



U.S. Department of Transportation
Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List (MMEL)

Revision: 25
Date: 07/24/2007

McDonnell Douglas

DC-10-10, DC-10-10F
DC-10-30, DC-10-30F
DC-10-40, DC-10-40F
DC-10-15

CFR Part 91 Operators

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28-21	24a	04/28/2006	
28-22	24a	04/28/2006	
28-23	24a	04/28/2006	
28-24	24a	04/28/2006	

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	29-2	24a	04/28/2006
	29-3	24a	04/28/2006
30 – Ice and Rain Protection	30-1	25	07/24/2007
	30-2	25	07/24/2007
	30-3	24a	04/28/2006
	30-4	24a	04/28/2006
	30-5	24a	04/28/2006
	30-6	24a	04/28/2006
	30-7	24a	04/28/2006
	30-8	24a	04/28/2006
31 – Indicating/Recording Systems	31-1	25	07/24/2007
	31-2	24a	04/28/2006
32 – Landing Gear	32-1	24a	04/28/2006
	32-2	24a	04/28/2006
	32-3	24a	04/28/2006
	32-4	24a	04/28/2006
	32-5	24a	04/28/2006
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	32-8	25	07/24/2007
	32-9	25	07/24/2007
	32-10	24a	04/28/2006
33 – Lights	33-1	22c	04/19/1999
	33-2	24a	04/28/2006
	33-3	24a	04/28/2006
	33-4	24a	04/28/2006
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34 – Navigation	34-1	25	07/24/2007
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35 – Oxygen	35-1	25	07/24/2007
36 – Pneumatic	36-1	25	07/24/2007
	36-2	24	05/20/2004
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	36-5	22	02/11/1998
	36-6	22	02/11/1998
	36-7	25	07/24/2007
38 – Water/Waste	38-1	24a	04/28/2006
	38-2	24a	04/28/2006
46 – Information Systems	46-1	25	07/24/2007
	46-2	25	07/24/2007
49 – Airborne Auxiliary Power	49-1	25	07/24/2007
	49-2	25	07/24/2007
52 – Doors	52-1	24	05/20/2004
	52-2	22	02/11/1998
	52-3	24	05/20/2004
	52-4	24	05/20/2004
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	52-6	24a	04/28/2006
	52-7	24a	04/28/2006
	52-8	25	07/24/2007
	52-9	24a	04/28/2006
	52-10	24a	04/28/2006
56 – Windows	56-1	21	09/30/1993
73 – Engine Fuel & Control	73-1	22	02/11/1998
	73-2	22	02/11/1998
	73-3	21	09/30/1993
74 – Ignition	74-1	21	09/30/1993
75 – Bleed Air	75-1	21	09/30/1993
76 – Engine Controls	76-1	25	07/24/2007
77 – Engine Indicating	77-1	24a	04/28/2006
	77-2	25	07/24/2007
	77-3	24a	04/28/2006
	77-4	24a	04/28/2006
	77-5	24a	04/28/2006
78 – Engine Exhaust	78-1	24	05/20/2004
	78-2	24	05/20/2004

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79 – Engine Oil	79-1	22c	04/19/1999
80 – Starting	80-1	24	05/20/2004
82 – Water Injection	82-1	21	09/30/1993

HIGHLIGHTS OF CHANGE

EFFECTIVE ABOVE DATE, the DC-10 Master Minimum Equipment List (MMEL) has been revised. Revision 25 is a STANDARD revision. The changes in this revision were made to align with FAA policy letters, increase dispatch flexibility, and improve consistency. All changes are reflected in the highlights of change listed below and are indicated by revision bars. Please replace pages of previous lists with Revision 25 for a complete up-to-date MMEL. Retain this sheet with your MMEL until the next revision is issued.

ATA 21 AIR CONDITIONING

- Item -1 Revised proviso to secure Air Conditioning Pack OFF for consistency. Deleted "The" from provisos.
- Item -2 Added (O) to reflect operational requirements for packs that are considered inoperative.
- Item -4 Added "(M)" to reflect maintenance requirements for a pack which is considered inoperative.
- Item -6 Added "(M)" to reflect maintenance requirements for a pack which is considered inoperative.
- Item -20 Added "(M)" to reflect maintenance requirements for a pack which is considered inoperative. Changed "affected" to "associated" for consistency. Deleted "the" from provisos.
- Item -21 Revised per PL-25, Rev 13, Definitions 28/29. Added "(M)" to reflect maintenance requirements for a pack which is considered inoperative.
- Item -62 Added "(M)" to reflect maintenance requirements for a pack which is considered inoperative.
- Item -65 Added "(M)" and "(O)" to reflect maintenance and operational requirements for a pack which is considered inoperative. Deleted "the" from proviso.

ATA 22 AUTO FLIGHT

- Item -1 Revised per PL-101, Rev 1.
- Item -2 Revised per PL-93, Rev 1.
- Item -3 Revised repair interval from "C" to "B" per PL-101, Rev 1. Changed "is considered inoperative and is not engaged" to "is not used" per PL-25, Rev 13, Definitions 28/29. Deleted "the" from proviso.

(Continued)

HIGHLIGHTS OF CHANGE

ATA 22 AUTO FLIGHT (Cont'd)

- Item -5 Revised repair interval from "C" to "B" per PL-101, Rev 1. Changed "are considered inoperative and are not engaged" to "are not used" per PL-25, Rev 13, Definitions 28/29.
- Item -8 Revised per PL-25, Rev 13, Definitions 28/29.
- Item -12 Revised repair interval from "C" to "B" per PL-101, Rev 1. Changed "are considered inoperative and not used" to "are not used" per PL-25, Rev 13, Definitions 28/29. Deleted "the" from proviso.
- Item -14 Added new item for Takeoff/Go-Around (TO/GA) Switch.

ATA 23 COMMUNICATIONS

- Item -1 Added VHF control panel relief per PL-95, Rev 1. Revised HF relief per PL-106, Rev 3. Deleted "the" from proviso.
- Item -3 Revised existing relief and added subitem 1) per PL-117, Rev 0.
- Item -4 Revised per PL-9, Rev 7. Added "****" to cargo configuration subitems since those are not required by FAR.
- Item -7 Moved to ATA 25 per PL-47, Rev 1.
- Item -8 Revised per PL-9, Rev 7. Added "****" and extra "D" relief to cargo configuration subitems since those are not required by FAR.
- Item -10 Changed "121.139(e)" to "121.359(g)" in subitem 1) title and added "****" and proviso to subitem 2) per PL-58, Rev 3.

ATA 24 ELECTRICAL POWER

- Item -4 Revised per PL-25, Rev 13, Definitions 28/29.
- Item -11 Revised per PL-25, Rev 13, Definitions 28/29.
- Item -15 Revised per PL-25, Rev 13, Definitions 28/29.
- Item -17 Revised per PL-25, Rev 13, Definitions 28/29.

ATA 25 EQUIPMENT/FURNISHINGS

- Item -1 Expanded relief for Manual Adjustment Systems.
- Item -22 Deleted subitem 3) to align with PL-56, Rev 4 and added additional notes to define associated equipment.

(Continued)

HIGHLIGHTS OF CHANGE

ATA 25 EQUIPMENT/FURNISHINGS (Cont'd)

- Item -23 Revised item title and subitem 1), and added subitems 2) and 3) per PL-97, Rev 3. Added "****" to subitem 3) since Flight Attendant Seats are not required for all cargo operations.
- Item -28 Revised per PL-79, Rev 5.
- Item -29 Revised per PL-116, Rev 0.
- Item -34 Added "exterior" to item and subitem titles per PL-85, Rev 2.
- Item -35 Revised per PL-73, Rev 4 and added notes to clarify all-cargo operations requirements.
- Item -40 Expanded relief to include survival type and fixed ELTs per PL-120, Rev 0.
- Item -43 Moved item from 23-7 to ATA 25. Changed repair interval from "C" to "D" and number required from "2" to "-" per PL-47, Rev 1.
- Item -44 Added new item for Galley Waste Receptacles Access Doors/Covers per PL-96, Rev 1.
- Item -45 Added new item for Lavatory Waste Container Flapper/Access Doors.

ATA 26 FIRE PROTECTION

- Item -3 Revised item name and number installed/required to reflect accurate installation.
- Item -6 Changed "APU is not operated, or" to "APU is not used unless" in proviso b) for clarification. Deleted "the" from provisos.
- Item -7 Deleted "Both Loops A and B" in proviso for consistency. Changed "considered inoperative" to "not used" and "not operated" to "not used" per PL-25, Rev 13, Definitions 28/29. Deleted "The" from provisos.
- Item -8 Changed "considered inoperative" to "not used" and "not operated" to "not used" per PL-25, Rev 13, Definitions 28/29. Deleted "The" from provisos.
- Item -9 Changed "considered inoperative" to "not used" and "not operated" to "not used" per PL-25, Rev 13, Definitions 28/29. Deleted "The" from provisos.
- Item -27 Deleted (O) in first set of provisos and revised second set of provisos per PL-24, Rev 3.
- Item -28 Deleted first set of provisos and revised remaining set of provisos per PL-24, Rev 3.

HIGHLIGHTS OF CHANGE

ATA 27 FLIGHT CONTROLS

Item -4 Expanded relief for each surface indicating system.

Item -15 Revised per PL-25, Rev 13, Definitions 28/29.

ATA 28 FUEL

Item -11 Revised per PL-25, Rev 13, Definitions 28/29.

Item -32 Changed "operable" to "operative" per PL-31, Rev 1. Deleted "the" from provisos.

ATA 29 HYDRAULIC POWER

Item -5 Added (O) and revised per PL-25, Rev 13, Definitions 28/29.

ATA 30 ICE AND RAIN PROTECTION

Item -1 Revised item name to accurately reflect flight deck nomenclature.

Item -2 Revised per PL-25, Rev 13, Definitions 28/29. Deleted "the" from provisos.

Item -5 Revised item name to accurately reflect flight deck nomenclature.

ATA 31 INDICATING/RECORDING SYSTEMS

Item -2 Changed number required in first set of provisos from "1" to "-" per PL-87, Rev 8.

ATA 32 LANDING GEAR

Item -8 Clarified provisos for specific Visual Gear Viewing System locations (Nose, Left and Right Main Gear). Deleted "the" from provisos.

Item -10 Changed "Gauge" to "Indicator" to accurately reflect aircraft nomenclature. Deleted "the" from proviso.

ATA 33 LIGHTS

Item -10 Revised per PL-25, Rev 13, Definitions 28/29.

Item -12 Added relief per PL-91, Rev 1.

ATA 34 NAVIGATION

Item -2 Added "****" to subitem 1). Deleted "the" from proviso.

Item -3 Deleted proviso d).

Item -4 Revised per PL-25, Rev 13, Definitions 28/29. Deleted "the" from proviso.

(Continued)

HIGHLIGHTS OF CHANGE

ATA 34 NAVIGATION (Cont'd)

- Item -7 Revised subitem 2) to require the TAT indication on either the TAS/SAT or TAT/TRI indicator to be operative. Revised subitem 3) to require either the SAT indication on the TAS/SAT indicator or the TAT indication on the TAT/TRI indicator to be operative.
- Item -8 Revised per PL-25, Rev 13, Definitions 28/29. Deleted "the" from provisos.
- Item -10 Deleted "(Alerting System or Altitude Alert)" from item title. Changed number installed to "2" and added C relief for one inoperative. Changed "operable" to "operative" per PL-31, Rev 1.
- Item -20 Revised subitem 8) per PL-67, Rev 3. Deleted "the" from proviso.
- Item -24 Changed repair interval from "C" to "D" per PL-3, Rev 1.
- Item -26 Revised per PL-76, Rev 4.
- Item -35 Revised per PL-54, Rev 10 and PL-67, Rev 3.
- Item -40 Added subitems 4) and 5) and revised existing relief per PL-32, Rev 7. Deleted "the" from provisos.
- Item -45 Revised subitem 1) per PL-98, Rev 0. Deleted "the" from provisos.

ATA 35 OXYGEN

- Item -1 Revised existing relief for consistency and expanded relief to include Line Pressure Indicator.

ATA 36 PNEUMATIC

- Item -2 Revised per PL-25, Rev 13, Definitions 28/29.
- Item -10 Revised per PL-25, Rev 13, Definitions 28/29.
- Item -22 Revised per PL-25, Rev 13, Definitions 28/29. Deleted "the" from provisos.

ATA 46 INFORMATION SYSTEMS

- Item -1 Added new item for Electronic Flight Bag Systems per PL-TT, Rev 0, Draft 7.

ATA 49 AIRBORNE AUXILIARY POWER

- Item -2 Revised per PL-25, Rev 13, Definitions 28/29.
- Item -3 Revised per PL-25, Rev 13, Definitions 28/29.

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HIGHLIGHTS OF CHANGE

ATA 49 AIRBORNE AUXILIARY POWER (Cont'd)

- Item -5 Changed "Gauge" to "Indicators" to accurately reflect flight deck nomenclature.
- Item -6 Changed "Gauge" to "Indicators" to accurately reflect flight deck nomenclature.
- Item -7 Changed "Gauge" to "Indicator" to accurately reflect flight deck nomenclature.
- Item -11 Revised item name to accurately reflect flight deck nomenclature.
- Item -15 Added "****" and changed repair interval from "C" to "D" per PL-52, Rev 3.
- Item -16 Added "****" and changed repair interval from "C" to "D" per PL-52, Rev 3.

ATA 52 DOORS

- Item -10 Revised cargo configuration relief to include missing slides.

ATA 76 ENGINE CONTROLS

- Item -1 Revised per PL-25, Rev 13, Definitions 28/29.

ATA 77 ENGINE INDICATING

- Item -2 Revised per PL-25, Rev 13, Definitions 28/29. Deleted "the" from provisos.

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1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.

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4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane (ETOPS) which has a type design approval for ER operations (ETOPS) and complies with the provisions of Advisory Circular 120-42A.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129, and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

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Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS) provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS, and MAINTENANCE). Any messages that affect airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

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b. BOEING (B-717, MD-10, MD-11)

These aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE, and STATUS)

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS, or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-318/319/320/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-318/319/320/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that affects airplane dispatchability will normally be at the WARNING, CAUTION, or STATUS level. MAINTENANCE messages (A-318/319/320/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-318/319/320/321) or CMS (A-330/ A-340) interrogation. The systems are designed to be fault tolerant. For A-318/319/ 320/321, MAINTENANCE status (Class II) messages do not affect dispatch but are listed in the MMEL. Dispatch is allowed without specific conditions except for:

- BLUE RSVR MAINTENANCE status: If applicable, and
- AIR BLEED MAINTENANCE status: As applicable.

For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information: WARNING (red), CAUTION (amber), AWARENESS (cyan), and STATUS (white). Any messages that affect aircraft dispatch will be at the WARNING, CAUTION, or

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AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built in Test Evaluation (BITE) of systems.

e. CANADAIR (CL-65, CL-604)

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level.

System conditions that only require maintenance are not visible to the flight crew. These maintenance indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

f. EMBRAER (EMB-135/145, ERJ-170/190 Series)

The EMB-135/145 and ERJ 170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that affect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

g. GULFSTREAM (G-IV, G-V, GV-SP, and GIV-X)

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY, STATUS, and MAINTENANCE (cyan or blue). Any WARNING or CAUTION message affects airplane dispatch status and requires that the Airplane Flight Manual or the MEL be used to determine dispatch capability. STATUS messages which indicate a system failure (e.g., FMS 1 fail) require that the Airplane Flight Manual or the MEL be used to determine dispatch capability. MAINTENANCE messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V), Central Maintenance Computer (CMC on the GV-SP/GIV-X) interrogation or by reference to the Airplane Flight Manual.

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h. De-HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit. "Class 1 failures" are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciates via advisory messages: caution, warning, or advisory lights in the flight compartment. Dispatch with such posted failures is to be in accordance with the MMEL. "Class 2 failures" are failures which do not prevent continued system function. These faults will not be annunciates to the flight crew, and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provides authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and/or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

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28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

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This preamble is applicable to, and will be included in, master minimum equipment lists (MMEL) issued under the provisions of Section 91.30(a) ~~of~~ NEW Section 91.213(a)(2). It is not applicable to MMEL's issued under the provisions of Parts 121, 125, 129, and 135 of the FAR.

Except as provided in Section 91.30(d) ~~of~~ NEW Section 91.213(d), or under the provisions of an approved MMEL, all equipment installed on an aircraft in compliance with the airworthiness standards or operating rules must be operative. Experience has shown that with the various levels of redundancy designed into modern aircraft, operation of every system or component installed may not be necessary when the remaining equipment can provide an acceptable level of safety.

An MMEL is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA-approved MMEL includes only those items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations. The MMEL and FAA-issued letter of authorization are used as an MEL by an operator and permit operation of the aircraft with inoperative equipment.

The MMEL includes all items of installed equipment that are permitted to be inoperative. Equipment required by the FAR, and optional equipment in excess of FAR requirements, is included with appropriate conditions and limitations. For each listed item, the installed equipment configuration considered to be normal for the aircraft is specified. Items of equipment installed on aircraft (except for passenger convenience items such as galley equipment and passenger entertainment devices), such as "TCAS," windshear detection devices, and ground proximity warning systems (GPWS) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless MMEL relief is sought through the FSDO having jurisdiction for the operator. If MMEL relief is sought, the operator must notify the FSDO who will make a request of the FOEB to convene and consider adding the equipment to the MMEL. The operator may then dispatch with the equipment disabled, or rendered inoperative, in accordance with all FAR. It is incumbent on the operator to endeavor to determine if O and/or M procedures for that equipment must be developed. If so, any procedures developed must comply with all FAR. Procedures developed to use the MMEL must not conflict with either the aircraft flight manual limitations, emergency procedures, or with airworthiness directives (AD), all of which take precedence over the MMEL and those procedures. Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures, and other restrictions, as necessary, are required to be accomplished by the operator to ensure that an acceptable level of safety is maintained. Those procedures should be developed from guidance provided in the manufacturer's aircraft flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications, and other appropriate sources. Procedures must not be contrary to any FAR. Wherever the statement "as required by FAR" appears in the MMEL, the operator must either list the specific FAR by part and section and carry the

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FAR on board the aircraft or specify the requirements and/or limitations to conduct the flight in accordance with the appropriate FAR.

The MMEL is intended to permit operations with inoperative items of equipment for the minimum period of time necessary until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity in order to return the aircraft to its design level of safety and reliability. Inoperative equipment in all cases must be repaired, or inspected and deferred, by qualified maintenance personnel at the next required inspection ϕ Section 91.165(c), NEW Section 91.405(c). The repair intervals indicated by the Letters A, B, and C inserted adjacent to column 2 are NOT applicable to this MMEL.

The MMEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the aircraft maintenance records. The item is then either repaired or deferred per the MMEL or other approved means acceptable to the Administrator prior to further operation. In addition to the specific MMEL conditions and limitations, determination by the operator that the aircraft is in condition for safe operations under anticipated flight conditions must be made for all items of inoperative equipment. When these requirements are met, the aircraft may be considered airworthy and returned to service. Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered. Operators are expected to establish a controlled and sound repair program, including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MMEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, CONDITIONS, AND LIMITATIONS SPECIFIED IN THE MMEL IS REQUIRED.

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21 AIR CONDITIONING				
1. Air Conditioning Pack Systems	C	3	2	(M) May be inoperative provided associated Air Conditioning Pack is secured OFF.
	C	3	1	(M) (O) Two may be inoperative provided: a) Associated Air Conditioning Packs are secured OFF, b) Aircraft remains at or below FL250, and c) Air Cycle Machine is operative for operative Air Conditioning Pack.
1) Air Cycle Machine (ACM)	C	3	1	(M) (O) Two may be inoperative provided: a) Pack(s) on Heat Exchanger Cooling is/are operated in flight only, b) Total Air temperature is 18 degrees C or less, c) Total Air Temperature (TAT) indicator is operative, and d) Affected Pack(s) Discharge Temperature Indicator is/are operative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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21 AIR CONDITIONING				
2. Pack Flow Control Valves	C	3	1	(M) (O) Two may be inoperative provided associated Air Conditioning Pack System is considered inoperative.
1) Auto Mode Selector ***	C	3	1	(O) Two may be inoperative provided associated Auto Mode is operative and used on remaining Air Conditioning Systems.
2) Auto Hi/Hi Mode Selector ***	C	3	1	(O) Two may be inoperative provided associated Auto Hi/Hi Mode is operative and used on remaining Air Conditioning Pack Systems.
3) Auto Low/Low Mode Selector ***	D	3	0	
3. Pack Flow Indicators	C	3	0	
4. Water Separators	C	3	1	(M) (O) Two may be inoperative provided associated Air Conditioning Pack System is considered inoperative.
	C	3	1	(O) Two may be inoperative provided associated pack is operated on Heat Exchanger Cooling only.
5. Water Injectors	C	3	1	(O) Two may be inoperative provided associated Air Conditioning Pack System is not operated until pack discharge temperature is above SAT.
	C	3	1	(O) Two may be inoperative provided Pack is operative and used on Heat Exchanger Cooling only.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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21 AIR CONDITIONING				
6. Anti-Ice Screens	C	3	1	(M) (O) Two may be inoperative provided associated Air Conditioning Pack System is considered inoperative.
	C	3	1	(O) Two may be inoperative provided associated pack is operated on Heat Exchanger Cooling only.
7. Pack Indicator Selector Switch	C	1	0	(M) May be inoperative provided all Pack Automatic Temperature Control Systems are operative.
8. Pack Discharge Temperature Indicator	C	1	0	May be inoperative provided associated Pack Temperature Valve Position Indicator and Manual Control System are operative.
	C	1	0	May be inoperative provided associated Pack Automatic Temperature Control is operative.
9. Pack Temperature Valve Position Indicator	C	1	0	May be inoperative provided associated Pack Discharge Temperature Indicator and manual control are operative.
	C	1	0	May be inoperative provided associated Pack Automatic Temperature Control System is operative.
10. Turbine Inlet Temperature Indicator	C	1	0	
11. Trim Air Pressure Regulator Valves	C	2	0	(M) May be inoperative provided affected valve is CLOSED either manually, or with the Trim Air Switch.
12. Trim Air Check Valves	C	2	0	(M) (O) May be inoperative provided affected valve is CLOSED.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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21 AIR CONDITIONING				
13. Trim Air Valves	C	-	0	(M) May be inoperative provided affected valve is CLOSED.
	C	-	0	(M) May be inoperative provided both Trim Air Pressure Regulator Valves are CLOSED either manually or with the Trim Air Switch.
14. Trim Air Valve Position Indicators	C	-	0	May be inoperative provided associated Cabin/Flight Compartment Automatic Zone Temperature Control System is operative.
	C	-	0	May be inoperative provided associated Duct Temperature Indicator is operative.
	C	-	0	May be inoperative provided associated Trim Air remains OFF.
15. Air Conditioning Trim AIR PRESSURE HIGH Light System	C	1	0	
16. Pack Automatic Temperature Control Systems	C	3	0	(M) May be inoperative provided: a) Associated Manual Control System is operative, and b) The Pack Temperature Valve Position Indicator or Pack Discharge Temperature Indicator is operative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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21 AIR CONDITIONING				
17. Cabin/Flight Compartment Automatic Zone Temperature Control Systems	C	-	0	(O) May be inoperative provided: a) The Associated Zone Manual Control System is operative, and b) Either the Trim Air Valve Position Indicator or Duct Temperature Indicator is operative.
	C	-	0	(O) May be inoperative provided the associated Zone Trim Air Valve is CLOSED.
18. Zone Inlet Over-Temperature Switches	C	-	0	(M) May be inoperative provided associated Zone Trim Air Valve is CLOSED.
	C	-	0	May be inoperative provided the associated Automatic Zone Temperature Control System and Duct Temperature Indicator is operative.
19. Compartment and Duct Temperature Indicators				
1) Compartment Temperature Indicators	C	-	0	
2) Duct Temperature Indicators	C	-	0	May be inoperative provided associated Automatic Zone Temperature Control System is operative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

21 AIR CONDITIONING				
20. Turbine By-Pass Valves	C	3	2	(M) One may be inoperative provided: a) Turbine By-Pass Valve is secured OPEN, b) Ram Inlet and Exit Doors are operated by Ram/Turbine By-Pass Valve Actuator, c) Associated Pack is not operated until Total Air Temperature is +18 degrees C or less, d) Total Air Temperature Indication is operative, and e) Associated Pack Discharge Temperature Indicator is operative.
	C	3	1	(M) (O) Two may be inoperative provided associated Air Conditioning Pack System is considered inoperative.
21. Ram/Turbine By-Pass Valve Actuators	C	3	1	(M) (O) Two may be inoperative provided associated Air Conditioning Pack System is considered inoperative.
	C	3	1	(M) (O) Two may be inoperative provided associated pack is operated on Heat Exchanger Cooling only.
22. APU and Pack Temp Demand Controller	C	1	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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21	AIR CONDITIONING				
23.	Avionics Compartment Cooling Fan	C	1	0	(M) (O) May be inoperative provided: a) DME is not powered or remains in STBY on the ground, b) Transponder remains in STBY until takeoff, c) Ground operation of the remaining Avionics Compartment Equipment is limited to 1 hour when the flight deck temperature exceeds +106 degrees F for series 10, or +112 degrees F for series 15, 30, or 40, d) One Radar System may be in STBY and turned ON to observe weather returns for not more than 5 minutes before takeoff, and e) HF transmissions are limited to two 20 second transmissions while on the ground. NOTE: All equipment may be turned ON after takeoff.
24.	Radio Rack Cooling Fan ***	C	1	0	
25.	Avionics Fan Exhaust Check Valve	C	1	0	(M) May be inoperative provided AVIONICS FLOW OFF light is OFF.
26.	Avionics Fan Control Pressure Switch	C	1	0	(M) (O) May be inoperative provided Avionics Compartment Cooling Fan provides flow on the ground.
27.	Avionics Flow Sensing Pressure Switch	C	1	0	(M) May be inoperative provided Avionics Compartment Cooling Fan provides flow on the ground.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

21	AIR CONDITIONING				
28.	Center Accessory Compartment Overheat Indicating System	C	1	0	(M) May be inoperative provided Center Accessory Compartment Ventilation Fan is verified operative before each flight.
29.	Center Accessory Compartment Ventilation Fan	C	1	0	(M) (O) May be inoperative provided: a) Radio Altimeter associated with the GPWS is turned ON less than 5 minutes before takeoff, b) Remaining Radio Altimeter and ADF systems are not used on the ground, and c) Ground operation of remaining equipment is limited to 30 minutes when no Air Conditioning Pack System is operating. NOTE: All equipment may be turned ON after takeoff.
30.	Individual Air Blowers *** (Passenger Seat Positions)	D	-	0	
31.	Lower Galley Pressure *** Regulator Valve	D	1	0	(M) May be inoperative provided affected valve is secured OPEN.
		C	1	0	(M) May be inoperative provided: a) Affected valve is secured CLOSED, b) Two Air Conditioning Pack Systems are operative, and c) One Galley Drain Valve is operative.
		C	1	0	(M) May be inoperative provided: a) Affected valve is secured CLOSED, and b) Galley Refrigeration Modules are not charged with Dry Ice.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

21	AIR CONDITIONING				
32.	Pressure Regulator Valves (Lav and/or Upper Galley Vent and/or Cargo Heat)	C	-	0	
33. ***	Lower Galley Drain Valves	C	2	1	One may be inoperative provided two Air Conditioning Pack Systems are operative.
		C	2	1	One may be inoperative provided: a) One Air Conditioning Pack System is operative, and b) The Galley Exhaust Systems are operating at any time Galley Refrigeration Modules are charged with Dry Ice.
34.	Cargo Compartment Temperature Indicating Systems	C	3	0	
35.	Cargo Compartment Temperature Control Systems	C	-	0	(M) May be inoperative provided associated Temperature Control Valve(s) (Temperature Control, Modulation, or Cargo Heat Shutoff) are CLOSED.
1)	Auto System	C	-	0	May be inoperative provided Manual System is operative.
2)	Manual System	C	-	0	May be inoperative provided Auto System is operative.
36.	Cargo Jet Pump Shutoff Valves	C	-	0	
37. ***	Cabin Ram Air Ventilation Valve	C	1	0	May be inoperative provided procedures do not require its use.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

21	AIR CONDITIONING				
38.	Automatic and Semi-Automatic Cabin Altitude Control System	C	1	0	May be inoperative provided Manual Cabin Altitude Control System is operative.
39.	Standby Cabin Altitude Rate Control System	C	1	0	May be inoperative provided Manual Cabin Altitude Control System is operative.
40.	Manual Cabin Altitude Control System	C	1	0	(O) May be inoperative provided: a) Automatic and Standby Cabin Altitude Control Systems are operative, b) Airplane remains at or below FL250, and c) Extended overwater operations prohibited.
41.	Cabin Pressure Outflow Drive Assembly	C	1	0	May be inoperative provided Manual Cabin Altitude Control System is operative.
42.	Cabin Pressure Outflow Valve Ram Air Shield	C	1	0	(M) May be inoperative provided the Ram Air Shield is secured in the CLOSED (streamlined) position.
43.	Cabin Pressure Positive Relief Valves	C	3	2	(M) One may be inoperative CLOSED.
44.	CABIN PRESSURE RELIEF OPEN Light	C	1	0	
45.	Cabin Altitude Rate Indicator	C	1	0	May be inoperative provided: a) Automatic, Semi-Automatic, or Standby Cabin Altitude Control System is operative, and b) Cabin Altitude Indicator is operative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

21	AIR CONDITIONING				
46.	Cabin Altitude/ Differential Pressure Indicator				
1)	Altimeter	C	1	0	May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, and b) A chart is provided to the crew to convert cabin differential pressure to cabin altitude.
2)	Differential Pressure	C	1	0	May be inoperative provided: a) Cabin Altimeter is operative, and b) A chart is provided to the crew to convert cabin altitude to cabin differential pressure.
47.	Cabin Pressure STANDBY ON Light (Advisory)	C	1	0	
48.	Cabin Pressure SEMI-AUTO ON Light (Advisory)	C	1	0	
49. ***	Avionics Venturi Shutoff Valve	C	1	0	(M) May be inoperative provided affected valve is secured OPEN.
50. ***	Inertial Navigation System Cooling Fans	C	-	1	(O) May be inoperative provided: a) Remaining operative fan is associated with an operative navigation system, b) Airport elevation is not more than 8,500 feet, and c) Cockpit compartment temperature does not exceed 81 degrees F.

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	4. REMARKS AND EXCEPTIONS			

21 AIR CONDITIONING				
51. Navigation Computer *** Unit Cooling Fans	C	-	-	May be inoperative provided the associated Navigation Computer Unit is not required for the operation conducted.
52. AIDS/DMU *** Cooling Fan	D	1	0	
53. Forward Center *** Instrument Cooling Fan	C	1	0	
54. Galley Vent *** Flow Detector	C	1	0	(M) May be inoperative provided Galley Vent Fan is verified operative.
55. Galley Vent Fan ***	C	1	0	(M) May be inoperative provided Galley LOW AIRFLOW lights are operative.
56. Galley Vent *** Pressure Switch	C	1	0	(M) May be inoperative provided Galley LOW AIRFLOW lights are operative.
57. Galley Vent *** Check Valve	C	1	0	(O) May be inoperative provided affected valve is OPEN.
	C	1	0	May be inoperative provided: a) Affected valve is CLOSED, and b) Galley Vent Fan is operative.
58. INS Flow Detectors ***	C	-	0	May be inoperative provided associated INS System is not required for the operation conducted.
59. Radio Rack *** Flow Sensing Pressure Switch	C	1	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

21	AIR CONDITIONING				
60.	Conditioned Air *** Shutoff Valves				
1)	Passenger Configuration	C	-	0	(M) May be inoperative provided affected valve is secured OPEN.
2)	Cargo Configuration	C	-	0	(M) May be inoperative provided: a) Affected valve is secured CLOSED, b) Temperature control for cargo is not required, and c) Conditioned Air Relief Valve remains OPEN.
61.	Conditioned Air *** Relief Valve				
1)	Passenger Configuration	C	1	0	(M) May be inoperative provided affected valve is secured CLOSED.
2)	Cargo Configuration	C	1	0	(M) May be inoperative provided: a) Affected valve is secured OPEN, and b) Temperature control for cargo is not required.
62.	Flow Rate *** Control Valves	C	3	1	(M) Two may be inoperative provided: a) Affected Flow Rate Control Valve is disconnected, and b) Associated sense lines are capped off.
		C	3	1	(M) (O) Two may be inoperative provided associated Air Conditioning Pack is considered inoperative.
63.	CARGO FLOW OFF *** Lights	C	-	0	
64.	Cargo Compartment *** Ventilation Fans	C	-	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

21	AIR CONDITIONING				
65.	PACK OFF Lights	C	3	2	May be inoperative provided associated Pack Flow Indicator is operative.
		C	3	1	(M) (O) Two may be inoperative provided associated Air Conditioning Pack System is considered inoperative.
66.	Center Instrument *** Cooling Fan Flow Indicator	D	1	0	
67.	Radio Altimeter R/T *** Unit Cooling Fan	C	-	0	
68.	Cabin Sidewall Vents	C	-	-	(M) One may be inoperative CLOSED.
69.	Cabin Air *** Recirculation Fans	D	-	0	
70.	Cabin Air *** Recirculation Check Valves	D	-	0	May be inoperative provided the associated Cabin Air Recirculation Fan is operative.
71.	Cabin Altitude Warning System	C	1	0	May be inoperative provided the aircraft remains at or below 10,000 feet MSL.
72.	Cabin Altitude Indicator *** (Pilot's Instrument Panel)	D	-	0	

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22 AUTO FLIGHT				
1. Autopilot Systems	C	2	1	
	B	2	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Approach minimums do not require its use.
1) CWS Engage	C	2	0	
2) CMD Engage	C	2	1	
	B	2	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Approach minimums do not require its use.
a) ALT Hold	C	-	0	May be inoperative except where enroute operations require its use.
b) Altitude Preselect	A	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Repairs are made within three flight days
c) Vert Speed	C	-	0	
d) IAS Hold	C	-	0	
e) Mach Hold	C	-	0	
f) ILS	C	-	0	May be inoperative provided approach minimums do not require its use.
g) RAD/INS	C	-	0	
h) Nav Mode	C	-	0	
(Continued)				

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	4. REMARKS AND EXCEPTIONS			

22 AUTO FLIGHT				
1. Autopilot Systems (Cont'd)				
2) CMD Engage (Cont'd)				
i) Land Mode	C	-	0	May be inoperative provided approach minimums do not require its use. May be inoperative provided approach minimums do not require its use. NOTE: Any mode or function that operates normally may be used.
j) CWS Mode	C	-	0	
k) HDG Hold	C	-	0	
l) HDG SEL	C	-	0	
m) TURB Mode	C	-	0	
n) ROLL OUT Guidance ***	C	-	0	
o) Bank Limit	C	-	0	
2. Autopilot Release Buttons	C	2	1	
	B	2	0	May be inoperative provided both autopilots are not used.

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22	AUTO FLIGHT				
3.	Autopilot Fail Warning Lights (Red)	C	4	1	Three may be inoperative provided: a) Approach minimums do not require its use, and b) Pilot using autopilot has an operative Autopilot Fail Warning Light.
		B	4	0	May be inoperative provided: a) Associated autopilot is not used, and b) Approach minimums do not require its use.
4.	Autopilot Fail Advisory Lights (Amber)	C	4	0	May be inoperative provided approach minimums do not require its use.
5.	Autopilot OUT OF TRIM Lights	C	2	1	
		B	2	0	May be inoperative provided: a) Autopilots are not used, and b) Approach minimums do not require its use.
6.	Longitudinal Static Stability Augmentation System (LSSAS)				DELETED in Revision 18.
7.	Auto Throttle/Speed Control Systems (ATS)	C	2	0	May be inoperative provided approach minimums do not require its use.
8.	Auto Throttle/Speed Control Fail Warning Lights (Red)	C	4	1	Three may be inoperative provided one is operative on engaged system.
		C	4	0	May be inoperative provided ATS is not used.
9.	Auto Throttle/Speed Control Fail Caution Lights (Amber)	C	4	0	May be inoperative provided approach minimums do not require its use.

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22 AUTO FLIGHT				
10. Performance and *** Failure Assessment Monitor System	D	1	0	
11. Yaw Computer System Channels	C	4	2	(M) Two channels may be inoperative provided approach minimums do not require their use.
12. Flight Mode Annunciators (FMA)	C	2	1	(O) One may be inoperative provided: a) Pilot controlling airplane using Flight Director and/or Autopilot and/or Auto Throttle System has an operative FMA, and b) Approach minimums do not require use of Autopilot, Flight Director, or Auto Throttle.
	B	2	0	May be inoperative provided: a) VMC conditions exist at departure airport, enroute, and are forecast to exist at destination airport at time of arrival, and b) Flight Director, Autopilot, and Auto Throttle Systems are not used.
13. Autopilot Disconnect Aural Warning	C	1	0	May be inoperative provided Autoland is not used.
14. Takeoff/Go-Around (TO/GA) Switch	A	1	0	(O) May be inoperative provided: a) Alternate takeoff and go-around procedures are established and used, b) Approach minimums do not require its use, and c) Repairs are made within two flight days.

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23 COMMUNICATIONS				
1. Communications Systems				
1) VHF				
a) Extended Overwater Operations	D	-	2	One Radio is required to be operative on Left Emergency DC Bus and one on Right Emergency DC Bus.
b) Domestic Operations	D	-	1	One radio is required to be operative on Left Emergency DC Bus.
c) Comm Selector Light ***	C	-	0	(O) May be inoperative provided alternate method of selector verification is established.
d) Frequency Transfer Switch	C	-	0	
e) Frequency Selector Knob	C	-	2	
f) Frequency Indication	C	-	2	
2) HF	D	-	-	Any in excess of those required by FAR may be inoperative. (Continued)

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23 COMMUNICATIONS				
1. Communications Systems (Cont'd)				
2) HF (Cont'd)	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link is operative, b) Alternate procedures are established and used, c) SATCOM coverage is available over intended route of flight, and d) If Inmarsat codes are not available while using SATCOM voice, prior coordination with appropriate ATS facility is required.
a) Tune Indicator ***	D	-	-	(O) May be inoperative provided alternate procedures to verify HF transmitter is tuned are established and used.
3) UHF	D	-	-	Any in excess of those required by FAR may be inoperative.
2. DELETED				DELETED in Revision #18.

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23 COMMUNICATIONS				
3. Selective Call Systems (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
4. Passenger Address (PA) System				
1) Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight attendant chime and call light operate normally.
				NOTE: Any station function(s) that operate normally may be used.
	C	1	0	(O) May be inoperative provided: a) PA not required by FAR, and b) Alternate normal and emergency procedures, and/or operating restrictions are established and used.
				NOTE: Any station function(s) that operate normally may be used.
				(Continued)

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23	COMMUNICATIONS				
4.	Passenger Address (PA) System (Cont'd)				
1)	Passenger Configuration (Cont'd)				
a)	Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
2)	Cargo Configuration (Courier/Supernumerary Address System)	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
3)	Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
5.	Passenger Music/Record Announce System	D	1	0	(O) May be inoperative provided alternate normal and emergency procedures are established and used.
6.	Passenger Entertainment/Service Multiplex System				
1)	Passenger Configuration	C	1	0	(M) May be inoperative provided Demultiplexer Encoders are installed to provide wiring connections for passenger oxygen door latch operation.
2)	Cargo Configuration	D	1	0	

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23 COMMUNICATIONS				
7. Megaphones				MOVED to 25-43 in Revision 25.
8. Crewmember Interphone System				
1) Passenger Configuration				
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of cabin handsets, and b) Alternate communications procedures between affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operate normally may be used.
b) Cabin to Cabin Function	B	-	0	(O) May be inoperative provided alternate communications procedures between affected flight attendant stations are established and used NOTE: Any station function(s) that operate normally may be used.
	B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent of cabin handsets, and b) Alternate communications procedures between affected flight attendant stations are established and used.
				(Continued)

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23 COMMUNICATIONS				
8. Crewmember Interphone System (Cont'd)				
1) Passenger Configuration (Cont'd)				
b) Cabin to Cabin Function (Cont'd)				NOTE: Any station function(s) that operate normally may be used.
c) Flight Deck to Ground, Ground to Flight Deck Functions	C	1	0	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.
	C	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.
	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
d) Flight Deck Call Light	B	1	0	May be inoperative provided flight deck chime operates normally. NOTE: The flight deck chime must always be operative. (Continued)

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23 COMMUNICATIONS				
8. Crewmember Interphone System (Cont'd)				
1) Passenger Configuration (Cont'd)				
e) Flight Attendant Call Light	B	1	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected call light is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered a passenger convenience item. NOTE 2: Any call light function(s) that operate normally may be used.
f) Flight Attendant Chimes	B	-	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected chime is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. (Continued)

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23 COMMUNICATIONS				
8. Crewmember Interphone System (Cont'd)				
1) Passenger Configuration (Cont'd)				
f) Flight Attendant Chimes (Cont'd)				NOTE 1: Passenger to Attendant Call System is considered a passenger convenience item.
				NOTE 2: Any chime function(s) that operate normally may be used.
g) Flight Deck Handset	C	1	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
h) Cabin Attendant Handsets	B	-	-	(O) May be inoperative provided: a) Fifty percent of cabin handsets operate normally, b) One handset must operate normally at each pair of exit doors, and c) Alternate communication procedures between affected flight attendant station(s) are established and used.
				NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement.
				(Continued)

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23 COMMUNICATIONS				
8. Crewmember Interphone System (Cont'd)				
1) Passenger Configuration (Cont'd)				
h) Cabin Attendant Handsets (Cont'd)				NOTE 2: Any handset(s) function(s) that operate normally may be used.
2) Cargo Configuration				
a) Flight Deck to Cabin, Cabin to Flight Deck Functions ***	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
b) Cabin to Cabin Function ***	D	1	0	
c) Flight Deck to Ground, Ground to Flight Deck Functions ***	C	1	0	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.
(Continued)				

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23 COMMUNICATIONS				
8. Crewmember Interphone System (Cont'd)				
2) Cargo Configuration (Cont'd)				
c) Flight Deck to Ground, Ground to Flight Deck Functions (Cont'd)	C	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.
***	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
d) Flight Deck Call Light	B	1	0	May be inoperative provided flight deck chime operates normally.
***	D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.
e) Flight Deck Call System	D	1	0	May be inoperative provided procedures do not require its use.
***	B	1	0	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.
f) Courier/Supernumerary Call Light	B	1	0	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
8. Crewmember Interphone System (Cont'd)				
2) Cargo Configuration (Cont'd)				
f) Courier/Supernumerary Call Light (Cont'd) ***	D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.
	D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any call light function(s) that operate normally may be used.
g) Courier/Supernumerary Chime ***	B	1	0	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.
	D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.
	D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any chime function(s) that operate normally may be used.
h) Flight Deck Handset ***	C	1	0	May be inoperative provided flight deck to courier/supernumerary communication operates normally.
	D	1	0	May be inoperative provided procedures do not require its use.
				(Continued)

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23 COMMUNICATIONS				
8. Crewmember Interphone System (Cont'd)				
2) Cargo Configuration (Cont'd)				
i) Courier/Supernumerary Handset ***	D	-	1	
	D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.
3) Maintenance Outlets	C	-	0	May be inoperative provided Maintenance Interphone System remains OFF.
9. Galley Intercom System ***	C	1	0	
10. Boom Microphones				
1) Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 121.359 (g), 135.151 (d) or 125.227 (e)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
2) Cockpit Voice Recorder Not Equipped to Record Boom Microphone ***	D	-	0	Any in excess of those required by FAR may be inoperative.
11. Audio Control Panels				DELETED in Rev. 22. Relief incorporated into ATA 25-22.

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23 COMMUNICATIONS

12. Cockpit Communications Speakers	C	2	0	Both may be inoperative provided: a) Affected speaker is not required for aural warnings, and b) All crewmembers on flight deck duty wear headsets approved for use with quick-donning oxygen masks.
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13. Cockpit Voice Recorder (CVR) System	A	1	0	May be inoperative provided: a) Flight Data Recorder is operative, and b) Repairs are made within three flight days.
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14. ARINC *** Communications Addressing and Reporting Systems (ACARS)	D	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any mode which operates normally may be used.	
	1) Printer System	D	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
	2) DATA Mode	D	-	0	May be inoperative provided procedures do not require its use.
	3) VOICE Mode	D	-	0	May be inoperative provided procedures do not require its use.
	4) SELCAL Mode	D	-	0	May be inoperative provided procedures do not require its use.

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23 COMMUNICATIONS				
15. Hand Held Microphones	C	-	0	May be inoperative or missing provided associated Boom Microphone(s) are operative.
1) Dual Tone *** Multifrequency Microphone (DTMF)	D	-	0	May be inoperative provided voice mode is operative.
	D	-	0	May be inoperative or missing provided associated Hand Held or Boom Microphone(s) are operative for each required crew member.
16. Capt/FO Push to Talk (PTT) Switches				
1) Control Wheel	C	2	0	May be inoperative provided a separate push-to-talk (PTT) switch is operative at affected crew station.
2) Audio Control Panel ***	C	-	0	May be inoperative provided a separate push-to-talk (PTT) switch is operative at affected crew station.
3) Jack Panel ***	C	-	0	May be inoperative provided a separate push-to-talk (PTT) switch is operative at affected crew station.
4) Pendant Switches ***	C	-	0	May be inoperative provided a separate push-to-talk (PTT) switch is operative at affected crew station.
17. Satellite *** Communication System	C	-	0	May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.

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23	COMMUNICATIONS				
18.	Flight Interphone Jacks				
1)	Nose Gear Jack	C	1	0	(O) May be inoperative provided Flight Interphone Jack on External Power Receptacle Panel is operative.
		C	1	0	(O) May be inoperative provided Service Interphone is operative.
2)	External Power Receptacle Panel	C	1	0	(O) May be inoperative provided Flight Interphone Jack on Nose Landing Gear is operative.
		C	1	0	(O) May be inoperative provided Service Interphone is operative.
19.	Ground Crew Call System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
20.	Audio Control Panel *** (Avionics Compartment)	D	1	0	
21.	Headsets	C	-	0	May be inoperative provided Cockpit Communications Speakers are operative.

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24 ELECTRICAL POWER				
1. Engine Driven Generator Systems (CSD, Generator)	B	3	2	(M) One may be inoperative provided: a) CSD Temperature Indicator Outlet Function, Frequency Meter, Voltmeter, AC Loadmeter, and Generator Fail Light is operative on remaining two operative Engine Driven Generators, b) Preferential Circuit is operative, c) All buses are powered, and d) Water injection takeoffs are not made on airplanes with JT9D engines.
2. APU Generator	C	1	0	May be inoperative provided procedures or operation do not require its use.
3. APU POWER AVAILABLE Light	C	1	0	
4. APU Generator Control Unit	C	1	0	May be inoperative provided APU Generator is not used.
5. Constant Speed Drive Heat Exchangers	B	3	2	(M) One may be inoperative provided: a) Associated Engine Driven Generator System is considered inoperative, and b) Associated CSD is disconnected.
6. CSD OIL PRESSURE LOW Lights	C	3	0	May be inoperative provided CSD Temperature, Frequency, and AC Load Indicators are operative for the associated generator.
7. CSD Temperature Indicators	C	3	0	May be inoperative provided CSD Oil Pressure Low Light, Frequency, and AC Load Indicators are operative on associated generator.

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24 ELECTRICAL POWER				
8. Load Controllers	C	3	0	May be inoperative provided: a) The generators are operated unparalleled, and b) Frequency Meter is operative.
9. Generator Paralleling System	C	1	0	May be inoperative provided preferential circuit and Frequency Meter are operative.
10. ENGINE GENERATOR OFF Lights	C	3	0	May be inoperative provided AC Load Meter is operative for the associated generator.
11. APU GENERATOR OFF Light	C	1	0	May be inoperative provided APU AC Load Meter is operative.
	C	1	0	May be inoperative provided APU generator is not used.
12. AC Bus Tie Isolation Lights (Caution)	C	3	2	One may be inoperative provided the associated Generator System AC Bus OFF light is operative.
13. AC Bus Tie Isolation Lights (Advisory)	C	3	0	May be inoperative provided procedures do not require its use.
14. Engine Generator AC Load Meters	C	3	2	One may be inoperative provided: a) Associated generator OFF Light is operative, and b) The other two non-associated Engine Driven Generators are operative.
15. APU AC Load Meter	C	1	0	May be inoperative provided APU generator is not used.
16. Frequency Meter	C	1	0	May be inoperative provided each operative engine generator relay closes during engine start.

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24 ELECTRICAL POWER				
17. Control Current Transformers				
1) Engine	B	3	2	May be inoperative provided associated generator is considered inoperative.
2) APU	C	1	0	May be inoperative provided APU generator is not used.
18. Transformer/ Rectifiers (TR)	B	4	3	One may be inoperative provided: a) DC Load meters on the remaining TR's are operative, b) All DC Buses are powered, and c) TR-3 is operative for extended overwater operation.
19. DC TIE CLOSED Lights	C	3	0	
20. DC Load Meters	C	4	3	(M) One may be inoperative provided: a) The associated Transformer Rectifier is deactivated, and b) Transformer Rectifier #3 is operative for extended overwater operations.
21. Engine Driven GENERATOR FAIL Lights	C	3	0	
22. APU Generator Fail Light	C	1	0	

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24	ELECTRICAL POWER				
23.	External Power System	C	1	0	May be inoperative provided: a) The preferential Circuit check is satisfactory, b) All buses are powered, and c) External Power Receptacle is placarded "DO NOT CONNECT ELECTRICAL POWER".
24.	APU PWR IN USE Light (Advisory)	C	-	0	
25.	AC BUS OFF Lights				DELETED in Revision 19.
26.	Air Driven Generator (ADG) System (Electrical Output Only)				DELETED in Revision 21.
27.	DUAL LAND SELECTED Light (Blue)	C	1	0	May be inoperative provided approach minimums do not require its use.
28.	DUAL LAND POWER ON Light (Green)	C	1	0	May be inoperative provided approach minimums do not require its use.
29. ***	Galley Power and Coffee Bar OFF Lights	D	-	0	
30. ***	DC Ground Service Bus 1 Power Selector Switch	D	1	0	May be inoperative provided power is available to the DC Ground Service Bus.

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25 EQUIPMENT/ FURNISHINGS				
1. Flight Crew Seats				
1) Power *** Adjustment Systems	D	3	0	(M) May be inoperative provided Manual Adjustment Systems are operative.
2) Manual Adjustment Systems				
a) Recline Systems	A	3	0	(M) May be inoperative provided: a) Seat is secured in an upright position that does not limit fore/aft and lateral movement and is acceptable to affected crewmember, and b) Repairs are made within two flight days.
b) Armrests	B	6	0	(M) May be inoperative provided: a) Affected armrest is stowed in retracted position or removed, and b) Seat is acceptable to affected crewmember.
c) Lumbar/Thigh Supports	C	6	0	May be inoperative provided seat is acceptable to affected crewmember.
d) Headrests ***	C	3	0	May be inoperative provided seat is acceptable to affected crewmember.
2. Galley Personnel Lift ***	C	1	0	May be inoperative provided the galley is not occupied or used.

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25	EQUIPMENT/ FURNISHINGS				
3. ***	Galley Cart Lift	C	1	0	May be inoperative provided: a) The Galley Personnel Lift is operative, and b) The number of serving carts removed from the lower galley at any time is limited to the number of main deck cart tie-downs permitted to be used for takeoff and landing.
		C	1	0	May be inoperative provided Galley is not occupied or used.
4. ***	Galley Personnel Lift Door Electrical Interlock System	C	1	0	(M) (O) May be inoperative provided Personnel Lift is not used. NOTE: The system is inoperative if it will operate with either Personnel Door open.
5. ***	Galley Cart Door Electrical Interlock System	C	1	0	(M) (O) May be inoperative provided Cart Lift is not used. NOTE: The system is inoperative if it will operate with either Cart Lift Door open.
6. ***	Personnel and Cart Lift Door Mechanical Interlocks	C	4	0	May be inoperative provided: a) All electrical interlocks are operative, and b) Back walls of personnel lift shaft, both upper and lower, are striped red and white 22" by 48".
7.	DELETED				DELETED in Revision 18. Included in Weight and Balance Manual.

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25	EQUIPMENT/ FURNISHINGS				
8.	DELETED				DELETED in Revision 18. Included in Weight and Balance Manual.
9.	DELETED				DELETED in Revision 18. Included in Weight and Balance Manual.
10.	DELETED				DELETED in Revision 18. Included in Weight and Balance Manual.
11.	DELETED				DELETED in Revision 18. Included in Weight and Balance Manual.
12.	DELETED				DELETED in Revision 18. Included in Weight and Balance Manual.
13.	DELETED				DELETED in Revision 18. Included in Weight and Balance Manual.
14.	DELETED				DELETED in Revision 18. Included in Weight and Balance Manual.
15.	DELETED				DELETED in Revision 18. Included in Weight and Balance Manual.
16.	DELETED				DELETED in Revision 18. Included in Weight and Balance Manual.
17.	DELETED				DELETED in Revision 18. Included in Weight and Balance Manual.
18.	DELETED				DELETED in Revision 18. Included in Weight and Balance Manual.
19.	DELETED				DELETED in Revision 18. Included in Weight and Balance Manual.
20.	Passenger Evacuation *** Command System	D	1	0	(O) May be inoperative provided alternate normal and emergency operations procedures are established and used.

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25	EQUIPMENT/ FURNISHINGS				
21.	Crewmember Shoulder Harnesses				DELETED in Revision 19.
22.	Observer Seat(s)				
1)	Primary Observer Seat (Including Associated Equipment)	A	-	-	May be inoperative provided: a) A passenger seat in passenger cabin is made available to an FAA Inspector for performance of official duties, and b) Repairs are made within two (2) flight days.
		A	-	-	May be inoperative provided: a) Secondary observer's seat is available to an FAA Inspector for performance of official duties, and b) Repairs are made within two (2) flight days.
		A	-	-	May be inoperative provided: a) Primary observer's seat is available with required minimum safety equipment (safety belt and oxygen) and acceptable to FAA Inspector for performance of official duties, and b) Repairs are made within two (2) flight days.
(Continued)					

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25 EQUIPMENT/ FURNISHINGS				
22. Observer Seat(s) (Cont'd)				
1) Primary Observer Seat (Including Associated Equipment) (Cont'd)				<p>NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA Inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.</p> <p>NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).</p> <p>NOTE 3: Associated equipment is defined as all systems or components used in support of or in conjunction with the seat, i.e., audio control panel, oxygen system, microphone, headset, lights, etc.</p>
2) Additional Observer *** Seat(s) (Including Associated Equipment)	D	-	0	<p>NOTE 1: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).</p> <p>NOTE 2: Associated equipment is defined as all systems or components used in support of or in conjunction with the seat, i.e., audio control panel, oxygen system, microphone, headset, lights, etc.</p>

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25 EQUIPMENT/ FURNISHINGS				
23. Flight Attendant Seat Assembly (Single or Dual Position)				
1) Required Flight Attendant Seats	B	-	-	<p>(M) (O) One seat position or assembly (dual position) may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected seat position or seat assembly is not occupied, b) Flight Attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or passenger seat which is most accessible to inoperative seat(s), so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in RETRACTED position, and e) Passenger seat assigned to Flight Attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY". <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>(Continued)</p>

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25	EQUIPMENT/ FURNISHINGS				
23.	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)				
1)	Required Flight Attendant Seats (Cont'd)				NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable FAR are met.
2)	Excess Flight Attendant Seats	C	-	-	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. (M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in RETRACTED position.
3)	All Cargo Configuration ***	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. May be inoperative provided affected seat or seat assembly is not occupied.
24.	Evacuation Slide Remote Pressure Press-to-Test Indicating System	C	-	0	(M) May be inoperative provided associated slide system is verified adequately charged once each flight day.

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25	EQUIPMENT/ FURNISHINGS				
25.	Evacuation Slide/ Slide Rafts				MOVED to Chapter 52 in Revision 19.
26.	Cabin Emergency Flashlights and/or Holders	C	-	0	May be inoperative or missing provided crewmember assigned to the affected position has an operative flashlight readily available.
27.	"Fasten Seat Belt While Seated" Signs or Placards (Unlighted)	C	-	-	One or more signs or placards may be illegible or missing provided legible sign or placard is readable from each occupied passenger seat.
28.	Passenger Seats	D	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to main aircraft aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A seat with an inoperative seatbelt is considered inoperative.</p> <p>NOTE 2: Inoperative seats do not affect the required number of flight attendants.</p> <p>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</p> <p>(Continued)</p>

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25 EQUIPMENT/ FURNISHINGS				
28. Passenger Seats (Cont'd)				
1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in full upright position.
	C	-	-	(M) May be inoperative and seat occupied provided seat back is immovable in full upright position.
2) 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.
3) Armrest	C	-	-	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 main aircraft aisle, and c) For an armrest with a recline mechanism, seat is secured in upright position.

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25	EQUIPMENT/ FURNISHINGS				
29.	Passenger Convenience/NEF Items				
1) ***	Passenger Convenience Items (Expires on December 31, 2007)		-	0	Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort, or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) or (O) procedures, if required, must be available to flight crew and included in operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered passenger convenience items.
2) ***	Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that item(s) is deferred in accordance with operator's NEF deferral program. NEF program, procedures, and processes are outlined in operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flight crew and included in operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.
30. ***	Lower Cargo Compartment Barrier Curtains	C	-	0	

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25	EQUIPMENT/ FURNISHINGS				
31. ***	Smoke Barrier Curtain (Main Cargo Deck)	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
32. ***	Courier/ Supernumerary Seats (Including Associated Equipment)	D	-	0	(M) May be inoperative provided: a) Seat is not required for the operation conducted, b) Affected seat is secured or deactivated and does not block the aisle or exit, and c) Affected seat is blocked using an accepted procedure and placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, & LANDING".
1)	Recline Function	D	-	0	(M) May be inoperative provided the seat is secured in the upright and locked position.
2)	Leg Rest Function	D	-	0	(M) May be inoperative provided the leg rest is stowed and locked.
33.	Underseat Baggage Restraining Bars				DELETED in Revision 22b. MOVED to Item 25-28.

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25	EQUIPMENT/ FURNISHINGS				
34.	Exterior Lavatory Door Ashtrays				
1)	Airplanes with more than one exterior lavatory door ashtray installed	A	-	-	One may be missing provided it is replaced within 10 calendar days.
2)	Airplanes with only one exterior lavatory door ashtray installed.	A	1	0	May be missing provided it is replaced within 3 calendar days.
35.	Emergency Medical Equipment				
1)	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and, b) Repairs or replacements are made within 3 flight cycles.
		D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative. NOTE: Not required for all-cargo operations. (Continued)

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25	EQUIPMENT/ FURNISHINGS				
35.	Emergency Medical Equipment (Cont'd)				
2)	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and, b) Repairs or replacements are made within 3 flight cycles.
		D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative. NOTE: Not required for all-cargo operations.
3)	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) One 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 3 flight cycles.
		D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.

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25	EQUIPMENT/ FURNISHINGS						
36.	Lower Cargo Compartment Lining	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.		
37.	Cargo *** Handling Systems	D	-	0	NOTE: Any portion of system(s) that operates normally may be used.		
38.	Cargo *** Restraint Systems	C	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.		
		C	-	-	May be inoperative or missing provided cargo compartment remains empty.		
39.	Flotation Equipment	D	-	-	Any in excess of that required by FAR may be inoperative or missing.		
40.	Emergency Locator *** Transmitter (ELT)						
		1)	Survival Type ELTs	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
		2)	Fixed ELTs	A	-	0	May be inoperative or missing provided repairs are made within 90 days.
				D	-	-	Any in excess of those required by FAR may be inoperative or missing.

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25	EQUIPMENT/ FURNISHINGS				
41.	Drop Tanks ***				
1)	Tank Arming System	C	3	0	(M) May be inoperative provided: a) Affected system circuit breakers are pulled and collared, and b) Affected tanks(s) verified empty prior to flight.
2)	Tank Hydraulic System	C	3	0	(M) May be inoperative provided: a) Affected system circuit breakers are pulled and collared, and b) Affected tanks(s) verified empty prior to flight.
3)	Tank Indicating System				
a)	Quantity Indicator	C	3	0	(M) May be inoperative provided: a) All system circuit breakers are pulled and collared, and b) All tanks verified empty prior to flight.
b)	Tank Quantity Probes	C	6	0	(M) May be inoperative provided: a) Affected system circuit breakers are pulled and collared, b) Affected tanks(s) verified empty prior to flight, and c) One probe required for each operative tank.
(Continued)					

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25 EQUIPMENT/ FURNISHINGS				
41. Drop Tanks (Cont'd)				
4) Tank Drop Control Panel				
a) Normal Drop Switch	C	1	0	May be inoperative provided tank system is not used.
b) Emergency Drop Switch	C	1	0	(M) May be inoperative provided: a) Affected system circuit breakers are pulled and collared, and b) Manual Drop Handles are operative.
c) Manual Drop Handles	C	3	0	(M) May be inoperative provided: a) Affected system circuit breakers are pulled and collared, and b) Affected tanks(s) verified empty prior to flight.
5) Flap Warning Bypass Switch	C	1	0	May be inoperative provided tank system is not used.
42. Overhead Storage Bin(s)/Cabin and Galley Storage	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Any emergency equipment located in affected compartment is considered inoperative, and c) Affected compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: If no partitions are installed, the entire overhead storage compartment is considered one bin.

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25 EQUIPMENT/ FURNISHINGS				
43. Megaphones	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: <ul style="list-style-type: none"> a) Inoperative megaphone is removed from passenger cabin, and b) Required distribution is maintained. <p>NOTE: Not required for all-cargo operations.</p>
44. Galley Waste Receptacles Access Doors/Covers	C	-	-	(M) (O) May be inoperative provided: <ul style="list-style-type: none"> a) Container is empty and access is secured to prevent waste introduction into compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.

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25	EQUIPMENT/ FURNISHINGS				
45.	Lavatory Waste Container Flapper/ Access Doors				
1)	Passenger Configuration	C	-	-	(M) May be inoperative provided: a) Associated waste container is empty and access is secured to prevent waste introduction into waste container, b) Lavatory is used only by crewmembers, and c) Associated lavatory entrance door is locked closed and placarded "INOPERATIVE - DO NOT ENTER". NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
2)	Cargo Configuration	C	-	-	(M) May be inoperative provided associated waste container is empty and access is secured to prevent waste introduction into waste container.

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26 FIRE PROTECTION				
1. Engine Fire Detection Systems				
1) Fire Detection Loops (Including Selector Switch and Loop Lights, or Integrated Nacelle Temperature Indicators)	C	6	3	One complete Loop (A or B) on each engine may be inoperative.
2) Test Circuits	C	6	3	May be inoperative on an inoperative loop.
2. Engine Fire Light *** (F/E Panel)	C	1	0	
3. Fuel Lever Light Bulbs	C	6	3	May be inoperative provided one bulb in each lever is operative.
4. Engine Fire Handle Light Bulbs	C	6	3	One bulb in each handle may be inoperative.
5. Engine Fire Aural Warning System				DELETED in Revision 19.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION				
6. Engine and APU Firex Container AGENT LOW Lights				
1) Engines 1 & 3	C	4	0	(M) May be inoperative provided affected Agent Container weight is verified before first flight of each day.
	C	4	0	(M) May be inoperative provided a continuity test of bottle low pressure switch is performed before first flight of each day.
2) Engine 2 and APU	C	2	0	(M) May be inoperative provided associated Agent Container weights are verified before first flight of each day.
	C	2	0	(M) May be inoperative provided: a) A continuity test of affected bottle pressure switch is performed before first flight of each day, and b) APU is not used unless Service Bulletins 26-4, 26-7, 49-6, 49-8, 49-12, and 49-15 are accomplished.
NOTE: Reference CDL to remove APU exhaust door in lieu of accomplishing S/B 49-8.				

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION				
7. APU Fire Detection Systems				
1) Fire Detection Loops	C	2	1	One Complete Loop (A or B) may be inoperative.
	C	2	0	May be inoperative provided: a) APU is not used, b) Number 2 Air Conditioning Pack System is not used, and c) Number 2 Pneumatic System is not pressurized except during engine start.
	C	2	0	(O) May be inoperative provided: a) APU is not used, and b) A successful decay check of Number 2 Pneumatic System is performed before each takeoff.
2) Test Circuits	C	2	1	One complete loop (A or B) may be inoperative.
	C	2	0	May be inoperative provided both fire detection loops are considered inoperative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			

26 FIRE PROTECTION				
8. APU Fire Light (Overhead Summary Panel)	C	1	0	May be inoperative provided: a) APU Fire Light at Flight Engineer station is operative, b) Master Warning Light on Flight Engineer upper panel is operative, and c) Master Warning Lights on glareshield are operative.
	C	1	0	May be inoperative provided: a) APU is not used, b) Number 2 Air Conditioning Pack System is not used, and c) Number 2 Pneumatic System is not pressurized except during engine start.
	C	1	0	(O) May be inoperative provided: a) APU is not used, and b) A successful decay check of Number 2 Pneumatic System is performed before each takeoff.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
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	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

26 FIRE PROTECTION				
9. APU Fire Light (Flight Engineer Station)	C	1	0	May be inoperative provided: a) APU Fire Light on pilot's overhead summary panel is operative, b) Master Warning Lights on glareshield and Flight Engineer upper panel are operative, and c) APU Fire Detection System Loop Lights are operative.
	C	1	0	May be inoperative provided: a) APU is not used, b) Number 2 Air Conditioning Pack System is not used, and c) Number 2 Pneumatic System is not pressurized except during engine start.
	C	1	0	(O) May be inoperative provided: a) APU is not used, and b) A successful decay check of Number 2 Pneumatic System is performed before each takeoff.
1) Cockpit Test	C	1	0	(O) May be inoperative provided alternate procedures are established to ensure Fire Light Test System integrity.
10. APU Firex Agent Discharge Switches (Flight Engineer Station)	C	2	1	
	C	2	0	May be inoperative provided APU is not used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION				
11. APU Ground Control Panel Fire Detection System (Includes APU Fire Light and APU Warning Horn)	C	1	0	(M) May be inoperative provided the APU Fire Warning System is monitored in the Flight Compartment during APU operation.
12. APU Ground Control Panel Fire Extinguishing System (Includes Fire Agent Discharge Switches and Fire Control Switch)	C	1	0	(M) May be inoperative provided the APU Fire Warning System is monitored in the Flight Compartment during APU operation.
13. Lower Galley Overheat Detection ***	C	1	0	May be inoperative provided lower galley/ovens are not operated while unattended.
14. Portable Fire Extinguisher	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS AND EXCEPTIONS

26 FIRE PROTECTION				
15. Cargo Compartment *** Smoke Detectors				
1) Forward Cargo Compartment	C	4	2	Two may be inoperative provided no two adjacent Smoke Detectors are inoperative.
	C	4	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. (Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION				
15. Cargo Compartment *** Smoke Detectors (Cont'd)				
2) Center and Aft Cargo Compartment (Airplanes without Aft Auxiliary Fuel Tanks)	C	4	2	Every other Smoke Detector may be inoperative provided the barrier is installed in the FORWARD position (Station 1781 or 1784).
	C	4	2	Every other Smoke Detector may be inoperative provided Forward and Aft barriers are not installed.
	C	4	2	Every other Smoke Detector may be inoperative except No. 4, provided the ventilation barrier is installed in the AFT position (Station 1841).
	C	4	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
				NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
				(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION					
15. Cargo Compartment *** Smoke Detectors (Cont'd)					
3) Center Cargo Compartment (Airplanes with Aft Auxiliary Fuel Tank)	C	2	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	
4) Aft Cargo Compartment (Airplanes with 1500 Gallon Aft Auxiliary Fuel Tank)	C	2	1		
	C	2	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. (Continued)	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			

26 FIRE PROTECTION				
15. Cargo Compartment *** Smoke Detectors (Cont'd)				
5) Aft Cargo Compartment (Airplanes with 3200 Gallon Aft Auxiliary Fuel Tank)	C	2	1	
	C	2	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. (Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION				
15. Cargo Compartment *** Smoke Detectors (Cont'd)				
6) Main Deck (Cabin) Cargo Compartment (Convertible Freighter Configuration)	C	8	0	May be inoperative provided the airplane is operated in a passenger configuration only. (O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. (Continued)
	C	8	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION					
15. Cargo Compartment *** Smoke Detectors (Cont'd)					
7) Main Deck (Cabin) Cargo Compartment (All Freighter Configuration)	C	12	6	Six Detectors may be inoperative provided: a) No two adjacent Smoke Detectors are inoperative, and b) At least one detector is operative for position 2 (L, R, or Centerline) and position 3 (L, R, or Centerline).	
	C	12	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION				
15. Cargo Compartment *** Smoke Detectors (Cont'd)				
8) Main Deck (Cabin) Cargo Compartment Left (2L and 3L) and Right (2R and 3R) (All Freighter Configuration)	C	4	2	Two may be inoperative provided: a) One is operative on each side, and b) At least one detector is operative for position 2 (L, R, or Centerline) and position 3 (L, R, or Centerline).
	C	4	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION				
16. Cargo Firex Agent *** ARM Switch				
1) Forward and Aft Position (Agent Arm Off-40)	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
2) Aft Position	C	1	0	May be inoperative provided 3200 gallon AFT Aux. Fuel Tank is installed.
17. Cargo Fire Switch ***	C	1	0	(M) May be inoperative provided: a) A smoke test verifies that switch is in ARM position, and b) Each detector is operative, and test is completed before each flight.
	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION				
18. CARGO FIRE Light *** (Pilot's Overhead Panel)	C	1	0	(M) May be inoperative provided: a) Pilots Glareshield Master Warning Lights are operative, b) Cargo Smoke Detector Lights are operative, and c) Cargo Fire Lights on Flight Engineer panel are operative.
	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

26	FIRE PROTECTION				
19. ***	CARGO FIRE Lights (Flight Engineer's Panel)	C	-	-	(M) May be inoperative provided: a) Master Warning Light is operative, b) Cargo Smoke Detector Lights are operative, c) Cargo Fire Light on Pilot's overhead panel is operative, and d) One Cargo Fire Light on Flight Engineer's panel is verified operative for airplanes with both forward and aft cargo compartment fire protection systems.
		C	-	-	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

26	FIRE PROTECTION				
20.	Cargo Compartment *** Smoke Detector Lights				
1)	Lower Cargo Compartments	C	-	0	May be inoperative provided associated Smoke Detector is considered inoperative.
		C	-	0	(M) May be inoperative provided associated detectors are verified operative before the first flight of the day by actuating all cargo fire lights.
		C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
					(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION					
20. Cargo Compartment *** Smoke Detector Lights (Cont'd)					
2) Main Deck (Cabin) Cargo Compartment (Convertible Freighter)	C	8	0	May be inoperative provided airplane is operated in a passenger configuration only.	
	C	8	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	
3) Main Deck (Cabin) Cargo Compartment (All Freighter Configuration)	C	12	7	May be inoperative provided: a) Lights 1, 2, and 3 are operative, and b) No two adjacent lights are inoperative.	
	C	12	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	
				(Continued)	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION					
20. Cargo Compartment *** Smoke Detector Lights (Cont'd)					
4) Main Deck (Cabin) Cargo Compartment (All Freighter Configuration)	C	16	8	Five detector lights may be inoperative for inoperative smoke detectors and three of six lights associated with positions 2 and 3 may be inoperative provided: a) Only one right light (2R or 3R) is inoperative, b) Only one center light (2 or 3) is inoperative, c) Only one left light (2L or 3L) is inoperative, d) At least one detector is operative for each of lights 2 or 3, and e) No two adjacent lights are inoperative.	
	C	16	0	(O) May be inoperative provide procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION				
21. Lower Cargo *** Compartment Fire Extinguisher System				
1) Extinguisher Cylinder No. 2 and Agent Discharge System	C	1	0	(O) May be inoperative provided: a) Extinguisher Cylinder No. 1 and Agent Discharge System is operative, and b) Flight is operated within 90 minutes of a suitable landing field.
	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. (Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION				
21. Lower Cargo *** Compartment Fire Extinguisher System (Cont'd)				
2) Extinguisher Cylinder No. 1 and Agent Discharge System	C	1	0	(O) May be inoperative provided: a) Extinguisher Cylinder No. 2 and Agent Discharge System is operative, and b) Flight is operated within 42 minutes of a suitable landing field.
	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

26	FIRE PROTECTION				
22.	Cargo Compartment *** Firex AGENT LOW Lights	C	2	0	(M) May be inoperative provided cylinder weight is verified before the first flight of each day.
		C	2	0	(M) May be inoperative provided a continuity test of the bottle low pressure switch is performed before the first flight of each day.
		C	2	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
23.	Cargo Heat *** Detector System	C	1	0	
24.	CABIN CARGO *** SMOKE Annunciator Lights	C	2	1	One may be inoperative provided: a) Master Caution Lights are operative, b) Cargo Smoke Detector Lights are operative, and c) Cabin Cargo Smoke Light on Pilots Overhead Summary Panel is operative.
		C	2	0	May be inoperative provided nothing combustible is carried in the upper deck cargo compartment.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION				
25. Lower Cargo Fire *** Agent Discharge Test Switch	C	1	0	(M) May be inoperative provided a continuity check of the firing circuit is accomplished before extended overwater operations. NOTE: See AFM Limitations.
26. APU Firex Agent *** Cylinder 3 (APU Only)	C	1	0	
27. Lavatory Fire Extinguisher Systems	C	-	-	For each lavatory, Lavatory Fire Extinguisher System may be inoperative provided Lavatory Smoke Detector System operates normally.
	C	-	-	(M) (O) For each lavatory, Lavatory Fire Extinguisher System may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked CLOSED and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: Lavatory Fire Extinguisher Systems are not required for all-cargo operations.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION				
28. Lavatory Smoke Detection Systems	C	-	-	<p>(M) (O) For each lavatory, lavatory smoke detection system may be inoperative provided:</p> <ul style="list-style-type: none"> a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked CLOSED and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. <p>NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p> <p>NOTE 2: Lavatory Smoke Detection Systems are not required for all-cargo operations.</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

27 FLIGHT CONTROLS				
1. Aileron Actuators (Autopilot Control)				DELETED in Revision 21.
2. Elevator Actuators (Autopilot Control)				DELETED in Revision 21.
3. Rudder Actuators (Autopilot Control)				DELETED in Revision 21.
4. Surface Position Indicating System (Analog or LCD)				
1) Indicator	C	1	0	(M) (O) May be inoperative provided visual inspection of affected surface for correct operation is made before each departure.
2) Aileron Indicating System	C	2	0	(M) (O) May be inoperative provided visual inspection of affected surface for correct operation is made before each departure.
3) Elevator Indicating System	C	2	0	(M) (O) May be inoperative provided visual inspection of affected surface for correct operation is made before each departure.
4) Rudder Indicating System	C	2	0	(M) (O) May be inoperative provided visual inspection of affected surface for correct operation is made before each departure.
5) Spoiler Indicating System	C	2	0	(M) (O) May be inoperative provided visual inspection of affected surface for correct operation is made before each departure.
5. Flap Disagree Flag (Analog or LCD)				MOVED to 27-6 sub-item 1).

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

27 FLIGHT CONTROLS				
6. Flap/Slat Position Indicating System (Analog or LCD)	C	2	1	(M) (O) One may be inoperative provided: a) Flap operation and symmetry are verified before each departure, and b) Left Outboard Flap Position Transmitter is operative.
1) Flap Disagree Flag	C	1	0	(M) May be inoperative provided flap operation and symmetry are verified before each departure.
	C	1	0	May be inoperative provided Inboard Flap Disagree Annunciator Light is installed and operative.
2) Flap Handle Position Indicator Chevrons	C	2	0	
3) Slat TAKEOFF Light	C	1	0	(M) (O) May be inoperative provided: a) Takeoff Warning System is operative, b) Slats are visually verified in the proper takeoff position before departure, and c) Slats/Flaps are not operated after the required visual check has been made until after takeoff.
4) Slat LAND Light	C	1	0	(M) (O) May be inoperative provided Takeoff Warning System is operative.
7. Flap Handle Position Indicator Chevrons (Analog or LCD)				MOVED to 27-6 sub-item 2).
8. Slat TAKEOFF Light (Analog or LCD)				MOVED to 27-6 sub-item 3).

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27 FLIGHT CONTROLS				
9. Slat LAND Light (Analog or LCD)				MOVED to 27-6 sub-item 4).
10. Slat DISAGREE Light				DELETED in Revision 19.
11. Elevator Load Feel Systems Automatic Channels	C	2	1	One may be inoperative provided Manual Channels are operative.
12. Control Wheel Trim Switch Systems	C	2	1	(M) One may be inoperative provided both Primary and Alternate Horizontal Stabilizer Trim Systems are verified operative.
13. Alternate Trim Switch Control System	C	1	0	(M) May be inoperative provided both Control Wheel and Primary Horizontal Stabilizer Trim Systems are verified operative.
14. Horizontal Stabilizer Trim Motor Rate Controls	C	2	1	(M) One may be inoperative in the shutoff (de-energized) position.
15. Horizontal Stabilizer Electronic Sensor				
1) Stabilizer in Motion Warning Horn	C	1	0	(M) May be inoperative provided Takeoff Warning System is operative with stabilizer out of green band.
2) Autothrottle Outputs	C	2	0	May be inoperative provided associated autothrottle is not used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

27	FLIGHT CONTROLS				
16.	Flap Limiter System				
1)	Automatic Channels	C	2	1	One may be inoperative provided Manual Override Channels are operative.
2)	Manual Override Channels	C	2	1	One may be inoperative provided Automatic Channels are operative.
17.	Auto Ground Spoiler System	C	1	0	(M) (O) May be inoperative provided Ground Spoiler Actuator is verified in the RETRACTED position.
18.	Auto Spoiler Rejected Takeoff System	C	1	0	(M) (O) May be inoperative provided Ground Spoiler Actuator is verified in the RETRACTED position.
19.	Direct Lift Control System				DELETED in Revision 21.
20.	Stall Warning System				DELETED in Revision 19.
21.	INBOARD FLAP *** DISAGREE Annunciator Light (Overhead)	D	1	0	
22.	RUDDER STANDBY POWER OFF Light	C	1	0	(M) (O) May be inoperative provided: a) Non-Reversible Motor Pump Shut-Off Valves are operative and verified OPEN before takeoff, and b) Control Switch remains in ARM position, except when abnormal procedures call for turning the Switch OFF.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

27	FLIGHT CONTROLS				
23.	Horizontal Stabilizer *** Chain Failure Indicating System	C	1	0	(M) May be inoperative provided: a) Inoperative stabilizer switches are jumpered, and b) Horizontal Stabilizer Chains are inspected for integrity once each flight day.
24.	Dial-A-Flap System	C	1	0	(M) (O) May be inoperative provided: a) Moveable detent is in the STOWED position, b) Fixed Flap Detent System operates normally, and c) Both Flap Indicating Systems are operative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
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	4. REMARKS AND EXCEPTIONS		

28 FUEL																									
1. Main Tank Pumps (Fwd and Aft)	C	7	4	<p>(M) (O) Three may be inoperative provided:</p> <p>a) Associated Main Tank Transfer Pump is operative,</p> <p>b) Inoperative Pumps are limited to following combinations:</p> <p>1) For all operations:</p> <table style="margin-left: 40px;"> <tr> <td>TANK 1</td> <td>TANK 2</td> <td>TANK 3</td> </tr> <tr> <td>FWD</td> <td>Rt AFT</td> <td>FWD</td> </tr> </table> <p>or</p> <table style="margin-left: 40px;"> <tr> <td>AFT</td> <td>FWD</td> <td>AFT</td> </tr> </table> <p>2) For all operations except extended overwater flight:</p> <table style="margin-left: 40px;"> <tr> <td>TANK 1</td> <td>TANK 2</td> <td>TANK 3</td> </tr> <tr> <td>FWD</td> <td>Lt AFT</td> <td>FWD</td> </tr> </table> <p>or</p> <table style="margin-left: 40px;"> <tr> <td>FWD</td> <td>Lt AFT</td> <td>AFT</td> </tr> </table> <p>or</p> <table style="margin-left: 40px;"> <tr> <td>AFT</td> <td>Lt AFT</td> <td>AFT</td> </tr> </table> <p>c) If No. 1 Main Aft Pump or No. 3 Main Aft Pump is inoperative, associated Transfer Pump(s) is ON and Crossfeed Valve OPEN for all phases of flight, and</p> <p>(Continued)</p>	TANK 1	TANK 2	TANK 3	FWD	Rt AFT	FWD	AFT	FWD	AFT	TANK 1	TANK 2	TANK 3	FWD	Lt AFT	FWD	FWD	Lt AFT	AFT	AFT	Lt AFT	AFT
TANK 1	TANK 2	TANK 3																							
FWD	Rt AFT	FWD																							
AFT	FWD	AFT																							
TANK 1	TANK 2	TANK 3																							
FWD	Lt AFT	FWD																							
FWD	Lt AFT	AFT																							
AFT	Lt AFT	AFT																							

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
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	4. REMARKS AND EXCEPTIONS		

28 FUEL				
1. Main Tank Pumps (Fwd and Aft) (Cont'd)				<p>d) Required fuel for dispatch is increased as follows:</p> <ol style="list-style-type: none"> 1) 900 pounds is added to No. 2 Main Tank when Fwd Pump in Main Tank No. 2 is inoperative. 2) 2,000 pounds is added to No. 2 Main Tank when either Aft Pump in No. 2 Main Tank is operative. 3) Sufficient fuel is carried to provide 45,000 pounds of fuel in excess of that (including reserves) required for flight when both Aft pumps in Main Tank No. 1 and No. 3 are inoperative. <p>NOTE: See AFM Limitations.</p>
2. Main Tank Transfer Pumps (Tanks 1, 2, and 3)	C	3	2	<p>(M) (O) One may be inoperative provided:</p> <ol style="list-style-type: none"> a) Associated Crossfeed Valve remains OPEN, b) Associated FWD and AFT Tank Pumps are operative, c) Fuel symmetry is monitored, d) Associated Main Tank Transfer Pump Check Valve is operative, and e) All Main Tank Fuel Quantity Indicators are operative.
3. APU Start Pump	C	1	0	<p>(O) May be inoperative provided Main Tank pump is used to supply fuel for APU start.</p>
4. APU Start Pump Check Valve	C	1	0	<p>(M) May be inoperative provided valve is verified CLOSED.</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
5. Main Tank Pump Check Valves (FWD and AFT)	C	7	4	(M) Three may be inoperative provided: a) Affected Check Valve is OPEN, b) Associated Pump is operative and ON, and c) Associated Main Tank Fuel Quantity Indicator is operative.
6. Main Tank Transfer Pump Check Valves	C	3	0	(M) (O) May be inoperative provided: a) Affected Check Valve is OPEN, b) Associated Pump is ON and operating any time the fuel manifold is pressurized, c) Associated Main Tank Fuel Quantity Indicator is operative, and d) Fuel load exceeds minimum flight plan requirements by at least 450 pounds.
7. Main Tank Pump Relays (FWD and AFT Pumps)	C	7	0	(M) May be inoperative provided: a) Affected relay contacts are CLOSED, and b) Affected Pump can be shut OFF by opening associated fuel pump power circuit breaker.
8. Manifold Drain and *** Outboard Fill Valves	C	2	0	(M) May be inoperative provided: a) Affected valve is CLOSED, b) Associated Main Tank Fill Shutoff Valve is operative, and c) Fuel load exceeds minimum flight plan requirements by at least 450 pounds.
	C	2	0	(M) May be inoperative provided: a) Affected valve is CLOSED, and b) Maximum takeoff gross weight is limited to 350,000 pounds for Series -10/-15 and 406,000 lbs for Series -30/-40 aircraft.

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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
9. MAIN TANK PUMP PRESSURE LOW Lights	C	10	2	Eight may be inoperative provided: a) Associated tank pumps are operative, b) At least two pumps are operative for Tank Number 2, and c) Associated Engine Fuel Pressure Indicator is operative.
10. Crossfeed Valves	C	3	2	(M) (O) One may be inoperative provided: a) Affected valve is deactivated OPEN, and b) Fuel load exceeds minimum flight plan requirements by at least 450 pounds.
11. APU Fire Shutoff Valves	C	2	0	(M) May be inoperative provided: a) Affected valve is verified CLOSED, and b) APU is not used if AFT valve is inoperative.
12. Overfill Float Switches (Vent Box)	C	2	0	May be inoperative provided tank quantities are continuously monitored during refueling.
13. Refuel/Defuel Adapter and Defuel Control Valves				
1) Pressure Adapters	C	4	1	(M) Three may be inoperative provided: a) The associated Defuel Control Valve is CLOSED, and b) There is no evidence of fuel leakage.
2) Defuel Control Valves	C	4	0	May be inoperative provided associated Pressure Adapter is operative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
14. Main Tank Surge Relief Valves				Relief DELETED in Revision 22.
15. Main Tank Fill Shutoff Valve Controllers				
1) Number 2	C	1	0	(M) May be inoperative provided: a) Associated Shutoff Valve is CLOSED, b) Number 1 and 3 Controllers are operative, c) Associated Crossfeed Valve is operative, and d) Flight does not require transfer of ballast fuel from the center wing auxiliary tank.
2) Number 1 and 3	C	2	0	(M) May be inoperative provided: a) Associated Shutoff Valve is verified CLOSED, b) Number 2 Controller is verified operative, c) Associated Crossfeed Valve is verified operative, d) Flight does not require transfer of ballast fuel, e) All tanks containing fuel have operative Quantity Indicators, and f) If associated Manifold Drain and Outboard Fill Valve is inoperative or not installed, maximum takeoff gross weight is limited to 350,000 pounds for Series -10/-15 aircraft and 406,000 pounds for Series -30/-40 aircraft.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

28 FUEL				
16. Main Tank Fill Shutoff Pilot Valves				
1) Number 2	C	1	0	(M) May be inoperative provided: a) Affected Shutoff Valve is verified CLOSED, b) Associated Crossfeed Valve is verified operative, c) Number 1 and 3 Shutoff Pilot Valves are verified operative, and d) Flight does not require transfer of ballast fuel from the center wing auxiliary tank.
2) Number 1 and 3	C	4	0	(M) May be inoperative provided: a) Affected Shutoff Valve is verified CLOSED, b) Associated Crossfeed Valve is verified operative, c) Number 2 Shutoff Pilot Valve is verified operative, d) Flight does not require transfer of ballast fuel, e) All tanks containing fuel have operative Quantity Indicators, and f) If associated Manifold Drain and Outboard Fill Valve is inoperative or not installed, maximum takeoff gross weight is limited to 350,000 pounds for Series -10/-15 aircraft and 406,000 pounds for Series -30/-40 aircraft.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

28 FUEL				
17. Main Tank Fill Shutoff Valves				
1) Number 2	C	1	0	(M) May be inoperative provided: a) Affected Fill Shutoff Valve is verified CLOSED, b) Number 1 and 3 Fill Shutoff Valves are verified operative, c) Associated Crossfeed Valve is verified operative, and d) The flight does not require transfer of ballast fuel from the center wing auxiliary tank.
2) Number 1 and 3	C	2	0	(M) May be inoperative provided: a) Affected Fill Shutoff Valve(s) is verified CLOSED, b) Number 2 Fill Shutoff Valve is verified operative, c) Associated Crossfeed Valve is verified operative, d) Flight does not require transfer of ballast fuel, e) All tanks containing fuel have operative Quantity Indicators, and f) If associated Manifold Drain and Outboard Fill Valve is inoperative or not installed, maximum takeoff gross weight is limited to 350,000 pounds for Series -10/-15 aircraft and 406,000 pounds for Series -30/-40 aircraft.
18. Suction Defuel *** Check Valves	C	-	0	(M) May be inoperative provided: a) It is verified that fuel transfer can be manually controlled, and b) Fuel management is continuously monitored.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
19. Number 2 Main Tank Fuel Transfer Float Switch	C	1	0	May be inoperative provided Main Fuel Tanks are equally loaded for takeoff.
	C	1	0	May be inoperative provided: a) All tanks containing fuel have operative Fuel Quantity Indicators, b) Fuel transfer is manually controlled, and c) Fuel distribution is continuously monitored.
20. No. 2 Tank Left Compartment Manifold Drain Float Valve	C	1	0	(M) May be inoperative provided: a) Valve is verified CLOSED, and b) Fuel load exceeds minimum flight plan requirements by at least 450 pounds.
21. No. 1 and No. 3 Tank Outboard Compartments Gravity Transfer Systems (Transfer and Transfer Float Valves)	C	2	0	(M) (O) May be inoperative provided: a) Both Valves are verified CLOSED, b) Special fuel loading and management procedures are used, and c) Required fuel for dispatch is increased by 5293 pounds at 6.7 lb/gallon for Series -10/-15 aircraft or 5829 pounds at 6.7 lb/gallon for Series -30/-40 aircraft for affected tank with an inoperative transfer system.
	C	2	0	(M) (O) May be inoperative provided: a) Both Valves are verified OPEN, b) Manifold Drain and Outboard Fill Valves are installed and operative, and c) Special fuel loading and management procedures are used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
22. Fuel Dump Valves	C	2	0	(M) May be inoperative provided: a) Affected Valve is secured CLOSED, and b) Airplane performance requirements are satisfied including Approach Climb and Landing Climb.
23. Fuel Dump Shutoff Float Switches	C	3	0	(O) May be inoperative provided: a) Fuel Quantity Indicators are monitored continuously during fuel dumping, and b) Aft Auxiliary AUTO Transfer Mode is not used.
24. Fuel Dump Check Valves	C	2	0	
25. Main Tank Continuous Scavenging Systems	C	3	0	(M) May be inoperative provided associated tank sumps are drained daily.
26. Tanks 1 and 3 Jet Pump Transfer Systems	C	2	0	(M) (O) May be inoperative provided: a) Affected Transfer System is CLOSED, and b) Special fuel loading and management procedures are used, and c) Required fuel for dispatch is increased by 5293 pounds at 6.7 lb/gallon for Series -10/-15 aircraft or 5829 pounds at 6.7 lb/gallon for Series -30/-40 aircraft for affected tank with an inoperative transfer system.
27. Fuel Temperature Indicator	C	1	0	

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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
28. Fuel Schedule Lights				
1) No. 1 and No. 3 Main Tanks	C	2	0	(M) (O) May be inoperative provided: a) If associated Manifold Drain and Outboard Fill Valve is not installed or is inoperative, maximum Takeoff Gross Weight is limited to 350,000 pounds for Series -10/-15 aircraft or 406,000 pounds for Series -30/-40 aircraft, and b) For each inoperative light add 5293 pounds of fuel for Series -10/-15 aircraft or 5829 pounds of fuel for Series -30/-40 aircraft.
2) Aft Auxiliary Tank ***	D	1	0	(M) May be inoperative provided Aft Aux Tank is verified empty after each refueling.
29. Totalizer/Gross Weight Indicator (Analog or LCD)	C	1	0	
30. Main Tank Fuel Quantity Indicators (Analog or LCD)	C	3	2	(M) One may be inoperative provided: a) Associated Engine Fuel Flow Indicator is operative, b) Associated Engine Fuel Used Indicator is operative, c) Fuel quantity in affected tank is verified by alternate method, d) Flight does not require fuel dumping for the enroute engine out driftdown, e) Flight does not require transfer of ballast fuel, and f) Main Tank Transfer Pumps (1, 2, and 3) are operative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
31. Auxiliary Tank Fuel *** Quantity Indicators (Analog or LCD)				
1) Aircraft with Only Center Wing Upper Aux Tank	C	1	0	(M) May be inoperative provided: a) Fuel in Aux Tank is considered USABLE, b) Aux Tank quantity is verified after each refueling, and c) All Main Tank Quantity Indicators are operative.
	D	1	0	(M) May be inoperative provided Aux Tank is verified empty after each refueling. NOTE: AFM prohibits use of Aux Tank for ballast fuel when Quantity Indicator is inoperative.
2) Aircraft with Center Wing Upper and Lower Aux Tanks	C	1	0	(M) May be inoperative provided: a) Fuel in Aux Tanks is considered USABLE, b) Aux Tank quantities are verified after each refueling, and c) All Main Tank Quantity Indicators are operative.
	D	1	0	(M) May be inoperative provided Upper and Lower Aux Tanks are verified empty after each refueling. NOTE 1: AFM prohibits use of Upper Aux Tanks for ballast fuel if Quantity Indicator is inoperative. NOTE 2: Lower Aux Tank is not approved for ballast fuel. (Continued)

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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
31. Auxiliary Tank Fuel *** Quantity Indicators (Analog or LCD) (Cont'd)				
3) Aircraft with Center Wing Upper and Lower and Aft Aux Fuel Tanks	C	1	0	(M) May be inoperative provided: a) Fuel in Center Wing Aux Tank is considered USABLE, b) All Aux Tank quantities are verified after each refueling, c) All Main Tank Quantity Indicators are operative, and d) Aft Aux Tank is verified empty after each refueling.
	D	1	0	(M) May be inoperative provided all Aux Tanks are verified empty after each refueling. NOTE 1: AFM prohibits use of Upper Aux Tanks for ballast fuel if Quantity Indicator is inoperative. NOTE 2: Lower Aux Tank is not approved for ballast fuel.
32. Auxiliary Tank Fill *** Shutoff Controllers				
1) Aircraft with Center Wing Upper Aux Tank Only	C	-	-	(M) May be inoperative provided Aux Tank Fill Isolation Valve is verified CLOSED after refueling. (Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
32. Auxiliary Tank Fill *** Shutoff Controllers (Cont'd)				
2) Aircraft with Center Wing Upper and Lower Aux Tanks	C	-	-	(M) May be inoperative for Upper Aux Tank provided: a) Aux Tank Fill Isolation Valve is verified CLOSED, and b) Lower Aux Tank is verified empty after each refueling.
	C	-	-	(M) May be inoperative for Lower Aux Tank provided Lower Aux Tank Fill Shutoff Valve is verified CLOSED after refueling.
3) Aircraft with Center Wing Upper and Lower and Aft Aux Tanks				
a) Upper Aux Tank	C	-	-	(M) (O) May be inoperative provided: a) Fuel in Upper Aux Tank is considered UNUSABLE, b) Fuel in Lower and Aft Aux Tanks is considered USABLE, c) Aux Tank Fill Isolation (By- Pass) Valve is operative from cockpit, d) All Fuel Tank Quantity Indicators are operative, e) Aux Tank Fuel Schedule Caution Light System is operative, and f) Upper Aux Tank is by-passed when transferring fuel from Aft Aux Tank.
(Continued)				

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
32. Auxiliary Tank Fill *** Shutoff Controllers (Cont'd)				
3) Aircraft with Center Wing Upper and Lower and Aft Aux Tanks (Cont'd)				
a) Upper Aux Tank (Cont'd)	C	-	-	(M) May be inoperative provided: a) Fuel in Upper Aux Tank is considered USABLE, b) Aux Tank Fill Isolation Valve is verified CLOSED after refueling, and c) Lower and Aft Aux tanks are verified empty after each refueling.
b) Lower Aux Tank	C	-	-	(M) May be inoperative provided Lower Aux Tank Fill Shutoff Valve is verified CLOSED after refueling.
c) Aft Aux Tank	C	-	-	(M) May be inoperative provided Aft Aux Tank Fill Shutoff Valve is CLOSED after refueling.
33. Auxiliary Tank Fill *** Shutoff Valves				
1) Aircraft with Center Wing Upper Aux Tank Only	C	-	-	(M) May be inoperative provided Aux Tank Fill Isolation Valve is verified CLOSED after refueling. (Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

28 FUEL				
33. Auxiliary Tank Fill *** Shutoff Valves (Cont'd)				
2) Aircraft with Center Wing Upper and Lower Aux Tanks				
a) Upper Aux Tank	C	-	-	(M) May be inoperative provided: a) Aux Tank Fill Isolation Valve is verified CLOSED after refueling, and b) Lower Aux Tank is verified empty after each refueling.
b) Lower Aux Tank	C	-	-	(M) May be inoperative provided Lower Aux Tank Fill Shutoff Valve is verified CLOSED after refueling.
3) Aircraft with Center Wing Upper and Lower and Aft Aux Tanks				
a) Upper Aux Tank	C	-	-	(M) (O) May be inoperative provided: a) Fuel in Upper Aux Tank is considered UNUSABLE, b) Fuel in Lower and Aft Aux Tanks is considered USABLE, c) Aux Tank Fill Isolation (By- Pass) Valve is operative from cockpit, d) All Fuel Quantity Indicators are operative, e) Aux Tank Fuel Schedule Caution Light System is operative, and f) Upper Aux Tank is bypassed when transferring fuel from Aft Aux Tank.
(Continued)				

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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28 FUEL				
33. Auxiliary Tank Fill *** Shutoff Valves (Cont'd)				
3) Aircraft with Center Wing Upper and Lower and Aft Aux Tanks (Cont'd)				
a) Upper Aux Tank (Cont'd)	C	-	-	(M) May be inoperative provided: a) Fuel in Upper Aux Tank is considered USABLE, b) Aux Tank Fill Isolation Valve is verified CLOSED after refueling, and c) Lower and Aft Aux Tanks are verified empty after each refueling.
b) Lower Aux Tank	C	-	-	(M) May be inoperative provided Lower Aux Tank Fill Shutoff Valve is verified CLOSED after refueling.
c) Aft Aux Tank	C	-	-	(M) May be inoperative provided Aft Aux Tank Fill Shutoff Valve is verified CLOSED after refueling.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
34. Auxiliary Tank Fill *** Shutoff Pilot Valve				
1) Aircraft with Center Wing Upper Aux Tank Only	C	-	-	(M) May be inoperative provided Aux Tank Fill Isolation Valve is verified CLOSED after refueling.
2) Aircraft with Center Wing Upper and Lower Aux Tanks				
a) Upper Aux Tank	C	-	-	(M) May be inoperative provided: a) Aux Tank Fill Isolation Valve is verified CLOSED after refueling, and b) Lower Aux Tank is verified empty after each refueling.
b) Lower Aux Tank	C	-	-	(M) May be inoperative provided Lower Tank Fill Shutoff Valve is verified CLOSED after refueling.
				(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
34. Auxiliary Tank Fill *** Shutoff Pilot Valve (Cont'd)				
3) Aircraft with Center Wing Upper and Lower and Aft Aux Tanks				
a) Upper Aux Tank	C	-	-	(M) (O) May be inoperative provided: a) Fuel in Upper Aux Tank is considered UNUSABLE, b) Fuel in Lower and Aft Aux Tank is considered USABLE, c) Aux Tank Fill Isolation (By-Pass) Valve is operative from the cockpit, d) All Fuel tank Fuel Quantity Indicators are operative, e) Aux Tank Fuel Schedule Caution Light System is operative, and f) The Upper Aux Tank is bypassed when transferring fuel from the Aft Aux Tank.
	C	-	-	(M) May be inoperative provided: a) Fuel in Upper Aux Tank is considered USABLE, b) Upper Aux Tank Fill Isolation Valve is verified CLOSED after refueling, and c) Lower and Aft Aux Tanks are verified empty after each refueling.
				(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
34. Auxiliary Tank Fill *** Shutoff Pilot Valve (Cont'd)				
3) Aircraft with Center Wing Upper and Lower and Aft Aux Tanks (Cont'd)				
b) Lower Aux Tank	C	-	-	(M) May be inoperative provided Lower Aux Tank Fill Shutoff Valve is verified CLOSED after refueling.
c) Aft Aux Tank	C	-	-	(M) May be inoperative provided Aft Aux Tank Fill Shutoff Valve is verified CLOSED after refueling.

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28 FUEL				
35. Auxiliary Tank Pump *** PRESSURE LOW Lights				
1) Center Wing Auxiliary Tanks	C	-	-	(M) May be inoperative provided associated Tank Pumps and Quantity Indicators are operative if fuel in any Aux Tank is to be used.
	D	-	-	(M) May be inoperative provided associated Aux Tanks are verified empty after each refueling.
	C	-	-	(M) May be inoperative provided: a) Fuel in Upper Aux Tank is considered ballast, b) The amount of ballast fuel is placarded on the Flight Engineer panel, and c) Lower Aux Fill Valve Switches at Flight Engineer and refueling panels are placarded to remain CLOSED.
				NOTE: No ballast fuel is permitted in the Lower Aux Fuel Tank.
2) Aft Auxiliary Tank	C	2	1	(O) One may be inoperative provided: a) Fuel is considered USABLE, b) Aft Aux Tank Pumps are operative, and c) All Fuel Quantity Indicators are operative.
	D	2	0	(M) May be inoperative provided Aft Aux Tank is verified empty after each refueling.
	C	2	0	(M) May be inoperative provided Associated Fuel Pump is considered inoperative.

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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
36. Auxiliary Tank Pumps ***				
1) Lower Center Wing Auxiliary Tank	D	2	0	(M) May be inoperative provided Lower Aux Tank is verified empty after each refueling.
2) Upper Center Wing Auxiliary Tank	C	2	1	(M) One may be inoperative provided: a) Fuel Quantity Indicator for the associated tank is operative, b) Lower Aux Tank is verified empty after each refueling, and c) Fuel quantity in remaining tank is adequate to reach an alternate destination if the remaining pump fails enroute.
	D	2	0	(M) May be inoperative provided associated tank is verified empty after each refueling.
	C	2	0	May be inoperative provided fuel in affected tank is considered UNUSABLE and is carried as payload.
				(Continued)

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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
36. Auxiliary Tank Pumps *** (Cont'd)				
3) Aft Auxiliary Tank	C	2	1	(O) One may be inoperative provided: a) Aft Aux fuel is used in the OVRD mode, and b) Aft Aux Tank Quantity Indicator is operative.
	C	2	0	(M) (O) May be inoperative provided: a) SB 28-126 or equivalent is incorporated, b) Fuel in the Aft Aux Tank is considered UNUSABLE and is carried as payload, c) Both Aft Aux Tank Pumps are considered inoperative, d) Aft Aux Tank Quantity Indicator is operative, e) Aft Aux Tank Ballast Fuel system is ON, f) Ballast fuel is not carried in any other tank, and g) AFM Procedures and Limitations are applied.
	D	2	0	(M) May be inoperative provided Aft Aux Tank is verified empty after each refueling.
37. Center Wing Auxiliary *** Tank Check Valves	C	2	0	May be inoperative provided fuel carried in the Center Wing Aux Tank is considered UNUSABLE.
	D	2	0	(M) May be inoperative provided: a) Both Check Valves are verified CLOSED, b) Associated Pumps are considered inoperative, and c) Aux Tank is verified empty after each refueling.

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28	FUEL				
38. ***	Center Wing Auxiliary Tank Fill Isolation Valve	C	1	0	(M) May be inoperative provided: a) Valve is CLOSED after each refueling, b) Fuel in the Aft Aux Tank is considered USABLE, c) Aft Aux Tank Fuel Quantity Indicator and Upper Aux Fill Control System is operative, and d) OVRD transfer mode is used.
39. ***	High Level Shut Off Test Solenoid Valve	C	-	0	
40.	Fuel Quantity Select Switch Channels A & B	C	2	1	(O) One may be inoperative provided: a) All Fuel Flow Indicators are operative, and b) All Fuel Used Indicators are operative.
41.	Fuel Quantity Indicator Power Sources (NORM or ALTN)	C	2	1	(O) One may be inoperative provided: a) All Fuel Flow Indicators are operative, and b) All Fuel Used Indicators are operative.
42.	TANK OVERFILLED Lights				
1) ***	F/E Panel	D	1	0	
2)	Refueling Panel	C	1	0	
43.	Fuel Level Sticks (Main and Aux Tanks)	C	-	0	(M) May be inoperative provided: a) Fuel Quantity Indicator in affected tank is operative, and b) There is no evidence of fuel leakage around affected stick.

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28 FUEL				
44. Refuel Panel Repeater Indicators	C	-	0	May be inoperative provided Cockpit Fuel Quantity Indicators are operative and used.
	C	-	0	(M) May be inoperative provided Fuel Level Sticks are operative and used.
45. Ballast Fuel System ***	D	1	0	(M) May be inoperative provided: a) Aft Aux Tank Ballast Fuel Lights is not illuminated, b) Ballast fuel is not carried in the Aft Aux Tank, and c) Aft Aux Tank is verified empty after each refueling.
	D	1	0	(M) May be inoperative provided: a) Aft Aux Tank Ballast Fuel Light is ON, and b) ALL Aux Tanks are verified empty after each refueling.
	C	1	0	(M) May be inoperative provided: a) Aft Aux Tank Ballast Fuel Light is ON, b) Aft Aux Tank Fuel Pumps are deactivated, and c) If fuel is carried in any Aux Tank, Aft Aux Tank is fueled with the following minimum UNUSABLE ballast fuel prior to fueling any other Aux tank: 1) 1000 lb. (450 kg) in the 1530 gallon capacity tank, or 2) 2000 lb. (900 kg) in the 3200 gallon capacity tank.
46. Pressure Refueling Adapter Caps ***	D	-	0	

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	4. REMARKS AND EXCEPTIONS			

29 HYDRAULIC POWER				
1. Engine Driven Pump System (EDP)	C	6	5	(M) (O) One may be inoperative provided affected pump is deactivated.
1) Depressurization Function	C	6	5	(M) (O) One may be inoperative provided: a) Companion Hydraulic Pump on the same engine is operative, b) Associated Hydraulic Pressure Indicating System is operative, and c) Associated Hydraulic PUMP PRESSURE LOW Light System is operative.
2. Auxiliary Hydraulic Pumps (AC)	C	2	1	(M) One may be inoperative provided ADG is connected to the operative Aux Hydraulic Pump.
3. Reversible Motor Pump Switch Arm Function	C	2	0	(O) May be inoperative provided associated switch is ON for Takeoff and Landing.
4. Engine PUMP PRESSURE LOW Lights	C	6	3	(M) One may be inoperative on each engine provided: a) Associated Hydraulic Pressure Indicator is operative, b) Associated Hydraulic Quantity Indication System is operative, and c) Depressurization function of associated pump is operative.
5. PUMP TEMP HI Warning Light System	C	6	5	(O) One may be inoperative provided associated Hydraulic Pump is not used.
6. Temperature Indicators	C	3	0	May be inoperative provided associated Pump Temp Hi Lights are operative.

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29 HYDRAULIC POWER				
7. Hydraulic Pressure Indicators	C	3	2	One may be inoperative provided: a) Associated Engine Pump Pressure Low Lights are operative, and b) Associated Temperature Indicator is operative.
8. AUX HYD PUMP 1 ON Light on F/E Panel	C	1	0	May be inoperative provided AUX HYD PUMPS ON Light on overhead panel is operative.
9. AUX HYD PUMP 2 ON Light on F/E Panel	C	1	0	May be inoperative provided AUX HYD PUMPS ON Light on overhead panel is operative.
10. AUX HYD PUMPS ON Light on Overhead Panel	C	1	0	May be inoperative provided HYD PUMP 1 AND 2 ON Lights on F/E Panel are operative.
11. System Filters (with Differential Pressure Indicators)	A	21	18	(M) One in each Hydraulic System may be inoperative provided repairs are made within three flight days.
12. Hydraulic Filter *** PRESS HI Light	C	1	0	(M) May be inoperative provided associated filter is checked once each flight day.
13. Three-Position Engine Driven Hydraulic Pump Selector Switches ***	C	3	0	(O) May be inoperative in the AUTO position provided: a) Associated System Low Pressure Warning Lights are operative, and b) Engine Driven Hydraulic Pumps are ON for takeoff and landing.
14. Reversible Motor Pump Shutoff Valve Position Indicating Light System ***	C	1	0	(M) May be inoperative provided Reversible Motor Shutoff Valves are verified operative within each 50 flight hours.

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29	HYDRAULIC POWER				
15.	Two-Position Engine Driven Hydraulic Pump Selector Switches				DELETED in Revision 22. See 29-1 for relief.
16.	Hydraulic Quantity Indicating Systems	C	3	2	(M) One may be inoperative provided: a) Service Bulletin 29-109 is installed and Reversible Motor Pump Shutoff Valve Position Indicating Light System is operative, b) Associated Pressure Indicator and Engine Pump Pressure Low Lights are operative, and c) Associated Hydraulic Quantity is verified adequate before each flight.
		C	3	2	(M) One may be inoperative provided: a) Service Bulletin 29-109 is not installed and associated Pressure Indicator and Engine Pump Pressure Low Lights are operative, b) All Hydraulic Temperature Indicators are operative, and c) Associated Hydraulic Quantity is verified adequate before each flight.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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30 ICE AND RAIN PROTECTION				
1. WING ANTI-ICE SW ON Light	C	1	0	
2. Wing Anti-Ice Shutoff Valves	C	2	0	(M) May be inoperative provided: a) Affected valve is CLOSED, and b) Flight is not operated in known or forecast icing conditions.
	C	2	0	(M) (O) May be inoperative provided: a) Affected valve is OPEN, b) Associated Pneumatic System is depressurized on ground except for periods up to one minute for engine start, c) Alternate Operations procedures are used for engine start to prevent wing overheat, d) Thrust Rating Computer is not used if WING ANTI-ICE Switch is not to be turned ON, and e) Associated AFM performance penalties are applied.

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30 ICE AND RAIN PROTECTION					
3. VHF Antenna	C	1	0	(M) May be inoperative provided: a) Affected valve is CLOSED, and b) Flight is not operated in known or forecast icing conditions.	
Anti-Ice Shutoff Valve	C	1	0	(M) May be inoperative provided: a) Affected valve is OPEN, and b) Associated Pneumatic System is depressurized until after takeoff except for periods up to one minute for engine start.	
4. WING ANTI-ICE DISAGREE/WING AND ANTENNA ANTI-ICE DISAGREE/ ANTENNA ANTI-ICE DISAGREE Lights	C	-	0	(M) (O) May be inoperative provided affected valve is verified operative before each flight into known or forecast icing conditions.	
	C	-	0	(M) (O) May be inoperative provided: a) Affected valve is verified operative once each flight day, and b) Flight is not operated in known or forecast icing conditions.	
5. ENGINE ANTI-ICE SW *** ON Light	C	1	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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30 ICE AND RAIN PROTECTION				
6. Engine Nose Cowl Anti-Ice Shutoff or Regulator Valves	C	3	2	(M) One may be inoperative provided: a) Affected valve is secured CLOSED, and b) Flight is not operated in known or forecast icing conditions.
1) Number 1 and 3 Engines	C	2	0	(M) (O) May be inoperative OPEN provided AFM performance penalties are applied.
2) Number 2 Engine	A	1	0	(M) (O) May be inoperative provided: a) AFM performance penalties are applied, b) Affected valve is secured OPEN, and c) Repair is made within 25 flight hours on aircraft with an inoperative No. 2 Cowl Duct Leak Detection System.
	A	1	0	(M) (O) May be inoperative provided: a) AFM performance penalties are applied, b) Affected valve is secured OPEN, and c) Repair is made within 50 flight hours on an aircraft with an operative No. 2 Cowl Duct Leak Detection System.
7. ENGINE COWL ANTI-ICE DISAGREE Lights	C	3	0	May be inoperative provided associated valve is considered inoperative.
	C	3	0	(M) May be inoperative provided proper valve operation is verified before flight is operated into known or forecast icing conditions.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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30	ICE AND RAIN PROTECTION				
8.	PITOT HEAT INOP Light	C	1	0	May be inoperative provided Pitot Static Heater Current Meter is operative.
		C	1	0	May be inoperative provided flight is not operated in known or forecast icing conditions.
9.	Total Air Temperature Probe Heater	C	1	0	May be inoperative provided flight is not operated in known or forecast icing conditions.
10.	Static Port Heaters	C	4	0	
11.	Pitot Static Heater Current Meter	C	1	0	(M) May be inoperative provided: a) All required heaters are verified operative before each departure, and b) Pitot Heat Inop Light is operative.
12.	Pitot Heater Elements	C	6	5	Three may be inoperative provided: a) At least one Heater Element is operative in each Pitot Tube, and b) Pitot Tubes P/N 851DK are installed in accordance with S/B 34-22, Revision 4.
		C	6	3	

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30	ICE AND RAIN PROTECTION				
13.	Left and Right Windshield Anti-Ice System	C	2	0	(M) May be inoperative provided: a) Associated Windshield Anti-Icing System is deactivated, and b) Aircraft is not operated in known or forecast icing conditions.
1) ***	Sensors	A	-	2	(M) One may be inoperative on each windshield provided: a) Associated Windshield Anti-Ice System is verified operative, and b) Repairs are made prior to completion of next heavy maintenance check.
14.	Windshield and Window Defogging Systems				
1)	Main Windshields	C	2	0	(M) (O) May be inoperative provided associated Windshield Anti-Ice System is ON and operative.
		C	2	0	(M) (O) May be inoperative provided Conditioned Air Defogging System is installed and operative.
2)	Cleaview Windows	C	2	0	
3) ***	Aft Windows	D	2	0	
15. ***	Conditioned Air Defogging System	C	1	0	

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30	ICE AND RAIN PROTECTION				
16.	Windshield Wiper Systems	C	2	0	May be inoperative provided aircraft is not operated in precipitation within 5 miles of the airport of takeoff or intended landing.
1)	Fast Speed	C	2	0	May be inoperative provided: a) Associated Slow Speed is operative, and b) Approach minimums do not require its use.
2)	Slow Speed	C	2	0	May be inoperative provided associated Fast Speed is operative.
17.	Rain Repellant System ***	D	1	0	
18.	Drain Mast Heaters	C	-	0	(M) May be inoperative provided: a) Associated lavatory, galley, and service center basins are not used, and b) Associated basin shutoff valves (if installed) are secured CLOSED.
		C	-	0	(M) May be inoperative provided: a) Associated lavatory, galley, and service center basins are not used, and b) Lavatory door is secured CLOSED.
19.	Fresh Water Service Panel Heater	C	1	0	
20.	Waste Drain Heaters	C	-	0	
21.	Potable Water System Drain Heaters	C	-	0	

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30	ICE AND RAIN PROTECTION				
22. ***	Engine Anti-Ice Shutoff Valves (JT9D P&W Engines)	C	3	0	(O) May be inoperative provided: a) Affected valve is OPEN, b) Proper EPR decrement is applied for takeoff setting if SAT is above +46 F, and c) AFM performance penalties are applied.
		D	3	0	May be inoperative provided the affected valve is CLOSED NOTE: Engine Anti-Ice System is deactivated by S/B 75-06.
23. ***	Engine ANTI-ICE VALVE OPEN Lights (JT9D P&W Engines)	D	3	0	(M) May be inoperative provided associated valve is operative.
24. ***	WATER DRAIN HEAT LOW Light	D	1	0	(M) May be inoperative provided Drain Mast Heaters are verified operative before the first flight of each day.
25. ***	Fixed Window De-Misting System				DELETED in Revision 21.
26. ***	APU Anti-Ice System	D	1	0	(M) May be inoperative provided the Anti-Ice Valve is in the CLOSED position.
27. ***	APU Anti-Icing Valve Position Indicating System	D	1	0	
28. ***	Engine No. 2 Cowl Duct Leak Detection Thermal Switch System	C	1	0	(M) May be inoperative provided the associated Leak Detection Indicating System is verified inoperative.

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30	ICE AND RAIN PROTECTION				
29. ***	Engine No. 2 Anti-Ice Cowl Pressure HI Light System	D	1	0	
30.	Angle of Attack Sensor Heater				DELETED in Revision 19.
31. ***	Windshield Perimeter Heaters	D	-	0	
32. ***	Ice Detector System	D	1	0	

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31 INDICATING/ RECORDING SYSTEMS				
1. Clocks (Cockpit)	C	-	1	May be inoperative provided one of the two pilot's clocks is operative.
2. Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by FAR may be inoperative. NOTE: This relief is applicable to installations of a FDR and a CVFDR.
	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) System is operative, b) Airplane is not dispatched from a designated airport as listed in operator's MEL unless: 1) FDR failure occurs after pushback but prior to takeoff, or 2) FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.
1) FDR Recording Parameters required by FAR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) System is operative, and b) Repairs are made within 20 calendar days.
2) FDR Recording Parameters not required by FAR	A	-	-	May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.

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31 INDICATING/ RECORDING SYSTEMS				
3. Aircraft Integrated *** Data System (AIDS)	D	1	0	NOTE: Flight Data Recorder may be affected.
4. Fault Isolation Panel	C	1	0	
5. Weight and *** Balance Computer	D	1	0	
6. Central Aural Warning System				
1) Altitude Advisory Alert	C	1	0	May be inoperative provided procedures do not require its use.
2) Slat Overspeed Aural Warning	C	1	0	May be inoperative provided airspeed is monitored.
3) Throttle Arming Switches (For Takeoff Warning System)	C	2	1	(M) One may be inoperative provided Takeoff Warning System is verified operative before each takeoff.

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32 LANDING GEAR				
1. Antiskid System	C	1	0	(O) May be inoperative provided operations are conducted in accordance with the AFM.
1) Main Wheel Brake Assembly (-10)	C	8	7	(M) (O) One may be inoperative provided: a) The Antiskid System on the affected wheel is disabled, b) Appropriate wheel brake inoperative procedures are performed, or both hydraulic system flexible hoses are disconnected and stowed, and c) AFM performance penalties are applied.
2) Main Wheel Brake Assembly (-15)	C	8	7	(M) (O) One may be inoperative provided: a) The Antiskid System on the affected wheel is disabled, b) Appropriate wheel brake inoperative procedures are performed, and c) AFM performance penalties are applied.
3) Main Wheel Brake Assembly (-30)	C	8	7	(M) (O) One may be inoperative provided: a) The Antiskid System on both center wheel brakes is operative, b) The Center Gear is operative, c) The Antiskid System on the affected wheel is disabled, d) Appropriate wheel brake inoperative procedures are performed, and e) AFM performance penalties are applied.
(Continued)				

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32 LANDING GEAR				
1. Antiskid System (Cont'd)				
4) Main Wheel Brake Assembly (-40)	C	8	7	(M) (O) One may be inoperative provided: a) The Antiskid System on both center wheel brakes is operative or the center gear remains retracted, b) The Antiskid System on the affected wheel is disabled, c) Appropriate wheel brake inoperative procedures are performed, and d) AFM performance penalties are applied.
5) Center Wheel Brake Assembly (-30, -40)	C	2	1	(M) (O) One may be inoperative provided: a) The Antiskid System on all main wheel brakes is operative, b) The Antiskid System on the affected wheel is disabled, c) Appropriate wheel brake inoperative procedures are performed, and d) AFM performance penalties are applied.
	C	2	0	(M) (O) May be inoperative provided: a) Center gear remains retracted, and b) AFM limitations and performance penalties are applied.

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32 LANDING GEAR				
2. PARKING BRAKE Lights	C	2	1	
	C	2	0	(M) (O) May be inoperative provided parking brake shutoff valves are verified operative once each flight day.
	C	2	0	May be inoperative provided Parking Brake is connected to an operative Aural Warning System (S/B 32-86).
3. Parking Brake Setting Control (Left and Right Setting Mechanism)				DELETED in Revision 21.
4. Brake Assemblies				
1) Main Wheel (-10)	C	8	7	(M) (O) One may be inoperative provided: a) Appropriate wheel brake inoperative procedures are performed or both hydraulic system flexible hoses are disconnected and stowed, and b) AFM performance penalties are applied.
2) Main Wheel (-15)	C	8	7	(M) (O) One may be inoperative provided: a) Appropriate wheel brake inoperative procedures are performed, and b) AFM performance penalties are applied.
(Continued)				

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32 LANDING GEAR					
4. Brake Assemblies (Cont'd)					
3) Main Wheel (-30)	C	8	7	(M) (O) One may be inoperative provided: a) The Brake Assemblies of both center gear wheels are operative, b) The Center Gear is operative, c) Appropriate wheel brake inoperative procedures are performed, and d) AFM performance penalties are applied.	
4) Main Wheel (-40)	C	8	7	(M) (O) One may be inoperative provided: a) The Brake Assemblies of both center gear wheels are operative or center gear remains retracted, b) Appropriate wheel brake inoperative procedures are performed, and c) AFM performance penalties are applied.	
5) Center Gear Wheel (-30, -40)	C	2	1	(M) (O) One may be inoperative provided: a) The Brake Assemblies of all main wheels are operative, b) Appropriate wheel brake inoperative procedures are performed, and c) AFM performance penalties are applied.	
(Continued)					

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	4. REMARKS AND EXCEPTIONS			

32 LANDING GEAR					
4. Brake Assemblies (Cont'd)					
6) Center Gear Wheel (-30)	C	2	0	(M) (O) One may be inoperative provided: a) Center Gear remains retracted, b) The Brake Assemblies and Antiskid of all main wheels are operative, c) Appropriate procedures are taken to terminate any leaks in the Center Gear Brakes, and d) AFM performance penalties are applied.	
7) Center Gear Wheel (-40)	C	2	0	(M) (O) May be inoperative provided: a) Center Gear remains retracted, b) Appropriate procedures are taken to terminate any leaks in the Center Gear Brakes, and c) AFM performance penalties are applied.	
8) Adjuster Pins (-10, -15, -30, -40)	C	-	-	(M) Two of the eight on each Wheel Brake may be loose (Slipping Grippers) provided: a) The loose pins are not adjacent to one another, and b) A daily inspection is made to ensure that additional pins have not loosened.	

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32 LANDING GEAR				
5. Brake/Tire Indicating System				
1) Brake Temperature *** Indicating System	C	1	0	
2) Brake Temperature *** Monitoring/Tire Pressure Indicating Systems	C	1	0	
5A Brake Temperature Monitoring/Tire Pressure Indicating Systems				DELETED in Revision 21. Combined into 32-5.
6. Landing Gear Aural Warning Airspeed Inhibit Function	C	1	0	(M) May be inoperative provided Gear Horn Off Manual Function is operative.
7. Brake Anti-Skid Return *** Line Accumulators	C	4	0	
8. Landing Gear Position Indicating Systems				
1) F/E Panel Indication ***				
a) Nose	C	1	0	May be inoperative provided Visual Nose Gear Viewing System is accessible and usable.
	C	1	0	May be inoperative provided associated Tertiary Gear Position Indication is operative.
(Continued)				

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	4. REMARKS AND EXCEPTIONS			

32 LANDING GEAR					
8. Landing Gear Position Indicating Systems (Cont'd)					
1) F/E Panel Indication *** (Cont'd)					
b) Left Main Gear	C	1	0	May be inoperative provided Visual Left Main Gear Viewing System is accessible and usable.	
	C	1	0	May be inoperative provided associated Tertiary Gear Position Indication is operative.	
c) Right Main Gear	C	1	0	May be inoperative provided Visual Right Main Gear Viewing System is accessible and usable.	
	C	1	0	May be inoperative provided associated Tertiary Gear Position Indication is operative.	
d) Center	C	1	0		
2) Tertiary Gear *** Position Indication (STC# ST01417LA)					
a) Nose	C	1	0	May be inoperative provided Visual Nose Gear Viewing System is accessible and usable.	
	C	1	0	May be inoperative provided associated F/E Panel Indication is operative.	
				(Continued)	

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32 LANDING GEAR					
8. Landing Gear Position Indicating System (Cont'd)					
2) Tertiary Gear *** Position Indication (STC# ST01417LA) (Cont'd)					
b) Left Main Gear	C	1	0	May be inoperative provided Visual Left Main Gear Viewing System is accessible and usable.	
	C	1	0	May be inoperative provided associated F/E Panel Indication is operative.	
c) Right Main Gear	C	1	0	May be inoperative provided Visual Right Main Gear Viewing System is accessible and usable.	
	C	1	0	May be inoperative provided associated F/E Panel Indication is operative.	
3) Visual Gear Viewing System Pins (Overwing)	C	2	0	May be inoperative provided associated F/E Panel Indication is operative.	
	C	2	0	May be inoperative provided associated Tertiary Gear Position Indication is operative.	
9. Center Main Gear Strut Pressure Indicator (-30, -40)	C	1	0	(M) May be inoperative provided Center Gear remains retracted.	
	C	1	0	(M) May be inoperative provided procedures are developed to verify that strut pressure is within limits.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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32 LANDING GEAR				
10. Brake Supply Pressure Indicating Systems	B	2	1	(M) One may be inoperative provided: a) Hydraulic System Pressure Indicators for System 1 and System 3 are operative, and b) Brake System is pressurized and verified to be normal by reading Brake Accumulator Indicator in main gear wheelwell before each flight.
11. Parking Brake Shutoff Valves	C	2	1	(M) (O) May be inoperative provided: a) Affected valve is secured OPEN, and b) Remaining valve is verified operative once each flight day.
	C	2	0	(M) (O) May be inoperative provided: a) Affected valves are secured OPEN, and b) Brake Antiskid System remains ON.
	C	2	0	(M) May be inoperative provided: a) Affected valves are CLOSED, b) The Brake Antiskid System remains OFF, and c) AFM performance penalties are applied. NOTE: When hydraulic system is pressurized, parking brake may be used normally, though parking brake lights will not illuminate when brakes are set.
12. Automatic *** Brake System	C	1	0	(M) May be inoperative provided procedures are established to verify that both Number 1 Solenoid valves are CLOSED.

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32	LANDING GEAR				
13. ***	Bogie Trim Interlock Cylinder	D	1	0	(M) May be inoperative provided: a) The Fuse Bypass Handle is secured OPEN, and b) The Bogie Trim Interlock Cylinder Crank Assembly Hook is secured OPEN.
14. ***	Main Landing Gear Trim Cylinder Fuse	C	1	0	(M) May be inoperative provided: a) The Fuse Bypass Handle is secured OPEN, and b) The Bogie Trim Interlock Cylinder Crank Assembly Hook is secured OPEN.
15.	Center Gear Down-Lock Springs (-30, -40)	C	2	1	(M) One may be inoperative provided affected spring is secured using an accepted maintenance procedure.
16. ***	Nose, Main, and Center Landing Gear Retract Function	C	-	0	(M) (O) May be inoperative provided: a) No failure exists in the load-carrying portions of any landing gear, b) Both Nose gear steering Hydraulic Systems are operative, and c) AFM limitations and performance penalties are applied.
17. ***	Center Landing Gear	C	1	0	(M) (O) May be inoperative provided: a) Center Landing Gear is RETRACTED, b) Lock Links are verified to be in STOWED overcenter position, c) At least one Center Landing Gear Downlock/Uplock Spring is installed, d) At least one tire is inflated, and e) AFM limitations and performance penalties are applied.

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33 LIGHTS				
1. Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
2. Master Warning Lights	C	3	2	One may be inoperative provided all associated annunciator lights are operative.
3. Master Caution Lights	C	3	2	One may be inoperative provided all associated annunciator lights are operative.
4. Cabin Interior Illumination	C	-	-	Individual lights may be inoperative provided sufficient lighting remains for cabin attendants/cargo couriers to perform their duties.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			4. REMARKS AND EXCEPTIONS
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33 LIGHTS				
5. Passenger *** Notice System (Fasten Seat Belt, No Smoking, Don O2 Mask, and Return to Cabin Signs)				
1) Passenger Configuration				
a) Automatic System	D	2	0	
b) Manual System	C	2	0	(M) (O) May be inoperative provided: a) Procedures are established for alerting Flight Attendants and notifying passengers by use of Public Address System when Seat Belts should be fastened, Smoking prohibited, and passengers should return to cabin from lavatories, b) Call Bells and Cockpit-to-Cabin interphone chime systems are operative, and c) Public Address System is operative and can be clearly heard throughout cabin and lavatories during flight.
(Continued)				

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33 LIGHTS				
5. Passenger *** Notice System (Fasten Seat Belt, No Smoking, Don O2 Mask, and Return to Cabin Signs) (Cont'd)				
1) Passenger Configuration (Cont'd)				
c) Individual Lights	C	-	-	May be inoperative provided forward facing Flight Attendant Seats and Passenger Seats from which a legible No Smoking or Fasten Seat Belt Sign cannot be readily seen are blocked and not occupied.
	C	-	-	May be inoperative provided procedures are established for alerting Flight Attendants and notifying passengers by use of Public Address System when Seat Belts should be fastened, Smoking prohibited, and passengers should return to cabin from lavatories.
2) Cargo Configuration	D	-	-	
6. Cargo Compartment Lights	C	-	0	
7. Wheel Well Dome Lights (Maintenance)	D	-	0	
8. Nose Gear Wheel Well Dome Lights (Maintenance)				DELETED in Revision 22. MOVED to 33-7.

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33 LIGHTS				
9. Wheel Well Spotlights				
1) Main Gear	C	2	0	May be inoperative provided aircraft is not operated at night.
	C	2	0	May be inoperative provided aircraft is equipped with Dual Gear Position Indicating Systems that are operative.
2) Nose Gear	C	1	0	May be inoperative provided aircraft is equipped with Dual Gear Position Indicating Systems that are operative.
10. Landing and Taxi Lights				
1) Nose Gear Landing Light Systems	C	2	0	May be inoperative provided both Fuselage Landing Lights are operative.
	C	2	0	May be inoperative provided flight is not conducted at night.
2) Nose Gear Taxi Light Systems	C	2	0	May be inoperative provided Nose Gear Landing Lights are operative.
	C	2	0	May be inoperative provided both Fuselage Landing Lights are operative.
	C	2	0	May be inoperative provided flight is not conducted at night.
3) Fuselage Landing Light Systems	C	2	0	May be inoperative provided both Nose Gear Landing Lights are operative.
	C	2	0	May be inoperative provided flight is not conducted at night.
				(Continued)

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33 LIGHTS				
10. Landing and Taxi Lights (Cont'd)				
4) Fuselage Landing Light Extend System	C	2	0	May be inoperative provided associated light is retracted and not used.
	C	2	0	May be inoperative provided: a) Associated light is fully extended, and b) AFM performance penalty is applied.
11. Runway Turn-Off Lights	C	2	0	
12. Navigation Position Light Assembly Bulbs	C	8	4	Four may be inoperative provided one bulb is operative in each light assembly.
	C	8	0	May be inoperative provided aircraft is not operated at night.
	C	8	2	May be inoperative provided: a) One red wing tip bulb is operative, b) One green wing tip bulb is operative, and c) Aft-facing white high intensity strobe lights are installed on wing tips and operate normally.
13. Red Beacon Lights (Anti-Collision)	C	2	0	May be inoperative provided aircraft is not operated at night.
	C	2	0	May be inoperative provided White High Intensity Lights are operative.
14. Wing Illumination Lights	C	2	0	(O) May be inoperative provided ground deicing procedures do not require their use.

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33 LIGHTS				
15. White High Intensity Lights (Anti-Collision)	C	2	0	May be inoperative provided aircraft is not operated at night.
	C	2	0	May be inoperative provided: a) Red Beacon Lights (Anti-Collision) are operative, and b) Spare Engine Pod is not installed.
16. Emergency Lights Disarmed Light	C	1	-	As required by FAR.
17. Interior Emergency Lighting Systems (Battery Powered)	C	1	-	As required by FAR.
1) Cabin Raised Ceiling Sections	C	-	-	Alternate lights may be inoperative.
2) Galley Lift Lights and Galley Lights ***	C	-	-	
3) Test Switch Function (Overhead Panel)	C	1	0	(M) May be inoperative provided alternate means are used to verify Emergency Lighting System is operative.
4) Emergency Lighting System (Cargo Configuration)	C	1	0	
18. DELETED				DELETED before Revision 19.
19. Exterior Emergency Illumination System				DELETED in Revision 21.
20. Pilot's Overhead Annunciator Panel (ELEC, Fuel, HYD, PNEU) Annunciators	C	4	0	May be inoperative provided associated Caution Lights of Flight Engineer Annunciator Panel and all Master Caution Lights are operative.

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33	LIGHTS				
21. ***	Cargo Restraint Latch Unsafe Warning Light (FWD Cargo Compartment)	D	1	0	
22. ***	Instrument Monitor Light				MOVED to ATA 34 in Revision #21.
23. ***	Seat Position Indicator Lights (Pilot's and Copilot's)	D	2	0	
24.	Floor Proximity Emergency Escape Path Marking System Lights	C	-	-	Individual lights may be inoperative provided that the FAA approved minimum acceptable lighting level in one of the following documents are complied with: a) FAA Engineering Approval letter. b) FAA approved report of the Type Design holder. c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC). d) FAA approved report incorporated in the Master Drawing list for the applicable STC.
25. ***	Sterile Cockpit Light System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
26. ***	Logo Lights	D	2	0	

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34 NAVIGATION				
1. Altimeter (Electric)				DELETED in Revision 19.
2. Standby Altimeter				
1) Vibrator ***	C	1	0	
2) Metric MODE Select *** Switch (ME Button)	C	1	0	May be inoperative provided altimeter display is in IN. HG. (inches of mercury) mode.
3. Mach Digital Indicators	C	2	1	(O) One may be inoperative provided: a) Pilot flying the aircraft has an operative Mach indication for operations above FL240, b) Airspeed indicators are independently operative on each pilot's panel, and c) Overspeed Warning System is operative.
4. Airspeed *** Command Bugs	C	2	0	May be inoperative provided affected Auto Throttle System is not used.
	C	2	0	May be inoperative provided affected Auto Throttle System controls airspeed to selected airspeed on ATS Control Panel.
5. Overspeed Aural Warning System Inputs	B	2	1	One may be inoperative provided Overspeed Aural Warning System is verified operative.
6. Standby Airspeed Indicator				DELETED in Revision 19.

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34 NAVIGATION				
7. TAS/SAT Indicators				
1) True Airspeed (TAS) Indication	D	1	0	NOTE: Other Systems such as PMS and Omega may be affected.
2) Static Air Temperature (SAT) Indication	D	1	0	May be inoperative provided: a) TAT Indication of TAS/SAT or TAT/TRI Indicator is operative, and b) TAT Probe Heater is operative.
3) Total Air Temperature (TAT) Indication	D	1	0	May be inoperative provided SAT Indication is operative.
	C	1	0	May be inoperative provided: a) TAT Indication of TAT/TRI Indicator is operative., and b) TAT Probe Heater is operative.
8. Total Air Temperature (TAT) and Thrust Rating Indication (TRI) Systems				
1) TAT Indication	C	1	0	May be inoperative provided: a) TAT or SAT indication of TAS/SAT Indicator is operative, and b) TAT Probe Heater is operative.
2) N1 or EPR Limit Display	C	1	0	May be inoperative provided: a) Thrust Rating System is not used, b) N1 or EPR Limit Chevron Automatic Mode is not used, and c) N1 or EPR Limit Mode of Auto Throttle is not used.

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34	NAVIGATION				
9.	Air Data Computers	D	-	2	
10.	Altitude Advisory System	C	2	1	
		A	2	0	(O) May be inoperative provided: a) An Autopilot with altitude hold is operative, b) Enroute operations do not require their use, and c) Repairs are made within three flight days.
11.	Directional Compass System Sensors (Directional Gyros, INS, IRS, etc.) (Excludes Standby Compass)	C	-	2	May be inoperative provided: a) Both Directional Compass Systems are operative from independent sources, and b) Each pilot's panel has independent heading information.
12.	Radio Magnetic *** Indicators (RMI/RDDMI/DDRMI)				
1)	Compass Cards	C	-	-	
2)	Bearing Pointers	C	-	-	May be inoperative provided: a) At least one VOR Pointer is operative at each pilot's station, and b) At least one ADF Pointer is operative at each pilot's station.

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34 NAVIGATION				
13. Non-Stabilized Magnetic (Standby) Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.
	B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems are operative, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.
	B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, are operative, and are used in conjunction with approved Free Gyro Navigation Techniques.
14. Flight Director Systems	C	2	0	(O) May be inoperative provided approach minimums do not require its use.
15. Attitude System Sensors (Vertical Gyros, IRS) (Excludes Standby Attitude System)	C	-	2	May be inoperative provided independent Primary Attitude information is available on each pilot's panel.

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34	NAVIGATION				
16.	Attitude Director Indicators				
1)	Rate of Turn Indicator ***	C	2	0	May be inoperative provided Standby Attitude Indicator is operative.
2)	Decision Height Lights	C	-	0	
3)	Runway Expanded Localizer Indicators	C	-	0	May be inoperative provided approach minimums do not require their use.
4)	Decrab Pointer	C	-	0	May be inoperative provided approach minimums do not require their use.
5)	Fast/Slow Indicator	C	-	0	
6)	Flight Director Lights	C	-	0	
7)	Glide Slope Pointer	C	-	0	May be inoperative provided approach minimums do not require their use.
8)	Test Function	C	-	0	
17.	Attitude Monitor Switching Unit (AMSU) Monitor Function	C	1	0	(M) May be inoperative provided approach minimums do not require its use.
18.	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by FAR.
		B	-	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.
19.	Marker Beacon System	C	1	0	May be inoperative provided approach minimums do not require its use.

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34 NAVIGATION				
20. Weather Radar Systems	D	-	-	As required by FAR.
	D	-	1	May be inoperative provided one weather radar system operates normally.
1) Displays	C	-	1	Any in excess of those required by FAR may be inoperative.
2) Contour	C	-	0	May be inoperative provided manual gain control operates normally.
3) Map	C	-	0	
4) Test	C	-	0	(M) May be inoperative provided procedures are established and used before each departure to verify normal weather mode operation.
5) Automatic Gain Control	C	-	0	May be inoperative provided radar gain can be manually tuned to receive satisfactory radar returns.
6) Stabilization	C	-	0	(M) May be inoperative provided: a) Tilt control operates normally, and b) Antenna is verified to scan in a horizontal plane with tilt at zero degrees.
7) Turbulence ***	C	1	0	
(Continued)				

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34 NAVIGATION				
20. Weather Radar Systems (Cont'd)				
8) ^{***} Windshear Detection and Avoidance System (Predictive Windshear)	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Mode/Windshear Warning and Flight Guidance System (Reactive Windshear) is operative.
	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
21. Radio Altimeter Systems	C	-	0	May be inoperative provided approach minimums do not require its use.
1) ^{***} Aural Tones	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

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34 NAVIGATION				
22. Inertial Navigation *** Systems	C	-	-	As required by FAR.
1) Navigational Information	D	-	-	Any in excess of those required by FAR may be inoperative.
a) Excessive Drift Rates or Ground Speeds when INS is primary Attitude and/or Heading Source (LTN92)	C	-	-	(O) May be inoperative and system used for attitude and/or heading source provided: a) System is aligned and operated in the NAV mode (Not ATT REF), b) No INS warning annunciations or instrument flags are displayed, c) Both pilots pitch, roll, and heading indications agree within AFM limits, and d) System is not used for navigation.
2) Attitude/Heading Information	C	-	2	A third switchable source of attitude information may be inoperative provided a self-contained bank and pitch indicator is available.
3) Nav Data Base	C	-	-	May be inoperative provided: a) Pilot's charts are used as primary navigation information source, and b) Enroute operations do not require its use.
4) Functions Reference By "Delayed Maintenance Action/Malfunction Messages"	C	-	-	May be inoperative provided systems which receive INS data associated with the message(s) are considered inoperative.
(Continued)				

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34	NAVIGATION				
22.	Inertial Navigation *** Systems (Cont'd)				
5)	INS Update/No Update *** Annunciators	D	-	0	May be inoperative provided: a) RNAV approach procedures are not used, and b) Update status is verified on CDU.
6)	CDU Offset Light	C	-	-	May be inoperative provided associated INS is not used in crosstrack offset unless a remote offset light is installed and operative.
7)	CDU Alert Light	C	-	-	May be inoperative provided associated CDU is monitored for distance and time to next way point (Flight Plan page) or a remote Alert Light is installed and operative.
8)	CDU Edge Light	C	-	-	May be inoperative provided area lighting of the CDU is acceptable to the flight crew.
9)	CDU Dimming	C	-	-	May be inoperative provided display is legible and is acceptable to the flight crew.
10)	CDU Display Segments	C	-	-	May be inoperative provided corresponding segment on other CDU is operative.
11)	MSU Align Light	C	-	-	Verify align countdown on CDU Status page ALIGN changes to NAV.
12)	MSU Detent to NAV	C	-	-	(M) May be inoperative provided switch is secured in NAV position.
(Continued)					

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34	NAVIGATION				
22	Inertial Navigation *** Systems (Cont'd)				
13)	MSU Edge Light	C	-	-	May be inoperative provided area lighting of the MSU is acceptable to the flight crew.
14)	INS Crossfill	C	-	-	May be inoperative provided flight data is entered into each INS.
15)	Wind Display	C	-	-	
16)	RNAV ***	D	-	-	May be inoperative provided enroute operations do not require its use.
17)	GPS Updating ***	D	-	-	May be inoperative provided enroute operations do not require its use.
18)	Triple Mix ***	D	-	-	May be inoperative provided enroute operations do not require its use.
19)	CDU Message CHECK ADC (from ADC to INS)	C	-	-	NOTE: Wind and RNAV may be inoperative without ADC data.
20)	Approach Mode ***	C	-	-	May be inoperative provided approach procedures do not require its use.
21)	Autopilot Coupling	C	-	-	May be inoperative provided approach procedures do not require its use.
22)	INS Update/No Update Annunciators (LTN72)	D	4	2	May be inoperative provided: a) RNAV approach procedures are not used, and b) One annunciator is operative for both the No. 1 and No. 2 INS.

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34	NAVIGATION				
23.	VHF Navigation Systems (VOR/ILS)	C	-	-	As required by FAR.
1)	Course Pointer and Course Deviation Indicator Pair (HSI)	B	2	1	(O) May be inoperative provided: a) Indication of VOR radial operates normally in associated RDDMI, RDMI, or RMI, and b) Approach minimums do not require its use.
24.	Distance Measuring Equipment (DME) Systems	D	2	-	Any in excess of those required by FAR may be inoperative.
25.	Automatic Direction Finder (ADF) Systems	D	-	-	As required by FAR.
26.	ATC Transponders and Automatic Altitude Reporting Systems	B	-	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 planned route of flight.
		D	-	1	Any in excess of those required by FAR may be inoperative.
1)	Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by FAR	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.
27.	Navigation *** Computing Systems	D	2	-	As required by FAR.
28.	Flight Guidance System (FGS) Mode Annunciators				MOVED to Chapter 22 in Revision #19.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
2. NUMBER INSTALLED					
3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS AND EXCEPTIONS		
34 NAVIGATION					
29. Central Air Data *** Computer (CADC) Switching Unit System Switching Function	D	1	0	(M) May be inoperative provided: a) Each pilots panel has Air Data instruments that are operative from independent CADCs, and b) The associated Switching Unit Circuit Breaker is OPEN and collared.	
30. Compass Switching *** Unit System Switching Function	D	1	0	(M) May be inoperative provided: a) Each pilots panel Compass instruments are operative from independent sources, and b) The associated Switching Unit Circuit Breaker is OPEN and collared.	
31. ILS Switching *** Unit System Switching Function	D	1	0	(M) May be inoperative provided: a) Each pilots panel ILS instruments are operative from independent ILS Receivers, b) The associated Switching Unit Circuit Breaker is OPEN and collared, and c) Approach minimums do not require its use.	
32. VOR Switching *** Unit System Switching Function	D	1	0	(M) May be inoperative provided: a) Each pilots panel VOR instruments are operative from independent VOR Receivers, and b) The associated Switching Unit Circuit Breaker is OPEN and collared.	

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34	NAVIGATION				
33.	FLT DIR Command *** Switching Unit System	D	1	0	(M) May be inoperative provided: a) Approach minimums do not require independent Flight Director System use, and b) The associated Switching Unit Circuit Breaker is OPEN and collared.
34.	INS Switching *** Unit Systems	C	1	0	
35.	Ground Proximity Warning System (GPWS)				
1)	GPWS Function	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
a)	Modes 1-4	A	4	0	(O) May be inoperative provided: c) Alternate procedures are established and used, and d) Repairs are made within two flight days.
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
c)	Glideslope Deviation (Mode 5)	C	2	1	
		B	2	0	
(Continued)					

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34	NAVIGATION				
35.	Ground Proximity Warning System (GPWS) (Cont'd)				
1)	GPWS Function (Cont'd)				
d)	Advisory Callouts	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.
		B	-	0	(O) May be inoperative provided alternate procedures are established and used.
e)	Windshear Mode/	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive Windshear) is operative.
***	Windshear Warning and Flight Guidance System (Reactive Windshear)				
		B	-	0	(O) May be inoperative provided alternate procedures are established and used.
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
					(Continued)

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34	NAVIGATION				
35.	Ground Proximity Warning System (GPWS) (Cont'd)				
2)	Terrain Awareness and Warning System (TAWS)				
a)	Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
b)	Terrain Displays	C	-	1	
		B	-	0	
c)	Runway Awareness and Advisory System (RAAS)	C	1	0	
36.	Inertial Sensing Display Unit (ISDU)	C	1	0	May be inoperative provided the flight does not require use of the Area Inertial Navigational System (AINS-70) Inertial Mode (I) as the sole means of navigation.
1)	Manual Trim Functions	C	-	0	
2)	SYS SEL Switch ISS Positions	C	-	0	

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34	NAVIGATION				
37.	Horizontal Situation Indicators (HSI)				
1)	Miles/Distance Readout	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
2)	Ground Speed ***	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
3)	Malfunction Light System ***	D	-	0	
38.	Performance Management System (PMS) ***	D	1	0	May be inoperative provided PMS Switching Unit is operative.
		D	1	0	(M) May be inoperative provided PMS Switching Unit Connector is installed.
39.	Glideslope Antenna Split Lights ***	C	2	1	(O) One may be inoperative provided approach minimums do not require use of Autoland.
		C	2	1	(M) May be inoperative provided the Radome Glideslope Antennas are physically rewired to be directly connected to the associated Glideslope Receivers.
40.	Traffic Alert and Collision Avoidance System (TCAS)	B	1	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
(Continued)					

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34	NAVIGATION				
40.	Traffic Alert and Collision Avoidance System (TCAS) (Cont'd)				
1) ***	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display Systems	C	2	1	May be inoperative on Pilot Monitoring side provided: a) TA and RA visual display is operative on Pilot Flying side, and b) TA and RA audio function is operative on Pilot Flying side.
2)	Resolution Advisory (RA) Display Systems	C	2	1	May be inoperative on Pilot Monitoring side.
		C	2	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by crew, and c) Enroute or approach procedures do not require its use.
3)	Traffic Alert (TA) Display Systems	C	2	0	(O) May be inoperative provided: a) Resolution Advisory (RA) visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
4)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
5) ***	Airspace Selection Function	C	-	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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34	NAVIGATION				
41. ***	Windshear System Detection and Guidance Systems				DELETED in Rev 24. Reference item 34-35-5.
42. ***	Instrument Monitor System	D	1	0	
43. ***	Metric Altimeter	D	-	0	
44. ***	Liquid Crystal Displays (LCD) (EADI/EHSI)	A	4	3	(O) First Officer's lower LCD may be inoperative provided: a) First Officer's RMI is operative, b) Integrated mode is selected on First Officer's upper LCD, c) Approach minimums do not require its use, and d) Repairs are made within two flight days.
1)	Rate of Turn Indicator	C	2	0	May be inoperative provided Standby Attitude Indicator is operative.
2)	Decision Height Lights	C	-	0	May be inoperative provided approach minimums do not require their use.
3)	Runway Expanded Localizer Indicators	C	-	0	May be inoperative provided approach minimums do not require their use.
4)	Decrab Pointer	C	-	0	May be inoperative provided approach minimums do not require their use.
5)	Fast/Slow Indicator	C	-	0	
6)	Flight Director Lights	C	-	0	May be inoperative provided approach minimums do not require their use.
7)	Glide Slope Pointer	C	-	0	May be inoperative provided approach minimums do not require their use.
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	4. REMARKS AND EXCEPTIONS			

34	NAVIGATION				
44.***	Liquid Crystal Displays (LCD) (EADI/EHSI) (Cont'd)				
8)	Test Function	C	-	0	
9)***	ARINC 429 Cross-Side Monitor Bus (Red "X" Flag) (STD ST01393AT)	C	1	0	(O) May be inoperative provided approach minimums do not require its use.
45.***	Global Flight Management System (FMS/GPS)	C	-	2	May be inoperative provided an independent source of navigation is provided for each pilot.
		D	-	0	May be inoperative provided enroute or approach procedures do not require their use.
1)	Nav Data Base	C	-	0	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
2)	Data Transfer Unit	C	1	0	
3)	Aux NAV	C	1	0	May be inoperative provided approach procedures do not require its use.
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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34	NAVIGATION				
45.	Global Flight *** Management System (FMS/GPS) (Cont'd)				
4)	TAS/ALT Input	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Approach minimums do not require its use.
5)	Heading Input	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
6)	Distance Converter	C	2	1	(O) May be inoperative provided Leg Distance is available through CDU.
7)	Fuel Flow Counters	C	3	0	(O) May be inoperative provided alternate procedures are established and used.
8)	System Status Annunciator Panels	C	2	1	May be inoperative provided Status Messages are displayed on CDU.
9)	UniLink	D	1	0	May be inoperative provided alternate procedures are established and used.

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34	NAVIGATION				
46.	Liquid Crystal Display *** (LCD) EHSI (STC ST00992LA-D)				
1)	DME Distance Readout	C	2	0	May be inoperative provided procedures do not require their use.
2)	INS Distance Readout	C	2	0	
3)	GSDP Readout	C	2	0	
4)	TKE Readout	C	2	0	
5)	TTG Readout	C	2	0	
6)	Bearing Pointers	C	4	0	
7)	Wind Readout	C	2	0	
8)	XTRK (Cross-Track) Distance Readout	C	2	0	
9)	Terrain (TERR) Display (TAWS)	C	2	0	
a)	Auto Pop-Up Terrain Alert Display Function	C	2	0	
10)	Range Markings	C	2	0	
11)	ARC Mode	C	2	1	May be inoperative provided: a) Procedures do not require its use, and b) EHSIs are operative in HSI mode. NOTE: No terrain displayed if set to HSI mode. (Continued)

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	4. REMARKS AND EXCEPTIONS			

34	NAVIGATION				
46.***	Liquid Crystal Display (LCD) EHSI (STC ST00992LA-D) (Cont'd)				
12)	MAP Mode	C	2	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Procedures do not require its use, and b) EHSIs are operative in HSI mode. <p>NOTE: No terrain displayed if set to HSI mode.</p>
13)	PLAN Mode	C	2	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Procedures do not require its use, and b) EHSIs are operative in HSI mode. <p>NOTE: No terrain displayed if set to HSI mode.</p>
14)	Cross-Side Data Bus	C	2	0	<p>May be inoperative provided the associated systems are operative with independent indications for each pilot's instruments.</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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34	NAVIGATION				
47.	Display Control *** Panel (DCP) (STC ST00992LA-D)				
1)	Dimming Selectors (BRT)	C	2	0	May be inoperative provided display brightness is acceptable to the flight crew.
2)	Bearing Selectors (BRG 1, BRG 2)	C	2	0	Any in access of those required by FAR may be inoperative.
3)	DATA SEL Buttons	C	2	0	May be inoperative provided procedures do not require their use.
4)	TERR Buttons	C	2	0	NOTE: If failed in TERR mode, the pop-up mode will be inhibited on opposite EHSI.
5)	MODE Selector (HSI, ARC, MAP, PLAN)				
a)	HSI, ARC	C	2	1	May be inoperative provided: a) EHSIs are operative in HSI mode, and b) One EHSI is operative in ARC mode.
b)	MAP, PLAN	C	2	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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35 OXYGEN				
1. Crew Oxygen indicators (FE Panel)				
1) Cylinder Quantity Indicator	C	-	0	(M) May be inoperative provided: a) Oxygen supply is verified to be above minimum required before each flight, and b) Associated Crew Oxygen Shutoff Valve is verified OPEN.
2) Line Pressure Indicator	C	1	0	(M) May be inoperative provided: a) Oxygen supply is verified to be above minimum required before each flight, and b) Crew Oxygen Shutoff Valve(s) are verified OPEN.
2. Crew and Passenger Oxygen Systems	B	-	-	As required by FAR.
1) Aneroid Switch Mask Deployment Function (Cargo Configuration)	C	1	0	(M) (O) May be inoperative provided: a) Manual Mask Deployment Function is operative, and b) Portable O2 bottle is available for use.
3. Portable Oxygen Dispensing Units	D	-	-	Any in excess of those required by FAR may be unserviceable provided: a) Required distribution of serviceable bottles is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.
4. Protective Breathing Equipment	D	-	-	Any in excess of those required by FAR may be inoperative.

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	4. REMARKS AND EXCEPTIONS			

36 PNEUMATIC				
1. Pneumatic Supply Systems	C	3	2	(M) One may be inoperative provided Number 1 and 3 Pneumatic Manifolds can be pressurized.
	C	3	2	(M) (O) May be inoperative provided aircraft is not operated in known or forecast icing conditions.
	C	3	1	(M) (O) Two may be inoperative provided: a) Aircraft is operated at or below FL250, b) Aircraft is not operated in known or forecast icing conditions, and c) AFM procedures are complied with.
2. Low Pressure Bleed Check Valves	C	3	1	(M) Two may be inoperative provided: a) Associated High Pressure Bleed Control Valve and Pressure Regulator Valve are secured CLOSED, and b) Associated Pneumatic Supply System is considered inoperative.
3. High Pressure Bleed Control Valves	C	3	2	(O) One may be inoperative provided associated Pneumatic Supply System is not used for wing anti-icing.
	C	3	1	(O) Two may be inoperative provided aircraft is not operated in known or forecast icing conditions.
4. Pneumatic Pressure Regulator Valves	C	3	1	(M) Two may be inoperative provided associated Pneumatic Supply System is considered inoperative.

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36 PNEUMATIC				
5. Pneumatic Supply Control Switches	C	3	1	(M) Two may be inoperative provided associated Pneumatic Supply System is considered inoperative.
6. Pneumatic Pressure Indicators				
1) Airplanes with PNEUMATIC ABNORMAL FAULT Indication System	C	3	0	(M) May be inoperative provided associated Pneumatic Abnormal Fault System is operative.
2) Airplanes with HI STAGE OPEN Indication System	C	3	2	One may be inoperative provided associated Pneumatic Supply System switch remains off.
	C	3	1	(O) Two may be inoperative provided: a) Associated Pneumatic Supply System switch remains off, b) Aircraft is operated at or below FL250, c) Aircraft is not operated in known or forecast icing conditions, and d) AFM procedures are complied with.

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	4. REMARKS AND EXCEPTIONS			

36 PNEUMATIC				
7. Pneumatic Temperature Indicators				
1) Airplanes with PNEUMATIC ABNORMAL FAULT Indication System Installed	C	3	0	(M) May be inoperative provided associated Pneumatic Abnormal and Pneumatic TEMP HI Indicating Systems are operative.
2) Airplanes with HI STAGE OPEN Indication System Installed	C	3	0	(M) (O) May be inoperative provided: a) Associated TEMP HI and HI STAGE OPEN lights are operative, and b) Associated Pneumatic Supply System is not used for Wing Anti-Icing.
8. APU Low Pressure Bleed Check Valve	C	1	0	May be inoperative provided Bleed Air Number 2 Pneumatic Supply System is supplied only by the APU.
	C	1	0	May be inoperative provided: a) The APU Isolation (Load Control) Valve is CLOSED, and b) Number 2 Pneumatic Supply System is supplied normally.
9. Fan Air Valves	C	3	1	(M) Two may be inoperative provided associated Pneumatic Supply System is considered inoperative. NOTE: With PNEU SUPP Switch OFF, the manifold is still usable.

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36 PNEUMATIC				
10. Manifold Fail Detection Systems	C	3	1	(M) (O) Two may be inoperative provided: a) Associated Manifold System is not pressurized, except for ground engine start, and b) Associated Pneumatic Supply System is not used.
11. Manifold Failure Detection Loops A and B, System Number 1	C	2	1	
12. Manifold Failure Detection Loop Selector Switch	C	1	0	(M) May be inoperative in any position provided the Test Function is operative.
13. Isolation Valves (1-2 and 1-3)	C	2	0	(M) May be inoperative provided: a) Affected Valve is CLOSED after engine start, and b) Aircraft is not operated in known or forecast icing conditions.
14. Pneumatic Abnormal *** Fault Indication Systems	C	3	0	May be inoperative provided: a) Associated Pneumatic Pressure and Pneumatic Temperature Indicating Systems are operative, and b) Affected Pneumatic System is operated in accordance with AFM procedure entitled "Pneumatic Abnormal Light ON".

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	4. REMARKS AND EXCEPTIONS			

36 PNEUMATIC				
15. Pneumatic TEMP HI Indication Systems	C	3	2	(M) One may be inoperative provided: a) Associated Pneumatic Supply System switch remains off, and b) Associated indication circuit breaker is deactivated.
	C	3	1	(M) Two may be inoperative provided: a) Associated Pneumatic Supply System switch remains off, b) Associated indication circuit breaker is deactivated, c) Aircraft is operated at or below FL250, d) Aircraft is not operated in known or forecast icing conditions, and e) AFM procedures are complied with.
	C	3	0	(M) May be inoperative provided: a) Associated Pneumatic Temperature Indicator is operative, and b) Associated indicating circuit breaker is deactivated.
16. Time Delay Relay (Wing Manifold Failure Differential Pressure Switch)	C	1	0	NOTE: Manifold Fail Lights and Master Warning Lights may illuminate for approximately 2 seconds when Wing Anti-Icing is activated.

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36 PNEUMATIC				
17. Pneumatic *** HIGH STAGE OPEN Indicating Systems	C	3	0	(M) (O) May be inoperative provided: a) Associated High Pressure Bleed Control Valve is operative, and b) Associated Temperature and Pressure Indicators are used to detect possible High Stage Bleed Valve malfunction.
18. Pneumatic Manifold *** Fault Indicator	D	1	0	
19. Manifold Failure Detection Pressure Switches (Wing Ice Protection)	C	2	0	(M) May be inoperative provided aircraft is not operated in known or forecast icing conditions.
20. Center Accessory *** Compartment Manifold Failure Detection Thermal Switches (S1-991 and S1-992) and associated Relays (R2-5332 and R2-5333)	C	-	0	(M) May be inoperative provided: a) Associated Manifold Fail Cockpit Lights remain OFF, and b) All Manifold Fail Detection Loops are operative.
21. ENG 1-2 and ENG 1-3 Isolation Valve Select Switches (Flight Engineer Lower Equipment Panel)	C	2	1	One may be inoperative in either the Primary or Secondary position on an operative Isolation Valve.

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36 PNEUMATIC				
22. ISOLATION VALVE DISAGREE Lights	C	2	0	May be inoperative provided Pneumatic Pressure Indicators on systems interconnected by associated valve are operative.
	C	2	0	May be inoperative provided: a) Associated ISOL Valve remains OPEN, and b) One of associated Pneumatic Supply Systems is not used.
23. APU/ISOLATION VALVE OPEN Light	C	1	0	
24. USE ENGINE PNEUMATIC SUPPLY Light	C	1	0	
25. Ozone Converters ***	D	3	0	(O) As required by FAR.

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38 WATER/WASTE				
1. Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.
	C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.

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38 WATER/WASTE				
2. Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.
	C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, b) Pilot-in-Command will determine if flight duration is acceptable with a FWD lavatory unusable, and c) Associated lavatory door(s) is secured closed and placarded "INOPERATIVE - DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.
3. Air Compressor - *** Potable Water System	C	-	0	NOTE: Bleed Air from APU or Engines may be necessary to pressurize the system.

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46	INFORMATION SYSTEMS				
1. ***	Electronic Flight Bag Systems (EFBs)				
1) ***	Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.
		D	-	0	May be inoperative provided procedures do not require its use.
2) ***	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
3) ***	Power Connection (Class 1 & 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
4) ***	Mounting Device (Class 2)	C	-	0	(M) (O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from aircraft, and b) Alternate procedures are established and used.
(Continued)					

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	4. REMARKS AND EXCEPTIONS			

46 INFORMATION SYSTEMS				
1. Electronic Flight Bag *** Systems (EFBs) (Cont'd)				
4) Mounting Device *** (Class 2) (Cont'd)	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from aircraft, and b) Procedures do not require its use.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

49 AIRBORNE AUXILIARY POWER				
1. Auxiliary Power Unit (APU)	C	1	0	May be inoperative provided APU is not required for Electrical Power or Pneumatic Supply.
1) Pneumatic Function	C	1	0	May be inoperative provided APU/ISOL switch remains in the CLOSED position.
2. Auxiliary Power Unit *** Inlet and Exhaust Doors	D	2	0	(M) (O) May be inoperative provided: a) Both doors are secured OPEN, and b) AFM performance penalties are complied with.
	C	2	0	(M) (O) May be inoperative provided APU is considered inoperative.
3. APU Load Control Valve	C	1	0	(M) May be inoperative provided affected valve is verified CLOSED.
	C	1	0	May be inoperative provided APU is not used.
4. APU Electronic Control System Power Sources (NORM or STANDBY)	C	2	1	One may be inoperative provided the APU Control System Switch remains in the operative (NORM or STANDBY) position.
5. APU N1 RPM Indicator	C	1	0	May be inoperative provided APU N2 RPM and Exhaust Gas Temperature Indicators are operative.
6. APU N2 RPM Indicator	C	1	0	May be inoperative provided APU N1 RPM and Exhaust Gas Temperature Indicators are operative.

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49 AIRBORNE AUXILIARY POWER				
7. APU Exhaust Temperature Indicator	C	1	0	May be inoperative provided APU N1 and APU N2 Indicators are operative.
8. APU Oil Quantity Indicator	C	1	0	May be inoperative provided, that if the APU is to be used, APU Oil Quantity is verified adequate before the first flight of the day.
9. APU Start *** Initiation Relay	D	1	0	
10. APU Permanent Magnetic Generator	C	1	0	
11. APU USING BAT PWR *** Light	D	1	0	
12. APU STBY ON Light	C	1	0	
13. APU DOOR OPEN *** Light	D	1	0	
14. APU Fuel Pressure LO Light	C	1	0	
15. Cockpit APU *** Hour Meter	D	1	0	
16. APU Start *** Counter Meter	D	1	0	

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52 DOORS				
1. Passenger Door Electric Actuators				
1) Passenger Configuration	C	8	5	(M) Three may be inoperative provided affected door can be opened pneumatically.
2) Cargo Configuration	C	-	1	(M) May be inoperative provided affected door can be opened pneumatically.
2. Cargo Door Latch Actuators				
1) Lower Cargo Doors	C	3	0	(M) May be inoperative provided affected door is CLOSED, LATCHED, and LOCKED manually before each departure.
2) Main Deck Cargo Doors ***	C	1	0	(M) May be inoperative provided the affected door is CLOSED, LATCHED, and LOCKED manually before each departure.
3. Cargo Door Actuators				
1) Lower Cargo Doors	C	3	0	(M) May be inoperative provided affected door is CLOSED, LATCHED, and LOCKED manually before each departure.
2) Upper Cargo Door ***	C	1	0	(M) May be inoperative provided the door is CLOSED, LATCHED, and LOCKED manually before each departure.

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	4. REMARKS AND EXCEPTIONS			

52 DOORS				
4. Door Caution Light Systems				
1) Forward Cabin Door Systems	C	2	0	(M) (O) May be inoperative provided affected doors are verified CLOSED and LOCKED by a visual inspection.
2) Aft, Overwing, and Mid-Cabin Door Systems	C	6	0	(M) (O) May be inoperative provided: a) MDC S/B 52-74 has been accomplished for the operator's entire fleet, and b) Affected door is verified CLOSED and LOCKED by a visual inspection.
3) Avionic Compartment Door System	C	1	0	(M) May be inoperative provided: a) MDC S/B 52-162 has been accomplished, and b) Associated door is verified CLOSED and LOCKED by a visual inspection.
4) Air Conditioning Door Systems	C	3	0	(M) May be inoperative provided: a) MDC S/B 52-116 and S/B 52-122 are accomplished, and b) Associated doors are verified CLOSED and LOCKED by a visual inspection.
5) Center Accessory Compartment Door System	C	1	0	(M) May be inoperative provided: a) MDC S/B 52-158 has been accomplished, and b) Associated Door is verified CLOSED and LOCKED by a visual inspection.
				(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

52 DOORS					
4. Door Caution Light Systems (Cont'd)					
6) Galley Door System ***	C	1	0	(M) May be inoperative provided: a) MDC S/B 52-90, or equivalent, has been accomplished, and b) Associated Door is verified CLOSED and LOCKED by a visual inspection.	
7) Avionics Compartment Door System (In Nose Wheel Well)	C	1	0	(M) May be inoperative provided associated door is verified CLOSED and LOCKED by a visual inspection.	
8) Cargo Doors *** Single Caution Indicating System				DELETED in Revision 19.	
9) Cargo Door Dual Caution Light Systems (A & B) ***	B	2	1	(M) (O) One may be inoperative provided: a) Unaffected System tests satisfactorily, b) The operative system indicates the doors are CLOSED and LOCKED, and c) Affected doors are verified CLOSED and the lockpins are properly positioned for each door by a visual inspection.	
5. Fan Reverser *** Circumferential Latch Indicators					MOVED to Chapter 78 in Revision #19.

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52 DOORS				
6. Flight Deck Door *** Electric Lock System (Not FAR 25.795 Compliant)	C	1	0	(M) May be inoperative provided flight deck door can be locked and unlocked manually by flight deck crewmember.
	C	1	0	May be inoperative provided supplemental flight deck door security device is installed and operative.
7. Lower Cargo *** Door Compartment Barrier Curtains				MOVED to Chapter 25 in Revision #19.
8. Passenger Entry Door Lower Actuation Cables	A	8	7	(M) One may be inoperative provided: a) Affected cable is removed, b) Flight Crew is advised that the affected door is to be used for Emergency Purposes Only and not for passenger loading and unloading, and c) Door is repaired within 50 flight hours.
9. Cargo Doors Closed *** Ready to Lock Lights (External Panels)	C	3	0	(M) May be inoperative provided: a) Associated Door Caution Light System is operative, b) Affected Door Cargo Door Caution Lights indicate that the door is CLOSED and LOCKED, and c) Associated Door is verified CLOSED and LOCKED by a visual inspection.

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	4. REMARKS AND EXCEPTIONS			

52 DOORS				
10. Main Entry Door/Slides				
1) Passenger Configuration	A	-	-	(M) (O) One may be inoperative or slide missing provided: a) All other main entry doors are fully operational, b) Affected door is not used for passenger loading, c) A conspicuous barrier strap or rope and a placard stating that door is inoperative shall be placed across inoperative door, d) Emergency exit sign and floor proximity lights associated with inoperative exit must be covered to obscure signs and lights, e) Passengers must be briefed not to use affected door, (Continued)

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	4. REMARKS AND EXCEPTIONS		

<p>52 DOORS</p> <p>10. Main Entry Door/Slides (Cont'd)</p> <p>1) Passenger Configuration (Cont'd)</p>				<p>f) Seating restrictions extend across entire cabin and those seats located on designated boundaries will be blocked. Persons are not permitted to be seated in blocked areas when affected door is as follows:</p> <ol style="list-style-type: none"> 1) Door L-1 or R-1 inoperative: Forward half of cabin between doors L-1/R-1 and L-2/R-2. 2) Door L-2 or R-2 inoperative: Halfway to next exits in both directions from affected door. 3) Door L-3 or R-3 inoperative: Halfway to next exits in both directions from affected door. 4) Door L-4 or R-4 inoperative: Aft half of cabin between doors L-4/R-4 and L-3/R-3. <p>(Continued)</p>
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<p>52 DOORS</p> <p>10. Main Entry Door/Slides (Cont'd)</p> <p>1) Passenger Configuration (Cont'd)</p>				<p>g) Tapes or ropes of conspicuous colors, that contrast with interior, shall be installed to block access to unusable seats prior to loading passengers,</p> <p>h) Main passenger aisles, cross aisles, and exit access areas must not be blocked,</p> <p>i) Conspicuous signs and placards shall be placed in appropriate locations indicating these seats are not to be occupied by passengers,</p> <p>j) Seated capacity must not exceed rated capacity of remaining pairs of exits,</p> <p>k) For extended range/overwater operations, occupancy shall not exceed normal rated capacity of slide/rafts, or remaining slide/rafts, or rated overload capacity of slide/rafts remaining after loss of one additional slide/raft of greatest capacity, whichever is least,</p> <p>l) Blocked seating layouts and evacuation procedures must be developed and approved by FAA certificate-holding office for inclusion in operator's manual, and</p> <p>m) Repairs are made within one flight day.</p> <p>(Continued)</p>
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52 DOORS					
10. Main Entry Door/Slides (Cont'd)					
1) Passenger Configuration (Cont'd)					NOTE 1: Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed.
2) Cargo Configuration	C	-	1		NOTE 2: Cabin attendants may be stationed in the vicinity of each door within blocked areas. NOTE 3: Combination Passenger/Cargo airplanes, main entry doors located in the cargo area may be inoperative with no restrictions. All Main Cabin Entry Doors/Slides may be inoperative or slides missing except for Crew Entrance Door L-1 or R-1.
11. TAIL CONE *** Annunciator Light	C	1	0		(M) May be inoperative provided Tail Cone and Engine Access Doors are verified CLOSED and LOCKED by a visual inspection before each flight.
12. Boeing/C&D *** Aerospace Enhanced Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant)	C	1	0		(M) (O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt is operative and is used to lock the door, c) Door pressure relief panels are verified operative, and d) Alternate procedures are established and used for locking and unlocking the door using the dead bolt. (Continued)

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52 DOORS					
12. Boeing/C&D *** Aerospace Enhanced Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant) (Cont'd)					
1) Flight Deck Access Panel System (Keypad, Door Chime)	C	1	0	(M) (O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
a) LEDs	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
b) Door Bell Mode ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
c) Switch Guard	C	1	0	May be inoperative or missing provided the flight deck door LOCK FAIL light is operative.	
2) Flight Deck Door LOCK FAIL Light	C	1	0	(M) May be inoperative provided automatic lock controls are verified operative.	
3) Flight Deck Door AUTO UNLK Light	C	1	0	(M) May be inoperative provided: a) Automatic lock controls are verified operative, and b) Door chime is operative.	
				(Continued)	

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52 DOORS				
12. Boeing/C&D *** Aerospace Enhanced Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant) (Cont'd)				
4) Flight Deck Door Lock Control Selector	C	1	0	(M) (O) May be inoperative provided: a) Keypad is deactivated, b) Automatic lock is verified operative, and c) Alternate procedures are established and used.
5) Flight Deck Door Panel Pressure Relief Latches				MOVED subitem 5) to item 52-14. Rev 24.
13. Boeing/C&D *** Aerospace Enhanced Flight Deck Security Door Dead Bolt (FAR 25.795 Compliant)	C	1	0	May be inoperative provided automatic lock controls are operative.
14. Boeing/C&D *** Aerospace Enhanced Flight Deck Security Door Pressure Relief Latches (FAR 25.795 Compliant)	A	2	0	May be inoperative provided: a) Panels are in latched position, b) Automatic locking system is operative, and c) Repairs are made within two flight days.
15. Main Deck Cargo Door Electrical Hydraulic Pump	C	-	0	(M) May be inoperative provided: a) Manual hand pump is operative, b) Hydraulic pressure is sufficient to operate the door, and c) An acceptable procedure for use of the manual hand pump is established and used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			
56 WINDOWS				
1. Windshields				DELETED in Revision #19. See Maintenance Manual.
2. Clearview Windows				DELETED in Revision #19. See Maintenance Manual.
3. Anacoustical Cabin Window Panes				DELETED in Revision #19. See Maintenance Manual.
4. Cockpit Aft Fixed Window				DELETED in Revision #19. See Maintenance Manual.

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73 ENGINE FUEL & CONTROL				
1. Fuel Vapor Vent Solenoid Valves	C	3	0	(M) May be inoperative provided affected valve remains CLOSED.
2. Fuel Flow Indicators (Analog or LCD)	C	3	2	One may be inoperative provided: a) N1 and N2 Indicators are operative on associated engine, and b) Main Tank Fuel Quantity Indicator is operative for associated engine.
1) Pointers	C	3	0	May be inoperative provided the associated Digital Counter is operative.
2) Digital Counters	C	3	0	May be inoperative provided associated Pointer is operative.
3. Fuel Used Indicators (Analog or LCD)	C	3	0	May be inoperative provided associated Main Tank Fuel Quantity Indicator is operative.
4. Fuel Pressure Indicators	C	3	0	May be inoperative provided Main Tank Pump Pressure Low lights are operative for associated engine.
5. Fuel Filter Pressure Drop Lights (-10, -15, -30)	B	3	0	(M) May be inoperative provided: a) It is verified the malfunction is in the annunciator system, and b) An inspection is made for strainer clogging once each flight day.
6. Variable Stator Valve Reset System (G.E. Engines)				DELETED in Revision 19.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

73 ENGINE FUEL & CONTROL				
7. Engine Ground and Flight Idle Control System				
1) Ground/Flight Idle Solenoids	C	3	2	(M) One may be inoperative provided: a) Affected engine remains in Flight (high) Idle, and b) Caution is exercised during engine start and taxiing due to high idle thrust.
2) Ground Idle *** Descent System	C	1	0	May be inoperative provided all engines remain in Flight (high) Idle mode during descent.
8. Fuel Heater System (Series 40)	C	3	0	(M) (O) May be inoperative provided: a) Associated Heater Valve is CLOSED, and b) Engine Fuel Temperatures are maintained above 0° C.
9. FUEL HEAT ON Lights (Series 40)	C	3	0	
10. Fuel Icing Caution Systems (Series 40)	C	3	2	(O) One may be inoperative provided associated Engine Fuel Temperature Indicating System is operative.
11. Engine Fuel *** Temperature Indicating Systems (Series 40)	C	-	0	May be inoperative provided associated Fuel Icing Caution System is installed and operative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

73 ENGINE FUEL & CONTROL				
12. Climb Cruise *** Reset Actuator (CCRA) System				
1) Actuators	D	3	0	(M) May be inoperative provided: a) Affected actuator is verified to be RETRACTED, and b) CCRA System is deactivated.
2) Indicating System	D	1	0	(M) May be inoperative provided CCRA System is deactivated.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

74 IGNITION				
1. Ignition Systems (A & B)				
1) G.E. Engines	C	6	3	(M) (O) One System (A or B) may be inoperative on each engine provided: a) An operative system is powered by the Left Emergency Bus for wing engines, and b) For CF6-6 Series Engines, the system is modified in accordance with G.E. (CF6-6) Bulletin 74-6.
2) P&W Engines	C	6	3	(M) (O) One system (A or B) may be inoperative on each engine provided an operative system is powered by the Left Emergency Bus for wing engines.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

75 BLEED AIR				
1. Pressure Ratio Bleed Schedule Shift Switching Functions (Air Vent Solenoid Valve and Relay) (P&W Engines)	C	3	0	(M) May be inoperative provided other functions of the Pressure Ratio Bleed Control System (PRBC) are verified operative.
2. Nacelle Temperature *** Indicating Systems	D	3	0	May be inoperative provided affected System is not part of the Engine Fire Detection System.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

76 ENGINE CONTROLS				
1. Auto Throttle Drive Clutches	C	3	0	(M) May be inoperative provided: a) Manual Throttle Operation is not affected, and b) Both Auto Throttle Systems are not used.

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS AND EXCEPTIONS

77 ENGINE INDICATING				
1. N1 Indicating Systems				
1) G.E. Engines (with N2 Indicators on Pilot's Panel)	B	3	2	(M) (O) One may be inoperative provided: a) Autothrottles are used in SPD Mode only, b) All N2, EGT, and Fuel Flow Indicators are operative, c) N2 on the affected engine is set to the highest N2 of the remaining engines, and d) Procedures are established to maintain EGT within limits and Fuel Flow equal to or greater than the lowest remaining engine.
a) Digital Counters	C	3	0	
b) Maximum Limit Pointers	C	3	0	
2) G.E. Engines (with EPR Indication on Pilot's Panel)	B	3	2	(M) (O) One may be inoperative provided: a) All EPR, EGT, and Fuel Flow Indicators are operative, b) EPR on affected engine is set midway between the remaining two EPR readings, and c) EGT Limit on affected engine is closely monitored.
a) Digital Counters	C	3	0	
b) Maximum Limit Pointers	C	3	0	
(Continued)				

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

77 ENGINE INDICATING					
1. N1 Indicating Systems (Cont'd)					
3) P&W Engines	B	3	2	One may be inoperative provided all EPR, N2, and Fuel Flow Indicators are operative. NOTE: Engine Fail Lights may be affected.	
2. N2 Indicators	B	3	2	(O) One may be inoperative provided: a) All N1 and Fuel Flow Indicators are operative, and b) Alternate engine starting procedures are followed for associated engine.	
1) Pointers	B	3	2	(O) One may be inoperative provided affected indicator is not used.	
2) Counters ***	C	3	0	May be inoperative provided associated Pointers are operative.	
3) Starter Cutout Circuits				MOVED subitem 3) to item 80-3.	
4) Maximum Limit Pointers	C	3	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

77 ENGINE INDICATING				
3. Engine Pressure Ratio *** (EPR) Indicators				
1) G.E. Engines	D	3	0	May be inoperative provided associated N1 Indicating System is operative.
2) P&W Engines	C	3	2	(M) (O) One may be inoperative provided: a) All N1, N2, and Fuel Flow Indicators are operative, and b) N1 on the affected engine is set midway between the two remaining N1 readings.
4. Exhaust Gas Temperature (EGT) Indicators (Analog or LCD)				
1) Digital Counters ***	C	3	0	May be inoperative provided the associated Pointer is operative.
2) Pointers	C	3	2	One may be inoperative provided associated Digital Counter is operative.
3) Maximum Limit Pointers	C	3	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

77 ENGINE INDICATING				
5. EGT ALERT Caution Lights	C	3	0	
6. Engine Vibration *** Indicating Systems	D	3	0	May be inoperative provided maintenance procedures do not depend on their use.
7. Engine Fail Lights	B	2	0	May be inoperative provided: a) No. 2 engine thrust setting indicators are monitored during takeoff, and b) AFM performance requirements are complied with.
8. N1 OVER LIMIT Alert *** Caution Lights	C	3	0	
9. N2 OVER LIMIT Alert *** Caution Lights	C	3	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

77 ENGINE INDICATING				
10. Engine Instrument *** Display System Model 94002 (EIDS) STC ST00759WI				
1) ACARS & 615 Transmit Chip	C	2	0	
2) Exceedance & EXD Snapshot Memory	C	2	0	
3) ACMS Transmit Chip	C	2	0	
4) Backlight Module Fans	C	4	2	May be inoperative provided one fan operates normally in each display unit.
5) Avionics Adapter Rack Fan (AAR)	B	2	1	
6) Starter Output Discrete	C	3	0	(O) May be inoperative provided affected Engine Start Switch(es) can be operated manually.
7) RPM Microcontroller	C	-	-	(M) (O) May be inoperative provided associated N1 or N2 indication(s) is not used.
8) Command EPR/N1 Switch	C	1	0	May be inoperative provided: a) Failure is indicated in the MAN Mode, b) The mode annunciation at the bottom of the N1 or EPR indicator indicates MAN, c) The CMD switch remains in the MAN position, and d) Engine intermix does not exist.
9) Pulse Width Modulator	C	-	-	(M) (O) May be inoperative provided associated EPR indication(s) is not used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

78 ENGINE EXHAUST				
1. Thrust Reversers				
1) Fan Reverser	C	3	2	(M) One may be inoperative provided affected Fan Reverser and the associated Turbine Reverser are deactivated and secured in the STOWED position.
2) Turbine Reversers ***	C	3	0	(M) May be inoperative provided: a) Affected Turbine Reverser is secured in the STOWED position, and b) Associated Fan Reverser is considered operative.
3) Fan Reverser Blocker Doors (P&W Engines)	C	36	33	(M) Three may be inoperative provided: a) Not more than one is inoperative on each engine, and b) Affected Blocker Door Links are removed using an accepted procedure.
2. REV U/L Light Indicating Systems	C	3	2	(M) (O) May be inoperative provided: a) Associated Reverser is deactivated, b) Associated REV THR Light Indicating System is operative, and c) Associated REV PRES Light Indicating System is operative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

78 ENGINE EXHAUST				
3. REV THR Light Indicating Systems	C	3	2	(M) (O) May be inoperative provided: a) Associated Reverser is deactivated, b) Associated REV U/L Light Indicating System is operative, and c) Associated REV PRES Light Indicating System is operative.
4. REV PRES Light Indicating Systems	C	3	2	(M) (O) May be inoperative provided: a) Associated Reverser is deactivated, b) Associated REV U/L Light Indicating System is operative, and c) Associated REV THR Light Indicating System is operative.
5. Reverser Throttle Interlock Systems	C	3	2	(M) (O) One may be inoperative provided the associated Thrust Reverser is deactivated.
6. Fan Reverser *** Circumferential Latch Indicators	D	3	0	(M) May be inoperative provided procedures are developed to verify affected Cowl is properly secured.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

79 ENGINE OIL				
1. Oil Quantity Indicating Systems	B	3	2	(M) One may be inoperative provided: a) Associated Oil Tank Quantity is verified to be adequate before each flight, b) There is no evidence of excessive consumption or leakage, c) Anticipated consumption for the planned flight will not exceed 50% of tank capacity, and d) Associated Oil Pressure Low Light is operative.
2. Oil Temperature Indicating Systems				DELETED in Revision 19.
3. OIL PRESSURE LOW Lights	B	3	2	One may be inoperative provided associated Oil Quantity Indicating System is operative.
4. OIL STRAINER CLOG Lights	B	3	0	(M) May be inoperative provided: a) It is verified that the malfunction is in the Annunciator System, and b) The Strainer is checked once each flight day for clogging.
1) OIL PRESSURE CLOG Light ***	D	1	0	May be inoperative provided the OIL PRESSURE LOW Lights and OIL STRAINER CLOG Lights are operative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

80 STARTING				
1. STARTER VALVE OPEN Lights	C	3	0	(M) (O) May be inoperative provided the Starter Valve is verified CLOSED after engine start.
2. Starter Valves	C	3	2	(M) (O) One may be inoperative provided: a) Engine Start Switches are operative on unaffected engines, b) Alternate engine starting procedures are established and used, and c) Starter Valve is verified CLOSED after engine start.
3. Engine Start Switches	C	3	2	(M) (O) May be inoperative provided: a) Starter Valves are operative on unaffected engines, b) Alternate engine starting procedures are established and used, and c) Starter Valve is verified CLOSED after engine start.
1) Cutoff Circuits	C	3	0	(O) May be inoperative provided: a) Affected engine start switch can be operated manually, and b) Alternate engine starting procedures are established and used.
2) Holding Solenoids	C	3	0	(O) May be inoperative provided: a) Affected engine start switch can be operated manually, and b) Alternate engine starting procedures are established and used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

82 WATER INJECTION				
1. Water Injection System ***	D	3	0	May be inoperative provided takeoff performance does not require its use.
2. Water Injection *** Drainmast Heaters	D	3	0	May be inoperative provided limitations for loss of water injection in the AFM are complied with.