGCU operates normally, c) VFSG systems operate normally, and d) Flight remains within 180 minutes of landing at a suitable airport.
-22-02-01	Left ASG Generator	C	1	0	(M)(O) May be inoperative provided: a) Left ASG starter is deactivated, b) APU battery operates normally, c) APU SPU operates normally, d) Right ASG generator operates normally, e) Right ASG starter operates normally, f) VFSG systems operate normally, and g) Flight remains within 180 minutes of landing at a suitable airport.
-22-02-02	Left ASG Starter	C	1	0	May be inoperative provided: a) APU battery operates normally, b) APU SPU operates normally, c) Right ASG generator operates normally, and d) Right ASG starter operates normally.
-22-02-03	Right ASG Generator	C	1	0	(M)(O) May be inoperative provided: a) Right ASG starter is deactivated, b) Left AGCU operates normally, c) Left ASG generator operates normally, d) Left ASG starter operates normally, e) VFSG systems operate normally, and f) Flight remains within 180 minutes of landing at a suitable airport. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
-22-02	APU Starter Generator (ASG) Systems (Cont'd)				
-22-02-04	Right ASG Starter	C	1	0	May be inoperative provided: a) Left AGCU operates normally, b) Left ASG generator operates normally, and c) Left ASG starter operates normally,
-22-02-05	APU GEN Switch OFF Lights	C	2	0	
-22-02-06	APU GEN Switch ON Lights	C	2	0	
-22-03	APU Generator Control Units (AGCU)				
-22-03-01	Left AGCU	C	1	0	(M)(O) May be inoperative provided: a) Left AGCU is deactivated, b) APU operates normally, c) APU battery operates normally, d) APU SPU operates normally, e) Right ASG generator operates normally, f) Right ASG starter operates normally, g) VFSG systems operate normally, and h) Flight remains within 180 minutes of landing at a suitable airport.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
-25-01	Galley Autotransformer Unit (GATU)	C	1	0	(M) May be inoperative deactivated.
-28-01	Item Moved				Dispatch relief for this equipment moved to item 24-22-01.
-28-02	Item Moved				Dispatch relief for this equipment moved to item 24-22-02.
-28-03	IFE/PASS SEATS Switch Lights				
-28-03-01	OFF Light	C	1	0	
-28-03-02	ON Light	C	1	0	
-28-04	CABIN/UTILITY Switch Lights				
-28-04-01	OFF Light	C	1	0	
-28-04-02	ON Light	C	1	0	
-31-01	APU Battery	C	1	0	(M)(O) May be inoperative provided: a) APU is not used, b) Left AGCU operates normally, c) VFSG systems operate normally, and d) Flight remains within 180 minutes of landing at a suitable airport.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
-31-02	APU Start Power Unit (SPU)				
-31-02A		C	1	0	May be inoperative provided: a) APU operates normally, b) APU battery operates normally, c) Left AGCU operates normally, d) Left ASG generator operates normally, e) Left ASG starter operates normally, and f) Right ASG system operates normally.
-31-02B		C	1	0	(O) May be inoperative provided: a) APU is not used, b) Left AGCU operates normally, c) VFSG systems operate normally, and d) Flight remains within 180 minutes of landing at a suitable airport.
-31-03	APU Battery Charger				
-31-03A		C	1	0	(M) May be inoperative provided: a) APU battery charger is deactivated, b) APU battery voltage is verified to be sufficient for APU start before each departure, c) APU operates normally, d) One ASG starter operates normally, e) Left ASG generator operates normally, and f) Right ASG generator operates normally.
-31-03B		C	1	0	(M)(O) May be inoperative provided: a) APU battery charger is deactivated, b) APU is not used, c) Left AGCU operates normally, d) VFSG systems operate normally, and e) Flight remains within 180 minutes of landing at a suitable airport.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
-31-04	Main BATTERY Switch Lights				
-31-04-01	OFF Light	C	1	0	
-31-04-02	ON Light	C	1	0	
-38-01	Main and APU Battery Enclosure Systems				
-38-01-01	Pressure Burst Discs	C	2	0	
-38-01-02	Burst Disc Indicators	C	2	0	
-41-01	External Power Systems	C	3	0	
-41-01-01	EXT PWR Switch AVAIL Lights (Flight Deck)	C	3	0	(O) May be inoperative provided alternate procedures are established and used.
-41-01-02	EXT PWR Switch ON Lights (Flight Deck)	C	3	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
24 ELECTRICAL POWER					
-41-01	External Power Systems (Cont'd)				
-41-01-03	CONNECTED Lights (External Power Panels)	C	3	0	(O) May be inoperative provided alternate procedures are established and used.
-41-01-04	NOT IN USE Lights (External Power Panels)	C	3	0	(O) May be inoperative provided alternate procedures are established and used.
-71-01	Remote Power Distribution Unit (RPDU) Channels				
-71-01-01	Standard RPDU Channels				
-71-01-01A		C	26	13	One channel in each standard RPDU may be inoperative provided gateway RPDU channels operate normally.
-71-01-01B		B	26	22	One channel in each standard RPDU associated with an inoperative gateway RPDU channel may be inoperative.
-71-01-02	Gateway RPDU Channels	B	8	7	One may be inoperative provided any inoperative standard RPDU channels are associated with the inoperative gateway RPDU channel.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
-00-01 ***	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes must be outlined in the operator's appropriate document. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.
-10-01 ***	Secondary Flight Deck Door (Privacy Barrier)				
-10-01A		C	1	0	(O) May be inoperative in retracted position or missing provided alternate procedures are established and used.
-10-01B		D	1	0	May be inoperative in retracted position or missing provided procedures do not require its use.
-11-01	Flight Crew Seats				
-11-01-01	Power Adjustment Systems	D	2	0	(M) May be inoperative deactivated. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
-11-01	Flight Crew Seats (Cont'd)				
-11-01-02	Manual Adjustment System				
-11-01-02-01	Recline Systems	A	2	0	(M) May be inoperative provided: a) Seat is secured in an upright position acceptable to the affected crew member, and b) Repairs are made within two flight days.
-11-01-02-02	Vertical Adjustments	C	2	0	May be inoperative provided associated vertical power adjustment system operates normally.
-11-01-02-03	Armrests	B	4	0	(M) May be inoperative provided: a) Affected armrest is stowed in the retracted position or removed, and b) Seat is acceptable to affected crew member.
-11-01-02-04	Lumbar/Thigh Supports	C	4	0	May be inoperative provided seat is acceptable to the affected crew member.
-11-01-02-05	Headrests	C	2	0	May be inoperative provided seat is acceptable to the affected crew member.
-11-01-02-06	Seat Pan Tilt	C	2	0	(M) May be inoperative provided: a) Associated seat pan is secured in the horizontal (untilted) position, and b) Seat is acceptable to affected crew member.

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
-11-02 Observer Seats				
-11-02-01 First Observer Seat (Including Associated Equipment)				
-11-02-01A	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.
-11-02-01B	A	1	0	May be inoperative provided: a) Second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.
-11-02-01C	A	1	0	May be inoperative provided: a) First observer seat is acceptable to the FAA inspector for the performance of official duties, b) Required minimum safety equipment (safety belt, oxygen and life vest) is available, and c) Repairs are made within two flight days. NOTE 1: These provisos are intended to provide for occupancy of the above seat by an FAA inspector when the minimum safety equipment (safety belt, oxygen and life vest) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The Pilot-in-Command will determine if the minimum safety equipment is functional for the other persons authorized to occupy an observer seat. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
-11-02	Observer Seats (Cont'd)				
-11-02-02	Second Observer Seat (Including Associated Equipment)	D	1	0	NOTE: The Pilot-in-Command will determine if the minimum safety equipment is functional for the other persons authorized to occupy an observer seat.
-18-01	Flotation Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.
-25-01	Flight Attendant Seat Assembly (Single or Dual Position)				
-25-01-01	Required Flight Attendant Seats				
-25-01-01A		B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Folding type seat stows automatically or is secured in the retracted position, b) Passenger seat assigned to flight attendant is placarded FOR FLIGHT ATTENDANT USE ONLY, c) Affected seat position or seat assembly is not occupied, d) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, and e) Alternate procedures are established and used as published in crew member manuals. (Continued)

1. SYSTEM & SEQUENCE NUMBERS / ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS			
-25-01 Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)			
-25-01-01 Required Flight Attendant Seats (Cont'd)			
-25-01-01A (Cont'd)			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. NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that proximity to exits and distribution requirements of the applicable 14 CFRs are met. NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
-25-01	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)				
-25-01-01	Required Flight Attendant Seats (Cont'd)				
-25-01-01B		C	-	0	(M)(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, c) Folding type seat stows automatically or is secured in the retracted position, d) Affected seat position or seat assembly is not occupied, and e) Alternate procedures are established and used. 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. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
-25-01	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)				
-25-01-02	Excess Flight Attendant Seats	C	-	-	(M) May be inoperative provided: a) Folding type seat stows automatically or is secured in the retracted position, and b) Affected seat position or seat assembly is not occupied. 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.
-25-02	Passenger Seats	D	-	-	May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) Affected seat(s) is blocked and placarded DO NOT OCCUPY. NOTE 1: A seat with an inoperative or missing seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of flight attendants. NOTE 3: Affected seats may include the seats behind and/or adjacent outboard seats. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
-25-02 Passenger Seats (Cont'd)				
-25-02-01 Recline Mechanism				
-25-02-01A	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the full upright position.
-25-02-01B	D	-	-	May be inoperative and seat occupied provided seat back is immovable in the full upright position.
-25-02-02 Underseat Baggage Restraining Bars	C	-	-	(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	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
-25-02 Passenger Seats (Cont'd)				
-25-02-03 Armrests with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, b) Armrest does not restrict any passenger from access to the main airplane aisle, and c) If armrest is missing, associated seat is secured in the full upright position.
-25-02-04 Armrests without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any passenger from access to the main airplane aisle.
-25-02-05 *** Delethalization Pads	D	-	-	May be inoperative or missing provided affected seat is blocked and placarded DO NOT OCCUPY.
-25-02-06 *** Seat Belt Air Bag Restraint Systems				
-25-02-06A	D	-	-	May be inoperative provided affected seat is blocked and placarded DO NOT OCCUPY.
-25-02-06B	D	-	-	May be inoperative provided: a) Seat belt operates normally, and b) Seat belt air bag is not required by 14 CFR.

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
-28-01 Storage Bins/Cabin, Galley and Lavatory Storage Compartments/ Closets				
-28-01A	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment or closet in the closed position, b) Affected bin, compartment or closet is prominently placarded DO NOT USE, c) Any emergency equipment located in affected bin, compartment or closet 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, the entire overhead bin is considered inoperative.
-28-01B	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 the 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 to be used. (Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
-28-01	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/ Closets (Cont'd)				
-28-01B (Cont'd)					NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in the associated compartment (permanently affixed) is available for use.
-28-01-01	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, the cart remains empty.
-28-01-02 ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
-29-01 ***	Overhead Flight Crew Rest (OFCR)				
-29-01A		C	1	0	(M) May be inoperative provided OFCR is deactivated closed. NOTE: This provision is not intended to prohibit OFCR inspections by crew members.
-29-01B		D	1	0	May be inoperative provided procedures do not require its use.
-29-01-01	Door	C	1	0	(M) May be inoperative provided associated OFCR door is removed.
-29-01-02	Door Lock	C	1	0	(M) May be inoperative provided: a) OFCR door is verified to open from the outside using the override feature, and b) OFCR door is verified to open and close normally from the inside.
-29-01-03	Seat	C	1	0	(M) May be inoperative provided: a) Seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the 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. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
-29-01 ***	Overhead Flight Crew Rest (OFCR) (Cont'd)				
-29-01-04	Bunks	C	2	0	May be inoperative provided bunk is not occupied. NOTE: A bunk with an inoperative or missing restraint system is considered inoperative.
-29-02 ***	Overhead Flight Attendant Rest (OFAR)				
-29-02A		C	1	0	(M) May be inoperative provided OFAR is deactivated closed. NOTE: This provision is not intended to prohibit OFAR inspections by crew members.
-29-02B		D	1	0	May be inoperative provided procedures do not require its use.
-29-02-01	Door	C	1	0	(M) May be inoperative provided associated OFAR door is removed.
-29-02-02	Door Lock	C	1	0	(M) May be inoperative provided: a) OFAR door is verified to open from the outside using the override feature, and b) OFAR door is verified to open and close normally from the inside. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
-29-02 ***	Overhead Flight Attendant Rest (OFAR) (Cont'd)				
-29-02-03	Bunks	C	6	0	May be inoperative provided bunk is not occupied. NOTE: A bunk with an inoperative or missing restraint system is considered inoperative.
-30-01	Galley/Cabin Waste Receptacles Access Door/Covers	C	-	-	(M)(O) May be inoperative provided: a) Container is empty and access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.
-41-01	Exterior Lavatory Ashtrays	A	-	-	Fifty percent may be inoperative or missing provided repairs are made within 10 calendar days.
-41-02	Lavatory Waste Container Flapper/Access Doors	C	-	-	(M) May be inoperative provided: a) Associated waste container is empty and access is secured to prevent waste introduction into the waste container, b) Associated lavatory is used only by crew members, and c) Associated lavatory entrance door is locked closed and placarded, INOPERATIVE – DO NOT ENTER. NOTE: These provisions are not intended to prohibit lavatory use or inspections by crew members.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
-41-03	Deleted				ATA number reserved for future use.
-61-01	Emergency Descent Devices (Escape Reels)	C	4	2	(M) May be inoperative or missing provided: a) The number of flight crew members plus observer seat occupants is limited to the number of operative escape reels installed, and b) Inoperative escape reels are removed.
-63-01	Emergency Evacuation Signal System	C	1	0	(O) May be inoperative provided alternate procedures are used. NOTE: Any portion of the system which operates normally may be used.
-63-02	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.
-63-03 ***	Emergency Locator Transmitter (ELT) (Survival)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
-64-01	Megaphones				
-64-01A		D	-	2	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.
-64-01B		C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are established and used.

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
-64-02 Flashlight Holder Assemblies (Including Flashlight)				
-64-02A	C	-	-	May be inoperative or missing provided crew member has a flashlight of equivalent characteristics readily available.
-64-02B	C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are established and used.
-64-03 Emergency Medical Equipment				
-64-03-01 Automatic External Defibrillator (AED) and/or Associated Equipment				
-64-03-01A	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 cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.
-64-03-01B	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/FURNISHINGS				
-64-03 Emergency Medical Equipment (Cont'd)				
-64-03-02 Emergency Medical Kit (EMK) and/or Associated Equipment				
-64-03-02A	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 cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.
-64-03-02B	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
-64-03-03 First Aid Kit (FAK) and/or Associated Equipment				
-64-03-03A	A	-	-	(O) If more than one is required by 14 CFR, only one of the 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 cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.
-64-03-03B	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
-11-01	Engine Fire Detector Elements				
-11-01-01	RR	C	24	12	One element in each detector assembly may be inoperative.
-11-01-02	GE	C	20	10	One element in each detector assembly may be inoperative.
-11-02	Main Engine Data Concentrator (MEDC) Channels				
-11-02-01	MEDC Channel A	A	2	1	(M) One may be inoperative provided: a) MEDC Channel A is deactivated, b) MEDC Channel B operates normally on both engines, c) Associated engine oil quantity indicating system is considered inoperative, and d) Repairs are made within three flight days.
-11-02-02	MEDC Channel B	C	2	1	(M) One may be inoperative provided: a) MEDC Channel B is deactivated, and b) MEDC Channel A operates normally on both engines.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
-13-01	Lavatory Smoke Detection Systems	C	-	-	(M)(O) For each lavatory, may be inoperative provided associated: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded, INOPERATIVE - DO NOT ENTER, and c) Lavatory is used only by crew members. NOTE: These provisions are not intended to prohibit lavatory use or inspections by crew members.
-13-01-01	Lavatory Call Light Smoke Detected Function	C	-	0	NOTE: Attendant call and occupancy indications are considered NEF.
-14-01 ***	Overhead Flight Attendant Rest (OFAR) Smoke Detection Systems	C	8	0	(M)(O) May be inoperative provided: a) Inoperative smoke detection system is deactivated, and b) OFAR is deactivated closed. NOTE: These provisions are not intended to prohibit OFAR inspections by crew members.
-14-01-01	Individual Bunk Smoke Detectors	C	6	0	(M)(O) May be inoperative provided: a) Associated bunk is not used and personal items are removed, and b) A conspicuous barrier strap or rope is placed across the associated bunk with a placard attached stating that the bunk is not to be used.
-14-01-02	Entrance Area Smoke Detectors	C	2	1	One may be inoperative provided: a) Bunk smoke detectors operate normally, and b) For entrance area curtain installed, entrance area curtain is secured open or removed.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
-14-02 ***	Overhead Flight Crew Rest (OFCR) Smoke Detection Systems	C	4	0	(M)(O) May be inoperative provided: a) Inoperative smoke detection system is deactivated, and b) OFCR is deactivated closed. NOTE: These provisions are not intended to prohibit OFCR inspections by crew members.
-14-02-01	Individual Bunk Smoke Detectors	C	2	0	(M)(O) May be inoperative provided: a) Associated bunk is not used and personal items are removed, and b) A conspicuous barrier strap or rope is placed across the associated bunk with a placard attached stating that the bunk is not to be used.
-14-02-02	Entrance Area Smoke Detectors	C	2	1	One may be inoperative provided: c) Bunk smoke detectors operate normally, and d) For entrance area curtain installed, entrance area curtain is secured open or removed.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION				
-15-01 APU Fire Detection System				
-15-01A	C	1	0	May be inoperative provided: a) APU selector switch remains in OFF position, b) VFSG systems operate normally, and c) Flight remains within 180 minutes of landing at a suitable airport.
-15-01B	C	1	0	(M) May be inoperative provided: a) APU is used for ground operations only, b) APU is continuously monitored by ground personnel when operating, c) APU external control system operates normally, d) APU is not used during taxi, e) VFSG systems operate normally, and f) Flight remains within 180 minutes of landing at a suitable airport.
-15-01-01 APU Fire Detection Loops	C	2	1	

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION				
-16-01 Lower Cargo Compartment Smoke Detectors				
-16-01-01 787-8				
-16-01-01A	C	22	16	May be inoperative provided adjacent cargo compartment smoke detectors operate normally.
-16-01-01B	C	22	0	(O) May be inoperative provided procedures are established and used to verify the associated compartment or area remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.
-16-01-02 787-9				
-16-01-02A	C	29	21	May be inoperative provided adjacent cargo compartment smoke detectors operate normally.
-16-01-02B	C	29	0	(O) May be inoperative provided procedures are established and used to verify the associated compartment or area remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the 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					
-17-01	Wheel Well Fire Detection System	C	1	0	(O) May be inoperative provided landing gear remain extended for ten minutes after takeoff. NOTE: In case of engine failure after V1, landing gear should be retracted until takeoff obstacles are cleared.
-17-01-01	Wheel Well Fire Temperature Detectors	C	12	8	One detector per wheel axle may be inoperative provided outboard detectors operate normally.
-18-01	Duct Leak Overheat Detection Systems	C	2	1	May be inoperative provided: a) Associated engine anti-ice control switch remains OFF, b) Airplane is not operated in known or forecast icing conditions, and c) Flight remains within 120 minutes of landing at a suitable airport.
-18-01-01	Duct Leak Overheat Detection Channels	C	4	2	One channel per engine may be inoperative.
-21-01	Fire BTL DISCH Lights (Engine, APU, Cargo)	C	4	0	
-22-01	APU Fire Extinguishing System	C	1	0	May be inoperative provided: a) APU is not used, b) VFSG systems operate normally, and c) Flight remains within 180 minutes of landing at a suitable airport.
-22-02	APU Auto Discharge	C	1	0	(M) May be inoperative provided APU fire warning indicator is monitored during APU ground operations.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
-23-01	Lower Cargo Compartment Fire Extinguishing Bottles	C	-	0	(O) May be inoperative provided procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast. (Continued)
-23-01-01	Bottles 2A, 2B and 2C	C	3	1	(M)(O) May be inoperative provided: a) Bottle is deactivated, b) Airplane is operated pressurized, and c) Total fire extinguisher bottle capability is greater than or equal to maximum time to land at a suitable airport.
-23-01-02 ***	Bottles 2D and 2E	C	-	0	(M)(O) May be inoperative provided: a) Bottle is deactivated, b) Airplane is operated pressurized, and c) Total fire extinguisher bottle capability is greater than or equal to maximum time to land at a suitable airport.
-23-01-03	Bottle Pressure Monitors	C	-	0	(M) May be inoperative provided associated bottle is verified to be fully charged.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION				
-23-02 Lower Cargo Compartment Fire Extinguishing Flow Valves (Forward and Aft)				
-23-02A	C	2	1	(M)(O) One may be inoperative provided: a) Flow valve is deactivated, and b) Procedures are established and used to verify the associated cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.
-23-02B	C	2	0	(O) May be inoperative provided procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the 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					
-23-03	Lower Cargo Compartment Fire Extinguishing Squib Control Channels				
-23-03A		C	2	1	
-23-03B		C	2	0	(O) May be inoperative provided procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.
-23-04	Lower Cargo Compartment Fire Extinguishing Filter/Regulator	C	1	0	(O) May be inoperative provided procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the 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					
-24-01	Lavatory Waste Compartment Fire Extinguishing Systems				
-24-01A		C	-	-	(O) May be inoperative for each lavatory provided associated lavatory smoke detection system operates normally.
-24-01B		C	-	-	(M)(O) May be inoperative for each lavatory provided associated: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded, INOPERATIVE - DO NOT ENTER, and c) Lavatory is used only by crew members. NOTE: These provisions are not intended to prohibit lavatory use or inspections by crew members.
-26-01	Portable Fire Extinguishers	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installation location, and placed out of sight so it cannot 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
27 FLIGHT CONTROLS					
-00-01	Flight Controls Synoptic Display	C	1	0	
-02-01	Bank Angle Protection	C	1	0	
-02-02	Flight Control Modules (FCM)				
-02-02-01	Primary Flight Computers DISC Light	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
-02-03	PFCS Interface	C	1	0	May be dispatched with PFCS INTERFACE faults.
-02-04	Actuator Delta Pressure	A	1	0	May be dispatched with ACTUATOR DELTA PRESS faults provided repairs are made within 3 flight days.
-02-05	Flight Control Surfaces Lockout Function	C	2	0	May be inoperative provided FLT CONTROLS LOCKED advisory message is not displayed.
-02-05-01	TAIL Switch LOCK Light	C	1	0	
-02-05-02	TAIL Switch NORM Light	C	1	0	
-02-05-03	WINGS Switch LOCK Light	C	1	0	
-02-05-04	WINGS Switch NORM Light	C	1	0	
-02-05-05	FAIL Light	C	1	0	
-02-06	Direct Mode Rate Sensors	C	4	3	One may be inoperative provided: a) Control wheel position transducers operate normally, b) Rudder pedal position transducers operate normally, and c) Control column position transducers operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
-02-07	Forward Modal Suppression Accelerometers (MSA) (787-9)	C	2	0	(O) May be inoperative provided appropriate performance adjustments are applied.
-11-01	Control Wheel Position Transducers	C	6	5	One may be inoperative provided direct mode rate sensors operate normally.
-11-02	Alternate Control Wheel Position Transducers	C	2	0	
-21-01	Rudder Trim Switch High Rate Function	C	1	0	
-21-02	Rudder Pedal Position Transducers	C	6	5	One may be inoperative provided direct mode rate sensors operate normally.
-24-01	Empennage Door Actuation System (EDAS) (787-9)	C	1	0	(M)(O) May be inoperative provided: a) EADS is deactivated closed, and b) Appropriate performance adjustments are applied.
-31-01	Control Column Position Transducers	C	6	5	One may be inoperative provided direct mode rate sensors operate normally.
-32-01	Stick Shaker Systems	C	2	1	
-41-01	Control Wheel Pitch Trim Switches	C	2	1	One may be inoperative provided alternate pitch trim switch operates normally.
-41-02	Alternate Pitch Trim Switch	C	1	0	May be inoperative provided control wheel pitch trim switches operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
-41-03	Stabilizer Control Channels	A	2	1	(M) One may be inoperative provided: a) Inoperative channel is deactivated, and b) Repairs are made within 10 flights.
-48-01	Stabilizer Position Transducers				
-48-01-01	Transducer 1	A	1	0	May be inoperative provided: a) Transducers 2 and 3 operate normally, and b) Repairs are made within 10 flights.
-48-01-02	Transducers 2 and 3	A	2	1	(M) One may be inoperative provided: a) Associated stabilizer control channel is deactivated, b) Transducer 1 operates normally, and c) Repairs are made within 10 flights.
-48-02	Stabilizer Load Transducers	A	3	2	One may be inoperative provided repairs are made within 10 flights.
-51-01	Flap Lever Position Transducers	C	4	3	(M) One may be inoperative provided: a) Remaining transducers are verified to operate normally before each departure, and b) Slats and flaps alternate mode 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
27 FLIGHT CONTROLS				
-51-02 Trailing Edge Variable Camber (Cruise Flaps) Function				
-51-02-01 Faired Position				
-51-02-01A	C	1	0	(M)(O) May be inoperative provided: a) Flap secondary mode is verified to operate normally, b) Spoiler actuator system operates normally, c) Appropriate weight and center-of-gravity limits are observed, and d) Appropriate performance adjustments are applied.
-51-02-01B	C	1	0	(O) May be inoperative provided: a) Flap secondary mode is inoperative, b) Spoiler actuator system operates normally, c) Appropriate weight and center-of-gravity limits are observed, and d) 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					
-51-02	Trailing Edge Variable Camber (Cruise Flaps) Function (Cont'd)				
-51-02-02	Extended or Split Position				
-51-02-02A		C	1	0	(M)(O) May be inoperative provided: a) Flap secondary mode is verified to operate normally, b) Spoiler actuator system operates normally, c) Appropriate weight and center-of-gravity limits are observed, and d) Appropriate performance adjustments are applied.
-51-02-02B		C	1	0	(O) May be inoperative provided: a) Flap secondary mode is inoperative, b) Spoiler actuator system operates normally, c) Appropriate weight and center-of-gravity limits are observed, and d) Appropriate performance adjustments are applied.
-51-03	Flap Secondary Mode	C	1	0	(M) May be inoperative provided: a) Center hydraulic system electric motor-driven pumps operate normally, b) Slat secondary mode is verified to operate normally once each flight day, c) Trailing edge variable camber (cruise flaps) function is considered inoperative, and d) Main landing gear priority 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
27 FLIGHT CONTROLS					
-51-04	Flap/Slat Shutoff Valves				Deleted, Revision 7.
-51-05	Flap/Slat Hydraulic Control Module (HCM) Solenoid Coils	C	14	7	(M) One coil per solenoid coil pair may be inoperative provided: a) Slat secondary mode is verified to operate normally once each flight day, and b) Flap secondary mode is verified to operate normally once each flight day.
-51-06	Flap/Slat Hydraulic Control Module (HCM) Power Control	C	2	1	(M) One may be inoperative provided: a) The associated hydraulic control module channel is deactivated, b) Slat secondary mode is verified to operate normally once each flight day, and c) Flap secondary mode is verified to operate normally once each flight day.
-51-07	Flap Variable Camber Trim Unit (VCTU) Power Control	C	1	0	
-51-08	Alternate Flap/Slat Control	C	1	0	(M)(O) May be dispatched with a FLAP ALTERNATE SWITCH fault provided: a) Flap lever position transducers operate normally, and b) At least one surface (flap or slat) alternate control is verified to operate normally once each flight day.
-51-08-01	ARM Switch ALTN Light	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
-58-01	Flap Position/Skew Sensors	C	24	10	One sensor per sensor pair and all inboard flap position sensors may be inoperative provided: a) Slat position sensors operate normally, and b) Spoiler actuator systems operate normally.
-61-01	Speedbrake Lever Position Transducers	B	4	3	(O) One may be inoperative provided: a) Automatic speedbrake function operates normally, and b) Speedbrakes are verified to operate normally prior to each landing.
-61-02	Spoiler Actuator Systems				
-61-02-01	Electro-Mechanical (EMA) Spoilers (4, 5, 10, 11)	C	4	3	(M)(O) One may be inoperative provided: a) Spoiler actuator is deactivated, b) Position of deactivated spoiler is verified before each departure, c) Trailing edge variable camber (cruise flaps) function operates normally, d) Hydraulic spoilers operate normally, e) Flap position/skew sensors operate normally, f) Slat position sensors operate normally, g) Appropriate weight and center-of-gravity limits are observed, 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					
-61-02	Spoiler Actuator Systems (Cont'd)				
-61-02-02	Hydraulic-Spoilers (1, 2, 3, 6, 7, 8, 9, 12, 13, 14)	C	10	9	(M)(O) One may be inoperative provided: a) Spoiler actuator is deactivated, b) Position of deactivated spoiler is verified before each departure, c) Trailing edge variable camber (cruise flaps) function operates normally, d) Electro-mechanical (EMA) spoilers operate normally, e) Flap position/skew sensors operate normally, f) Slat position sensors operate normally, g) Appropriate weight and center-of-gravity limits are observed, and h) Appropriate performance adjustments are applied.
-61-03	Automatic Speedbrake Function	C	1	0	(O) May be inoperative provided: a) Speedbrake lever position transducers operate normally, b) ARMED detent is not used, and c) Appropriate performance adjustments are applied.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS				
-81-01 Slat Secondary Mode				
-81-01A	C	1	0	(M) May be inoperative provided: a) Center hydraulic system electric motor-driven pumps operate normally, b) Trailing edge variable camber (cruise flaps) function operates normally, and c) Main landing gear priority valve is verified to operate normally once each flight day.
-81-01B	C	1	0	(M) May be inoperative provided: a) Center hydraulic system electric motor-driven pumps operate normally, b) Flap secondary mode is verified to operate normally once each flight day, and c) Main landing gear priority valve is verified to operate normally once each flight day.
-88-01 Slat Position Sensors				
-88-01A	C	4	2	One sensor per sensor pair may be inoperative provided: a) Flap position/skew sensors operate normally, b) Spoiler actuator systems operate normally, and c) Trailing edge variable camber (cruise flaps) function operates normally.
-88-01B	C	4	2	(M) One sensor per sensor pair may be inoperative provided: a) Flap position/skew sensors operate normally, b) Spoiler actuator systems operate normally, and c) Flap secondary mode 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					
-11-01	Sump Drain Valves				
-11-01-01	Surge Tanks	C	2	0	(M) May be inoperative provided there is no evidence of leakage.
-11-01-02	Main and Center Tanks	C	4	3	(M) One may be inoperative provided: a) There is no evidence of leakage, and b) Alternate procedures are used to prevent water accumulation in associated tank.
-21-01	Pressure Refueling System				
-21-01-01	Main Tank Refuel Valves	C	4	2	(M)(O) One valve in each main tank may be inoperative provided: a) Inoperative valve is locked closed, b) For inboard refuel valve inoperative, crossfeed valve is verified to operate normally, and c) For inboard refuel valve inoperative, alternate procedures are used for fuel balancing.
-21-01-02	Center Tank Refuel Valves	C	2	0	(M) May be inoperative locked closed.
-21-01-03	Refuel Valve Lights	C	6	0	(M) May be inoperative provided: a) Associated valve is verified closed after each refueling, and b) Overfill light operates normally.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
-21-01 Pressure Refueling System (Cont'd)				
-21-01-04 Refuel Control Panel Fuel Quantity Indicators	C	3	0	(M) May be inoperative provided alternate procedures are used for refueling.
-21-01-05 Load Select System	C	1	0	(M) May be inoperative provided alternate procedures are used for refueling. NOTE: Any function which operates normally may be used.
-21-01-06 Overfill Light	C	1	0	(M) May be inoperative provided: a) Refuel valves are verified to close when appropriate during refueling, and b) Refuel valve lights operate normally.
-21-01-07 Power Switch	C	1	0	
-21-01-08 Defuel Switch	C	1	0	
-21-01-09 Test Features (Panel and System)	C	2	0	
-21-01-10 Manual Fueling Valve Switches	C	3	0	May be inoperative provided: a) Load select system operates normally, and b) Overfill light operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
-22-01	Main Tank Fuel Pumps	C	4	3	(M) One may be inoperative provided: a) Inoperative pump is deactivated, and b) Main tank quantity indications operate normally.
-22-01-01	Switch PRESS Lights	C	4	0	
-22-01-02	Switch ON Lights	C	4	0	
-22-02	Center Tank Fuel Override/Jettison Pump Systems				
-22-02A		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative pump is deactivated, b) Fuel scavenge system operates normally, c) Crossfeed valve operates normally, and d) Center tank quantity indication operates normally.
-22-02B		C	2	0	(M)(O) May be inoperative provided: a) Pumps are deactivated, b) Fuel scavenge system operates normally, c) Center tank quantity indication operates normally, d) For center tank fuel, fuel quantity remaining in main tanks is adequate to reach a suitable airport if scavenge system fails at any time, and e) Center tank fuel is accounted for in the airplane weight and balance in the event center tank fuel cannot be used. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
-22-02	Center Tank Fuel Override/Jettison Pump Systems (Cont'd)				
-22-02C		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative pump is deactivated, b) Crossfeed valve operates normally, c) Center tank quantity indication operates normally, d) For center tank fuel, fuel quantity in main tanks is adequate to reach a suitable airport if remaining center pump fails at any time, and e) Center tank fuel is accounted for in the airplane weight and balance in the event center tank fuel cannot be used.
-22-02D		C	2	0	(M)(O) May be inoperative provided: a) Pumps are deactivated, b) Center tank quantity indication operates normally, and c) Center tank fuel is considered unusable and is accounted for in the airplane weight and balance. NOTE: AFM fuel loading and usage limitations are for usable fuel.
-22-02-01	Switch PRESS Lights	C	2	0	
-22-02-02	Switch ON Lights	C	2	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
-22-03	Crossfeed Valve				
-22-03A		C	1	0	(M) May be inoperative provided: a) Valve is locked closed, b) Fuel balance switch operates normally, c) Main tank inboard refuel valves operate normally, and d) Both center tank pumps operate normally.
-22-03B		C	1	0	(M) May be inoperative provided: a) Valve is locked closed, b) Fuel balance switch operates normally, c) Main tank inboard refuel valves operate normally, and d) Both center tank pumps are inoperative.
-22-03-01	Switch VALVE Light	C	1	0	
-22-03-02	Switch Bar (On) Light	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
-22-04	Fuel Scavenge System				
-22-04-01	Scavenge Pumps	C	2	0	(O) May be inoperative provided: a) Center tank quantity indication operates normally, and b) Appropriate amount of center tank fuel is considered unusable and is accounted for in the airplane weight and balance. NOTE: AFM fuel loading and usage limitations are for usable fuel.
-22-04-02	Scavenge Valves	C	2	0	(M)(O) May be inoperative provided: a) Inoperative valve is locked closed, b) Center tank quantity indication operates normally, and c) Appropriate amount of center tank fuel is considered unusable and is accounted for in the airplane weight and balance. NOTE: AFM fuel loading and usage limitations are for usable fuel.
-22-05	Item Moved				Dispatch relief for this equipment moved to item 28-22-03.
-22-06	Fuel Balance Switch	C	1	0	(M)(O) May be inoperative provided: a) Crossfeed valve is verified to operate normally, and b) Alternate procedures are used for fuel balancing.
-22-06-01	FAULT Light	C	1	0	
-22-06-02	ON Light	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
-22-07	Deleted				ATA number reserved for future use.
-22-08	Deleted				ATA number reserved for future use.
-22-09	Deleted				ATA number reserved for future use.
-25-01	APU DC Fuel Pump	C	1	0	(M) May be inoperative deactivated.
-25-02	APU Fuel Shutoff Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is locked closed, b) Left AGCU operates normally, c) VFSG systems operate normally, and d) Flight remains within 180 minutes of landing at a suitable airport.
-26-01	Defuel/Isolation Valves	C	2	0	(M)(O) May be inoperative provided: a) Inoperative valve is locked closed, b) Crossfeed valve is verified to operate normally, c) Alternate procedures are used for fuel balancing, and d) For both valves inoperative, appropriate performance adjustments are applied.
-31-01	Fuel Jettison System	C	1	0	(M)(O) May be inoperative provided: a) Jettison system is deactivated, b) Jettison nozzle valves are locked closed, and c) Appropriate performance adjustments are applied.
-31-01-01	ARM Switch FAULT Light	C	1	0	
-31-01-02	ARM Switch ARMED Light	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
-31-02	Center Tank Jettison Isolation Valves				
-31-02A		C	2	1	(M) One may be inoperative locked closed.
-31-02B		C	2	0	(M)(O) May be inoperative provided: a) Jettison system is deactivated, b) Both jettison isolation valves are locked closed, and c) Appropriate performance adjustments are applied.
-31-03	Fuel Jettison Nozzle Valves				
-31-03A		C	2	1	(M) One may be inoperative locked closed.
-31-03B		C	2	0	(M)(O) May be inoperative provided: a) Jettison system is deactivated, b) Both jettison nozzle valves are locked closed, and c) Appropriate performance adjustments are applied.
-31-03-01	Switch VALVE Lights	C	2	0	
-31-03-02	Switch ON Lights	C	2	0	
-40-01	Fuel Synoptic Display	C	1	0	May be inoperative provided individual fuel quantity indications required for dispatch operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
-41-01	Fuel Quantity Indication Systems				
-41-01-01	Main Tanks	B	2	1	(M)(O) One may be inoperative provided: a) Fuel quantity in associated tank is verified by an alternate procedure, b) Crossfeed valve is verified to operate normally, c) Both fuel pumps for the associated main tank operate normally, d) Center tank fuel quantity indication operates normally, e) Fuel flow indications operate normally, f) FMC FUEL is initialized with the known total fuel quantity, g) Alternate procedures are used for fuel balancing, h) Appropriate amount of center tank fuel is considered unusable and is accounted for in the airplane weight and balance, i) Appropriate performance adjustments are applied, and j) Flight remains within 180 minutes of landing at a suitable airport. NOTE: AFM fuel loading and usage limitations are for usable fuel. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
-41-01	Fuel Quantity Indication Systems (Cont'd)				
-41-01-02	Center Tank	B	1	0	(M)(O) May be inoperative provided: a) Fuel quantity in center tank is verified by an alternate procedure, b) Both main tank fuel quantity indication systems operate normally, c) Both center tank fuel pumps operate normally, d) Fuel flow indications operate normally, e) Fuel scavenge system operates normally, f) FMC FUEL is initialized with the known total fuel quantity, and g) Flight remains within 180 minutes of landing at a suitable airport.
-41-02	Fuel Quantity Data Concentrator (FQDC) Channels	C	6	3	(M) One channel for each tank may be inoperative deactivated.
-41-03	Fuel Quantity Sensor Systems	C	3	0	May be dispatched with FUEL QTY SENSORS faults.
-42-01	Item Moved				Dispatch relief for this equipment moved to items 28-22-01 and 28-22-02.
-43-01	Fuel Temperature Indicating Systems				
-43-01-01	Center Tank	C	1	0	
-43-01-02	Main Tank	C	2	1	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULIC POWER					
-11-01	Engine Driven Pumps (EDP) Depressurization Function	C	2	1	(M) One may be inoperative deactivated.
-11-02	Center System Electric Motor-Driven Pumps (EMP)	C	2	1	(M)(O) One may be inoperative provided: a) Inoperative EMP is deactivated, b) Slat secondary mode is verified to operate normally once each flight day, c) Flap secondary mode is verified to operate normally once each flight day, d) Main landing gear priority valve is verified to operate normally once each flight day, and e) Appropriate performance adjustments are applied.
-11-03	Electric Motor-Driven Pump (EMP) Selectors				
-11-03-01	Center System AUTO Position				
-11-03-01A		C	2	1	(O) One may be inoperative provided: a) Associated pump selector ON and OFF positions operate normally, b) Opposite center system EMP operates normally, and c) Associated pump selector is ON for all operations. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULIC POWER				
-11-03 Electric Motor-Driven Pump (EMP) Selectors (Cont'd)				
-11-03-01 Center System AUTO Position (Cont'd)				
-11-03-01B	C	2	0	(O) May be inoperative provided: a) Both center system pump selector ON and OFF positions operate normally, b) Left and right system EMP selector AUTO positions operate normally, and c) Both center system pump selectors are ON for takeoff and landing.
-11-03-02 Left System AUTO Position	A	1	0	(O) May be inoperative provided: a) Left pump selector ON and OFF positions operate normally, b) Center system EMP selector AUTO positions operate normally, c) Nitrogen generation system is considered inoperative, d) Left pump selector is ON for takeoff and landing, and e) Repairs are made within 10 flight days.
-11-03-03 Right System AUTO Position	C	1	0	(O) May be inoperative provided: a) Right pump selector ON and OFF positions operate normally, b) Center system EMP selector AUTO positions operate normally, and c) Right pump selector is ON for takeoff and landing.
-11-03-04 ON Position	C	4	0	May be inoperative provided the AUTO and OFF positions for associated pump operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULIC POWER					
-11-04	Reserve Steering Isolation System	C	1	0	(M) May be inoperative provided reserve steering isolation valve is deactivated open.
-11-05	Nose Gear Isolation System	C	1	0	(M) May be inoperative provided: a) Nose gear isolation valve is deactivated open, and b) Center hydraulic system pressure transducer operates normally.
-11-06	Alternate Gear Extension Isolation System	C	1	0	(M)(O) May be inoperative provided: a) Landing gear is secured in the down position, and b) Airplane is dispatched in accordance with the AFM Landing Gear Extended appendix.
-11-07	Hydraulic Pump Case Drain Filter Monitoring Systems	C	6	0	May be dispatched with HYD FILTER CASE faults provided associated hydraulic pump temperature indication operates normally.
-11-08	Nose Landing Gear Accumulator	C	1	0	
-11-08-01	Charging Valve	C	1	0	
-11-08-02	Charging Gauge	C	1	0	
-18-01	Hydraulic Reservoir Accumulators	C	3	0	
-18-01-01	Charging Valves	C	3	0	
-18-01-02	Charging Gauges	C	3	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULIC POWER					
-18-02	Hydraulic Reservoir Pressure Indication Systems	C	3	0	
-18-03	Reservoir Quantity Gauge (Remote)	C	1	0	
-18-04	Hydraulic Reservoir Temperature Indication Systems	C	3	0	May be inoperative provided associated pump temperature indications operate normally.
-21-02	Ram Air Turbine (RAT) Position Indication System	C	1	0	M) May be inoperative provided: a) RAT is verified to deploy normally, and b) RAT is verified to be stowed prior to each flight.
-21-02-01	Switch UNLKD Light	C	1	0	
-21-02-02	Switch PRESS Light	C	1	0	
-21-03	Ram Air Turbine (RAT) Heaters	C	2	1	One may be inoperative provided OAT at departure airport is not less than -35 degrees C.
-30-01	Hydraulic Pump Lights				
-30-01-01	FAULT Lights	C	6	0	
-30-01-02	ON Lights	C	2	0	
-30-02	Hydraulic Synoptic Display	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULIC POWER				
-31-01 Hydraulic System Pressure Transducers				
-31-01-01 Left and Right System Pressure Transducers	C	2	0	(M) May be inoperative provided: a) Inoperative system pressure transducer is deactivated, and b) Associated system pump pressure indications operate normally.
-31-01-02 Center System Pressure Transducer	C	1	0	(M)(O) May be inoperative provided: a) Center system pressure transducer is deactivated, b) Landing gear is secured in down position, c) Center system pump pressure indications operate normally, d) Nose gear isolation system operates normally, and e) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.
-31-02 Hydraulic Pump Pressure Indication Systems	C	6	3	(M) One in each system may be inoperative provided: a) Inoperative pump pressure transducer is deactivated, b) Associated pump is verified to operate normally before each departure, c) Associated pump temperature indications operate normally, and d) Associated hydraulic system pressure transducer operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULIC POWER					
-31-03	Hydraulic Reservoir Auto-Bleed Valves				
-31-03A		C	3	0	(M) May be inoperative provided bleed valve is verified to operate normally.
-31-03B		C	3	0	(M) May be inoperative provided: a) Associated hydraulic system reservoir is verified to be free of trapped air, and b) Inoperative auto-bleed valve is deactivated closed.
-32-01	Hydraulic Pump Temperature Indications	C	6	3	One in each system may be inoperative provided: a) Associated pump pressure indications operate normally, and b) Associated reservoir temperature indications operate normally.
-33-01	Hydraulic Fluid Quantity Indications (Flight Deck)				
-33-01-01	Left and Right System Quantity Indications	C	2	0	(M) May be inoperative provided: a) Associated reservoir level is verified normal before each departure, and b) Associated system pressure indication operates normally.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULIC POWER					
-33-01	Hydraulic Fluid Quantity Indications (Flight Deck) (Cont'd)				
-33-01-02	Center System Quantity Indication	B	1	0	(M) May be inoperative provided: a) Center system reservoir level is verified normal before each departure, b) Center system pressure indication operates normally, c) Reserve steering isolation system is considered inoperative, d) Nose gear isolation system is considered inoperative, and e) Alternate gear extension isolation system is considered inoperative.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
-11-01	Wing Ice Protection System (WIPS)	C	1	0	May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Flight remains within 120 minutes of landing at a suitable airport.
-11-01-01	Wing Ice Protection Heat Zones	C	48	46	One heat zone pair in symmetrical slats may be inoperative.
-11-01-02	Wing Ice Protection Channels	C	3	2	
-11-02	Wing Anti-Ice (WAI) Indications	C	2	0	
-21-01	Engine Anti-Ice (EAI) Systems	C	2	1	(M) One may be inoperative provided: a) Associated PRSOV is locked closed, b) Associated engine ignition systems operate normally, c) Associated engine anti-ice control switch remains OFF, d) Airplane is not operated in known or forecast icing conditions, and e) Flight remains within 120 minutes of landing at a suitable airport.
-21-01-01	Engine Anti-ice Pressure Regulating and Shutoff Valves (PRSOV)	C	2	1	(M) One may be inoperative provided: a) Associated PRSOV is locked closed, b) Associated engine ignition systems operate normally, c) Associated engine anti-ice control switch remains OFF, d) Airplane is not operated in known or forecast icing conditions, and e) Flight remains within 120 minutes of landing at a suitable airport.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION				
-21-01 Engine Anti-Ice (EAI) Systems (Cont'd)				
-21-01-02 Engine Anti-Ice Pressure Regulating and Shutoff Valves (PRSOV) (RR CN-AA25656 Incorporated) (GE CN-AA29810 and (CN-AA28782 or CN-AA41700 or CN-AA45782) Incorporated)	C	2	1	(M)(O) One may be inoperative provided: a) Inoperative valve is locked in mid position, b) Associated PRV operates normally, c) Operations are limited to OAT 38 degrees C or below, and d) Appropriate performance adjustments are applied.
-21-01-03 Engine Anti-Ice Pressure Regulating Valves (PRV)	C	2	1	(M) One may be inoperative provided: a) Associated PRSOV is locked closed, b) Associated engine ignition systems operate normally, c) Associated engine anti-ice control switch remains OFF, d) Airplane is not operated in known or forecast icing conditions, and e) Flight remains within 120 minutes of landing at a suitable airport. (Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION				
-21-01 Engine Anti-Ice (EAI) Systems (Cont'd)				
-21-01-04 Engine Anti-Ice Pressure Regulating Valves (PRV) (RR CN-AA25656 Incorporated) (GE CN-AA29810 Incorporated)	C	2	1	(M)(O) One may be inoperative provided: a) Inoperative valve is locked in mid position, b) Associated PRSOV operates normally, c) Associated main engine data concentrator (MEDC) channel A operates normally, d) Associated EAI PRSOV controller operates normally, e) At least one associated pressure sensor operates normally, and f) Operations are limited to OAT 38 degrees C or below.
-21-01-05 Engine Anti-Ice Pressure Regulating Valves (PRV) (GE)	A	2	1	(M)(O) One may be inoperative provided: a) Inoperative valve is locked in mid position, b) Associated PRSOV operates normally, c) Associated main engine data concentrator (MEDC) channel A operates normally, d) Associated EAI PRSOV controller operates normally, e) At least one associated pressure sensor operates normally, f) Operations are limited to OAT 38 degrees C or below, and g) Repairs are made within 10 flights. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION				
-21-01 Engine Anti-Ice (EAI) Systems (Cont'd)				
-21-01-06 Pressure Sensors	C	4	2	(M) May be inoperative on one engine provided: a) Associated PRSOV is locked closed, b) Associated engine ignition systems operate normally, c) Associated engine anti-ice control switch remains OFF, d) Airplane is not operated in known or forecast icing conditions, and e) Flight remains within 120 minutes of landing at a suitable airport.
-21-01-06-01 Pressure Sensor Number 1	C	2	0	May be inoperative provided associated pressure sensor number 2 operates normally.
-21-01-06-02 Pressure Sensor Number 2	C	2	0	May be inoperative provided associated pressure sensor number 1 operates normally.
-21-01-07 Pressure Sensors (RR CN-AA25656 Incorporated) (GE CN-AA29810 and (CN-AA28782 or CN-AA41700 or CN-AA45782) Incorporated)	C	4	2	(M)(O) May be inoperative on one engine provided: a) Associated PRSOV is locked in mid position, b) Associated PRV operates normally, c) Operations are limited to OAT 38 degrees C or below, and d) Appropriate performance adjustments are applied.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
-21-02	Engine Anti-Ice (EAI) Indications	C	2	0	
-22-01	Cabin Air Compressor Inlet Ice Protection Systems (CIPS)				
-22-01A		A	2	0	(M)(O) May be inoperative provided: a) Inoperative system is deactivated, b) Air conditioning packs operate normally, c) Airport OAT remains at or above -35 degrees C since last landing, and d) Repairs are made within 30 calendar days.
-22-01B		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative system is deactivated, b) Opposite air conditioning pack operates normally, and c) Airport OAT remains at or above -35 degrees C since last landing.
-22-01C		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative system is deactivated, b) Airplane is not operated in known or forecast icing, c) Airport OAT remains at or above -35 degrees C since last landing, and d) Flight remains within 120 minutes of landing at a suitable airport.

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION				
-31-01 Pitot Probe Heater Systems				
-31-01-01 Right Pitot Heater	B	1	0	(M) May be inoperative provided: a) Left and center pitot probes are inspected before each departure, b) Left and center pitot probe heater systems operate normally, c) Left and center pitot air data modules operate normally, d) Static air data modules operate normally, e) AIR DATA/ATT instrument source switches operate normally, and f) Approach minimums do not require its use.
-31-01-02 Left Pitot Heater	B	1	0	(M) May be inoperative provided: a) Right and center pitot probes are inspected before each departure, b) Right and center pitot probe heater systems operate normally, c) Right and center pitot air data modules operate normally, d) Static air data modules operate normally, e) AIR DATA/ATT instrument source switches operate normally, and f) Approach minimums do not require its use. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
-31-01	Pitot Probe Heater Systems (Cont'd)				
-31-01-03	Center Pitot Heater	B	1	0	(M) May be inoperative provided: a) Left and right pitot probes are inspected before each departure, b) Left and right pitot probe heater systems operate normally, c) Left and right pitot air data modules operate normally, d) Static air data modules operate normally, e) AIR DATA/ATT instrument source switches operate normally, f) Airplane is not operated in visible moisture, g) Airplane is not operated in known or forecast icing conditions, h) Approach minimums do not require its use, and i) Flight remains within 120 minutes of landing at a suitable airport.
-32-01	Angle of Attack (AOA) Anti-Ice System	B	2	1	
-41-01	Flight Deck Forward Window Primary Heat Channels	C	2	1	One may be inoperative provided: a) Associated switch remains off, b) Associated forward window backup heat channel operates normally, c) Side window heat channels operate normally, d) Airplane is not operated in known or forecast icing conditions, and e) Flight remains within 120 minutes of landing at a suitable airport.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
-41-02	Flight Deck Side Window Heat Channels	C	2	1	One may be inoperative provided: a) Associated switch remains off, and b) Forward window primary heat channels operate normally.
-41-03	Flight Deck Forward Window Backup Heat Channels	C	2	1	One may be inoperative provided: a) Associated switch remains off, b) Forward window primary heat channels operate normally, and c) Side window heat channels operate normally.
-41-04	Window Heat Switch Lights				
-41-04-01	INOP Lights	C	4	0	
-41-04-02	ON Lights	C	6	0	
-41-05	Window Heat Software	C	3	2	

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
-42-01	Windshield Wiper System	C	2	0	May be inoperative provided: a) Airplane is not operated in precipitation within five statute miles of airport of departure or intended landing, and b) Approach minimums do not require its use.
-42-01-01	Low Speed Functions	C	2	0	(M) May be inoperative provided associated high speed function is verified to operate normally.
-42-01-02	High Speed Functions				
-42-01-02A		C	2	1	(M) One may be inoperative provided associated low speed function is verified to operate normally.
-42-01-02B		C	2	0	(M) May be inoperative provided: a) Both low speed functions are verified to operate normally, and b) Airplane is not operated in known or forecast precipitation of moderate or greater intensity within 5 statute miles of the airport of departure or intended landing.
-42-01-03	Intermittent Functions	C	2	0	
-44-01	Windshield Washer System	D	1	0	

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
-71-01	Water Supply In-line Heaters	C	-	0	(M) May be inoperative deactivated.
-81-01	Ice Detectors				
-81-01A		C	2	1	
-81-01B		C	2	0	(O) May be inoperative provided alternate procedures are established and used.

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS				
-31-01 Digital Voice-Data Recorder Systems				
-31-01-01 Cockpit Voice Recorder (CVR) Functions				
-31-01-01A	C	2	1	
-31-01-01B	A	2	0	May be inoperative provided: a) At least one flight data recorder (FDR) function operates normally, and b) Repairs are made within three flight days. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS				
-31-01 Digital Voice-Data Recorder Systems (Cont'd)				
-31-01-02 Flight Data Recorder (FDR) Functions				
-31-01-02A	C	2	1	
-31-01-02B	A	2	0	May be inoperative provided: a) At least one cockpit voice recorder (CVR) function operates normally, b) At least one datalink recorder (DLR) function operates normally, c) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful, d) In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or a series of flights until the next designated airport where repair must be accomplished prior to dispatch, and e) Repairs are made within three flight days. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS				
-31-01 Digital Voice-Data Recorder Systems (Cont'd)				
-31-01-02 Flight Data Recorder (FDR) Functions (Cont'd)				
-31-01-02-01 FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) At least one cockpit voice recorder (CVR) function operates normally, b) At least one datalink recorder (DLR) function operates normally, and c) Repairs are made within 20 calendar days.
-31-01-02-02 FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.
-31-01-03 Datalink Recorder (DLR) Functions				
-31-01-03A	C	2	1	
-31-01-03B	A	2	0	May be inoperative provided: a) At least one flight data recorder (FDR) function operates normally, and b) Repairs are made within three flight days.
-31-01-04 Recorder Independent Power Supply	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
-33-01	Flight Deck Printer				
-33-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-33-01B		D	1	0	May be inoperative provided procedures do not require its use.
-33-01-01	Miscellaneous Features	D	-	-	
-51-01	Master WARNING Lights	C	2	1	One may be inoperative provided both flight deck speaker systems operate normally.
-51-02	Master CAUTION Lights	C	2	1	One may be inoperative provided both flight deck speaker systems operate normally.
-51-03	Autopilot Disconnect Warning Function	B	1	0	(O) May be inoperative provided: a) Autopilot is not used, b) Approach minimums do not require use of the autopilot, c) Number of flight segments and segment duration is acceptable to flight crew, and d) Enroute operations do not require use of the autopilot.
-51-04	Nose Gear Pressure Transducer System	C	1	0	(O) May be inoperative provided stabilizer trim position is verified to be properly set before each departure.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS				
-61-01 Display Units (DU)				
-61-01-01 Lower DU	C	1	0	May be inoperative provided: a) EFIS/DSP panels operate normally, and b) Remaining display units operate normally.
-61-01-02 Left Inboard DU	B	1	0	(M) May be inoperative provided: a) Right PFD/MFD selector is verified to operate normally, b) ISFD operates normally, c) Touchpad cursor control devices (CCDs) operate normally, d) EFIS/DSP panels operate normally, e) Multifunction keypads (MFKs) operate normally, and f) Remaining display units operate normally.
-61-01-03 Left Outboard DU	B	1	0	(M) May be inoperative provided: a) Right PFD/MFD selector is verified to operate normally, b) ISFD operates normally, c) Touchpad cursor control devices (CCDs) operate normally, d) EFIS/DSP panels operate normally, e) Multifunction keypads (MFKs) operate normally, and f) Remaining display units operate normally.
-61-01-04 Display Unit Brightness/Contrast Controls	C	5	0	May be inoperative provided master brightness control system operates normally.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
-61-02	Graphics Generator Systems				
-61-02-01	Graphics Generator Modules (GGMs)	C	4	3	
-61-02-02	Display Unit Interface	C	1	0	(M) May be dispatched with DISPLAY UNIT INTERFACE faults provided: a) Both PFD/MFD selector switches are verified to operate normally, b) Display units operate normally, and c) Graphics generator modules operate normally.
-61-03	Touchpad Cursor Control Devices (CCD)	C	2	1	One may be inoperative provided: a) EFIS/DSP panels operate normally, and b) Multifunction keypads (MFKs) operate normally.
-61-03-01	Cursor Location Lights	C	8	0	
-61-03-02	EFB, L, R, LWR Switch Lights	C	8	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
-61-04	Multifunction Keypads (MFKs)	A	2	1	(O) One may be inoperative provided: a) Display units operate normally, b) Touchpad cursor control devices (CCDs) operate normally, c) EFIS/DSP panels operate normally, d) HDG-TRK SEL switch operates normally, e) Tuning and control panels (TCPs) operate normally, f) All switches on remaining keypad operate normally, and g) Repairs are made within two flight days.
-61-04-01	SYS, CDU, INFO, CHKL, COMM, ND Switches	C	12	6	May be inoperative provided all switches on opposite keypad operate normally.
-61-04-02	PREV PAGE, NEXT PAGE, EXEC Switches	C	6	3	May be inoperative provided all switches on opposite keypad operate normally.
-61-04-03	Rotary CURSOR CONTROL Selector	C	2	1	One may be inoperative provided: a) All switches on opposite keypad operate normally, and b) Associated touchpad cursor control device (CCD) operates normally.
-61-04-04	Switch, Key, EXEC Lights	C	106	0	Note: Any function that operates normally may be used.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
-61-05	EFIS/DSP Panels	C	2	1	(O) One may be inoperative provided: a) Touchpad cursor control devices (CCDs) operate normally, b) Multifunction keypads (MFKs) operate normally, and c) Display units operate normally.
-61-05-01	Display Lights	C	4	0	
-61-05-02	Switch Lights	C	24	0	
-61-06	PFD/MFD Selector Switches				
-61-06-01	OUTBD Position	C	2	1	(M) One may be inoperative provided: a) Opposite switch is verified to operate normally, b) Associated selector switch remains in NORM position, and c) Display units operate normally.
-61-06-02	INBD Position	C	2	1	(M) One may be inoperative provided: a) Opposite switch is verified to operate normally, b) Associated selector switch remains in NORM position, and c) Display units operate normally. (Continued)

SYSTEM & SEQUENCE NUMBERS / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS				
-61-06 PFD/MFD Selector Switches (Cont'd)				
-61-06-03 Left NORM Position				
-61-06-03A	B	1	0	May be inoperative with associated selector switch in OUTBD position provided left inboard display unit is considered inoperative.
-61-06-03B	B	1	0	May be inoperative with associated selector switch in INBD position provided left outboard display unit is considered inoperative.
-61-07 Instrument Source (AIR DATA/ATT) Selector Switches				
-61-07-01 ALTN Position	C	2	1	(M) One may be inoperative provided: a) Opposite AIR DATA/ATT switch is verified to operate normally, and b) Associated selector switch remains in AUTO position.
-61-08 Clock Switches	C	2	1	

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
-61-09	Heading Reference (HDG REF) Switch				
-61-09-01	TRUE Function	C	1	0	(O) May be inoperative provided enroute procedures do not require its use.
-61-09-02	NORM Light	C	1	0	
-61-09-03	TRUE Light	C	1	0	
-61-10	Remote Light Sensor (RLS) System	C	1	0	
-61-11	Electronic Checklist (ECL) System	C	1	0	(M)(O) May be inoperative provided: a) Electronic checklist is deactivated, and b) Established paper checklist procedures are used.
-61-11-01	ECL Closed Loop Switch Indications	C	-	0	(O) May be inoperative provided ECL line item override procedures are used when required to complete checklists.
-61-12	EICAS Status Messages				
-61-12A		C	-	0	(M) May be inoperative provided associated equipment is verified to operate normally before each departure.
-61-12B		C	-	0	May be inoperative provided associated equipment is considered inoperative.

SYSTEM & SEQUENCE NUMBERS / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS				
-61-13 Airport Map Function ***				
-61-13A	C	1	0	(O) May be inoperative or database may be out of currency provided alternate procedures are established and used.
-61-13B	D	1	0	May be inoperative or database may be out of currency provided procedures do not require its use.
-61-14 Head-Up Display (HUD) Systems				
-61-14A	C	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode which operates normally may be used.
-61-14B	D	2	0	May be inoperative provided procedures do not require its use.
-61-14-01 *** Low Visibility Takeoff Function				
-61-14-01A	C	1	0	May be inoperative provided takeoff minima do not require its use.
-61-14-01B	D	1	0	May be inoperative provided procedures do not require its use.
-61-14-02 De-Clutter Switches	C	2	0	
-61-14-03 Brightness (BRT) Controls	C	2	0	May be inoperative and associated HUD used if acceptable to affected crew member.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
-61-15	Display Panel Interface	C	1	0	May be dispatched with DISPLAY PANEL INTERFACE faults.
-61-16	Displays Airplane Sequence Number Monitor	C	1	0	May be dispatched with DISPLAYS AP SEQ DISAGREE faults.
-61-17	Clock ELAPSED TIME Displays	C	2	1	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
-00-01	Landing Gear Synoptic Display	C	1	0	
-08-01	Proximity Sensing System				
-08-01-01	Proximity Sensor Data Concentrator (PSDC) 1	C	1	0	May be inoperative or have faults provided associated equipment is considered inoperative.
-08-01-02	Proximity Sensor Data Concentrator (PSDC) 6	C	1	0	May be inoperative or have faults provided associated equipment is considered inoperative.
-08-01-03	PSDC 2, 3, 4, 5 Power Sources	C	8	4	One power source for each PSDC may be inoperative.
-08-01-04	PSDC 1, 6 Databuses	C	4	2	One databus for each PSDC may be inoperative.
-08-01-05	PSDC 2, 3, 4, 5 Databuses	C	8	4	(M) One databus for each PSDC may be inoperative provided each inoperative databus is verified to be connected to the remote data concentrator (RDC) in position 19.
-09-01	Air/Ground Sensors	C	8	4	(M) One tilt sensor on each main landing gear and one strut compression sensor on each main landing gear may be inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
-30-01	Landing Gear Actuation System	C	1	0	(M)(O) May be inoperative provided: a) Landing gear is secured in the down position, and b) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.
-31-01	Landing Gear Lever Lock Solenoid	C	1	0	(O) May be inoperative provided solenoid is in the locked position.
-31-02	Landing Gear Control Relays				
-31-02-01	Landing Gear Control Reset Relays	C	2	1	(M) One may be inoperative provided: a) Inoperative relay is deactivated, and b) Opposite system channel is verified to operate normally.
-31-02-02	Main Landing Gear Inhibit Relays	C	6	3	(M) May be inoperative on one system channel provided: a) Inoperative relay is deactivated, and b) Opposite system channel is verified to operate normally.
-31-02-03	Nose Landing Gear Inhibit Relays	C	6	3	(M) May be inoperative on one system channel provided: a) Inoperative relay is deactivated, and b) Opposite system channel is verified to operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
-31-03	Landing Gear Control Solenoids				
-31-03-01	Main Landing Gear Control Solenoids	C	18	9	(M) May be inoperative on one system channel provided: a) Inoperative solenoid is deactivated, and b) Opposite system channel is verified to operate normally.
-31-03-02	Nose Landing Gear Control Solenoids	C	12	6	(M) May be inoperative on one system channel provided: a) Inoperative solenoid is deactivated, and b) Opposite system channel is verified to operate normally.
-31-04	Landing Gear Control Sensors				
-31-04-01	Main Landing Gear Control Sensors	C	16	15	(M) One may be inoperative deactivated.
-31-04-02	Nose Landing Gear Control Sensors	C	6	5	(M) One may be inoperative deactivated.
-31-05	Landing Gear Control Lever Switches	C	6	5	(M) One may be inoperative provided remaining landing gear control lever switches are verified to operate normally.
-31-06	Landing Gear Door Safety Valve Indication Systems	C	3	0	(M) May be inoperative provided: a) Associated landing gear door is verified to open and close normally, and b) Associated landing gear door safety valve is verified to be in the STOW position before each departure.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
-31-07	Landing Gear Bypass/Auto-Off Valve System				
-31-07-01	Nose Landing Gear	C	1	0	(M)(O) May be inoperative provided: a) Landing gear is secured in the down position, and b) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.
-31-07-01-01	Pressure Transducer	C	1	0	(M) May be inoperative provided: a) Nose landing gear bypass/auto-off valve pressure transducer is deactivated, and b) Nose landing gear bypass/auto-off valve is verified to operate normally.
-31-07-02	Main Landing Gear	C	1	0	(M)(O) May be inoperative provided: a) Landing gear is secured in the down position, and b) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.
-31-07-02-01	Pressure Transducer	C	1	0	(M) May be inoperative provided: a) Main landing gear bypass/auto-off valve pressure transducer is deactivated, and b) Main landing gear bypass/auto-off valve is verified to operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
-32-01	Main Gear Door Uplock Springs (CN-AA26494 Not Incorporated)	B	4	3	(M)(O) One spring on one main gear door uplock mechanism may be missing provided the gear extend speed placard is not exceeded.
-32-02	Main Gear Uplock Springs	B	4	3	(M)(O) One spring on one main gear uplock mechanism may be missing provided the gear extend speed placard is not exceeded.
-35-01	Landing Gear Alternate Extend System				
-35-01A		C	1	0	(M) May be inoperative provided: a) Landing gear doors are verified to open using the alternate extend system, b) Landing gear control relays operate normally, c) Landing gear control solenoids operate normally, d) Landing gear control sensors operate normally, and e) Landing gear control lever switches operate normally.
-35-01B		C	1	0	(M)(O) May be inoperative provided: a) Landing gear is secured in the down position, b) Alternate extend system is deactivated, and c) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
-35-02	Ground Door Release Control System				
-35-02A		C	1	0	(M) May be inoperative provided: a) Both door open control switches are verified to be open, b) Landing gear doors are verified to open using the alternate extend system, and c) Landing gear doors are verified to close using the ground door release closing function.
-35-02B		C	1	0	(M)(O) May be inoperative provided: a) Landing gear is secured in the down position, b) Landing gear alternate extend system is deactivated, and c) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.
-42-01	Autobrake System	C	1	0	May be inoperative provided autobrake selector remains in the OFF position.
-42-02	Antiskid Control Systems	C	8	6	(M)(O) May be inoperative on one main landing gear wheel per truck provided: a) Associated wheel brake is deactivated, b) Brakes on remaining wheels on associated truck operate normally, c) Electric brake actuators on remaining wheels on associated truck operate normally, d) Appropriate performance adjustments for brake deactivated are applied, and e) After takeoff, gear remains down for two minutes before retraction. NOTE: In the event of engine failure after V1, retract landing gear after takeoff.

SYSTEM & SEQUENCE NUMBERS / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR				
-44-01 Brake Status Lights (On Nose Gear)				
-44-01A	C	3	0	(O) May be inoperative provided alternate procedures are established and used.
-44-01B	D	3	0	May be inoperative provided procedures do not require their use.
-45-01 Wheel Brake Systems	C	8	6	(M)(O) May be inoperative on one main landing gear wheel per truck provided: a) Inoperative wheel brake is deactivated, b) Electric brake actuator systems on remaining wheels on associated truck operate normally, c) Appropriate performance adjustments for brake deactivated are applied, and d) After takeoff, gear remains down for two minutes before retraction. NOTE: In the event of engine failure after V1, retract landing gear after takeoff.
-45-01-01 Electric Brake Actuator Systems	C	32	24	(M)(O) One per wheel may be inoperative provided: a) Inoperative electric brake actuator is deactivated, b) Remaining wheel brake systems on associated truck have not been deactivated, and c) Appropriate performance adjustments for electric brake actuator deactivated are applied.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
-45-02	Wheel Tie Bolts	A	-	-	(M) One per wheel may be broken or missing provided: a) Affected wheel is checked for broken parts or damage, and replaced if broken parts or damage is found, b) Associated brake is checked for broken parts or damage, and is replaced or deactivated if broken parts or damage is found, c) Before each departure, wheel is inspected for additional broken or missing tie bolts, and d) Operations are limited to 5 flights before repairs are made.
-45-03	Nose Gear Spin Brake	C	2	0	(O) May be inoperative or missing provided gear remains down for two minutes before retraction after takeoff. NOTE: In the event of engine failure after V1, retract landing gear after takeoff.
-46-01	Brake Temperature Monitor System (BTMS)	C	1	0	May be inoperative provided AFM Maximum Quick Turnaround Weight limitations are observed. NOTE: Any portion of the system which operates normally may be used.

SYSTEM & SEQUENCE NUMBERS / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR				
-49-01 Tire Pressure Indication System (TPIS)				
-49-01-01 Nose Wheel TPIS				
-49-01-01A	C	1	0	(M) May be inoperative provided: a) Nose wheel TPIS is deactivated, and b) Alternate procedures are established and used.
-49-01-01B	D	1	0	(M) May be inoperative provided: a) Nose wheel TPIS is deactivated, and b) Procedures do not require its use.
-49-01-02 Main Wheel TPIS				
-49-01-02A	C	1	0	(M) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.
-49-01-02B	D	1	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
32 LANDING GEAR					
-51-01	Nose Wheel Steering				
-51-01-01	Nose Wheel Steering Channels	C	2	1	(M) One may be inoperative deactivated.
-51-01-02	Rudder Pedal Steering Channels	C	3	2	
-51-02	Nose Wheel Tillers				
-51-02-01	Left Tiller	C	1	0	(O) May be inoperative provided: a) Right tiller operates normally, and b) Alternate procedures are established and used.
-51-02-02	Right Tiller				
-51-02-02A		C	1	0	(O) May be inoperative provided: a) Left tiller operates normally, and b) Alternate procedures are established and used.
-51-02-0B		D	1	0	May be inoperative provided: a) Left tiller operates normally, and b) Procedures do not require its use.
-51-02-03	Nose Wheel Tiller Channels	C	6	4	One channel in each tiller may be inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
-51-03	Nose Wheel Steering Rudder Pedal Disconnect Switches				
-51-03A		C	2	0	May be inoperative in disconnected position.
-51-03B		C	2	1	One may be inoperative in connected position provided remaining switch is used to disconnect nose wheel steering for rudder sweeps.
-61-01	Landing Gear Position Indication System	C	2	0	(M)(O) May be inoperative provided: a) Landing gear is secured in the down position, and b) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.
-61-02	Landing Gear Door Close Position Indication Sensors	C	6	3	(M) One on each landing gear may be inoperative deactivated.
-61-03	Main Landing Gear Uplock Position Indication Sensors	C	4	2	(M) One on each main landing gear may be inoperative provided: a) Inoperative sensor is deactivated, and b) Associated landing gear door close position indication sensors operate normally.
-71-01	Tail Strike Detector Channels	C	2	1	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
-11-01	Flight Compartment Illumination 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 the flight crew. Note: Individual button/switch lights and/or annunciations/indications are excluded from this relief.
-11-01-01	STORM Switch ON Light	C	1	0	
-13-01	Master Brightness Control System	C	1	0	May be inoperative provided: a) Master brightness control switch remains off, and b) Display unit brightness/contrast controls operate normally.
-16-01	Master Auto and Test System	B	1	0	AUTO function may be inoperative provided: a) TEST and BRT functions operate normally, and b) Light intensity and configuration is acceptable to the flight crew.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
-21-01	Passenger Compartment Illumination System				
-21-01-01	Airplanes Without Photoluminescent Escape Path Lighting	C	-	-	Individual lights may be inoperative provided sufficient lighting remains for crew members to perform their duties.
-21-01-02	Airplanes With Photoluminescent Escape Path Lighting	C	-	-	Individual lights may be inoperative provided: a) No more than two ceiling light assemblies are inoperative in a cabin zone, b) Inoperative ceiling light assemblies are not adjacent, c) Inoperative ceiling light assemblies are not directly opposite each other in a cabin zone, and d) Sufficient lighting remains for crew members to perform their duties.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
-24-01	Passenger Information Signs				
-24-01A		C	-	-	(O) May be inoperative provided: a) PA system operates normally and can be clearly heard throughout the cabin during flight, and b) PA system is used to alert passengers when associated passenger lighted information sign is inoperative.
-24-01B		C	-	-	(M) May be inoperative provided: a) Passenger seats from which a passenger lighted information sign is not readily legible are blocked and placarded DO NOT OCCUPY, and b) Lavatory with passenger lighted information sign not readily legible has entrance door locked closed and placarded, INOPERATIVE – DO NOT ENTER. NOTE: These provisions are not intended to prohibit lavatory use or inspections by crew members.
-24-01C		C	-	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are established and used.
-24-01-01	Flight Deck Automatic Function	C	-	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
33 LIGHTS					
-31-01	Main Wheel Well and Nose Wheel Well Service Area Lights				
-31-01A		C	6	0	
-31-01B		D	6	0	Individual lights may be inoperative provided procedures do not require use of service lights
-37-01	Interior Cargo Lights	D	-	-	Individual lights may be inoperative provided sufficient lighting remains for ground personnel to perform their duties.
-37-02	Exterior Cargo Lights	D	4	0	
-41-01	Wing Illumination Lights	C	2	0	(O) May be inoperative provided ground de-icing procedures do not require their use.
-41-01-01	WING Switch ON Light	C	1	0	
-42-01	Landing and Taxi Lights				
-42-01A		C	8	6	May be inoperative provided: a) Inoperative lights are not on same side, and b) At least one light in each symmetrical pair of lights (left to right) operates normally.
-42-01B		C	8	0	May be inoperative for day operations.
-42-02	Runway Turnoff Lights	C	2	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
-43-01	Position Lights				
-43-01A		C	8	4	May be inoperative provided: a) One red wingtip light operates normally, b) One green wingtip light operates normally, c) For one or both white tailcone lights inoperative, both white wingtip lights operate normally, and d) For one or both white wingtip lights inoperative, both stationary white tailcone lights operate normally.
-43-01B		C	8	0	May be inoperative for day operations.
-43-01-01	NAV Switch ON Light	C	1	0	
-44-01	Anti-Collision Light Systems (Red Strobes/White Strobes)	C	2	0	May be inoperative for day operations.
-44-01-01	Red Strobe Light System	C	1	0	May be inoperative provided wingtip and tail white strobe light system operates normally.
-44-01-02	White Strobe Light System	C	1	0	May be inoperative provided upper and lower red fuselage strobe light system operates normally.
-44-01-03	BEACON Switch ON Light	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
-45-01	Logo Lights	D	2	0	
-45-01-01	LOGO Switch ON Light	D	1	0	
-49-01 ***	Exterior Passenger Door Viewing Lights	C	8	4	May be inoperative provided: a) At least one light at door 1L or 2L operates normally, b) At least one light at door 1R or 2R operates normally, c) At least one light at door 3L or 4L operates normally, and d) At least one light at door 3R or 4R operates normally.
-51-01	Emergency Lights System	C	1	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are established and used.
-51-01-01	Main-Aisle Overhead Emergency Lights	C	-	-	Two main-aisle overhead emergency lights may be inoperative between each pair of fore and aft adjacent passenger entry doors provided: a) Inoperative lights are not located over same aisle, and b) Overhead emergency lights integrated into exit signs at associated passenger entry doors operate normally.
-51-01-02	Cross-Aisle Overhead Emergency Lights	C	-	-	One cross-aisle overhead emergency light may be inoperative at each passenger entry door.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
-51-02	Floor Proximity Lighting Systems	C	-	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are established and used.
-51-02-01	Seat-Mounted Proximity Lights	C	-	-	Every other seat-mounted light may be inoperative provided floor proximity lights adjacent to each passenger entry door operate normally.
-51-02-02	Main-Aisle Monument Mounted Proximity Lights	C	-	-	One main-aisle light may be inoperative per aisle side on a monument where two main-aisle lights per aisle side are installed.
-51-02-03	Cross-Aisle Monument Mounted Proximity Lights	C	-	-	One cross-aisle light may be inoperative on a monument where two cross-aisle lights are installed provided light is not adjacent to attendant seat.
-51-02-04	Exit Identifiers				
-51-02-04-01	Door 1	C	4	2	Aft exit identifier (back-light and/or flood-light) at each door may be inoperative.
-51-02-04-02	Door 2 and Door 3	C	8	4	One exit identifier flood-light at each door may be inoperative.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
-51-02	Floor Proximity Lighting Systems (Cont'd)				
-51-02-04	Exit Identifiers (Cont'd)				
-51-02-04-03	Door 4	C	4	2	Forward exit identifier (back-light and/or flood-light) at each door may be inoperative.
-51-02-05	Photoluminescent Escape Path Marking System	C	-	-	Segments of photoluminescent strip may be inoperative provided: a) No more than four 10-inch segments are inoperative in each cabin zone aisle, b) A minimum of 72 inches of photoluminescent strip must operate normally between inoperative segments, and c) Inoperative segments must not be laterally adjacent in an aisle. NOTE 1: Photoluminescent strips associated with an inoperative door slide/raft are not required. NOTE 2: A cabin zone is the passenger cabin area between two sets of main entry door pairs.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
-12-01 Pitot Air Data Modules				
-12-01-01 Right Pitot Air Data Module	B	1	0	(M) May be inoperative provided: a) Left and center pitot probes are inspected before each departure, b) Left and center pitot probe heater systems operate normally, c) Left and center pitot air data modules operate normally, d) Static air data modules operate normally, e) AIR DATA/ATT instrument source switches operate normally, and f) Approach minimums do not require its use.
-12-01-02 Left Pitot Air Data Module	B	1	0	(M) May be inoperative provided: a) Right and center pitot probes are inspected before each departure, b) Right and center pitot probe heater systems operate normally, c) Right and center pitot air data modules operate normally, d) Static air data modules operate normally, e) AIR DATA/ATT instrument source switches operate normally, and f) Approach minimums 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					
-12-01	Pitot Air Data Modules (Cont'd)				
-12-01-03	Center Pitot Air Data Module	B	1	0	(M) May be inoperative provided: a) Left and right pitot probes are inspected before each departure, b) Left and right pitot probe heater systems operate normally, c) Left and right pitot air data modules operate normally, d) Static air data modules operate normally, e) AIR DATA/ATT instrument source switches operate normally, and f) Approach minimums do not require its use.
-12-02	Static Air Data Modules				
-12-02-01	Right Static Air Data Module	B	1	0	May be inoperative provided: a) Left static air data module operates normally. b) Pitot air data modules operate normally, c) Pitot probe heater systems operate normally, d) AIR DATA/ATT instrument source switches operate normally, e) At least one GPS operates normally, and f) Approach minimums 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					
-12-02	Static Air Data Modules (Cont'd)				
-12-02-02	Left Static Air Data Module	B	1	0	May be inoperative provided: a) Right static air data module operates normally, b) Pitot air data modules operate normally, c) Pitot probe heater systems operate normally, d) AIR DATA/ATT instrument source switches operate normally, e) At least one GPS operates normally, and f) Approach minimums do not require its use.
-12-03	Angle of Attack (AOA) Sensors	B	2	1	(M) One may be inoperative deactivated.
-12-03-01	AOA Resolvers	B	4	2	
-16-01	Altitude Alerting System	A	1	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations do not require its use, c) Airplane does not depart from an airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within three flight days.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
-21-01	Earth Reference System (ERS)				
-21-01-01	Inertial Reference Units (IRUs)	C	2	1	(M) One may be inoperative provided: a) Inoperative IRU is deactivated, b) AHRUs operate normally, and c) At least one GPS operates normally.
-21-01-01-01	ON BAT Light	C	1	0	
-21-01-02	Attitude/Heading Reference Units (AHRUs)	C	2	1	(M) One may be inoperative provided: a) Inoperative AHRU is deactivated, and b) IRUs operate normally.
-23-01	Non-Stabilized Magnetic Compass (Standby)	B	1	0	May be inoperative provided ISFD heading display operates normally.
-24-01	Integrated Standby Flight Display (ISFD)				
-24-01-01	Attitude Indication	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.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
-24-01	Integrated Standby Flight Display (ISFD) (Cont'd)				
-24-01-02	Airspeed Indication	B	1	0	May be inoperative provided: a) Left and right pitot air data modules operate normally, b) Left and right pitot probe heater systems operate normally, c) Left and right static air data modules operate normally, and d) AIR DATA/ATT instrument source switches operate normally.
-24-01-03	Approach Mode	C	1	0	
-24-01-04	Heading Display	B	1	0	May be inoperative provided non-stabilized magnetic compass (standby) operates normally.
-24-01-05	Switch Lights	C	5	0	
-31-01	Instrument Landing Systems (ILS)	C	2	-	Any in excess of those required by 14 CFR may be inoperative provided approach minimums do not require their use.
-31-02	GPS Landing Systems (GLS)	C	2	0	May be inoperative provided approach minimums do not require their use.
-31-03	Marker Beacon System	C	1	0	May be inoperative provided approach minimums do not require its use.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
-31-04	VOR Navigation Systems	D	2	-	Any in excess of those required by 14 CFR may be inoperative.
-31-05	Global Positioning Systems (GPS)				
-31-05A		C	2	1	One may be inoperative provided enroute operations do not require its use.
-31-05B		C	2	0	May be inoperative provided: a) Enroute operations do not require their use, and b) IRUs operate normally.
-33-01	Radio Altimeter Systems				
-33-01-01	CN AA-29854 (Part A or B) Not Incorporated	B	2	1	(O) One may be inoperative provided: a) NO AUTOLAND advisory message is displayed, b) Approach minimums do not require its use, c) Operating procedures do not require its use, and d) LNAV is not armed for takeoff.
-33-01-02	CN AA-29854 (Part A or B) Incorporated	B	2	1	(O) One may be inoperative provided: a) NO AUTOLAND advisory message is displayed, b) Approach minimums do not require its use, c) Operating procedures do not require its use.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
-42-01 Weather Radar System				
-42-01A	D	2	1	
-42-01B	C	2	0	(O) May be inoperative provided: a) Weather radar is not required by 14 CFR, b) Reactive windshear alert (GPWS mode 7) operates normally, and c) Alternate procedures are established and used.
-42-01C	B	2	0	(O) May be inoperative provided: d) Weather radar is not required by 14 CFR, and e) Alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
-42-01-01 Predictive Windshear Alert Mode				
-42-01-01A	D	2	1	
-42-01-01B	C	2	0	(O) May be inoperative provided: a) Reactive windshear alert (GPWS mode 7) operates 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
34 NAVIGATION					
-42-01	Weather Radar System (Cont'd)				
-42-01-01	Predictive Windshear Alert Mode (Cont'd)				
-42-01-01C		B	2	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.
-42-01-02	Auto Tilt Function	C	1	0	
-42-02	Traffic Collision and Avoidance System (TCAS)				
-42-02A		C	2	1	
-42-02B		B	2	0	May be inoperative provided enroute or approach procedures do not require its use.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
-42-03	ATC Transponder/ Automatic Altitude Reporting Systems				
-42-03A		D	2	1	Any in excess of those required by 14 CFR may be inoperative.
-42-03B		B	2	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
-42-03-01	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR	A	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
-42-04	Alerting and Transponder Control Panel	C	1	0	(O) May be inoperative provided tuning and control panels operate normally.
-42-05	Ground Proximity Warning System (GPWS)				
-42-05A		D	2	1	
-42-05B		A	2	0	(O) May be inoperative provided: a) Predictive windshear alert mode operates normally, b) Alternate procedures are established and used, and c) Repairs are made within two flight days. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
-42-05 Ground Proximity Warning System (GPWS) (Cont'd)				
-42-05C	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
-42-05-01 Advisory Callouts (Mode 6)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
-42-05-02 Windshear Alert Mode (Reactive) (Mode 7)				
-42-05-02A	D	2	1	
-42-05-02B	C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Predictive windshear alert mode operates normally.
-42-05-02C	B	2	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. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
-42-05	Ground Proximity Warning System (GPWS) (Cont'd)				
-42-05-03	Terrain Awareness Function				
-42-05-03A		D	2	1	
-42-05-03B		B	2	0	(O) May be inoperative provided alternate procedures are established and used.
-42-06	Automatic Dependent Surveillance-Broadcast (ADS-B) System				
-42-06-01	ADS-B Out Squitter Transmissions				
-42-06-01A		C	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.
-42-06-01B		D	2	0	May be inoperative provided enroute operations 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					
-42-06	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)				
-42-06-02 ***	ADS-B In Functions				
-42-06-02A		C	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.
-42-06-02B		D	2	0	May be inoperative provided enroute operations do not require its use.
-55-01	Distance Measuring Equipment (DME)	D	2	-	Any in excess of those required by 14 CFR may be inoperative.
-57-01 ***	ADF Systems	D	2	-	Any in excess of those required by 14 CFR may be inoperative.
-61-01	Flight Management Function	C	3	2	
-61-01-01	Navigation Databases	C	3	0	(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes before 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.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN					
-11-01	Crew Oxygen Pressure Indication System	C	1	0	(M) May be inoperative provided: a) Crew oxygen supply is verified to be above minimum required before each departure, and b) Crew oxygen shutoff valve(s) is verified open.
-11-01-01	Overboard Discharge Indicator Disc	C	1	0	May be damaged or missing.
-21-01	Passenger Oxygen System	B	1	0	(O) May be inoperative provided: a) Appropriate portable oxygen supplies are available, b) Both air conditioning packs operate normally, c) Pressurization system operates normally, d) Appropriate altitude adjustments are applied, and e) Passengers are appropriately briefed.
-21-01-01	Power Channels	C	18	9	One for each PSU zone may be inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN					
-21-02	Passenger Oxygen Controllers				
-21-02A		B	-	0	(M) May be inoperative provided: a) Associated passenger seats are blocked and placarded to prevent occupancy, b) Associated flight attendant seat is considered inoperative, and c) Associated lavatory door is locked closed and placarded, INOPERATIVE – DO NOT ENTER. NOTE: These provisions are not intended to prohibit lavatory inspections by crew members.
-21-02B		B	-	0	(O) May be inoperative provided: a) Appropriate portable oxygen supplies are available, b) Both air conditioning packs operate normally, c) Pressurization system operates normally, d) Appropriate altitude adjustments are applied, and e) Passengers are appropriately briefed.
-21-03	Passenger Oxygen Automatic Presentation System	B	1	0	May be inoperative provided flight remains at or below FL 300.
-21-04	Passenger Oxygen ON Light	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN					
-21-05 ***	OFCR/OFAR Oxygen Controllers				
-21-05-01	Seat/Bunk Controllers				
-21-05-01A		C	-	0	(M) May be inoperative provided associated seat/bunk is blocked and placarded to prevent occupancy.
-21-05-01B		C	-	0	(O) May be inoperative provided: a) Appropriate portable oxygen supplies are available, b) Both air conditioning packs operate normally, c) Pressurization system operates normally, d) Appropriate altitude adjustments are applied, and e) Crew are appropriately briefed.
-31-01	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Required distribution of bottles is maintained, and b) Bottles not properly serviced are replaced, serviced or removed at the next available maintenance facility.
-31-02	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38 WATER/WASTE				
-10-01 Potable Water Systems				
-10-01A	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 which operates normally may be used.
-10-01B	C	1	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.
-10-01-01 Potable Water Indication System	D	-	-	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38 WATER/WASTE					
-30-01	Waste Water Systems				
-30-01A		C	-	0	(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 which operates normally may be used.
-30-01B		C	-	0	(M) Associated lavatory may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is locked closed and placarded, INOPERATIVE - DO NOT ENTER. NOTE: These provisions are not intended to prohibit inspections by crew members.
-30-01-01	Vacuum Blowers	C	2	0	(M)(O) May be inoperative provided: a) Associated vacuum blower is deactivated, and b) Galley sinks and lavatories affected by inoperative vacuum blower are not used on the ground or at flight altitudes below 16,000 feet.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
42 INTEGRATED MODULAR AVIONICS					
-21-01	Common Computing Resource General Processing Modules (GPMs)				
-21-01-01	Position 8L				
-21-01-01-01	CN-AA39640 Incorporated	C	1	0	May be inoperative provided position 8R operates normally.
-21-01-01-02	CN-AA39640 Not Incorporated	C	1	0	May be inoperative provided: a) Position 8R operates normally, and b) One high frequency (HF) communication system is considered inoperative.
-21-01-02	Position 8R	C	1	0	May be inoperative provided position 8L operates normally.

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
42 INTEGRATED MODULAR AVIONICS				
-21-02 Remote Data Concentrators (RDCs)				
-21-02-01 RDCs 1 and 3				
-21-02-01A	C	2	1	May be dispatched with CCS RDC FAULT provided: a) Remaining RDCs operate normally, and b) Left thrust reverser locking actuator proximity sensors operate normally.
-21-02-01B	C	2	1	May be dispatched with CCS RDC FAULT provided: a) Remaining RDCs operate normally, and b) Left thrust reverser is considered inoperative.
-21-02-02 RDCs 2 and 4				
-21-02-02A	C	2	1	May be dispatched with CCS RDC FAULT provided: a) Remaining RDCs operate normally, and b) Right thrust reverser locking actuator proximity sensors operate normally.
-21-02-02B	C	2	1	May be dispatched with CCS RDC FAULT provided: a) Remaining RDCs operate normally, and b) Right thrust reverser is considered inoperative.

(Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
42 INTEGRATED MODULAR AVIONICS					
-21-02	Remote Data Concentrators (RDCs) (Cont'd)				
-21-02-03	RDCs 5-18, 21, 23	C	16	15	May be dispatched with CCS RDC FAULT provided remaining RDCs operate normally.
-21-02-04	RDC 19				
-21-02-04A		C	1	0	May be dispatched with CCS RDC FAULT provided remaining RDCs operate normally.
-21-02-04B		C	1	0	(M)(O) May be inoperative deactivated provided remaining RDCs operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
44 CABIN SYSTEMS					
-11-01	Cabin Attendant Panels (CAP)	C	-	1	(M) May be inoperative deactivated.
-12-01	Passenger Address System	B	1	0	(O) May be inoperative provided: a) Flight attendant call lights operate normally, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any function that operates normally may be used.
-12-01-01	Lavatory Speakers	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
-12-01-02	Cabin Speakers	C	-	-	May be inoperative provided no adjacent cabin speaker pairs (forward to aft) are inoperative.
-12-02 ***	Prerecorded Passenger Announcement System				
-12-02A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-12-02B		D	1	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
44 CABIN SYSTEMS					
-14-01	Cabin Interphone Systems				
-14-01-01	Flight Deck to Cabin, Cabin to Flight Deck Functions	B	8	4	(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 the cabin handsets, b) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least one handset at each pair of exit doors, and c) Alternate communications procedures between affected flight attendant's station(s) and flight deck are established and used. NOTE: Any function that operates normally may be used.
-14-01-02	Cabin to Cabin Functions	B	8	4	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent of the cabin handsets, b) Cabin to cabin interphone functions operate normally on at least one handset at each pair of exit doors, and c) Alternate communications procedures between affected flight attendant's station(s) are established and used. NOTE: Any function that operates normally may be used. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
44 CABIN SYSTEMS					
-14-01	Cabin Interphone Systems (Cont'd)				
-14-01-03	Flight Deck to Ground/Ground to Flight Deck Function (Includes Nose Gear Flight Interphone Jack)				
-14-01-03A		C	1	0	(O) May be inoperative provided: a) Nose gear service interphone jack operates normally, and b) Alternate procedures are established and used.
-14-01-03B		B	1	0	(O) May be inoperative provided alternate procedures are established and used.
-14-02	Cabin Interphone Alerting Systems				
-14-02-01	EICAS Communication Alert Message System	B	1	0	May be inoperative provided the EICAS communication alert chime operates normally.
-14-02-02	EICAS Communication Alert Chime	B	1	0	May be inoperative provided the EICAS communication alert message system operates normally.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
44 CABIN SYSTEMS					
-14-02	Cabin Interphone Alerting Systems (Cont'd)				
-14-02-03	Flight Attendant Call Lights	B	-	0	(O) May be inoperative provided: a) PA system operates normally, and b) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to attendant call system is considered Nonessential Equipment and Furnishings (NEF). NOTE 2: Any flight attendant call light function that operates normally may be used.
-14-02-04	Cabin Chime	B	1	0	(O) May be inoperative provided: a) Flight attendant call lights operate normally, and b) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to attendant call system is considered Nonessential Equipment and Furnishings (NEF). NOTE 2: Any cabin chime system function that operates normally may be used. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
44 CABIN SYSTEMS					
-14-02	Cabin Interphone Alerting Systems (Cont'd)				
-14-02-05 ***	OFCR/OFAR Call Light/Chime Systems	B	-	0	(O) May be inoperative provided: a) Associated OFCR or OFAR cabin interphone handset system operates normally, and b) Alternate procedures for contacting crew/attendant rest occupants are established and used. NOTE: Any alerting system function that operates normally may be used.
-14-03	Cabin Interphone Handset Systems				
-14-03-01	Flight Deck				
-14-03-01A		C	1	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.
-14-03-01B		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
44 CABIN SYSTEMS					
-14-03	Cabin Interphone Handset Systems (Cont'd)				
-14-03-02	Cabin	B	8	4	(O) May be inoperative provided: a) At least fifty percent of cabin handsets operate normally, b) One handset must operate normally at each pair of exit doors, and c) Alternate communications procedures between the affected flight attendant's station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement. NOTE 2: Any handset functions that operate normally may be used.
-14-03-03 ***	OFCR/OFAR	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-43-01	Ground Crew Call System	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
45 CENTRAL MAINTENANCE SYSTEM					
-11-01	Central Maintenance Computing Functions (CMCF)	C	2	0	
-12-01	Airplane Condition Monitoring Function (ACMF)	D	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
46 INFORMATION SYSTEMS				
-11-01 Electronic Flight Bag (EFB) Systems				
-11-01-01 Class 3 EFB				
-11-01-01A	C	2	1	NOTE: Any function, program or document which operates normally may be used.
-11-01-01B	C	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document which operates normally may be used.
-11-01-01C	D	2	0	May be inoperative provided procedures do not require its use.
-11-01-02 *** Class 2 EFB				
-11-01-02-01 Data Connectivity				
-11-01-02-01A	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
-11-01-02-01B	D	-	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
46 INFORMATION SYSTEMS					
-11-01	Electronic Flight Bag (EFB) Systems (Cont'd)				
-11-01-02 ***	Class 2 EFB (Cont'd)				
-11-01-02-02	Power Connection				
-11-01-02-02A		C	-	-	(O) May be inoperative provided alternate procedures are established and used.
-11-01-02-02B		D	-	0	May be inoperative provided procedures do not require its use.
-11-01-02-03	Mounting Device				
-11-01-02-03A		C	-	-	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed, and b) Alternate procedures are established and used.
-11-01-02-03B		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed, 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					
-11-01	Electronic Flight Bag (EFB) Systems (Cont'd)				
-11-01-03 ***	Class 1 EFB				
-11-01-03-01	Power Connection				
-11-01-03-01A		C	-	-	(O) May be inoperative provided alternate procedures are established and used.
-11-01-03-01B		D	-	0	May be inoperative provided procedures do not require its use.
-12-01	Core Network System	C	1	0	NOTE: Any function that operates normally may be used.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
47 INERT GAS SYSTEM					
-11-01	Nitrogen Generation System (NGS)				
-11-01-01	Nitrogen Generation Performance	A	1	0	May be inoperative provided repairs are made within 10 flight days.
-11-01-02	Ground Cooling Valve	A	1	0	(M) May be inoperative provided: a) Ground cooling valve is deactivated closed, and b) Repairs are made within 10 flight days.
-11-01-03	Cabin Shutoff Valve	A	1	0	(M) May be inoperative provided: a) NGS cabin shutoff valve is deactivated closed, and b) Repairs are made within 10 flight days.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49 AIRBORNE AUXILIARY POWER					
-11-01	Auxiliary Power Unit (APU)	C	1	0	(O) May be inoperative provided: a) Left AGCU operates normally, b) VFSG systems operate normally, and c) Flight remains within 180 minutes of landing at a suitable airport.
-15-01	APU Air Inlet Door Actuation System				
-15-01A		C	1	0	(O) May be inoperative with door in any position provided: a) Left AGCU operates normally, b) VFSG systems operate normally, and c) Flight remains within 180 minutes of landing at a suitable airport.
-15-01B		C	1	0	(M)(O) May be inoperative provided door is deactivated in the inflight open position.
-15-01-01	APU Air Inlet Door Actuator Position Indication Switch	C	1	0	(M) May be inoperative provided APU inlet door is verified to operate normally before each departure.
-41-01	APU Starting System				
-41-01A		C	1	0	(O) May be dispatched with APU START faults provided APU is started before departure and operated continuously throughout the flight.
-41-01B		C	1	0	May be dispatched with APU START SYS faults provided: a) Left AGCU operates normally, b) VFSG systems operate normally, and c) Flight remains within 180 minutes of landing at a suitable airport.
-61-01	APU Controller	C	1	0	May be dispatched with APU CONTROL faults.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49 AIRBORNE AUXILIARY POWER					
-61-02	APU Ground Control Panel	C	1	0	NOTE: Any function that operates normally may be used.
-70-01	APU FAULT Light	C	1	0	
-71-01	APU EGT Indication	C	1	0	
-73-01	APU RPM Indication	C	1	0	
-94-01	APU Oil Quantity Indication System				
-94-01A		C	1	0	(M) May be inoperative provided APU oil quantity is verified adequate once each flight day.
-94-01B		C	1	0	May be inoperative provided: a) Left AGCU operates normally, b) VFSG systems operate normally, c) APU is not used, and d) Flight remains within 180 minutes of landing at a suitable airport.
-94-02	APU Oil Pressure Indication	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
50 CARGO & ACCESSORY COMPARTMENTS					
-11-01	Lower Cargo Compartment Linings	C	-	-	(O) May be damaged or missing provided procedures are established and used to verify the associated cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.
-20-01	Cargo Handling Systems	D	2	0	May be inoperative or portions of the system may be missing NOTE: Any portion of the system which operates normally may be used.
-21-01	Cargo Restraint Systems				
-21-01A		A	-	-	(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source, i.e., an approved Weight and Balance Control and Loading Manual, are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.
-21-01B		C	-	-	May be inoperative or missing provided associated cargo compartment remains empty.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
-00-01	Door Synoptic Display	C	1	0	
-11-01	Passenger Entry Doors/Slides				
-11-01A		A	8	7	(M)(O) One may be inoperative or slide missing provided: a) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door, b) Emergency exit sign and floor proximity lights associated with the inoperative exit must be covered to obscure the sign and lights, c) Conspicuous signs and placards shall be placed in appropriate locations to indicate seats are not to be occupied by passengers, d) All other passenger entry doors are fully operational, e) All passenger seats halfway to the next exit in each direction from the inoperative door/slide, across the entire width of the airplane, shall be blocked off with conspicuous tapes or ropes that contrast with the airplane interior before loading passengers. Only the seats in these areas shall be blocked; main passenger aisles, cross aisles and exit areas must not be blocked. (For an inoperative forward door/side, the blocked seating area shall extend from the forward cabin end, rearward to a line halfway between the inoperative forward door and the next set of doors aft of the inoperative one. For an inoperative rear door/slide, the blocked seating area shall extend forward from the aft cabin end to a line halfway between the inoperative door and the next set of doors forward of the inoperative one), (Continued)

1. SYSTEM & SEQUENCE NUMBERS / ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS			
-11-01 Passenger Entry Doors/Slides (Cont'd) -11-01A (Cont'd)			f) Seated capacity must not exceed rated capacity of remaining pairs of exits, g) For extended overwater operations, occupancy shall not exceed the normal rated capacity of the slide/rafts, or the remaining slide/rafts, or the rated overload capacity of the slide/rafts remaining after loss of one additional slide/raft of greatest capacity, whichever is least, h) Blocked seating layouts and evacuation procedures must be developed and approved by the FAA certificate holding office for inclusion in the operator's manual, i) Affected door is not used for passenger loading, j) Passengers must be advised to not use affected door, and k) Repairs are made within one flight day. NOTE 1: Flight attendants may be stationed in the vicinity of each door within blocked areas. NOTE 2: Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS				
-11-01 Passenger Entry Doors/Slides (Cont'd)				
-11-01B	C	8	4	(M)(O) May be inoperative or slide missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, c) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across each inoperative door, d) Emergency exit sign and floor proximity lights associated with each inoperative door must be covered to obscure the sign and lights, e) Inoperative doors are not used for loading, f) Each person carried has unobstructed access from their seat to an operative door, g) Safety briefing includes location of inoperative doors and instructions not to use them, and h) 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					
-11-02	Passenger Entry Doors Pressure Stop Assemblies				
-11-02-01	Door Stops 1, 2, 5 and 6	C	64	-	(M)(O) One pressure stop per door may be missing or inoperative provided: a) There are no visible defects on remaining stops for the associated door, b) Smoke detection systems in all centerline lavatories and in lavatories aft of door 4 are considered inoperative, and c) Flight is conducted unpressurized.
-11-02-02	Door Stops 3 and 4	C	32	-	(M)(O) One pressure stop per door may be missing or inoperative provided: a) There are no visible defects on remaining stops for the associated door, b) All automatic cabin pressure control channels operate normally, and c) Airplane pressure altitude does not exceed 12,000 feet.
-11-03	Passenger Entry Doors Hold-Open Mechanisms	C	8	7	
-11-04	Passenger Entry Doors Hold-Open Release Handles	C	8	4	
-11-05	Passenger Entry Door Flight Lock Systems	C	8	0	(M)(O) May be inoperative provided: a) Associated door is verified to be capable of being opened before each departure, and b) A person employed by the operator is designated to monitor the affected door handle when cabin differential pressure is less than 1.5 psi.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
-11-06	EPAS Power Channels	C	16	8	One power channel per door may be inoperative.
-11-07	EPAS Disarmed Sensors	C	8	0	
-11-07-01	Passenger Door Manual Mode Indicators (Including Door 1L Attendant Switch Panel Indicator)	C	9	0	
-11-08	Passenger Door Automatic Mode Indicators (Including Door 1L Attendant Switch Panel Indicator)	C	9	0	May be inoperative provided flight deck indications for passenger door slide automatic mode operate normally.
-34-01	Forward Cargo Door Lift/Latch System (Electric and Manual Modes)	C	2	1	(M) One may be inoperative provided: a) There is no damage to the lift mechanism, b) There is no damage to the latch mechanism, and c) Door is operated using the maintenance manual procedure.
-34-02	Forward Cargo Door Control Panel Lights (FULL OPEN, READY TO LOCK, CLOSED & LOCKED)	C	3	0	(M) 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					
-35-01	Aft Cargo Door Lift/Latch System (Electric and Manual Modes)	C	2	1	(M) One may be inoperative provided: a) There is no damage to the lift mechanism, b) There is no damage to the latch mechanism, and c) Door is operated using the maintenance manual procedure.
-35-02	Aft Cargo Door Control Panel Lights (FULL OPEN, READY TO LOCK, CLOSED & LOCKED)	C	3	0	(M) May be inoperative provided alternate procedures are established and used.
-36-01	Bulk Cargo Door Gas Spring	C	1	0	(M) May be inoperative provided: a) Bulk cargo door damper operates normally, and b) Safety hold open device is used when door is in the open position.
-36-02	Bulk Cargo Door Damper	C	1	0	May be inoperative provided the bulk cargo door gas spring operates normally.
-51-01	Flight Deck Door Automatic Locking System				
-51-01-01	787-8 (CN-AA33339 Not Incorporated)	C	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) No passengers are carried, c) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and d) 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					
-51-01	Flight Deck Door Automatic Locking System (Cont'd)				
-51-01-01	787-8 (CN-AA33339 Not Incorporated) (Cont'd)				
-51-01-01-01	Flight Deck Access System	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.
-51-01-01-01-01	LEDs	C	3	0	(O) May be inoperative provided alternate procedures are established and used.
-51-01-01-01-02 ***	Door Bell Mode	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-51-01-01-01-03	Keypad Channels	C	2	1	
-51-01-01-02	Flight Deck Door Access Selector	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, b) Electric lock is verified to operate normally, and c) 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					
-51-01	Flight Deck Door Automatic Locking System (Cont'd)				
-51-01-01	787-8 (CN-AA33339 Not Incorporated) (Cont'd)				
-51-01-01-03	FD DOOR LOCK FAIL Indication	C	1	0	(M) May be inoperative provided automatic locking controls are verified to operate normally.
-51-01-01-04	FD DOOR AUTO UNLK Indication	C	1	0	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime is verified to operate normally.
-51-01-01-05	FD DOOR OPEN Indication	C	1	0	(M) May be inoperative provided electric lock is verified to operate normally.
-51-01-01-06	Power Switch OFF Light	C	1	0	
-51-01-01-07	Power Switch ON Light	C	1	0	

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
-51-01	Flight Deck Door Automatic Locking System (Cont'd)				
-51-01-02	787-8 (CN-AA33339 Incorporated)/787-9				
-51-01-02A		A	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 the door, c) Alternate procedures are established and used for locking and unlocking the door using the dead bolt, and d) Repairs are made within two flight days.
-51-01-02B		C	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) No passengers are carried, c) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and d) Alternate procedures are established and used.
-51-01-02-01	Flight Deck Access System	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.
-51-01-02-01-01	LEDs	C	3	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
52 DOORS					
-51-01	Flight Deck Door Automatic Locking System (Cont'd)				
-51-01-02	787-8 (CN-AA33339 Incorporated)/787-9 (Cont'd)				
-51-01-02-01	Flight Deck Access System (Cont'd)				
-51-01-02-01-02 ***	Door Bell Mode	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-51-01-02-01-03	Keypad Channels	C	2	1	
-51-01-02-02	Flight Deck Door Access Selector	C	1	0	(M)(O) May be inoperative provided: d) Keypad is deactivated, e) Electric lock is verified to operate normally, and f) Alternate procedures are established and used.
-51-01-02-03	FD DOOR LOCK FAIL Indication	C	1	0	(M) May be inoperative provided automatic locking controls are verified to operate normally.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
-51-01	Flight Deck Door Automatic Locking System (Cont'd)				
-51-01-02	787-8 (CN-AA33339 Incorporated)/787-9 (Cont'd)				
-51-01-02-04	FD DOOR AUTO UNLK Indication	C	1	0	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime is verified to operate normally.
-51-01-02-05	FD DOOR OPEN Indication	C	1	0	(M) May be inoperative provided electric lock is verified to operate normally.
-51-01-02-06	Power Switch OFF Light	C	1	0	
-51-01-02-07	Power Switch ON Light	C	1	0	
-51-02	Flight Deck Door Dead Bolt	C	1	0	May be inoperative provided flight deck door automatic locking system operates normally.
-51-03	Flight Deck Door Decompression Panel Latch	A	1	0	May be inoperative provided: a) Decompression panel is in the latched position, 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
52 DOORS					
-71-01	Door Indication Systems	C	15	0	(M) May be inoperative provided associated door is verified closed, latched and, if applicable, locked before each departure.
-71-01-01	Passenger Door Locked Indication Light	C	8	0	May be inoperative provided associated passenger entry door indication system operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL AND CONTROL					
-11-01	Engine Main Fuel Pump Strainer Sensors (GE)	C	2	1	
-11-02 ***	Engine Fuel/Oil Heat Exchanger (FOHE) Sensors				
-11-02-01	RR	C	-	-	One may be inoperative provided associated engine fuel filter bypass warning system operates normally.
-11-02-02	GE	A	-	0	May be inoperative provided: a) Associated engine fuel filter bypass warning system operates normally, b) Associated engine main fuel pump strainer sensor operates normally, and c) Repairs are made within 30 calendar days.
-21-01	Electronic Engine Controls (EEC) Normal Mode				
-21-01-01	RR	C	2	0	(O) Normal (NORM) mode may be inoperative provided: a) Autothrottle system operates normally, b) Both engines are operated in the alternate (ALTN) mode, and c) Appropriate performance adjustments are applied. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL AND CONTROL					
-21-01	Electronic Engine Controls (EEC) Normal Mode (Cont'd)				
-21-01-02	GE	C	2	0	(O) Normal (NORM) mode may be inoperative provided: a) Autothrottle system operates normally, b) Turbine case cooling air flow systems operate normally, c) Both engines are operated in the alternate (ALTN) mode, and d) Appropriate performance adjustments are applied.
-21-02	Electronic Engine Controls (EEC) NORM/ALTN Mode Lights	C	2	0	(M) May be inoperative provided associated switches are verified to operate normally.
-21-03	EEC C1 Faults	A	2	0	May be dispatched with C1 faults provided repairs are made in accordance with times established by engine manufacturer.
-21-04	Turbine Overspeed Systems (RR)	C	2	1	
-21-05	Engine Fuel Shutoff Valve Indication Systems (GE)	C	2	1	(M) One may be inoperative provided the associated engine fuel shutoff valve is verified to operate normally once each flight day.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL AND CONTROL					
-21-06	Engine Thrust Control Malfunction Accommodation (TCMA) Functions (RR)	C	2	1	
-31-01	Fuel Flow Indications	C	2	1	One may be inoperative provided: a) All fuel tank quantity indications operate normally, and b) Flight remains within 180 minutes of landing at a suitable airport.
-34-01	Engine Fuel Filter Bypass Warning Systems				
-34-01-01	Without Engine Fuel/Oil Heat Exchanger Sensors Installed	C	2	1	
-34-01-02	With Engine Fuel/Oil Heat Exchanger Sensors Installed	C	2	1	One may be inoperative provided the associated engine fuel/oil heat exchanger (FOHE) sensor operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
74 IGNITION				
-00-01 Ignition Systems				
-00-01-01 RR	B	4	3	One may be inoperative provided: a) Associated engine anti-ice system operates normally, and b) Associated engine ESS valve operates normally.
-00-01-02 GE	B	4	3	One may be inoperative provided: a) Associated engine anti-ice system operates normally, and b) Associated engine BAI valve operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
75 BLEED AIR					
-11-01	Engine Section Stator (ESS) Anti-Ice Valves (RR)				
-11-01A		C	2	1	One may be inoperative closed provided: a) Associated engine ignition systems operate normally, b) Airplane is not operated in known or forecast icing conditions, and c) Flight remains within 120 minutes of landing at a suitable airport.
-11-01B		B	2	0	(O) May be inoperative open provided appropriate performance adjustments are applied.
-11-02	Booster Anti-Ice (BAI) Valves (GE)	C	2	1	(M) One may be inoperative provided: a) Inoperative valve is locked closed, b) Associated engine ignition systems operate normally, c) Airplane is not operated in known or forecast icing conditions, and d) Flight remains within 120 minutes of landing at a suitable airport.
-23-01	Core Compartment Cooling (CCC) Valves (GE)	C	2	0	(M) May be inoperative locked open.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
75 BLEED AIR					
-24-01	Turbine Case Cooling Air Flow Systems (GE)				
-24-01-01	HPTACC Valves	C	2	0	(M)(O) May be inoperative provided: a) Inoperative HPTACC valve is locked in the closed position, b) Associated engine CCC valve is locked in the open position, c) Associated engine LPTACC valve operates normally, d) Both EECs operate in the normal mode, and e) Appropriate takeoff thrust settings are applied.
-24-01-02	LPTACC Valves	C	2	0	(M)(O) May be inoperative provided: a) Inoperative LPTACC valve is locked in the closed position, b) Associated engine CCC valve is locked in the open position, c) Associated engine HPTACC valve operates normally, d) Both EECs operate in the normal mode, and e) Appropriate takeoff thrust settings are applied.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
75 BLEED AIR					
-24-02	Advanced Turbine Case Cooling (TCC) Valve Systems (RR Package C1)				
-24-02-01	HP TCC Valves	C	-	0	(M)(O) May be inoperative provided: a) Inoperative HP TCC valve is locked in the closed position, b) Associated engine IP TCC valve operates normally, and c) Appropriate performance adjustments are applied.
-24-02-02	IP TCC Valves	C	-	0	(M)(O) May be inoperative provided: a) Inoperative IP TCC valve is locked in the closed position, b) Associated engine HP TCC valve operates normally, and c) Appropriate performance adjustments are applied.
-33-01	Engine Intermediate Pressure (IP) Bleed Valves (RR)	B	6	4	(O) One may be inoperative on each engine provided appropriate performance adjustments are applied.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 ENGINE INDICATING					
-22-01	Engine Turbine Overheat Sensors (RR)	C	4	2	One per engine may be inoperative.
-31-01	Engine Vibration Monitoring Functions	C	2	1	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78 ENGINE EXHAUST					
-31-01	Thrust Reversers	C	2	1	(M)(O) One may be inoperative provided: a) Inoperative reverser is secured in the forward thrust position, and b) Appropriate performance adjustments are applied.
-34-01	Reverse Thrust Lever Interlocks				
-34-01A		C	2	1	One may be inoperative released.
-34-01B		C	2	1	(O) One may be inoperative not released provided appropriate performance adjustments are applied.
-36-01	Thrust Reverser Locking Actuator Proximity Sensors				
-36-01-01	Left Thrust Reverser				
-36-01-01A		C	4	3	One may be inoperative provided: a) Remote data concentrator 1 operates normally, and b) Remote data concentrator 3 operates normally.
-36-01-01B		C	4	3	One may be inoperative provided left thrust reverser is considered inoperative. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78 ENGINE EXHAUST				
-36-01 Thrust Reverser Locking Actuator Proximity Sensors (Cont'd)				
-36-01-02 Right Thrust Reverser				
-36-01-02A	C	4	3	One may be inoperative provided: a) Remote data concentrator 2 operates normally, and b) Remote data concentrator 4 operates normally.
-36-01-02B	C	4	3	One may be inoperative provided right thrust reverser is considered inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79 ENGINE OIL					
-21-01	Engine Oil Cooler Bypass Valves (RR)	C	2	0	(O) May be inoperative open provided fuel temperature and OAT are below the appropriate limits before takeoff.
-21-02	Engine Oil Debris Monitoring System (DMS) Sensor (GE)	C	2	1	(M) One may be inoperative provided: a) Inoperative DMS sensor is checked for contaminants, and b) Associated engine oil filter bypass warning system operates normally.
-22-01	Engine Oil Debris Sensor (ODS) (RR)	C	2	1	(M) One may be inoperative provided: a) Inoperative ODS is checked for contaminants, and b) Associated engine oil filter differential pressure systems operate normally.
-31-01	Engine Oil Quantity Indicating Systems	A	2	1	(M) One may be inoperative provided: a) Before each departure, verify the associated engine oil tank is filled to the recommended capacity, b) Oil consumption is within limits, and c) Repairs are made within three flight days.
-35-01	Engine Oil Filter Differential Pressure Systems (RR)				
-35-01-01	Pressure Oil Filters	C	2	0	
-35-01-02	Scavenge Oil Filters	C	2	1	One may be inoperative provided associated engine oil debris sensor (ODS) operates normally.
-35-02	Engine Oil Filter Bypass Warning Systems (GE)	C	2	1	One may be inoperative provided the associated engine oil debris monitoring system (DMS) sensor operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
80 STARTING					
-11-01	Start Selector Holding/Cutout Systems	C	2	0	(O) May be inoperative provided alternate start procedures are used.