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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.

MASTER MINIMUM EQUIPMENT LIST

MCDONNELL DOUGLAS
DC-9 MODELS 11 THROUGH 87 AND MD-88

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HIGHLIGHTS OF CHANGE		

EFFECTIVE ABOVE DATE, the DC-9 Master Minimum Equipment List (MMEL) is revised. Revision 38a is an INTERIM revision. The purpose of this revision is to include, change, or clarify the following items:

NOTE: The “Definitions” pages and “Preamble” pages that were removed in Revision 38 in lieu of reference to Policy Letters 25 and 34 are back in the MMEL with this revision.

32-4 Added Anti-Skid System relief for Series 80 aircraft.

34-28 Updated per Policy Letter 39.

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FAA MMEL DEFINITIONS			

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 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.

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.

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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 which has a type design approval for ER operations 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 or in the engine(s).

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.

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FAA MMEL DEFINITIONS			

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:

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 message that affects 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.

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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.

b. DOUGLAS (B717, 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-320/319/321, 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-320/319/ 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-320/319/321, 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-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant; however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. 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 message that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

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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.

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 provide 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."

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.

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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 manufacture'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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PREAMBLE			

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (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 those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

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PREAMBLE		

The MEL 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 Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

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 interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

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

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
1. Air Conditioning Systems	C	2	1	(M) (O) May be inoperative provided: a) Airplane remains at or below FL 250, b) Associated Flow Control Valve is deactivated CLOSED, and c) ER operations are not conducted.
	C	2	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Ram Air Valve System is operative, and c) Associated Flow Control Valve is deactivated CLOSED.
2. AIR COND SUPPLY TEMP HI Annunciating Systems	C	2	1	(M) May be inoperative provided: a) Associated Air Conditioning Supply System is operated in HP BLD OFF, b) Remaining Air Conditioning System and Air Conditioning Supply Systems operate normally, and c) ER operations are not conducted.
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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
2. AIR COND SUPPLY TEMP HI Annunciating Systems (Cont'd)	C	2	1	(O) May be inoperative provided: a) Associated Air Conditioning System is not used, b) Airplane remains at or below FL 250, and c) ER operations are not conducted.
	C	2	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Ram Air Valve System is operative, c) Air Conditioning Systems are not used, and d) ER operations are not conducted.
	C	2	0	(M) (O) May be inoperative provided: a) Both Air Conditioning Supply Switches remain in HP BLD OFF, b) Flight is conducted in an unpressurized configuration, and c) ER operations are not conducted.
3. Air Conditioning Supply Pressure Indicating Systems Indicating Systems (Standard Configuration)	C	2	1	(M) May be inoperative provided associated Pressure Regulator and Flow Control Valve are verified operative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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21 AIR CONDITIONING				
4. Cabin/Duct/Supply Temperature Indicating System				
1) Cabin/Duct (Series 10, 20, 30, 40, 50)	C	1	0	(M) May be inoperative provided: a) Both Air Conditioning System Shutdown Thermal Switches are operative, and b) Cockpit/Cabin Compartment Auto Temperature Control Systems are verified operative.
2) Cabin/Cabin Supply (Series 80)	C	1	0	(M) May be inoperative provided: a) Both Air Conditioning System Shutdown Thermal Switches are operative, and b) Cockpit/Cabin Compartment Auto Temperature Control Systems are operative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
5. Air Conditioning Automatic Shut-Off System	C	1	0	(M) (O) May be inoperative provided: a) Both Air Conditioning Systems are selected OFF before takeoff, b) Air Conditioning Systems are not selected ON until complete flap retraction, or a minimum altitude of 400 feet AGL is attained, c) On Series 80 aircraft, landing light auto retract system is considered inoperative, and d) Appropriate AFM takeoff EPR setting adjustment is applied.
1) Series 10	C	1	0	(O) May be inoperative provided appropriate AFM Performance Data is used when Air Conditioning Systems are used for takeoff.
6. Air Conditioning Cut-off *** Throttle Switches (Series 10, 20, 30, 40, 50)	D	2	0	
7. Air Conditioning Flow Control Valves	C	2	1	(M) (O) May be inoperative provided: a) Associated Flow Control Valve is CLOSED, b) Associated Air Conditioning System is not used, c) Airplane remains at or below FL 250, and d) ER operations are not conducted.
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
7. Air Conditioning Flow Control Valves (Cont'd)	C	2	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Ram Air Valve System is operative, c) Air Conditioning Systems are not used, and d) ER operations are not conducted.
8. Air Conditioning Pressure Regulator Valves	C	2	1	(M) (O) May be inoperative provided: a) Associated Flow Control Valve is CLOSED, b) Associated Air Conditioning System is not used, c) Airplane remains at or below FL 250, and d) ER operations are not conducted.
	C	2	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Ram Air Valve System is operative, c) Air Conditioning Systems are not used, and d) ER operations are not conducted.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
9. Ram Air Valve	C	1	0	May be inoperative provided: a) Ram Air Valve is OPEN, and b) All Ground Air Conditioning Check Valves are operative.	
	C	1	0	May be inoperative provided; a) Ram Air Valve is CLOSED, b) Both Air Conditioning Systems are operative, and c) ER operations are not conducted.	
10. Compressor Discharge and Turbine Inlet Thermal Switches	C	4	0	(M) (O) May be inoperative provided: a) Associated Air Conditioning System(s) are not operated before becoming airborne, and b) Associated Air Conditioning System(s) are selected OFF before landing.	
11. Air Conditioning System Shutdown Thermal Switches	C	2	1	(O) May be inoperative provided; a) Associated Air Conditioning System is not used, b) Airplane remains at or below FL 250, and c) ER operations are not conducted.	
	C	2	0	(M) (O) May be inoperative provided; a) Flight is conducted in an unpressurized configuration, b) Ram Air Valve System is operative, c) Air Conditioning Systems are not used, and d) ER operations are not conducted.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
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21 AIR CONDITIONING					
12. Heat Exchanger Cooling Air Fans	C	2	0	(M) (O) May be inoperative provided: a) Associated Air Conditioning System is not operated before becoming airborne, and b) Associated Air Conditioning System is selected OFF before landing.	
13. Air Conditioning Water Separators	C	2	1	(O) May be inoperative provided: a) Associated Air Conditioning System is not used, b) Airplane remains at or below FL 250, and c) ER operations are not conducted.	
	C	2	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Ram Air Valve System is operative, c) Air Conditioning Systems are not used, and d) ER operations are not conducted.	
14. Ground Air Conditioning Check Valves	C	-	1	(M) (O) May be inoperative OPEN provided: a) Associated Ground Conditioned Air Connector Door is CLOSED and LATCHED, and b) Airplane remains at or below FL 250.	
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
14. Ground Air Conditioning Check Valves (Cont'd)	C	-	0	(M) (O) May be inoperative OPEN provided: a) Associated Ground Conditioned Air Connector Door is CLOSED and LATCHED, and b) Flight is conducted in an unpressurized configuration.	
	C	-	0	May be inoperative CLOSED for pressurized flight.	
15. Air Conditioning Cooling Air Diverter Valves (Flapper)	C	2	1	(M) (O) May be inoperative in the Fan Air Cooling only position provided: a) Associated Valve is in the Left Air Conditioning system, b) Airplane remains at or below FL 250, and c) Left Air Conditioning System is selected OFF before becoming airborne.	
	C	2	0	(M) (O) May be inoperative in the Ram Air Cooling only position provided: a) Associated Air Conditioning System is not used prior to becoming airborne, and b) Associated Air Conditioning System is selected OFF before landing.	

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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
16. Eighth Stage Air *** Temperature Sensors (330 Degree Sensor)	C	2	1	(O) May be inoperative provided associated Air Conditioning System supply switch remains in HP BLD OFF.
	C	2	0	(O) May be inoperative provided: a) Both Air Conditioning System supply switches remain in HP BLD OFF, and b) Airplane remains at or below 10,000 feet MSL.
17. High Pressure Bleed *** Shut-Off Temperature Sensors (550 Degree Sensors)	C	2	1	(O) May be inoperative provided; a) Associated Air Conditioning System supply switch remains in HP BLD OFF, and b) Flight is not made in known or forecast icing conditions.
	C	2	0	(O) May be inoperative provided; a) Both Air Conditioning System supply switches remain in HP BLD OFF, b) Flight is not made in known or forecast icing conditions, and c) Airplane remains at or below 10,000 feet MSL.
18. Radio Rack Venturi Restrictor Valve				Deleted Rev. 22.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
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	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
19. RADIO RACK FAN OFF Annunciator System	C	1	0	(M) May be inoperative provided an audible check is made for satisfactory Radio Rack Fan operation before each takeoff.	
20. Radio Rack Cooling Fan (Series 10, 20, 30, 40, 50)	C	1	0	(M) (O) May be inoperative provided: a) Both Air Conditioning Systems are available for pressurized flight, b) Radio rack cooling selector switch remains in VENTURI, and c) Ground operation of electronic equipment is limited to a maximum of 45 minutes. NOTE: Effects on live animal transport should be considered.	
21. Radio Rack Cooling Fans (Series 80)					
1) Primary Fan	C	1	0	(M) (O) May be inoperative provided Standby Fan is operative. NOTE: Effects on live animal transport should be considered.	
2) Standby Fan	C	1	0	May be inoperative provided Primary Fan is operative. (continued)	

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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
21. Radio Rack Cooling Fans (Series 80) (Cont'd)				
3) Primary and Standby Fans	C	2	0	(M) (O) May be inoperative provided: a) Both Air Conditioning Systems are available for pressurized flight, b) Radio rack cooling selector switch remains in VENTURI, and c) Ground operation of electronic equipment is limited to a maximum of 45 minutes. NOTE: Effects on live animal transport should be considered.
22. Radio Rack Fan Check Valve (Series 10, 20, 30, 40, 50)	C	1	0	(M) (O) May be inoperative provided: a) Check Valve remains CLOSED, b) Both Air Conditioning Systems are available for pressurized flight, c) Radio rack cooling selector switch remains in VENTURI, and d) Ground operation of electronic equipment is limited to a maximum of 45 minutes. NOTE: Effects on live animal transport should be considered. (continued)

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

21 AIR CONDITIONING				
22. Radio Rack Fan Check Valve (Series 10, 20, 30, 40, 50) (Cont'd)	C	1	0	(M) May be inoperative provided Check Valve remains OPEN.
23. Radio Rack and Standby Radio Rack Fan Check Valves (Series 80)	C	2	1	(M) (O) May be inoperative CLOSED provided associated fan circuit breaker remains OPEN.
	C	2	0	(M) (O) May be inoperative provided: a) Both Air Conditioning Systems are available for pressurized flight, b) Radio rack cooling selector switch remains in VENTURI, and c) Ground operation of electronic equipment is limited to a maximum of 45 minutes. NOTE: Effects on live animal transport should be considered.
24. Automatic Cabin Pressure Control Systems	C	2	1	May be inoperative provided ER operations are not conducted. (continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
24. Automatic Cabin Pressure Control Systems (Cont'd)	C	-	0	(O) May be inoperative provided: a) Manual Pressurization System is operative, b) Autopilot is operative in all axes (pitch, roll, and yaw), and c) ER operations are not conducted.
	C	-	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Cabin Air Outflow Valve remains OPEN, and c) ER operations are not conducted.
1) Digital Cabin Pressure Control System (DCPCS) (STC #ST00434LA-D Only)				
a) DCPCS Cabin Pressure Automatic Controller	C	2	1	
	C	2	0	(O) May be inoperative provide: a) Manual Pressurization System is operative, and b) Autopilot is operative in all axes (pitch, roll, and yaw).
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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
24. Automatic Cabin Pressure Control Systems (Cont'd)				
1) Digital Cabin Pressure Control System (DCPCS) (STC #ST00434LA-D Only) (Cont'd)				
a) DCPCS Cabin Pressure Automatic Controller (Cont'd)	C	2	0	(M) (O) May be inoperative for unpressurized flight provided: a) Outflow Valve is deactivated in the OPEN position, and b) Extended overwater flight is prohibited.
b) DCPCS Fast Close Option	C	2	0	
c) DCPCS Manual Mode Control	C	1	0	May be inoperative for pressurized flight provided both Automatic Pressure Controller Systems operate normally.
	C	1	0	(M) (O) May be inoperative for unpressurized flight provided: a) Outflow Valve is deactivated in the OPEN position, and b) Extended overwater flight is prohibited.
25. Cabin Air Outflow Valve	C	1	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Cabin Air Outflow Valve is secured OPEN, and c) Extended overwater flight is prohibited.

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
26. Cabin Pressure Safety Valves	C	2	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Cabin Air Outflow Valve is secured OPEN, and c) Extended overwater flight is prohibited.
27. Cabin Altitude Warning System	C	1	0	May be inoperative provided the airplane remains at or below 10,000 feet MSL.
1) Light	C	1	0	May be inoperative provided Cabin Altitude Aural Warning System is operative.
2) Aural	C	1	0	May be inoperative provided Cabin Altitude Warning Light System is operative.
28. Cabin Altitude and Differential Pressure Indicator	C	1	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Cabin Air Outflow Valve remains OPEN.

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21 AIR CONDITIONING				
28. Cabin Altitude and Differential Pressure Indicator (Cont'd)				
1) ALTITUDE Indication	C	1	0	(O) May be inoperative provided: a) Cabin DIFFERENTIAL PRESSURE portion of the indicator is operative, b) A chart is provided to the crew to convert cabin differential pressure to cabin altitude, c) Takeoffs or landings are not conducted at airports with a field elevation greater than 8500 feet MSL, and d) ER operations are not conducted.
2) DIFFERENTIAL PRESSURE Indication	C	1	0	(O) May be inoperative provided: a) Cabin ALTITUDE portion of the indicator is operative, b) A chart is provided to the crew to convert cabin altitude to cabin differential pressure, and c) ER operations are not conducted.

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21 AIR CONDITIONING					
29. Cabin Rate-of-Climb Indicator	C	1	0		May be inoperative provided all other components of the cabin pressurization control system are operative.
	C	1	0		(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Cabin Air Outflow Valve remains OPEN.
30. Cockpit/Cabin Compartment Auto Temperature Control Systems	C	2	0		May be inoperative provided: a) Associated Manual Temperature Control System is operative, and b) Cabin/Duct/Supply Temperature Indicating Systems are operative.
	C	2	1		(O) May be inoperative provided: a) Associated Air Conditioning System is not used, b) Airplane remains at or below FL 250, and c) ER operations are not conducted.
	C	2	0		(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Ram Air Valve System is operative, c) Air Conditioning Systems are not used, and d) ER operations are not conducted.

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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
31. Temperature Control Valve Position Indicating Systems	C	2	0	May be inoperative provided the associated Automatic Temperature Control System is operative.
32. Water Separator *** Discharge Thermostats (Series 10, 30, 40)	C	2	1	(O) May be inoperative provided: a) Associated Air Conditioning System is not used, b) Airplane remains at or below FL 250, and c) ER operations are not conducted.
	C	2	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Ram Air Valve System is operative, c) Air Conditioning Systems are not used, and d) ER operations are not conducted.
33. Cockpit/Cabin Compartment Temperature Control Valves	C	2	1	(O) May be inoperative provided; a) Associated Air Conditioning System is not used, b) Airplane remains at or below FL 250, and c) ER operations are not conducted.
(continued)				

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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
33. Cockpit/Cabin Compartment Temperature Control Valves (Cont'd)	C	2	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Ram Air Valve System is operative, c) Air Conditioning Systems are not used, and d) ER operations are not conducted.
34. Water Separator Temperature Control Valves	C	2	1	(O) May be inoperative provided: a) Associated Air Conditioning System is not used, b) Airplane remains at or below FL 250, and c) ER operations are not conducted.
	C	2	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Ram Air Valve System is operative, c) Air Conditioning Systems are not used, and d) ER operations are not conducted.
35. Tail Compartment Temperature High Indicating System				Deleted Rev. 22.

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4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

36. Air Conditioning Turbine
Nozzle Shutoff Valves
(Series 30, 40, 50, 80)

C

2

1

(O) May be inoperative CLOSED
provided the airplane remains at or below
FL 250.

C

2

0

(M) May be inoperative provided
associated Turbine Nozzle Shut-Off Valve
is secured OPEN.37. Air Conditioning Pilot
Pressure Regulators
(Series 30, 40, 50, 80)

C

2

1

(O) May be inoperative provided:
a) Associated Air Conditioning
System in not used,
b) Airplane remains at or below FL
250, and
c) ER operations are not conducted.

C

2

0

(M) (O) May be inoperative provided:
a) Flight is conducted in an
unpressurized configuration,
b) Ram Air Valve System is
operative,
c) Air Conditioning Systems are not
used, and
d) ER operations are not conducted.38. Supplemental Avionics
*** Cooling Fans (Excludes
EFIS and Instruments)

C

-

0

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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
39. Air Conditioning *** Pressure Regulator Ground Control Valve(s) Solenoids	C	2	1	(O) May be inoperative provided: a) Associated Air Conditioning System is not used, b) Airplane remains at or below FL 250, c) Associated Valve is CLOSED, and d) ER operations are not conducted.
	C	2	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Ram Air Valve System is operative, c) Air Conditioning Systems are not used, d) Valves are CLOSED, and e) ER operations are not conducted.
	C	2	0	(O) May be inoperative provided the associated valve remains OPEN.
40. Dual Cabin Pressure Control System				Combined with MMEL Item 21-24 by Rev. 25.
41. Bleed Air Cleaner *** System (Excludes Centrifugal Filters)	D	2	0	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
42. Cockpit Instrument *** Cooling Fan					
1) DC-9 Series 10 thru 50 and Non-EFIS Equipped MD-80 Aircraft	C	-	0		
2) MD-80 Aircraft Equipped With EFIS	C	1	0	(O) May be inoperative provided: a) At least one Air Conditioning System is operating whenever EFIS Display Units are operating, and b) When ambient temperature is about 90 degrees F., at least one Air Conditioning System must be operated with FULL COLD selected.	
43. Cabin Air Recirculation Fan (Series 80)	C	1	0		
44. Mid Cargo Compartment Heating Fan (Series 80)	C	1	0		

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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
45. Altitude Bias Control Systems (Series 80)	C	2	0	(O) May be inoperative provided: a) Altitude Bias Control is in the no-flow-to-ambient position (no altitude bias), and b) Airplane remains at or below FL 250.
	C	2	0	May be inoperative provided the Altitude Bias Control is in the flow-to-ambient position (Altitude Bias ON). NOTE: The pack may be used to enhance passenger comfort.
46. Left Heat Exchanger *** Ram Air Exhaust Control System	D	1	0	(M) (O) May be inoperative provided the Exhaust Flow Control Valve remains OPEN.
	D	1	0	(M) (O) May be inoperative provided: a) Exhaust Flow Control Valve remains CLOSED, b) Left Air Conditioning System is not used, and c) Airplane remains at or below FL 250.
	D	1	0	(M) (O) May be inoperative provided: a) Exhaust Flow Control Valve remains CLOSED, and b) Left Air Conditioning System is operated only in flight with RAT of +10 degrees C or less.

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21 AIR CONDITIONING

47. Cockpit Temperature
Control 130 Degree F
Limit System (Series 80)

C

1

0

(M) May be inoperative with the thermal switch failed in the CLOSED position provided power is restored to the "more heat" side of the temperature control valve.

C

1

0

May be inoperative failed OPEN.

48. Air Conditioning Flow
Indicating Systems
(Series 80) (Alternate
Approved Configuration)

C

2

0

49. Cockpit Instrument
*** Cooling Fan Flow
Indicator

C

1

0

50. EFIS Display Unit
*** Cooling Fans (STC
#SA1672GL Only)

B

5

4

(M) (O) May be inoperative provided:
a) Outside Air Temperature is below 100 degrees F.,
b) Ground operating time is limited to 30 minutes or less, and
c) All Symbol Generator Cooling Fans are operative.51. EFIS Symbol Generator
*** Cooling Fans (STC
#SA1672GL Only)

B

3

2

(M) (O) May be inoperative provided:
a) Outside Air Temperature is below 100 degrees F.,
b) Ground operating time is limited to 30 minutes or less, and
c) All Display Unit Cooling Fans are operative.

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	4. REMARKS AND EXCEPTIONS			

21 AIR CONDITIONING				
52. FWD Cargo *** Compartment Heater System	C	1	0	(M) May be inoperative provided system is de-activated. NOTE: Effects on live animal transport should be considered.
53. AHRU Tray Mounted *** Cooling Fans (Series 80)	C	-	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT				
1. Pitch Axis Computer (Series 10, 20, 30, 40, 50)	B	1	0	May be inoperative provided: a) At least one Automatic Cabin Pressurization System is operative for pressurized flight, and b) Enroute operations and/or approach minimums do not require its use.
2. Roll Axis Computer (Series 10, 20, 30, 40, 50)	B	1	0	May be inoperative provided: a) At least one Automatic Cabin Pressurization System is operative for pressurized flight, and b) Enroute operations and/or approach minimums do not require its use.
3. Elevator and Aileron Drive Servos				
1) DC-9 Series 10 thru 50	B	2	0	May be inoperative provided: a) At least one Automatic Cabin Pressurization System is operative for pressurized flight, b) Associated autopilot axis computer is not used, and c) Enroute operations and/or approach minimums do not require its use.
2) Series 80	C	2	0	May be inoperative provided: a) At least one Automatic Cabin Pressurization System is operative for pressurized flight, b) Autopilot is not used, and c) Enroute operations and/or approach minimums do not require its use.

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	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT				
4. Autopilot Trim Indicator (Series 10, 20, 30, 40, 50)	B	1	0	May be inoperative provided; a) Autopilot is not used, b) At least one Automatic Cabin Pressurization System is operative for pressurized flight, and c) Enroute operations and/or approach minimums do not require its use.
	C	1	0	May be inoperative provided Autopilot Out-Of-Trim Annunciator is operative.
5. Autopilot Controller (Series 10, 20, 30, 40, 50)	B	1	0	May be inoperative provided: a) At least one Automatic Cabin Pressurization System is operative for pressurized flight, and b) Enroute operations and/or approach minimums do not required its use.
6. Stability Augmentation System (Series 10, 20, 30, 40, 50)				
1) Stability Augmentation Computer	C	1	0	(M) (O) May be inoperative provided: a) Actuator is cranked to the RETRACTED position, and b) AFM limitations regarding flight speed are applied.
2) Yaw Damper System	C	1	0	May be inoperative provided actuator remains installed.
				(continued)

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
22 AUTO FLIGHT					
6. Stability Augmentation System (Series 10, 20, 30, 40, 50) (Cont'd)					
3) Mach Trim System	C	1	0	(M) (O) May be inoperative provided: a) Actuator is cranked to the RETRACTED position, and b) AFM limitations regarding flight speed are applied.	
7. Air Data Computer				(See MMEL Item 34-31)	
8. Mach Trim Compensation Override Switch	C	1	0	(O) May be inoperative provided AFM Limitations regarding flight speed are applied.	
9. Autopilot Ail/Elev/Rud Servo Disconnect Switches (Series 10, 20, 30, 40, 50)	B	3	0	May be inoperative provided: a) Associated Autopilot Axis Computer is not used, and b) Enroute operations and/or approach minimums do not require its use.	
10. Autopilot Disengage Warning Lights	C	2	1	May be inoperative provided: a) Pilot controlling the airplane with the autopilot has the operative light, and b) Autopilot is not used below 1,500 feet AGL.	
				(continued)	

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	4. REMARKS AND EXCEPTIONS			

22 AUTO FLIGHT				
10. Autopilot Disengage Warning Lights (Cont'd)	B	-	0	May be inoperative provided: a) Autopilot is not engaged in any axis, b) At least one Automatic Cabin Pressurization System is operative for pressurized flight, and c) Enroute operations and/or approach minimums do not require its use.
11. Autopilot Control Wheel Disengage Switches	C	2	1	May be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.
	B	2	0	May be inoperative provided: a) Autopilot is not engaged in any axis, b) At least one Automatic Cabin Pressurization System is operative for pressurized flight, and c) Enroute operations and/or approach minimums do not require its use.
12. Auto Throttle Off Lights *** (A/T)	C	2	1	May be inoperative provided pilot using Auto Throttle has operative Off light.
	C	2	0	May be inoperative provided associated A/T System is not used.

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	4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT				
13. Auto Throttle System *** (Series 10, 20, 30, 40, 50)	C	1	0	May be inoperative provided approach minimums do not require its use.
14. Digital Flight Guidance System (DFGS) Computers (Series 80)	C	2	1	May be inoperative provided approach minimums do not require its use.
	B	2	0	May be inoperative provided: a) At least one Automatic Cabin Pressurization System is operative for pressurized flight, b) VMC conditions exist at departure airport, enroute, and are forecast to exist at destination airport at time of arrival, c) ER operations are not conducted, d) Provisos specified in MMEL Item 22-15, 1 through 15, remarks section are met, and e) Enroute operations do not require its use.

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	4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT				
15. Digital Flight Guidance System (DFGS) Functions (Series 80)				
1) Autopilot	C	2	1	
	B	2	0	May be inoperative provided: a) At least one Automatic Cabin Pressurization System is operative for pressurized flight, b) Enroute operations and/or approach minimums do not require its use, and c) ER operations are not conducted.
a) ALT Hold	C	2	1	NOTE: Associated Flight Director System may be affected. May be inoperative provided Altitude Alert System and Warning is operative.
	B	2	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Altitude Alert System and Warning is operative.
b) Altitude Preselect Mode (Arming Function)	C	2	0	NOTE: Altitude Alerter may be affected.
c) Vert Speed	C	2	0	
d) IAS/MACH Hold	C	2	0	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
22 AUTO FLIGHT					
15. Digital Flight Guidance System (DFGS) Functions (Series 80) (Cont'd)					
e) Perf Mode ***	C	2	0		
f) VNAV ***	C	2	0		
g) VOR/LOC	C	2	0		
h) ILS	C	2	0		May be inoperative provided approach minimums do not require its use.
i) Autoland	C	2	0		May be inoperative provided approach minimums do not require its use.
j) HDG Hold	C	2	1		
	B	2	0		
k) HDG SEL	C	2	0		
l) TURB Mode	C	2	0		
m) NAV Mode ***	C	2	0		
n) FMS OVRD ***	C	2	0		
2) Auto Throttle	C	2	0		May be inoperative provided approach minimums do not require its use.
3) Speed Control	C	2	0		
					(continued)

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	4. REMARKS AND EXCEPTIONS			

22	AUTO FLIGHT				
15.	Digital Flight Guidance System (DFGS) Functions (Series 80) (Cont'd)				
4)	Flight Directors				(See MMEL Item 34-16)
5)	Auto Reserve Thrust				(See MMEL Item 73-8)
6)	Yaw Damper	C	2	0	(O) May be inoperative provided actuator remains installed.
7)	Mach Trim	C	2	0	(M) (O) May be inoperative provided: a) Actuator is verified in the RETRACTED position, and b) Flight speed is restricted to AFM Limitations.
8)	Altitude Alerting				(See MMEL Items 31-5 and 34-28)
9)	Thrust Rating/EPR Limit				(See MMEL Item 34-9)
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	4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT				
15. Digital Flight Guidance System (DFGS) Functions (Series 80) (Cont'd)				
10) Flight Mode Annunciators (FMA)	C	2	1	(O) May be inoperative provided: a) Pilot controlling the airplane using the Flight Director and/or Autopilot and/or Auto Throttle System has an operative FMA, b) Approach minimums do not require use of Autopilot, Flight Director, or Auto Throttle, and c) ER operations are not conducted.
	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, b) Flight Director, Autopilot, and Auto Throttle Systems are not used, c) ER operations are not conducted, and d) Enroute operations do not require its use. NOTE: Inoperative Flight Director and A/P Engaged Blue Annunciators do not render FMA inoperative. (continued)

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22 AUTO FLIGHT					
15. Digital Flight Guidance System (DFGS) Functions (Series 80) (Cont'd)					
11) DFGS Autothrottle EPR Synchronization					(See MMEL Item 76-1)
12) FMA Flight Director *** Engaged Blue Annunciators	D	2	0		
13) FMA A/P 1 and A/P 2 *** Engaged Blue Annunciators	D	4	0		
14) Heading Select Digits (EFIS Airplanes)	C	3	0		May be inoperative provided heading information is displayed on both Nav Displays (ND) or Primary Flight Displays (PFD).
15) Auto Pitch Trim	C	2	0		(O) May be inoperative provided: a) Manual Alternate Trim is verified operative, and b) Alternate procedures are established and used if Autopilot is to be used for approach and landing.

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	4. REMARKS AND EXCEPTIONS			

22 AUTO FLIGHT					
16. Autopilot System (Series 10, 20, 30, 40, 50)	C	-	1	May be inoperative provided: a) At least one Automatic Cabin Pressurization System is operative for pressurized flight, and b) Enroute operations and/or approach minimums do not require its use.	
	B	-	0		
1) Pitch Selector Modes					
a) Mach Hold ***	C	1	0		
b) IAS Hold ***	C	1	0		
c) Glide Path Extend ***	C	1	0		
d) Pitch Hold ***	C	1	0		
e) Vertical Speed ***	C	1	0		May be inoperative provided at least one Automatic Cabin Pressurization system is operative for pressurized flight.
f) Altitude Hold ***	B	1	0		May be inoperative provided: a) At least one Automatic Cabin Pressurization System is operative for pressurized flight, and b) Enroute operations do not require its use.

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22 AUTO FLIGHT					
16. Autopilot System (Series 10, 20, 30, 40, 50) (Cont'd)					
2) Nav Selector Modes					
a) NAV/LOC ***	C	1	0		
b) Turn Mode ***	C	1	0		
c) ILS ***	C	1	0		May be inoperative provided approach minimums do not require its use.
d) MAN G/P ***	C	1	0		
e) AUX NAV ***	C	1	0		
3) Heading Sel Switch (Capt/Co-pilot)	C	1	0		
4) Heading SEL Switch (ON/Off)	C	1	0		
17. TO/GA Palm Switches					
1) DC-9 Series 10 thru 50 ***	C	-	0		May be inoperative provided approach minimums do not require their use,
2) MD-80	C	2	0		May be inoperative provided approach minimums do not require their use.
18. Dual Rudder Drive Servo (Series 80)	C	1	0		May be inoperative provided the autopilot is not used in Takeoff, ILS, Autoland, and Go-Around modes.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
1. Audio Selector Panels	D	-	2	Those in excess of the number required by FAR may be inoperative. NOTE: See MMEL Item 25-13.
2. Cockpit Loudspeakers	C	2	0	May be inoperative provided: a) Affected speaker is not required for aural warnings, and b) An operative headset is provided for each person on cockpit duty.
3. Cockpit Microphones				
1) Handheld	D	-	2	Any in excess of those required by FAR for light deck crewmembers may be inoperative.
	C	-	0	May be inoperative or missing provided associated headset/boom microphone operate normally. NOTE: See MMEL Item 25-13 for Observer Seat Microphone.
2) Boom Microphones				Moved to MMEL Item 23-18 by Rev. 29.
4. Oxygen (Smoke) Mask Microphones	D	-	2	Any in excess of those required by FAR for flight deck crewmembers may be inoperative. NOTE: See MMEL Item 25-13.
5. Cockpit Headsets	D	-	2	Any in excess of those required by FAR for flight deck crewmembers may be inoperative. NOTE: See MMEL Item 25-13.

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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				
6. 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 alerting system (audio and visual) operates normally. NOTE: Any station function(s) that operates 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 operates normally may be used.
a) Lavatory Speakers	C	-	-	(O) May be inoperative provided alternate procedures are established and used. (continued)

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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				
6. Passenger Address (PA) System (Cont'd)				
2) Cargo Configuration (Courier/Supernumerary Address System)	C	1	0	May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
	D	1	0	May be inoperative unless procedures require its use.
a) Lavatory Speakers	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative unless procedures require its use.
7. Flight Interphone *** External Jacks				(See MMEL Item 23-8)

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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				
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 the cabin handsets, and b) Alternate communications procedures between the affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.
b) Cabin to Cabin Function	B	2	0	(O) May be inoperative provided alternate communications procedures between the affected flight attendants stations are established and used. NOTE: Any station function(s) that operates normally may be used. (continued)

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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)				
1) Passenger Configuration (Cont'd)				
b) Cabin to Cabin Function (Cont'd)	B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent of the cabin handsets, and b) Alternate communications procedures between the affected flight attendants stations are established and used.
c) Flight Deck to Ground *** Function (Flight Interphone) Operating Under FAR 121	C	1	0	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.
				(continued)

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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)				
1) Passenger Configuration (Cont'd)				
d) Flight Deck to Ground Function (Service Interphone) Operating Under FAR 121	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.
e) Flight Deck to Ground Function Not Operating Under FAR 121	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.
				(continued)

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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)				
1) Passenger Configuration (Cont'd)				
f) Flight Deck Call Visual Alerting System	B	1	0	<p>May be inoperative provided the flight deck audio alerting system operates normally.</p> <p>NOTE: The flight deck audio alerting must always be operative.</p>
g) Flight Attendant Visual Alerting System	B	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) PA system operates normally, b) If the affected visual alerting system is used for lavatory smoke detector alerting, an alternate smoke detector alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. <p>NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF).</p> <p>NOTE 2: Any visual alerting system function(s) that operates normally may be used.</p> <p>(continued)</p>

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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)				
1) Passenger Configuration (Cont'd)				
h) Flight Attendant Audio Alerting System	B	-	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector (visual or audio) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any audio alerting system function(s) that operates normally may be used.
i) Pilot to Mechanic Call System (Mechanic Call)	C	1	0	(O) May be inoperative provided alternate, normal and emergency operations procedures are established and used. (Continued)

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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)				
1) Passenger Configuration (Cont'd)				
j) Mechanic to Pilot Call System (Pilot Call)	C	1	0	(O) May be inoperative provided alternate, normal and emergency operations procedures are established and used.
k) 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. (continued)

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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)				
1) Passenger Configuration (Cont'd)				
l) Cabin Attendant Handsets	B	-	-	(O) May be inoperative provided: a) Fifty percent of cabin handsets operate normally, and b) Alternate communication procedures between the 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. NOTE 2: Any handset(s) function(s) that operates normally may be used.
2) Cargo Configuration				
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	C	-	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
	D	-	0	May be inoperative provided procedures do not require its use. (continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
8. Crewmember Interphone System (Cont'd)					
2) Cargo Configuration (Cont'd)					
b) Cabin to Cabin Function ***	D	1	0		
c) Flight Deck to Ground *** Function (Flight Interphone) Operating Under FAR 121	C	1	0	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.	
d) Flight Deck to Ground Function (Service Interphone) Operating Under FAR 121	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.	
				(continued)	

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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)				
e) Flight Deck to Ground Function Not Operating Under FAR 121	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.
f) Flight Deck Call System	D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.
g) Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided the flight deck audio alerting operates normally.
h) Courier/Supernumerary Visual Alerting System	B	1	0	May be inoperative provided courier/supernumerary address system operates normally.
	D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.
				(continued)

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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)				
i) Courier/Supernumerary Audio Alerting System	B	-	0	May be inoperative provided courier/supernumerary address system operates normally.
	D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.
j) Pilot to Mechanic Call System (Mechanic Call)	C	1	0	(O) May be inoperative provided alternate, normal and emergency operations procedures are established and used.
k) Mechanic to Pilot Call System (Pilot Call)	C	1	0	(O) May be inoperative provided alternate, normal and emergency operations procedures are established and used.
1) 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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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)				
m) Courier/Supernumerary Handset	D	-	1	
	D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.
9. Communication Systems (VHF, UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus.
1) VHF Comm				
a) Frequency Transfer Light	C	-	0	
b) Frequency Transfer Switch	C	-	0	
c) Frequency Selectors	C	-	-	One per each VHF Comm required by FAR must operate normally.
d) Frequency Indicators	C	-	-	One per each VHF Comm required by FAR must operate normally.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATION				
10. Selective Call System *** (SELCAL)	D	1	0	May be inoperative provided procedures do not require its use.
	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
1) Channels	D	-	0	May be inoperative provided procedures do not require its use.
	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
11. Static Dischargers				Deleted prior to Rev. 10. (See CDL in AFM).
12. Megaphones				Moved to MMEL Item 25-3 by Rev. 23.

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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				
13. High Frequency (HF) Communication System	D	-	-	Any in excess of those required by FAR may be inoperative.
	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: <ul style="list-style-type: none"> a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If Inmarsat Codes are not available while using SATCOM voice, prior coordination with the appropriate ATS facility is required.
				NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATC facilities.

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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				
14. ARINC Communications *** Addressing and Reporting Systems (ACARS)	D	1	0	May be inoperative provided procedures do not require its use.
	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that is operative may be used.
1) Printer	D	1	0	May be inoperative provided procedures do not require its use.
	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that is operative may be used.
15. Crewmember Service Interphone Alerting System (Crew Call Light/Call Chime)				Combined with MMEL Item 23-8 by Rev. 34.
16. Cockpit Voice Recorder (CVR) System	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
17. Pre-Recorded *** Passenger Announcement System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
18. 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		
19. Maintenance Interphone System	C	1	0		
1) Maintenance Interphone Jacks	D	-	2		

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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				
20. Captain/First Officer Push-To-Talk Switches				
1) Control Wheel PTT Switches	C	2	0	(M) May be inoperative provided: a) Associated other PTT Switch operates normally, and b) Associated switch is deactivated.
2) Other PTT Switches	C	-	0	(M) May be inoperative provided: a) A separate PTT Switch operates normally at affected crew station, and b) Associated switch is verified electrically failed open.
21. Flight Compartment Pedestal Handset				Combined with MMEL Item 23-8 by Rev. 34.
22. Cabin Interphone Handsets (Series 80)				Combined with MMEL Item 23-8 by Rev. 34.
23. Flight Deck Entry *** Door/Cabin Video Surveillance Systems	C	-	0	(O) May be inoperative and components may be missing provided alternate procedures are established and used. NOTE: Any portion of the system which operates normally may be used.
	D	-	0	May be inoperative provided procedures do not require its use.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL POWER				
1. AC Electrical Power Generation and Control				
1) Engine Generator Systems (Includes Constant Speed Drive)	B	2	1	(M) (O) May be inoperative provided: a) APU Generator System is operative and furnishing power to the associated bus, b) All other components of the electrical power system (except the external power system) are operative, c) AC Cross-Tie Relay must be in AUTO position, and d) ER operations are not conducted. NOTE: See AFM APU Generator Limitations.
2) APU Generator System	C	1	0	May be inoperative provided: a) Both Engine Generator Systems are operative, b) AC Cross-Tie Relay is operative, and c) ER operations are not conducted.
2. External Power System	C	1	0	(M) May be inoperative provided: a) Procedures are developed to isolate affected components from the rest of the electrical distribution system, and b) External Power Receptacle is placarded "DO NOT CONNECT ELECTRICAL POWER".

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL POWER				
3. AC Cross-Tie Relay	C	1	0	(M) (O) May be inoperative provided: a) AC Cross-Tie Relay is OPEN, b) Both Engine Generator Systems are operative, c) APU Generator System is available to power either bus, d) APU is operating during flight, e) Both APU bus switches are ON, and f) ER operations are not conducted. NOTE: See AFM APU Generator Limitations.
4. Emergency Power Transfer Relays				Deleted Rev. 22.
5. Ground Service External Power Relay	C	1	0	
6. AC Ground Service Tie Relay				Deleted Rev. 22.
7. Battery Charger				Deleted Rev. 22.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL POWER				
8. Generator OFF Annunciators	C	3	1	May be inoperative provided: a) One of the two operating generators supplying power to the bus has an operative annunciator, b) The bus powering generator with an inoperative Generator OFF Annunciator has an operative AC Loadmeter System, and c) ER operations are not conducted.
9. AC BUS OFF Annunciator				Deleted Rev. 22.
10. Bus Power Failure Caution System (AC)				Deleted Rev. 22.
11. AC Frequency Meter	C	1	0	(O) May be inoperative provided: a) Electrical power from each Engine Generator System can be applied to its associated bus after engine restart from a complete engine shutdown, and b) ER operations are not conducted.
	C	1	0	(O) May be inoperative provided: a) If dispatch is based on APU Generator, APU Generator System power can be applied to desired bus after restart of APU from a complete shutdown, and b) ER operations are not conducted.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
24 ELECTRICAL POWER					
12. Voltmeter System (AC)					Deleted Rev. 22.
13. AC Loadmeter Systems					
1) Engine Generator	B	2	1		May be inoperative provided: a) Associated generator is not used, b) APU generator load meter is operative, and c) ER operations are not conducted.
2) APU Generator	C	1	0		May be inoperative provided: a) Associated generator is not used, b) Both engine generator load meters are operative, c) Both engine generator systems are operative, d) AC Cross-Tie Relay is operative, and e) ER operations are not conducted.
14. CSD Oil Temperature Indicating Systems	C	2	1		(O) May be inoperative provided CSD Oil Annunciator System is operative.
	B	2	1		May be inoperative provided associated CSD is considered inoperative.
1) CSD Oil Temperature Rise Systems	C	2	0		
15. CSD Oil Pressure Low *** Annunciators	C	2	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
24 ELECTRICAL POWER					
16. CSD Oil Annunciators *** (Pressure and Temperature)					
1) Pressure Sensors	C	2	0		
2) Temperature Sensors ***	D	2	0	(M) May be inoperative provided CSD Temperature gauge for associated CSD is operative.	
17. CSD Air/Oil Heat Exchangers	B	2	1	May be inoperative provided associated CSD is considered inoperative.	
18. Transformer/Rectifiers (TR)	B	4	3	(M) (O) May be inoperative provided associated TR is disconnected from the electrical system.	
19. Cross Tie Relay (DC)				Deleted Rev. 22.	
20. Aircraft Main Batteries				Deleted Rev. 22.	
21. Battery Relay				Deleted Rev. 22.	
22. Ground Refueling Relay				(See MMEL Item 28-18).	
23. DC BUS OFF Annunciator				Deleted Rev. 22.	
24. DC TRANSFER BUS OFF Annunciator				Deleted Rev. 22.	
25. DC Bus Power Failure Caution System				Deleted Rev. 22.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
24 ELECTRICAL POWER					
26. DC Loadmeter Indicators	C	4	3		(O) May be inoperative provided DC BUS OFF Light is not illuminated.
27. DC Voltmeter					Deleted Rev. 22.
28. AC and DC Emergency Bus Off Annunciators					Deleted Rev. 22.
29. Emergency Light Not Armed Annunciator					(See MMEL Item 33-26).
30. Emergency Power System (DC to AC)					Deleted Rev. 22.
31. Emergency Power Switch					Deleted Rev. 22.
32. Battery Vent Fan ***	D	1	0		
33. AC Cross-Tie Lockout Annunciator	C	1	0		(O) May be inoperative provided cross-tie lockout procedure is accomplished before first flight of each day.
34. EXT PWR NOT IN USE Light (White)	C	1	0		
35. EXT PWR AVAIL Lights (Blue)	C	3	0		
36. EXT PWR L/R/GS in Use Lights (Blue)	C	3	0		

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

24 ELECTRICAL POWER

37. APU PWR AVAIL Lights
(Blue)

C

2

0

(O) May be inoperative provided APU
GEN OFF annunciation is verified
operative prior to each departure.

C

2

0

May be inoperative provided APU
generator is not used.

C

2

0

May be inoperative provided:
a) AC Voltmeter is operative, and
b) AC Frequency Meter is operative.38. APU PWR L/R/GS In
Use Lights (Blue)

C

3

0

May be inoperative provided the L/R AC
BUS OFF annunciations are operative if
APU electrical power is to be used.39. Battery Charger System
*** Annunciator (STC No.
ST00336LA)

C

1

0

(O) May be inoperative provided:
a) BATT AMP meter is used to verify
the battery is not discharging, and
b) BATT VOLT meter is used to
verify the batter voltage is normal.40. Galley Power and
Control

C

-

0

(M) May be inoperative provided affected
galley power is deactivated.

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25 EQUIPMENT/ FURNISHINGS				
1. Flotation Devices (Crew and Passengers)	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided required distribution is maintained.
2. Lower Cargo Compartment Liners	C	-	0	May be inoperative or missing 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. Megaphones	D	-	-	(M) Any in excess of those required by FAR may be inoperative provided: a) Procedures are established to remove the affected Megaphone, and b) Required distribution is maintained. NOTE: Not required for all-cargo operations.
4. Rear Entrance Door Strap	C	1	0	May be inoperative or missing provided: a) Cabin attendant is positioned on the rear door jump seat, and b) A passenger announcement is made to stay clear of rear door until the door is OPEN.

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25 EQUIPMENT/ FURNISHINGS				
5. Crewmember Shoulder Harnesses				
1) Pilot and Co-Pilot				Deleted Rev. 27.
2) Observer's Seat				Deleted Rev. 29. (See MMEL Item 25-13).
6. Flight Attendant Seats (Single or Dual position)				
1) Required Flight Attendant Seats	B	-	-	(M) (O) One seat or assembly (dual position) may be inoperative provided: a) Affected seat 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 most accessible to the 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 the retracted position, and e) Passenger seat assigned to Flight Attendant is placarded "FOR FLIGHT ATTENDANT ONLY". (continued)

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS 6. Flight Attendant Seats (Single or Dual Position) (Cont'd) 1) Required Flight Attendant Seats (Cont'd)				<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 seat restraint system is considered inoperative.</p> <p>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.</p> <p>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.</p> <p>(continued)</p>

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25 EQUIPMENT/ FURNISHINGS				
6. Flight Attendant Seats (Single or Dual position) (Cont'd)				
2) Excess Flight Attendant Seats	C	-	-	(M) May be inoperative provided: a) Affected seat or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.
3) All Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.
7. "Fasten Seat Belt While Seated" Signs or Placards (Unlighted)	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
8. Flight Attendant Seat Lap Belts				Deleted in Revision No. 30.

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25 EQUIPMENT/ FURNISHINGS					
9. Cabin Emergency Flashlights/holders	C	-	0		May be inoperative or missing provided cabin crewmember assigned to affected position has an operative flashlight readily available.
10. Passenger Seats	D	-	0		<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 the main aircraft aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A seat with inoperative seat belt 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 behind and/or adjacent outboard seats.</p> <p>(continued)</p>

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25 EQUIPMENT/ FURNISHINGS				
10. Passenger Seats (Cont'd)				
1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the full upright position.
	D	-	-	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	-	-	
a) Armrest with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.
b) Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.

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25 EQUIPMENT/ FURNISHINGS				
11. Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Associated bin or compartment is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) 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.
	C	-	-	(M)(O) May be inoperative provided: a)Affected door(s) is removed, b)Associated bin or compartment is not used for storage of any items, except those permanently affixed, c)Associated bin or compartment is prominently placarded DO NOT USE, d)Procedures are established and used to alert crew members and passengers of inoperative bins, and e)Passengers are briefed that associated bin or compartment is not used. NOTE 1: If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment. NOTE 2: Any emergency equipment located in the associated compartment (permanently affixed) is available for use.

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25 EQUIPMENT/ FURNISHINGS				
11. Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/Closets (Cont'd)				
1) Storage Compartment *** Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.
12. Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF Items.

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25 EQUIPMENT/ FURNISHINGS				
13. Observer Seat(s)				
1) Primary observer Seat (Including associated equipment)	A	-	-	May be inoperative provided: a) A passenger seat in the passenger cabin is available to an FAA inspector for the performance of official duties, and b) Repairs are made within two (2) flight days.
	A	-	-	May be inoperative provided: a) Second Observer seat is available to the FAA inspector for performance of official duties, and b) Repairs are made within two (2) flight days.
	A	-	-	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within two (2) flight days.
				(continued)

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
13. Observer Seat(s) (Cont'd)				
1) Primary observer Seat (Including associated equipment) (Cont'd)				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.
2) Additional Observer *** Seat(s) (including associated equipment)	D	-	0	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). NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
14. Emergency Vision *** Assurance System (STC No. SA5011NM)	C	-	0	
15. Cabin Management *** System	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.

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
16. Flight Crew Seats				
1) Lumbar Supports ***	C	2	0	May be inoperative in the retracted position provided seat is acceptable to the affected crewmember.
2) Thigh Supports ***	C	4	0	May be inoperative in the retracted position provided seat is acceptable to the affected crewmember.
3) Armrests	B	4	2	One armrest on each seat may be inoperative or missing provided: a) Egress is not impaired, and b) Seat is acceptable to the affected crewmember.
4) Recline	A	2	0	(M) May be inoperative provided: a) Seat is secured in an upright position, b) Seat is acceptable to affected crewmembers, and c) Repairs are made within two flight days.

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
17. Emergency Medical Equipment				
1) Automatic External Defibrillators (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
2) Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative. (continued)

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHING				
17 Emergency Medical Equipment (Con't)				
3) First Aid Kits (FAK) and/or Associated Equipment	A	-	0	(O) If more than one is required by FAR, only one of the required first aid kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made with 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				
18. Underseat Baggage Restraining Bars				Combined with MMEL Item 25-10 in Rev. 31.
19. Forward Cargo *** Compartment Thermal Barrier	D	1	0	May be damaged or missing. NOTE: Effects on live animal transport should be considered.
20. Onboard Weight and *** Balance Calculators	C	-	0	(M) (O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
21. Main Deck Cargo Restraint Systems	C	-	-	(M) May be inoperative, or missing provided acceptable cargo loading limits from an approved source, i.e., an approved Cargo Handling Manual, Cargo Loading Manual, or Weight & Balance document are observed.
	C	-	-	May be inoperative, or missing provided the cargo compartment remains empty.
	C	-	-	May be inoperative, or missing provided pallet with the inoperative lock(s) is removed.

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25 EQUIPMENT/ FURNISHINGS				
22. Galley/Lavatory Waste Receptacle Access Doors/Covers				
1) Galley Waste Receptacle Access Doors/Covers	C	-	-	(M) (O) May be inoperative provided: a) Associated waste container is empty, b) Receptacle access is secured to prevent waste introduction into the compartment, and c) Procedures are established to insure that sufficient waste receptacles are available to accommodate all waste that may be generated on a flight.
2) Lavatory Waste Receptacle Access Doors/Covers	C	-	-	(M) May be inoperative provided: a) Associated waste container is empty. b) Lavatory is used only by crewmembers, and c) Associated lavatory entrance door is locked closed and placarded: INOPERATIVE- DO NOT ENTER. NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers.

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25. EQUIPMENT/ FURNISHINGS				
23. 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.
24. Automatic Cargo Loading Systems (STC SA9024NM-D)	D	1	0	(M) May be inoperative provided system is deactivated by approved procedure.
25. Main Cabin/Galley Entry *** Door Restraining Straps	D	-	0	(O) May be inoperative or missing provided alternate procedures are established and used.
26. 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	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
	A	-	0	May be missing provided repairs are made within 90 days.
	D	-	-	(M) Any in excess of those required by FAR may be inoperative provided system is deactivated.
	D	-	-	Any in excess of those required by FAR may be missing.

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25 EQUIPMENT/ FURNISHINGS				
27. Flight Deck door Visual Surveillance systems				
1) Electronic System ***	A	1	0	(O) May be inoperative provided: a)Alternate procedures are established and used, and b)Repairs are made within three flight days.
	C	1	0	(O) May be inoperative provided: a)A flight deck door viewing port is installed and operates normally, and b)Alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
a) Cargo Configuration	C	1	0	May be inoperative provided courier/supernumerary compartment remains empty.
	D	1	0	May be inoperative provided procedures do not require its use.
2) Viewing Ports ***	A	1	0	(O) May be inoperative provided: a)Alternate procedures are established and used, and b)Repairs are made within three flight days.
a) Cargo Configuration	C	1	0	May be inoperative provided courier/supernumerary compartment remains empty.
	D	1	0	May be inoperative provided procedures do not require its use.

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	4. REMARKS AND EXCEPTIONS				
26 FIRE PROTECTION					
1. Engine Fire Detection Systems					
1) Detection Loops	C	4	2	(M) (O) One complete loop (A or B) on each engine may be inoperative provided ER operations are not conducted.	
2) Loop A and Loop B Test Systems	C	2	1	One may be inoperative on an inoperative loop.	
2. APU Fire Detection System					
1) Detection Loops	C	2	1	(M) (O) One complete loop (A or B) may be inoperative provided ER operations are not conducted.	
	C	2	0	Loops (A and B) may be inoperative provided APU is not used.	
2) Loop A and Loop B Test Systems	C	2	1	One may be inoperative on an inoperative loop.	
3. Fire Extinguisher Systems				Deleted Rev. 22	

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26 FIRE PROTECTION					
4. Engine and APU Fire Extinguisher Agent Low Lights					
1) Flight Deck Extinguisher Agent Low Lights	C	2	1	(M) (O) May be inoperative provided: a) Associated bottle pressure is verified normal prior to each flight, and b) Procedures are established for discharging the bottle with the operative agent low light first.	
2) APU Ground Control Panel Agent Low Lights	C	2	0	May be inoperative provided associated flight deck agent low light operates normally.	
	C	2	0	(M) May be inoperative provided associated bottle pressure is verified normal.	
5. APU Fire Warning Horn (External Warning)	C	1	0	(O) May be inoperative provided APU Fire Warning System is monitored in the cockpit during APU operation.	
6. Lavatory Fire Extinguisher Systems	C	-	-	For each lavatory, the Lavatory Fire Extinguisher System may be inoperative provided Lavatory Smoke Detector System operates normally.	
				(Continued)	

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	4. REMARKS AND EXCEPTIONS			

26	FIRE PROTECTION				
6.	Lavatory Fire Extinguisher Systems (Cont'd)	C	-	-	<p>(M) (O) For each lavatory, the lavatory fire extinguisher 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: A lavatory Fire Extinguisher System is not required for all-cargo operations.</p>
7.	Lavatory Smoke Detection Systems	C	-	-	<p>(M) (O) For each lavatory, the 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>(Continued)</p>

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1. SYSTEM,
SEQUENCE NUMBERS &
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REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

26 FIRE PROTECTION

7. Lavatory Smoke
Detection Systems
(cont'd)

NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.

NOTE 2: A Lavatory Smoke Detection System is not required for all-cargo operations.

8. Main Deck Cargo

Compartment Smoke
Detectors

C - 2

C - 0

(O) May be inoperative provided:
a) Cargo compartment is occupied and monitored, and
b) Flight deck-to-cabin and cabin-to-flight deck interphone system is operative.

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.

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26 FIRE PROTECTION					
8. Main Deck Cargo *** Compartment Smoke Detectors (Cont'd)	C	-	2		NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials may be used as ballast.
	C	-	0		May be inoperative for all passenger configurations.
9. Portable Fire Extinguishers	D	-	-		Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.
10. Lower Cargo Compartment Fire Detection/Suppression Systems	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. (Continued)

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	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION					
10. Lower Cargo Compartment Fire Detection/Suppression Systems (Cont'd)					NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. NOTE 2: If BTL 1, BTL 2, the metering valve, or the diverter valve is inoperative, the entire suppression system is considered inoperative.
1) Detection Loops/ Channels (STC's ST01455AT, ST01901AT, ST00393LA-D, ST00385LA-D, ST00390LA-D, ST00392LA-D, ST00398LA-D, ST00396LA-D ST01091LA, ST01455AT, ST01138WI ST00391LA-D, and ST00994LA-D only)	C	-	-		(O) One loop/channel (A or B) in each associated cargo compartment may be inoperative provided opposite loop in associated cargo compartment is verified to operate normally.
					(Continued)

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	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION				
10. Lower Cargo Compartment Fire Detection/Suppression Systems (Cont'd)				
2) Detection Loops Channels				(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.
3) Fault(s) Indicated by Illumination of the MX Indicator (STC's ST00403LA-D, ST00406LA-D, and ST00982LA-D only)	B	-	-	NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. Dispatch with MX indicator illuminated is permitted provided the green SYS OK indicator remains illuminated. NOTE: This is a fault tolerant system and the unit will continue to perform its intended function as long as the green SYS OK indicator remains illuminated. (Continued)

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26 FIRE PROTECTION				
10. Lower Cargo Compartment Fire Detection/Suppression Systems (Cont'd)				
3) Fault(s) Indicated by Illumination of the MX Indicator (STC's ST00403LA-D, ST00406LA-D, and ST00982LA-D only) (Cont'd)	B	-	-	
a) Display of FWD INOP, MID INOP, and/or AFT INOP messages	B	-	-	(O) May be displayed provided the indicated cargo compartment remains empty.
b) Smoke Detector(s)	C	-	-	(O) One smoke detector may be inoperative in each compartment provided the SYS OK indicator on the CDU remains illuminated. NOTE: The MX indicator on the CDU will remain illuminated. (Continued)

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26 FIRE PROTECTION					
10. Lower Cargo Compartment Fire Detection/Suppression Systems (Cont'd)					
4) "FAULT" Light on Cargo Fire Flight Deck Unit (CFFU) (STC ST00093BO only)	C	1	0	(O) May be inoperative provided: a) All other CFFU annunciators illuminate, b) Cargo Fire Maintenance Unit (CFMU) self test is performed prior to each flight, and c) "FAULT" light is placarded.	
5) Smoke Detectors (MD- 82/MD-83) (STC ST01455AT, ST01138WI, and ST00093BO only)	C	-	-	(O) One detector in each detector enclosure may be inoperative provided the remaining detector in the enclosure is verified to operate normally before each departure.	
	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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26	FIRE PROTECTION				
10.	Lower Cargo Compartment Fire Detection/Suppression Systems (Cont'd)				
6)	Push and Auto/Man DSCH Lights (STC ST01455AT and ST01138WI only)	C	-	0	(M) May be inoperative provided associated and acceptable test procedure is used once each flight day to verify that the affected bottle(s) is properly charged.
		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.
7)	DET LEDs (STC ST01455AT and ST01138WI only)	C	-	-	(O) One LED for each cargo compartment may be inoperative provided the remaining LED on the control panel for the associated compartment is checked to operate normally before each departure. (Continued)

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26	FIRE PROTECTION					
10.	Lower Cargo Compartment Fire Detection/Suppression Systems (Cont'd)					
8)	FAIL LEDs (STC ST01455AT and ST01138WI only)	C	-	-	(M) (O) One LED for each cargo compartment may be inoperative provided the remaining LED on the control panel for the associated compartment is checked to operate normally before each departure.	
9)	Fault Panel (E&E compartment) (STC ST01455AT and ST01138WI only)	D	1	0		
11. ***	Lower Cargo Compartment Fire Suppression System				Combined with MMEL Item 26-10 in Rev. 32.	

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27 FLIGHT CONTROLS					
1. Primary Longitudinal Trim Actuator Motor					Deleted Rev. 22.
2. Alternate Longitudinal Trim Actuator Motor					Deleted Rev. 22.
3. Primary Longitudinal Trim Motor Control Contactor					Deleted Rev. 22.
4. Primary Longitudinal Trim Brake Control Relay					Deleted Rev. 22.
5. Primary Longitudinal Trim Control Wheel Switch					Deleted Rev. 22.
6. Primary Longitudinal Trim Break Manual Override Switch					Deleted Rev. 22.
7. Alternate Longitudinal Trim Motor Control Relays (UP Trim/Down Trim)	C	2	0		(O) May be inoperative provided: a) Manual Alternate Trim is verified operative, and b) Alternate procedures are established and used if Autopilot is to be used for Approach and Landing.

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4. REMARKS AND EXCEPTIONS

27	FLIGHT CONTROLS				
8.	Relay, Alternate Longitudinal Trim, Motor Control				Deleted Rev. 22.
9.	Alternate Longitudinal Trim Motor, Manual Override Switch				Deleted Rev. 22.
10.	Alternate Longitudinal Trim Brake, Manual Override Switch				Deleted Rev. 22.
11.	Alternate Longitudinal Trim Motor Up/Down Limit Switches	C	2	0	(M) May be inoperative provided Alternate Trim System otherwise functions normally.
12.	Cylinder Assembly, Hydraulic Power, Elevator				Deleted Rev. 22.
13.	Valve Assembly, Hydraulic Power Control, Elevator				Deleted Rev. 22.
14.	Elevator POWER ON Indication System	C	1	0	(M) May be inoperative provided: a) All other Hydraulic Pressure Gauges, Quantity Gauges, and Warning Lights are operative, and b) Associated Hydraulic Accumulator pressure is normal.

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	4. REMARKS AND EXCEPTIONS				
27 FLIGHT CONTROLS					
15. Flap Control Valve (Dual)					Deleted Rev. 22.
16. Flap Control Valve (2-speed)					Deleted Rev. 22.
17. Flap Indicating Systems	C	2	1		(M) (O) May be inoperative provided: a) It is verified that flaps are operative through their normal operating range, and b) Visual inspection before each takeoff verifies that flaps are in takeoff position, and no asymmetry exists.
18. Valve and Spoiler Hydraulic Cylinder Assembly					Deleted Rev. 22.
19. Auto Ground Spoiler System	C	1	0		(M) (O) May be inoperative provided: a) Appropriate AFM data is used, b) RTO mode is placarded inoperative, c) Autobrake System is not armed for takeoff, d) Autobrakes are not armed for landing if the in-flight spoiler lockout system is installed, and e) Autoland is not used and is placarded inoperative.
(Continued)					

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27 FLIGHT CONTROLS					
19. Auto Ground Spoiler System (Cont'd)					
1) RTO Spoiler Switches ***	C	2	0	(O) May be inoperative provided: a) Autobrake system is not armed for takeoff, and b) Autobrake RTO Mode is placarded "DO NOT USE FOR TAKEOFF". NOTE: RTO Spoiler Switches do not affect Auto Spoiler Landing Mode and require no AFM penalty.	
2) Throttle Reverse *** Thrust Switches	C	2	0	(O) May be inoperative provided: a) Autobrake system is not armed for takeoff, and b) Autobrake RTO mode is placarded "DO NOT USE FOR TAKEOFF". NOTE: Throttle Reverse Thrust Switches do not affect Auto Spoiler Landing Mode and require no AFM penalty.	

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27 FLIGHT CONTROLS					
20. Inboard Ground Spoiler System					
1) Series 10, 20, 30, 40, *** 50	C	1	0	(M) (O) May be inoperative provided: a) Both Ground Spoiler Cylinder Valve control selectors are positioned OFF (flush with wing skin), and b) Electrical connector is disconnected and stowed at both Inboard Ground Spoiler Control Valves.	
2) Series 80	C	1	0	(M) (O) May be inoperative provided: a) Both inboard spoilers are in the RETRACTED position, b) Both Ground Spoiler Control Valves have the electrical connectors disconnected and stowed, and c) AFM performance penalty is applied.	
21. Rudder, Integral Control Hydraulic Cylinder Assembly					Deleted Rev. 22.
22. Rudder Hydraulic Shutoff Valve Assembly					Deleted Rev. 22.
23. Rudder Limiter System					Deleted Rev. 22.
24. Rudder Control Manual Annunciator					Deleted Rev. 22.

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27 FLIGHT CONTROLS					
25. Takeoff Warning Horn					Deleted Rev. 22.
26. Control Surface Dampers					
1) Rudder Dampers	C	2	1		
2) Aileron Dampers	C	4	2		One Damper may be inoperative on each aileron.
27. Slat Disagreement Annunciator (Series 20, 30, 40, 50, 80)					Deleted Rev. 22.
28. Spoiler/Flap Extended Light (Series 10, 20, 30, 40, 50)	D	1	0		
29. Spoiler/Flap Extended Light (Speed Brake Extended Light) (Series 80)	C	1	0		

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27 FLIGHT CONTROLS					
30. AUTOSPOILER DO NOT USE Light (AUTOSPOILER FAIL on some aircraft)	C	1	0	(M) (O) May be inoperative provided: a) Auto Ground Spoiler System is not used, and b) Appropriate AFM performance adjustments for inoperative Auto Ground Spoiler and Ground Spoilers are used.	
31. Automatic Ground Spoiler System with Rejected Takeoff Mode					Combined with MMEL Item 27-19 by Rev. 21.
32. Spoiler Deployed Annunciator System	B	1	0	(O) May be inoperative provided spoiler surfaces are visually verified STOWED after control system check and before each takeoff.	
33. Spoiler Deployed Indicator System (Series 80)					Combined with MMEL Item 27-32 by Rev. 22.
34. Stabilizer Motion Indicator, Sensor and Horn					Deleted Rev. 22.
35. Auto Slat System (Series 80)					Deleted Rev, 22.

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27 FLIGHT CONTROLS					
36. Slat Land Light (Series 80)	C	1	0		(M) (O) May be inoperative provided slat input to Takeoff Warning System is operative.
37. Slat Takeoff Light (Series 80)	C	1	0		(M) (O) May be inoperative provided: a) Slat input to Takeoff Warning System is operative, b) Slats are visually verified in proper takeoff position, and c) Slats/Flaps are not operated after the required visual check has been made without a subsequent visual check before takeoff.
38. Post Stall Recovery System	C	1	0		(M) May be inoperative provided system is deactivated.
39. Throttle Arming Switches for Takeoff Warning System					Deleted Rev. 25.
40. Primary Longitudinal Trim Actuator Heater Blanket ***	D	1	0		
41. Dial-A-Flap System (Series 80)	C	1	0		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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27 FLIGHT CONTROLS

42. Inflight Spoiler Lockout
*** Mechanism

C

1

0

(M) May be inoperative provided the system is deactivated and secured.

43. Inflight Spoiler Lockout
*** Mechanism Weight-on-
Wheels Unlocking
Input Solenoid

C

1

0

(M) (O) May be inoperative provided:
a) Autoland is not used,
b) Autobrakes are not armed for landing, and
c) Appropriate AFM performance penalties are applied.

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4. REMARKS AND EXCEPTIONS

28 FUEL

1. Main Tank Fuel AC Boost Pumps

C

4

2

(M) (O) May be inoperative provided:
a) Inoperative Fuel Pumps are not in the same tank,
b) When two Fuel Pumps are inoperative, the remaining Fuel Pumps are powered from separate AC Bus Systems,
c) Alternate Fuel Burn System is not used,
d) ER operations are not conducted, and
e) Increase planned trip fuel for each inoperative fuel pump as follows:

580 lbs. for each inoperative forward main tank pump,

330 lbs. for each inoperative aft main tank pump.

2. Center Tank Fuel AC Boost Pumps

C

2

0

(M) May be inoperative provided:
a) All Cockpit Fuel Quantity Indicators are operative,
b) Any fuel in Center Tank is considered UNUSABLE,
c) Auxiliary Tank fuel which transfers to the Center Tank is considered UNUSABLE,
d) Series 80 actual operating zero fuel weight does not exceed maximum allowable zero fuel weight, less the amount of unusable fuel,
e) Alternate Fuel Burn System is not used,
f) ER operations are not conducted, and
g) Associated pumps are deactivated.

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28 FUEL					
3. DC Start Pump	C	1	0	(O) May be inoperative provided ER operations are not conducted.	
4. Mechanically Operated Fuel Fire Shutoff Valve				Deleted Rev. 22.	
5. Mechanically Operated Fuel Crossfeed Valve				Deleted Rev. 22.	
6. Single Point Pressure Refueling System	C	1	0	(M) May be inoperative provided an accepted alternate refueling procedure is used.	
7. Cockpit Fuel Quantity Indicating Systems (Series 10, 20, 30, 40, 50)					
1) Wing Main Tanks	C	2	1	(M) (O) May be inoperative provided: a) Both Fuel Used Indicators are operative, b) Fuel Flow Rate Indicator for associated engine is operative, c) Cockpit Fuel Quantity Indicating System for Center Tank is operative, d) Cockpit Fuel Quantity Indicating System for the Direct Feed Fuselage Tank(s) is operative,	
(Continued)					

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4. REMARKS AND EXCEPTIONS

28 FUEL

7. Cockpit Fuel Quantity
Indicating Systems
(Series 10, 20, 30, 40,
50) (Cont'd)

1) Wing Main Tanks
(Cont'd)

2) Center Tank

C

1

0

e) Cockpit Fuel Quantity Indicating System for the Auxiliary Transfer Tank(s) is operative if USABLE fuel is carried in the tank(s),
f) Quantity of fuel loaded into the associated tank is verified by an alternate accepted method, and
g) Fuel loading and use schedule in AFM is followed.

(M) (O) May be inoperative provided:
a) Cockpit Main Tank Fuel Quantity Indicating Systems are operative,
b) Any fuel in the Center Tank is considered UNUSABLE,
c) Auxiliary Tank fuel which transfers to the Center Tank is considered UNUSABLE, and
d) AFM limitations for C.G. Control are maintained.

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28 FUEL

7. Cockpit Fuel Quantity
Indicating Systems
(Series 10, 20, 30, 40,
50) (Cont'd)

2) Center Tank (Cont'd)

C

1

0

(M) (O) May be inoperative provided:
 a) Fuel in the Center Tank is considered USABLE,
 b) Both Center Tank Boost Pumps are operative,
 c) Both Cockpit Wing Main Tank Fuel Quantity Indicating systems are operative,
 d) Both Fuel Used Indicators are operative,
 e) Both Engine Inlet Fuel Pressure Low Lights are operative,
 f) Quantity of fuel loaded into the Center Tank is verified by an alternate accepted method,
 g) Procedures are established for verifying when fuel in the Center Tank has been depleted, and
 h) Fuel in Aux Tank is considered usable if Aux Tank Quantity and Transfer system are operative, or AFM Limitations for CG control are maintained.

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28 FUEL					
7. Cockpit Fuel Quantity Indicating Systems (Series 10, 20, 30, 40, 50) (cont'd)					
3) Auxiliary Tank(s) (Transfer Type System)	C	-	0	(M) (O) May be inoperative provided: a) Fuel in associated Auxiliary Tank is considered UNUSABLE, and b) Quantity of fuel in the associated Auxiliary Tank is verified by an alternate accepted method.	

	C	-	0	(M) (O) May be inoperative provided: a) Fuel in associated Auxiliary Tank is considered USABLE, b) Cockpit Center Tank Fuel Quantity Indicating System is operative, c) Auxiliary Tank Transfer Pump Pressure Low Light is operative on the affected tank, d) Quantity of fuel in the associated Auxiliary Tank is verified by an alternate accepted method,	
				(Continued)	

NOTE: AFM limitations on fwd/aft fuel imbalance may require fuel in unaffected Auxiliary Tank to also be considered UNUSABLE.

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28 FUEL

7. Cockpit Fuel Quantity
Indicating Systems
(Series 10, 20, 30, 40,
50) (Cont'd)

3) Auxiliary Tank(s)
*** (Transfer Type
System) (Cont'd)

4) Fuselage Tank(s)
*** (Direct Feed Type
System)

C

2

0

e) Procedures are established to
verify quantity of fuel transferred
to the Center Tank from the
associated Auxiliary Tank, and
f) Both Fuel Used Indicators are
operative.

(M) (O) May be inoperative provided:
a) Fuel in associated Direct Feed
Type Fuselage Tank is
considered UNUSABLE, and
b) At least one Fuel Boost Pump is
operative in the associated
Fuselage Tank.

NOTE: AFM limitations on fwd/aft fuel
imbalance may require fuel in
unaffected Auxiliary Tank to also be
considered UNUSABLE.

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4. REMARKS AND EXCEPTIONS

28 FUEL

7. Cockpit Fuel Quantity
Indicating Systems
(Series 10, 20, 30, 40,
50) (Cont'd)

4) Fuselage Tank(s)
(Direct Feed Type
System) (Cont'd)

C

2

0

(M) (O) May be inoperative provided:
a) Fuel in the associated fuselage
tank is considered USABLE,
b) Both Fuel Boost Pumps are
operative in both fuselage
tanks,
c) Both Cockpit Wing Main Tank
Fuel Quantity Indicating
Systems are operative,
d) Cockpit Center tank Fuel
Quantity Indicating System is
operative,
e) Both Fuel Used Indicators are
operative,
f) Quantity of fuel in the
associated Fuselage Tank is
verified by an alternate
accepted method, and
g) Procedures are established to
verify quantity of fuel used from
associated Fuselage Tank.

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28 FUEL					
7. Cockpit Fuel Quantity Indicating Systems (Series 10, 20, 30, 40, 50) (Cont'd)					
5) Parker Hannifin Digital Fuel Quantity Indication System MAINT Message (STC ST00880NY)	D	-	0		
8. Cockpit Fuel Quantity Indicating System (Series 80)					
1) Channels (A & B)	C	2	1	(O) May be inoperative provided: a) All Cockpit Fuel Quantity Displays are operative on the remaining channel, b) Both Fuel Used Indicators are operative, c) All Fuel Tank Boost Pumps are operative, and d) ER operations are not conducted.	
				(Continued)	

NOTE: The MAINT Message on the fuel quantity indicator(s) when the fuel quantity is displayed reflects an accuracy reduction. Fuel quantity is still considered operative and within system limits.

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28	FUEL				
8.	Cockpit Fuel Quantity Indicating System (Series 80) (Cont'd)				
2)	Left & Right Main Tank Displays	C	2	1	(M) (O) One may be inoperative on both channels provided: <ul style="list-style-type: none"> a) Remaining Main Tank and Center Tank Fuel Quantity Displays in the cockpit are operative on both channels, b) Fuel Flow Rate Indicator for associated engine is operative, c) Both Fuel Used Indicators are operative, d) Fuel quantity in the associated tank is verified by an alternate accepted method, e) Alternate Fuel Burn System is not used, and f) ER operations are not conducted.
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28 FUEL					
8. Cockpit Fuel Quantity Indicating System (Series 80) (Cont'd)					
3) Center Tank Display	C	1	0	(M) (O) May be inoperative on both channels provided: a) Fuel in Center Tank and Auxiliary Tanks which transfer to Center Tank is considered to be UNUSABLE, b) Both Cockpit Main Tank Fuel Quantity Displays are operative on both channels, c) Fuel quantity in the associated tank is verified by an alternate accepted method, d) Actual operating zero fuel weight does not exceed maximum allowable zero fuel weight, less the amount of UNUSABLE fuel, e) AFM limitations for C.G. control are maintained, and f) ER operations are not conducted.	
	C	1	0	(M) (O) May be inoperative provided: a) Fuel in the Center Tank and Auxiliary Tanks which transfer to Center Tank is considered USABLE, b) Both Center Tank Fuel Boost Pumps are operative. c) Both Cockpit Main Tank Fuel quantity Displays are operative on both channels,	
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4. REMARKS AND EXCEPTIONS

28 FUEL

8. Cockpit Fuel Quantity
Indicating System
(Series 80) (Cont'd)

3) Center Tank Display
(Cont'd)

- d) Auxiliary Transfer Type Tank(s) Fuel Quantity System and Transfer System are operative if USABLE fuel is carried in the tank(s),
- e) Both Fuel Used Indicators are operative,
- f) Both Engine Inlet Fuel Pressure Low Lights are operative,
- g) Quantity of fuel loaded into the Center Tank is verified by an alternate acceptable method,
- h) Procedures are established for verifying when fuel in the Center Tank has been depleted, and
- i) Alternate Fuel Burn System is not used.

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

28 FUEL					
8. Cockpit Fuel Quantity Indicating System (Series 80) (Cont'd)					
4) Auxiliary Tank(s) *** Display	C	-	0	(M) (O) May be inoperative provided: a) Fuel in associated Auxiliary Tank is considered UNUSABLE, b) Fuel Quantity in associated Auxiliary Tank is verified by an alternate accepted method, c) Actual operating zero fuel weight does not exceed maximum allowable zero fuel weight, less the amount of UNUSABLE fuel, and d) AFM limitations for C.G. control are maintained.	
	C	-	0	(M) (O) May be inoperative provided: a) Fuel in the associated tank is considered USABLE, b) Cockpit Center Tank Fuel Quantity Display(s) is operative on both channels, c) Both Fuel Transfer Pumps are operative for the associated Auxiliary Tank, d) Fuel Pump Pressure Low Light is operative for the associated Auxiliary Tank, (Continued)	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
28 FUEL					
8. Cockpit Fuel Quantity Indicating System (Series 80) (Cont'd)					
4) Auxiliary Tank(s) Display (Cont'd) ***	C	-	0		e) Quantity of fuel loaded into the associated Auxiliary Tank is verified by an alternate accepted method, f) ER Operations are not conducted, g) Alternate Fuel Burn System is not used, h) Sequential Auxiliary Tank Fuel Management Procedures are not used, and i) Both Fuel Used Indicators are operative.
5) Fuel System Test	C	1	0		(M) May be inoperative provided: a) All Cockpit Fuel Quantity Displays are operative, b) Both Fuel Used Indications are operative, and c) Quantity of fuel in the tank is determined by an alternate accepted method.
9. Fuel Tank Totalizing System (Series 10, 20, 30, 40, 50)	C	1	0		May be inoperative provided procedures do not require its use.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
28 FUEL					
10. Fuel Tank Totalizing System and Gross Weight Indicator (Series 80)	C	1	0		May be inoperative provided: a) Procedures do not require its use, b) Other associated systems (PMS, FMS) are considered, and c) ER operations are not conducted.
11. Fuel Boost Pump Low Pressure Lights ***					
1) Main and Center Tanks (Series 10, 20, 30, 40, 50)	C	6	0		
2) Auxiliary Tank(s) Transfer Pumps	D	-	0		May be inoperative provided: a) Fuel in affected tank is considered UNUSABLE, and b) Series 80 actual operating zero fuel weight does not exceed maximum allowable zero fuel weight, less the amount of fuel in the affected tank.
	C	-	0		May be inoperative provided: a) Fuel in associated tank considered USABLE, b) Center Wing Tank and Auxiliary Tank(s) Fuel Quantity Indicator Systems are operative, and c) ER operations are not conducted.
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
28 FUEL					
11. Fuel Boost Pump Low *** Pressure Lights (Cont'd)					
3) Center Tank ***	C	1	0	May be inoperative provided: a) Alternate Fuel Burn System is not used, b) ER operations are not conducted, and c) Sequential Auxiliary Tank Fuel Management Procedures are not used.	
12. Dripless Fuel Measuring Sticks (Dipstick)	C	-	0	(M) May be inoperative or missing provided fuel quantity is determined by other accepted means.	
13. Forward Auxiliary/ Fuselage Tank Pumps					
1) Single Transfer Pump System (Series 10, 20, 30, 40, 50) ***	D	1	0	May be inoperative provided any fuel in Forward Auxiliary Tank is considered UNUSABLE. NOTE: AFM limitations on forward/aft tank fuel imbalance may require some of the fuel in Aft Auxiliary Fuselage Tank to be considered UNUSABLE. (Continued)	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
28 FUEL					
13. Forward Auxiliary/ Fuselage Tank Pumps (Cont'd)					
2) Dual Transfer Pump *** System (Series or Parallel)	C	2	1	May be inoperative provided: a) Forward Auxiliary Fuel Pump Low Pressure Light is operative, and b) ER operations are not conducted.	
	D	2	0	May be inoperative provided: a) Fuel in Forward Auxiliary Tank is considered UNUSABLE, and b) Series 80 actual operating zero fuel weight does not exceed maximum allowable zero fuel weight less the amount of UNUSABLE fuel. NOTE: AFM limitations on forward/aft tank fuel imbalance may require some of the fuel in AFT Auxiliary Fuselage Tank to be considered UNUSABLE.	
3) Dual Direct Feed Boost *** Pump Systems (Series 10, 20, 30, 40, 50)	C	2	1	(O) May be inoperative with USABLE fuel in the Forward Fuselage Tank provided: a) All Cockpit Fuel Quantity Indicators are operative, and b) Both Fuel Boost Pumps in the AFT Fuselage Tank are operative. (Continued)	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
28 FUEL					
13. Forward Auxiliary/ Fuselage Tank Pumps (Cont'd)					
3) Dual Direct Feed Boost *** Pump Systems (Series 10, 20, 30, 40, 50) (Cont'd)	D	2	0	May be inoperative provided: a) Fuel in the Forward Fuselage Tank is considered UNUSABLE, and b) Fuel Quantity Indicator for the associated tank is operative.	
				NOTE: AFM limitations on forward/aft tank fuel imbalance may require some of the fuel in Aft Auxiliary Fuselage Tank to be considered UNUSABLE.	
4) Bleed Air Pressure *** Transfer System (STC SA388WE)	C	1	0	May be inoperative provided: a) Any fuel in Forward Auxiliary Tank is considered UNUSABLE, and b) AFM Limitations are applied.	
14. Aft Auxiliary/ Fuselage Tank Pumps					
1) Dual Transfer Pump *** Systems	C	2	1	May be inoperative provided: a) Aft Auxiliary Fuel Pump Low Pressure Light is operative, b) Sequential Auxiliary Tank Fuel Management procedures are not used, and c) ER operations are not conducted.	
				(Continued)	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
28 FUEL					
14. Aft Auxiliary/ Fuselage Tank Pumps (Cont'd)					
1) Dual Transfer Pump *** Systems (Cont'd)	D	2	0	May be inoperative provided: a) Fuel in the Aft Auxiliary Fuselage Tank is considered UNUSABLE, and b) Series 80 actual operating zero fuel weight does not exceed maximum allowable zero fuel weight less the amount of UNUSABLE fuel.	
2) Direct Feed Boost *** Pump Systems (Series 10, 20, 30, 40, 50)	C	2	1	(O) May be inoperative with USABLE fuel in the Aft Fuselage Auxiliary Tank provided: a) All Cockpit Fuel Quantity Indicators are operative, and b) Both Boost Pumps in the Forward Auxiliary Fuselage Tank are operative.	
				(Continued)	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
28 FUEL					
14. Aft Auxiliary/ Fuselage Tank Pumps (Cont'd)					
2) Direct Feed Boost Pump Systems (Series 10, 20, 30, 40, 50) (Cont'd)	C	2	0		May be inoperative provided: <ul style="list-style-type: none"> a) Fuel in the Aft Auxiliary Fuselage Tank is considered UNUSABLE, and b) Fuel Quantity Indicator for associated tank is operative. NOTE: AFM limitations on forward aft tank fuel imbalance may require some of the fuel in Forward Auxiliary Fuselage Tank to be considered UNUSABLE.
15. Indicating System, *** Auxiliary Tanks (Forward and/or Aft)					Combined with MMEL Item 28-8 by Rev. 22.
16. Fueling Panel Fuel Quantity Gauges	C	-	0		May be inoperative provided fuel quantity in associated tank is verified by an alternate accepted method.
17. Fueling Bay Fuel Cap ***	D	1	0		May be inoperative or missing provided: <ul style="list-style-type: none"> a) Refueling receptacle is free of contamination before each refueling, and b) No leakage exists after refueling.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
28 FUEL					
18. Ground Refueling Relay	C	1	0		
19. Aircraft System Electronic Display Panel (ESDP) (Fuel, Oil, Hydraulic, etc.) (Series 80)					(See MMEL Item 31-7)
20. Refueling Panel Fuel Quantity Test Switch	C	1	0		(M) May be inoperative provided Cockpit Fuel Quantity Test Switch is operative.
21. Fuel Level Low *** Annunciator System	C	1	0		May be inoperative provided: a) Alternate Fuel Burn system is not used, b) Sequential Auxiliary Tank Fuel Management Procedures are not used, and c) ER operations are not conducted.
22. Center Tank Fuel *** Boost Pump Switches Automatic Position (Alternate Fuel Burn System)	C	2	0		May be inoperative provided Alternate Fuel Burn System 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				
29 HYDRAULIC POWER					
1. Hydraulic System Accumulators (Series 10, 20, 30, 40, and 50)					Deleted Rev. 22.
2. Hydraulic Brake Accumulator					Deleted Rev. 22.
3 Thrust Reverser System Accumulators					Combined with MMEL Item 78-1 in Rev. 31.
4. Accumulator (Hydraulic Elevator Power)					Deleted Rev. 22.
5. Right Engine Driven Hydraulic Pump	C	1	0		(O) May be inoperative provided: a) Appropriate AFM Performance Data is used, and b) ER operations are not conducted.
6. Electric Auxiliary Hydraulic Pump System (Series 10, 20, 30, 40)	C	1	0		(O) May be inoperative provided appropriate AFM Performance Data is used.
7. Alternate Hydraulic Motor/Pump System (Series 10, 20, 30, 40)	C	1	0		(O) May be inoperative provided appropriate AFM Performance Data is used.
8. Valve, Hydraulic Priority					Deleted Rev. 22.
9. Valve, Hydraulic Pressure Reducer, Spoiler					Deleted Rev. 22.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
29 HYDRAULIC POWER					
10. Valve, Relief, Low Pressure Reservoir					Deleted Rev. 22.
11. Valve Assembly, Shutoff, Spoiler					Deleted Rev. 22.
12. Valve, Two-port Two-position Hydraulic System Fire Shutoff					Deleted Rev. 22.
13. Valve, Relief, Hydraulic					Deleted Rev. 22.
14. Pressure Reducer and Relief, Hydraulic Elevator Power Valve (Series 10, 20, 30, 40, 50)					Deleted Rev. 22.
15. Relief, Return Hydraulic Elevator Power Valve					Deleted Rev. 22.
16. Indicating System Hydraulic Pressure					Deleted Rev. 22.
17. Indicating System Hydraulic Brake Pressure					Deleted Rev. 22.
18. Right Hydraulic Low Pressure Annunciator	C	1	0		

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4. REMARKS AND EXCEPTIONS

29 HYDRAULIC POWER

19. Thrust Reverser
Accumulator Low
Annunciators20. Left Hydraulic
Temperature High
Annunciator21. Hydraulic Quantity
Indicating Systems22. Engine Driven
Hydraulic Pump De-
pressurization Valves-
Low Pressure Control23. Hydraulic Power
Transfer Unit (Series
80)24. Aircraft Systems
Electronic Display
Panel (ESDP) (Fuel,
Oil, Hydraulic, etc.)
(Series 80)25. Hydraulic Reservoir
Ground Service
Handpumps

C

1

0

Combined with MMEL Item 78-1 in
Rev. 31.

C

1

0

May be inoperative provided Left
Hydraulic Auxiliary Pump (if installed) is
inoperative.May be inoperative provided Left
Hydraulic Electric Auxiliary Pump
(optional equipment) is not installed in
the airplane.

C

2

0

(M) May be inoperative provided
associated reservoir is checked prior to
each departure.

C

2

0

(O) May be inoperative provided both
the HIGH pressure and the OFF pump
control functions are operative.

Deleted Rev. 22.

(See MMEL Item 31-7)

D

2

0

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
30 ICE AND RAIN PROTECTION					
1. Engine ANTI-ICE ON Annunciators	C	2	0		
2. Engine Anti-Ice Valve Annunciator Signal Inputs	C	6	5		May be inoperative provided associated Engine Anti-Ice Valve is considered inoperative.
3. Engine Anti-Ice Valves	C	6	5		(M) (O) May be inoperative provided: a) It is verified that the associated valve is CLOSED, b) Flight is not made in known or forecast icing conditions, and c) ER operations are not conducted.
	C	6	5		(M) (O) May be inoperative provided: a) It is verified that the associated valve is OPEN, b) For takeoff when ambient temperature is above + 50 degrees F, the EPR is corrected downward and appropriate performance penalty applied in accordance with Douglas Report MDC J0772/01 for thrust (EPR) decrement, and c) ER operations are not conducted.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
30 ICE AND RAIN PROTECTION					
4. Pitot Heaters					
1) Capt. and F/O	B	2	1	May be inoperative provided: a) Flight is made in day VMC only, b) Flight is not made in visible moisture or in known or forecast icing conditions, and c) ER operations are not conducted.	
2) Aux	B	1	0	May be inoperative provided: a) Flight is not made in visible moisture or in known or forecast icing conditions, and b) ER operations are not conducted.	
3) Rudder Limiter	C	1	0	May be inoperative provided: a) Flight is not made in known or forecast icing conditions, and b) ER operations are not conducted.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
30 ICE AND RAIN PROTECTION					
5. Anti-Icing Heaters Ammeter System	C	1	0	(M) May be inoperative provided: a) All heaters with exception of the Rudder Limiter Heater are verified to be operating before each takeoff, and b) Pitot Heat OFF Annunciator Light System is operative.	
6. Static Port Heaters	C	4	0	May be inoperative except when arrival and departure airport temperatures are + 5 degrees C or below and runways are covered with slush or standing water.	
7. Stall Sensor Heaters					
1) Angle of Attack Transducer Vane Heaters (Series 10, 20, 30, 40, 50)	C	2	0	May be inoperative provided flight is not made into known or forecast icing conditions.	
2) Stall Warning Vane Heaters (Series 80)	C	2	0	May be inoperative provided: a) Flight is not made in known or forecast icing conditions, and b) ER operations are not conducted.	

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

30	ICE AND RAIN PROTECTION				
8. ***	Ram Air Temp Probe Heater	C	1	0	May be inoperative provided: a) Flight is not made in known or forecast icing conditions, and b) ER operations are not conducted.
		C	1	0	May be inoperative provided an independent RAT system is operative.
9.	Rudder Limit Pitot Heater				Combined with MMEL Item 30-4.
10.	Water Service Panel Heater	C	1	0	
11.	AIRFOIL ICE PROT PRESSURE ABNORMAL Annunciator System	C	1	0	May be inoperative provided: a) Flight is not made in known or forecast icing conditions, and b) ER operations are not conducted.
(Continued)					

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

30 ICE AND RAIN
PROTECTION

11. AIRFOIL ICE PROT
PRESURE
ABNORMAL
Annunciator System
(Cont'd)

C

1

0

(M) (O) Ground Ice Protection function (Series 10) may be inoperative provided:

- a) It is verified that the annunciator system otherwise functions normally,
- b) Airfoil Ice Protection System is not used prior to becoming airborne, and
- c) When icing conditions exist (OAT below 6 degrees C or 42 degrees F, the difference between OAT and dewpoint is less than 3 degrees C or 5 degrees F, and rain, drizzle, sleet, snow, fog etc. are present), takeoff is not initiated unless the flight crew has verified that a visual and a physical (hands-on) check of the wing leading edges and upper surfaces has been accomplished and the wing is clear of ice/frost/snow accumulation.

12. ICE PROTECT
SUPPLY PRESSURE
HI Annunciator System

C

1

0

May be inoperative provided:

- a) Flight is not made in known or forecast icing conditions, and
- b) ER operations are not conducted.

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

30	ICE AND RAIN PROTECTION				
13.	ICE PROTECT TEMP HIGH Annunciator Systems	C	2	0	May be inoperative provided: a) Flight is not made in know or forecast icing conditions, and b) ER operations are not conducted.
		C	2	0	(M) (O) Ground Ice Protection function (Series 10) may be inoperative provided: a) It is verified that the annunciator system otherwise functions normally, b) Airfoil Ice Protection System is not used prior to becoming airborne, and c) When icing conditions exist, (OAT below 6 degrees C or 42 degrees F, the difference between OAT and dewpoint is less than 3 degrees C or 5 degrees F, and rain, drizzle, sleet, snow, fog etc. are present), takeoff is not initiated unless the flight crew has verified that a visual and a physical (hands-on) check of the wing leading edges and upper surfaces has been accomplished and the wing is clear of ice/frost/snow accumulation.

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

30 ICE AND RAIN
PROTECTION

14. ICE PROTECT TEMP
LOW Annunciator
Systems

C

2

0

May be inoperative provided:
a) Flight is not made in known or
forecast icing conditions, and
b) ER operations are not
conducted.

C

2

0

(M) (O) Ground Ice Protection function
(Series 10) may be inoperative
provided:
a) It is verified that the annunciator
system otherwise functions
normally,
b) Airfoil Ice Protection System is
not used prior to becoming
airborne, and
c) When icing conditions exist,
(OAT below 6 degrees C or 42
degrees F, the difference
between OAT and dewpoint is
less than 3 degrees C or 5
degrees F, and rain, drizzle,
sleet, snow, fog etc. are
present), takeoff is not initiated
unless the flight crew has
verified that a visual and a
physical (hands-on) check of
the wing leading edges and
upper surfaces has been
accomplished and the wing is
clear of ice/frost/snow
accumulation.

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30 ICE AND RAIN PROTECTION					
15. WING ANTI-ICE ON Annunciator					
1) Aircraft Without Supplemental Tail De-Ice	C	1	0	May be inoperative provided: a) TAIL DE-ICE ON Annunciator is operative, and b) ER operations are not conducted.	
	C	1	0	May be inoperative provided flight is not made in known or forecast icing conditions.	
2) Aircraft with Supplemental Tail De-Ice	C	1	0	May be inoperative provided: a) Flight is not made in known or forecast icing conditions, and b) ER operations are not conducted.	
	C	1	0	May be inoperative provided: a) TAIL DE-ICE ON Annunciator is operative, and b) 40 degrees of flaps is not required for the flight, or runway of intended use.	

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30 ICE AND RAIN PROTECTION					
16. TAIL DE-ICE ON Annunciator					
1) Aircraft Without Supplemental Tail De-Ice	C	1	0		May be inoperative provided: a) WING ANTI-ICE ON Annunciator is operative, and b) ER operations are not conducted.
	C	1	0		May be inoperative provided flight is not made into known or forecast icing conditions.
2) Aircraft With Supplemental Tail De-Ice	C	1	0		May be inoperative provided: a) Flight is not made in known or forecast icing conditions, and b) ER operations are not conducted.
	C	1	0		May be inoperative provided: a) WING ANTI-ICE ON Annunciator is operative, and b) 40 degrees of flaps is not required for the flight, or runway of intended use.
17. Ice Protection Shutoff Valves (Wing and Tail)	C	2	0		My be inoperative provided: a) Pneumatic Crossfeed Valves are CLOSED after engine start, b) Flight is not made in known or forecast icing conditions, and c) ER operations are not conducted.

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	2. NUMBER INSTALLED				
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30 ICE AND RAIN PROTECTION					
18. Airfoil Anti-Icing Pressure Regulator System					
1) Main Regulator/Shutoff Valve	C	1	0	(M) May be inoperative provided: a) Pneumatic Crossfeed Valves are CLOSED after engine start, b) Flight is not made in known or forecast icing conditions, and c) ER operations are not conducted.	
2) Supplemental (Flap-Actuated) Regulator (MD 87)	C	1	0	(M) May be inoperative provided: a) Supplemental Regulator is CLOSED, and b) 40 degrees of flaps is not used in icing conditions.	
	C	1	0	(M) May be inoperative provided: a) Supplemental Regulator is OPEN, b) Wing Anti-Ice Shutoff Valve is CLOSED, c) Tail Anti-Ice Shutoff Valve is CLOSED, d) Pneumatic Crossfeed Valves are CLOSED after engine start, e) Flight is not made in known or forecast icing conditions, and f) ER operations are not conducted.	

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	2. NUMBER INSTALLED				
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30 ICE AND RAIN PROTECTION					
19. Fuselage and Wheel Well Overheat System	C	1	0	May be inoperative provided: a) Airfoil Ice Protection System is not used, b) Flight is not make into known or forecast icing conditions, and c) ER operations are not conducted.	
20. Windshield Heat System					
1) Anti-Ice System (Includes Left, Center, and Right Windshields)	C	1	0	(M) May be inoperative provided: a) Anti-Fog System is operative, b) Flight is not make in known or forecast icing conditions, and c) ER operations are not conducted. NOTE: See AFM Limitations for speed and altitude restrictions for loss of windshield heat.	
2) Anti-Fog System (Includes three windshields, two clearview and two upper eyebrow windows)	C	1	0	(M) May be inoperative provided Windshield Anti-Ice System is operative.	

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30 ICE AND RAIN PROTECTION					
21. Windshield Wiper System	C	-	0		May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
1) Fast Speed	C	2	0		May be inoperative provided SLOW speed is operative.
2) Slow Speed	C	2	0		May be inoperative provided FAST speed is operative.
3) Park Function	C	2	0		May be inoperative for all flight conditions provided the blade(s) can be positioned in a location that will not obstruct forward vision.
22. Liquid Rain Removal *** System (Rain Repellent)	D	1	0		
23. DELETED					Deleted Prior to Rev. 15.
24. Tail De-Ice Timer	C	1	0		May be inoperative provided Tail De-Ice System can be operated manually.
	C	1	0		May be inoperative provided: a) Flight is not made in known or forecast icing conditions, and b) ER operations are not conducted.
25. PITOT HEAT ON *** Annunciator Light	D	1	0		

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
30 ICE AND RAIN PROTECTION					
26. Windshield Over/Under *** Temperature Indicating System	D	1	0		
27. PITOT/STALL HEATER OFF Light System	C	1	0	May be inoperative provided: a) Anti-Icing Heaters Ammeter System is operative, and b) It is verified that the associated heaters are operative.	
28. Galley Drain Mast Heaters	C	-	0	(M) May be inoperative provided drain line to associated drain mast is disconnected, or turned OFF.	
29. Wing Ice Detection *** System	C	1	0	(O) May be inoperative provided operator assures that compliance with AD 2002-21-06 is met.	
30. Upper Wing Surface *** Heater System	D	1	0	(M) (O) May be inoperative provided operator assures that compliance with AD 2002-21-06 is met through another approved means.	
31. Ground Anti-Ice Disagreement Annunciation (STC No. 00469AT) (Series 10) ***	C	1	0	(O) May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions prior to takeoff, and b) Airfoil Ant-Ice System is not used on the ground.	
					(Continued)

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	4. REMARKS AND EXCEPTIONS			

30	ICE AND RAIN PROTECTION				
31.	Ground Anti-Ice Disagreement Annunciation (STC No. 00469AT) (Cont'd)	C	1	0	<p>May be inoperative provided:</p> <p>a) When Outside Air Temperature is less than 6 degrees C (42 degrees F) and either the difference between dew point temperature and OAT is less than 3 degrees C (5 degrees F) or visible moisture (rain, drizzle, sleet, snow, fog, etc.) is present, the flight crew verifies that a visual and physical (hands on) check of the leading edges and upper wing surfaces is accomplished and that the wing is clear of ice/frost/snow accumulation, and</p> <p>b) Airfoil Anti-Ice System is not used prior to takeoff.</p>

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
31 INDICATING/ RECORDING SYSTEMS					
1. Clocks (Cockpit)	C	-	1		
2. Flight Data Recorder (FDR) System	C	-	1		Any in excess of those required by FAR may be inoperative.
	A	-	0		
					May be inoperative provided: a) Cockpit Voice Recorder (CVR) System operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where the 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) operates normally, 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 the completion of the next heavy maintenance visit.

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

31	INDICATING/ RECORDING SYSTEMS				
3.	Flight Data Recorder (Series 80)				Combined with MMEL Item 31-2 by Rev. 22.
4.	Cockpit Voice Recorder System				Moved (See MMEL Item 23-16)
5.	Central Aural Warning System (Series 80)				
1)	APU Fire Warning Horn	C	1	0	May be inoperative provided: a) System is monitored in the cockpit during APU operations, and b) ER operations are not conducted.
2)	Stall Warning				Deleted Rev. 25.
3)	Altitude Alert Warning	A	1	0	(O) May be inoperative provided: a)Autopilot with altitude hold is operative, b)Enroute operations do not require its use, c)Repairs are made within three flight cycles, and d)Airplane does not depart from an airport where repairs or replacement can be made.
		C	1	0	May be inoperative provided it is not required by 14 CFR.
4)	Cabin Altitude Warning				(See MMEL Item 21-27)
5)	Autopilot Disconnect Warning	C	1	0	(O) May be inoperative provided autoland mode is not used.
6)	Overspeed Warning				MOVED (See MMEL Item 34-5)
					(Continued)

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
31 INDICATING/ RECORDING SYSTEMS					
5. Central Aural Warning System (Series 80) (Cont'd)					
7) Slat Overspeed Warning	C	1	0		(O) May be inoperative provided airspeed limitations are observed.
8) SELCAL Chime	C	1	0		May be inoperative provided SELCAL light is operative.
9) Speed Brake Warning	C	1	0		
10) Evacuation Warning ***	C	1	0		(O) May be inoperative provided procedures do not require its use.
11) Voice Warning	C	1	0		May be inoperative provided procedures do not require its use.
6. Aircraft Integrated Data System (AIDS) ***	D	1	0		May be inoperative provided alternate procedures are established and used. NOTE: Flight Data Recorder System may be affected.
	D	1	0		May be inoperative provided maintenance programs do not require its use. NOTE: Flight Data Recorder System may be affected.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
31 INDICATING/ RECORDING SYSTEMS					
7. Aircraft Systems Electronic Display Panel (ESDP) (Fuel, Oil, Hydraulic, etc.) (Series 80)					NOTE: Relief may be provided in other MMEL Chapters for systems using this panel for display.
1) Engine Oil Low Pressure Caution (Amber) Lights	C	2	0		May be inoperative provided: a) Associated Overhead Engine Oil Pressure Low Annunciator is operative, and b) Both Master Caution Lights are operative.
2) Engine Oil Low Pressure Warning (Red) Lights	C	2	1		May be inoperative provided: a) Both Engine Oil Low Pressure Caution Lights are operative, b) Associated Overhead Engine Oil Pressure Low Annunciation is operative, and c) Both Master Caution Lights are operative.
3) Engine Oil High Temperature Caution (Amber) Lights	C	2	1		May be inoperative provided associated Engine Oil High Temperature Warning Light is operative.
4) Engine Oil High Temperature Warning (Red) Lights	C	2	1		May be inoperative provided associated Engine Oil High Temperature Caution Light is operative.
					(Continued)

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

31	INDICATING/ RECORDING SYSTEMS				
7.	Aircraft Systems Electronic Display Panel (ESDP) (Fuel, Oil, Hydraulic, etc.) (Series 80) (Cont'd)				
5)	Hydraulic Quantity Low Caution (Amber) Lights	C	2	1	May be inoperative provided affected light is placarded "4.3 qts. Minimum."
6)	Flap Display Scale Light Bars	C	72	71	One Complete Horizontal Bar of the scale may be inoperative. NOTE: One complete Horizontal Bar consists of 3 Light Emitting Diodes.
8.	Hour Meter	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.

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

32 LANDING GEAR

- 1. Parking Brake
- 2. Dual Hydraulic Power Brake Control Valve
- 3. Selector Valve, Hydraulic Brake System (Series 10, 20, 30, 40, 50)
- 4. Anti-Skid System (Includes Annunciator Lights)

1) Series 10, 20, 30, 40, 50

C

1

0

(O) May be inoperative provided:

- a) Operations are conducted in accordance with performance data of the AFM,
- b) Operations on other than dry surfaces are conducted in accordance with FAA approved Supplemental Performance Data in report # PE 01-01, Revision D, dated 2/18/03; or report # 2003-01, Revision 1, dated 4/06/04, and
- c) Operations based on FAA approved Supplemental Performance Data Reports must include the following:
 - 1. Operations limited to utilization of PFCO or grooved runways,
 - 2. Both thrust reversers operate normally, and
 - 3. Crosswind components for departure and arrival to be 15 knots or less.

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

32	LANDING GEAR				
4.	Anti-Skid System (Includes Annunciator Lights) (Cont'd)				
2)	Series 80	C	1	0	(O) May be inoperative provided: a) Operations are conducted on dry runways, b) Auto Ground Spoilers are operative, c) Anti-Skid Switch is OFF, d) Operations are conducted in accordance with AFM Limitations, Procedures and Performance.
5.	Position and Warning System				Deleted Rev. 22.
6. ***	Brake Temperature Sensing System	C	1	0	(O) May be inoperative provided an alternate means is used to comply with any AFM Limitations pertaining to brake temperature, if applicable.
		D	1	0	May be inoperative provided procedures do not require its use.
7.	Nose Landing Gear Door Stop Cable Assemblies (Series 10, 20, 30, 40, 50)	C	2	0	(M) May be inoperative provided: a) Loose hardware or cables are secured, b) Before each flight the door is CLOSED, and c) Nose Door release mechanism is checked for security by the pilot by pulling down on the inboard edge of the door with a force of approximately 30-40 pounds.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32 LANDING GEAR				
8. PARKING BRAKES *** ON Annunciator System	C	1	0	(M(O) May be inoperative provided: a) Alternate operations procedures are used for brake release, and b) Alternate maintenance procedures are used to verify proper operation of Anti-Skid and Takeoff Warning Systems.
9. Auto Brake System ***	C	1	0	(M) (O) May be inoperative provided: a) Auto Ground Spoiler System is not ARMED for takeoff, and b) Auto Ground Spoiler System rejected takeoff (RTO) mode is placarded "DO NOT USE FOR TAKEOFF".
10. Main Wheel Braking Systems (Series 80)	C	8	7	(M) (O) Left or Right Brake Hydraulic System within any one wheel may be inoperative provided performance penalties from MD-80 AFM Appendix 3B are applied.
11. Main Landing Gear *** Door Open Warning Light (Overhead Annunciator Panel)	D	1	0	
12. Main Landing Gear *** WHEEL NOT TURNING Light	C	1	0	
13. Taxi Speed Indication *** System	D	1	0	May be inoperative provided operations do not require its use.
14. Alternate Main Gear *** Downlock Proximity Indicating System	C	1	0	NOTE: This is an additional system and not part of the Primary Landing Gear Position and Warning System.
15. Tire Pressure *** Indicators	C	6	0	

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

33 LIGHTS					
1. Cockpit and Instrument Lighting Systems	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 are acceptable to the flight crew.
2. Cabin Interior Illumination	C	-	-		May be inoperative provided: a) Sufficient lighting is operative for cabin crew to perform required duties, and b) Lighting configuration at dispatch is acceptable to the flight crew.
3. Cargo Compartment Lighting Systems	C	-	0		
4. Passenger Notice System (No Smoking/ Fasten Seat Belt Return to Cabin)					
1) Automatic System ***	D	-	0		(O) May be inoperative provided Manual Passenger Notice System is operative. (Continued)

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	4. REMARKS AND EXCEPTIONS			

33 LIGHTS					
4. Passenger Notice System (No Smoking/ Fasten Seat Belt/ Return to Cabin) (Cont'd)					
1) Automatic System (Cont'd)	D	-	0	(O) May be inoperative provided: a) Passenger Address System is operative, b) Crew Call Chimes and Cabin Interphone Systems are operative, and c) Procedures are established for alerting the Flight Attendants and notifying passengers by use of the Public Address System when seat belts should be fastened, and smoking is prohibited.	
2) Manual System	C	1	0	(O) May be inoperative provided: a) Passenger Address System is operative, b) Crew Call Chimes and Cabin Interphone Systems are operative, and c) Procedures are established for alerting the Flight Attendants and notifying passengers by use of the Public Address System when seat belts should be fastened, and smoking is prohibited.	
				(Continued)	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
33 LIGHTS					
4. Passenger Notice System (No Smoking/ Fasten Seat Belt/ Return to Cabin) (Cont'd)					
3) Lighted Signs	C	-	-		<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory must be blocked and placarded – DO NOT OCCUPY. <p>NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers.</p>
	C	-	-		<p>(O) May be inoperative and associated passenger seat or lavatory may be occupied provided:</p> <ul style="list-style-type: none"> a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.
4) Cargo-only Configuration	D	1	0		
5. Anti-Collision Beacon Lights (Fuselage-Red)	C	2	0		May be inoperative provided airplane is not operated at night.
	C	2	0		May be inoperative provided Wing tip White Strobe/Anti-Collision Lights are operative.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
33 LIGHTS					
6. Wing and Nacelle Illumination Light Systems					
1) Wing Illumination Lights	C	2	0	(O) May be inoperative provided ground deicing procedures do not require their use.	
2) Nacelle Illumination Lights (Series 10, 20, 30, 40)	C	2	0	May be inoperative provided airplane is not operated at night.	
	C	2	0	May be inoperative provided Nacelle DC Emergency Exterior Illumination Light System is operative.	
3) Nacelle Illumination Lights (Series 50, 80)	C	2	0		
4) Nacelle Illumination Lights (Cargo Only Aircraft)	C	2	0		
7. Landing Lights					
1) Wing Lights	C	2	0	May be inoperative provided airplane is not operated at night.	
	C	2	0	May be inoperative provided both Nose Gear Lights are operative.	
				(Continued)	

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4. REMARKS AND EXCEPTIONS

33 LIGHTS

7. Landing Lights (Cont'd)

2) Nose Gear Lights

C

2

0

May be inoperative provided airplane is not operated at night.

C

2

0

May be inoperative provided both Wing Landing Lights are operative.

3) Wing Light Retract System (Series 10, 20, 30, 40, 50)

C

2

0

May be inoperative provided:
a) Associated Landing Light is retracted, and
b) Associated Landing Light is not used.

C

2

0

May be inoperative provided associated Landing Light is extended.

4) Wing Light Retract System (Series 80)

C

2

0

May be inoperative provided:
a) Wing Lights are retracted, and
b) Wing Landing Lights are not used.

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

33 LIGHTS

7. Landing Lights (Cont'd)

4) Wing Light Retract
System (Series 80)
(Cont'd)

C

2

0

(O) May be inoperative provided:

- a) Wing Landing Lights are extended,
- b) Performance Limited Weights are reduced by the values shown below for EACH extended light:

	MODELS 81,82,83,88	MODEL 87
Takeoff	1300 LB	1300 LB
Enroute	2600 LB	2100 LB
Approach/ Landing	1100 LB	1100 LB

and,

- c) Takeoff Speeds are determined using actual weight plus the weight penalty. (All other speeds are determined at actual weight).

8. Ground Floodlights

C

2

0

9. Fixed Forward Position
Light Bulbs (Wing Tips)

C

4

2

One Bulb (red or green) must be operative on each wing tip for night operations.

C

4

0

May be inoperative provided airplane is not operated at night.

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33 LIGHTS					
10. Fixed Aft Position Light Bulbs (Wing Tips, White)	C	-	2		One Bulb must be operative on each wing tip for night operations.
	C	-	0		May be inoperative provided airplane is not operated at night.
11. Oscillating Position Lights (Forward and Aft Wing Tips)	C	-	0		May be inoperative provided one light bulb is operative at each forward and aft position.
	C	-	0		May be inoperative provided airplane is not operated at night.
12. Passenger Cabin Emergency Lighting System					Deleted Rev. 22.
13. Nose Wheel Position Inspection Light					
1) Series 10, 20, 30, 40, 50	C	-	1		
2) Series 80	D	1	0		
14. Main Gear Wheel Position Inspection Lights	C	2	0		May be inoperative provided airplane is not operated at night.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
33 LIGHTS					
15. Master Warning Lights	C	2	1		
16. Master Caution Lights	C	2	1		
17. Door Warning Light System (Except Main Cabin Cargo Door)					Moved to MMEL Item 52-7 in Revision 30.
18. Main Cabin Cargo Door Warning Light System					(See MMEL Item 52-5)
19. Cabin Standby Lighting System	C	1	0		
20. Exterior Emergency Illumination System	B	1	0		May be inoperative provided airplane is not operated at night
21. White Strobe/ Anti-Collision Lights (Forward and Aft Wing Tips)	C	4	0		May be inoperative provided all Anti-Collision Beacon Lights are operative.
	C	4	0		May be inoperative provided airplane is not operated at night.
22. Service Area Lights					
1) Wheel Well Inspection Lights	C	-	0		
2) Tail Compartment	C	-	0		

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

33 LIGHTS				
22. Service Area Lights (Cont'd)				
3) Fwd Accessory Compartment	-	-	-	Moved to MMEL Item 25-12 in Revision 38.
4) Water & Waste Service Panels	-	-	-	Moved to MMEL Item 25-12 in Revision 38.
5) E&E Compartment	-	-	-	Moved to MMEL Item 25-12 in Revision 38.
23. Tail Illumination (Logo) ***	D	2	0	
24. Floor Proximity Emergency Escape Path Marking System Lights				
1) Passenger Aircraft (Includes Combi)	C	-	-	Individual lights may be inoperative provided it is verified that the FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with: <ul style="list-style-type: none"> 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.
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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
33 LIGHTS					
24. Floor Proximity Emergency Escape Path Marking System Lights (Cont'd)					
2) All Cargo Aircraft ***	D	-	0		
25. Electronic Overhead Annunciator Panel (EOAP) (Series 80)					
1) Warning and Advisory Annunciators					(See related systems in MMEL for individual annunciator relief)
2) Display Screen Caution Messages					(See related systems in MMEL for individual caution messages (Annunciator) relief.)
3) Scroll Switch/ Lights	C	2	0		May be inoperative provided all of the Cue Switch/Lights are operative.
4) Cue Switch/Lights	C	8	2		May be inoperative provided: a) MON and DOOR Cue Switch/Lights are operative, and b) Scroll Switch/Lights are operative.
5) Display Screen Character Matrix Lighting Units	C	-	-		A maximum of 7 diodes (bulbs) per a character matrix Lighting Unit (35 bulb unit) may be inoperative. NOTE: Each display screen consists of 6 rows of characters with 20 characters per row, totaling 120 character Matrix Lighting Units

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
33 LIGHTS					
26. Emergency Light Not Armed Annunciator	B	1	0		(O) May be inoperative provided it is verified that the Emergency Light System is ARMED.
27. Sterile Cockpit Light ***	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
28. Annunciator/ Warning Light Dimmer Function	B	1	0		May be inoperative provided: a) Airplane is not operated during daylight conditions if the Dimmer function is limited to the "DIM" position, and b) Lighting configuration and intensity are acceptable to the flight crew based on the ambient light conditions expected for the duration of the intended flight.
29. Overhead Annunciator Panel Light Positions	B	-	0		(M) Inactive/unused light positions may be inoperative provided: a) Affected light position does not monitor any system in the current aircraft configuration, and b) Affected light position is clearly identified to the flight crew.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
1. Stall Warning System					Deleted Rev. 22.
2. True Airspeed Indicator ***	D	1	0		NOTE: Other systems such as OMEGA PMS, AHRS, FMS, and DFGS may be affected.
3. Mach Indication System	C	2	1		(O) May be inoperative provided: a) Pilot flying airplane above FL 250 has an operative mach indication, b) Airspeed indicator are independently operative on each pilot's panel c) Overspeed Warning System is operative, and d) Mach Trim System is operative. NOTE: On Series 80 airplanes other systems affected (DFGS, PMS, GPWS, TAS/SAT, OMEGA, FMS) must be considered.
	C	2	0		(O) May be inoperative provided: a) Airspeed indicators are independently operative on each pilot's panel, b) Airspeed remains at or below FL 250, and c) Overspeed Warning System is operative. NOTE: On Series 80 airplanes other systems affected (DFGS, PMS, GPWS, TAS/SAT, OMEGA, FMS) must be considered.

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34 NAVIGATION					
4. Air Speed Command Bugs (Series 80)	C	2	0	(O) May be inoperative provided Autothrottle System controls airspeed to the selected airspeed displayed on the Flight Guidance Control Panel.	
	C	2	0	May be inoperative provided Autothrottles are not used.	
5. Overspeed Warning System	B	1	0	(O) May be inoperative provided: a) Both Mach Indication Systems are operative for flights conducted above FL 250, and b) The following speed limitations are observed: Mmo- .79 Mach above FL 250. Vmo- 325 KIAS below FL 250.	
6. Altimeters					
1) Servo Electro-Pneumatic Altimeter	C	-	-	(O) May be inoperative provided: a) Associated Altimeter's Pneumatic Mode is operative, and b) Associated Altimeter remains in the Pneumatic Mode.	
2) Standby Altimeter (Pneumatic)	C	1	0	May be inoperative provided captain's altimeter is either a pneumatic, or an electro-pneumatic reverting altimeter.	

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34 NAVIGATION					
7. Altimeter Vibrators					
1) Pneumatic Altimeters	C	-	-		One vibrator may be inoperative provided VMC exists at the departure and arrival airports
2) Servo Electric-Pneumatic Altimeters	C	-	-		(O) May be inoperative provided: a) Associated altimeter Servo Mode is operative, and b) Associated Altimeter remains in Servo Mode.
8. Rate-of-Climb Indicator					Deleted Rev. 22
9. Ram Air Temperature (RAT) / Thrust Rating Systems					
1) Standby (Auxiliary) Ram Air Temperature (RAT) Indication System (Series 10, 20, 30, 40)	D	1	0		May be inoperative provided a SAT Indication System is operative.
***	D	1	0		May be inoperative provided a RAT/EPR Scale Indication System is operative.
2) RAT/EPR Scale Indication System (Series 10, 20, 30, 40)	C	1	0		(O) May be inoperative provided: a) A SAT or RAT Indication System is operative, and b) Procedures are established to verify engine power settings.
					(Continued)

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34 NAVIGATION					
9. Ram Air Temperature (RAT)/Thrust Rating Systems (Cont'd)					
3) RAT/Thrust Rating System (Series 30, 40, 50, 80)	C	1	0	(M) (O) The RAT portion may be inoperative provided: a) A SAT or Standby RAT Indicating System or PMS SAT readout is available, b) Other Systems affected by the RAT Probe (DFGS, CADC, Thrust Rating, FMS, OMEG, PMS) are considered, c) Thrust Rating System portion is considered inoperative for the Series 30, 40, and 50, and d) Procedures are established to verify engine power setting.	
	C	1	0	(O) The EPR Limit/Thrust Rating portion may be inoperative provided: a) A RAT or SAT Indication System or PMS SAT readout is available, b) EPR Limit Chevron Automatic Mode is considered inoperative for the Series 80, c) EPR Limit Mode of the auto throttle is placarded inoperative, and is not used on the Series 80, and d) Procedures are established to verify engine power settings.	

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34 NAVIGATION					
10. Static Air Temperature *** Indicator	D	1	0	(O) May be inoperative provided Ram Air Temperature (RAT) System is operative.	
11. Horizon Indicators				Deleted Rev 22.	
12. Vertical Gyros (Excluding Standby Attitude Indicator)	C	-	2	If a third Vertical Gyro is installed, one may be inoperative provided independent Primary Attitude information is available on each pilot's panel. NOTE: Refer to MMEL Item 34-38 for AHRS dispatch restrictions.	
13. Turn Indication *** Systems	C	-	0	May be inoperative provided: a) Airplane is operated in day VMC only, and b) Two independent Primary Attitude Systems are operative.	
	C	-	0	May be inoperative provided: a) A Third gyroscopic bank and pitch indicator (Standby Attitude) is operative, and b) Two independent Primary Attitude Systems are operative.	
14. Directional Compass System Sensors (Directional Gyros) (Excludes Standby)	C	-	2	If a third Directional Gyro is installed, one may be inoperative provided independent Primary Heading information is available on each pilot's panel. NOTE: Refer to MMEL Item 34-38 for AHRS dispatch restrictions.	

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34 NAVIGATION					
15. Non-Stabilized Magnetic Compass (Standby)	B	1	0	(O)May be inoperative provided: a) Any combination of two independent magnetic stabilized directional compass systems or INS (IRU) are operative, b) AFM Limitations regarding Electronic Flight Instrument Systems, AHRS, or IRS (optional equipment) are applied), c) All installed EFIS displays are operative, d) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight, and e) ER operations are not conducted.	
	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, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.	

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34 NAVIGATION					
16. Flight Director Systems	C	-	1	(O) May be inoperative provided: a) Each panel has complete Flight Director information from an independent source, and b) Flight Director switch is not moved in flight.	
	C	-	0	May be inoperative provided approach minimums do not require its use.	
1) FGS-80 Flight Mode *** Select Panel Chevron Indicator (STC # SA1672GL only)	C	24	0	(O) May be inoperative provided alternate procedures are established and used.	

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34 NAVIGATION				
17. Distance Measuring Equipment (DME) Systems	C	-	-	As required by FAR.
18. Marker Beacon System	C	1	0	May be inoperative provided approach minimums do not require its use.
19. Weather Radar Systems	D	-	-	Any in excess of those required by FAR may be inoperative.
1) Predictive Windshear Mode ***	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Guidance System (Reactive) operates normally.
2) Weather Radar Displays	D	-	-	Any in excess of those required by FAR may be inoperative.

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34 NAVIGATION					
20. Automatic Direction Finding (ADF) Systems	C	-	1		
	C	-	0		May be inoperative provided enroute operations and/or approach minimums do not require its use.
	D	-	-		Any in excess of those required by FAR may be inoperative.
1) ADF Frequency Selector	C	-	-		
21. VHF Navigation Systems (VOR/ILS)	C	-	1		Any VHF navigation radio in excess of those required by FAR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus.
22. ATC Transponder Systems and 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 the 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 the next heavy maintenance visit.

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34 NAVIGATION				
23. Radio Altimeter Systems				
1) Receiver/Transmitter Unit	C	-	-	(M) May be inoperative provided: a) It is not required by FAR, and b) Associated Radio Altimeter system is deactivated.
	D	-	-	(M) Any in excess of those required by FAR may be inoperative provided associated system is deactivated. NOTE 1: GPWS may be affected. NOTE 2: On some airplanes if No.1 Radio Altimeter R/T Unit is inoperative, landing gear not down warning will not occur at 210 knots.
2) Altitude Indication	C	-	-	May be inoperative provided: a) Associated receiver/transmitter is verified to operate normally, and b) Approach minimums do not require its use.
3) Decision Height (DH)/ Minimum Descent Altitude (MDA) Indication	C	-	-	May be inoperative provided approach minimums do not require its use.
4) Rising Runway Indication	C	2	0	May be inoperative provided approach minimums do not require its use.

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34	NAVIGATION				
24.	Radio Altimeter System (Series 80)				Combined with MMEL Item 34-23.
25.	Supplementary Stall Recognition System				Deleted Rev 25.
26. ***	Navigation/Instrument Comparator, Monitor (NICM)	C	1	0	May be inoperative provided approach minimums do not require its use.
27.	Standby Attitude Indicator (Gyro Horizon)	C	1	0	May be inoperative provided not required by FAR.
		B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
28.	Altitude Alerting Systems	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operations, i.e. RVSM, do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within three (3) flight days.
		C	-	1	(continued)

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34 NAVIGATION					
28. Altitude Alerting Systems (Cont'd)					
1) Aural Alert	C	-	0		May be inoperative provided: a) Visual alert is operative, and b) Auto-pilot with altitude hold and altitude capture is operative.
2) Visual Alert	C	-	0		May be inoperative provided: a) Aural alert is operative, and b) Auto-pilot altitude hold and altitude capture is operative.
29. Ground Proximity Warning Systems (GPWS)	A	-	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
1) Modes 1-4	A	-	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
2) Test Mode	A	1	0		May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
3) Glideslope Deviation(s) (Mode 5)	C	-	1		
	B	-	0		
(Continued)					

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4. REMARKS AND EXCEPTIONS

34 NAVIGATION

29. Ground Proximity
Warning Systems
(GPWS)
(Cont'd)

4) Advisory Callouts

B

1

0

(O) May be inoperative provided alternate procedures are established and used.

C

-

0

(O) May be inoperative provided:
a) Advisory callout not required by FAR, and
b) Alternate procedures are established and used.

5) Windshear Mode
*** (Reactive)

B

1

0

(O) May be inoperative provided alternate procedures are established and used.

NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.

C

1

0

(O) May be inoperative provided:
a) Alternate procedures are established and used, and
b) Windshear Detection and Avoidance System (Predictive) operates normally.

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34	NAVIGATION				
29.	Ground Proximity Warning Systems (GPWS) (Cont'd)				
6)	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 Display Functions	C	-	1	
		B	-	0	
7) ***	Runway Awareness & Advisory System (RAAS)	C	1	0	

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34 NAVIGATION					
30. Speed Command *** System (Series 10, 20, 30, 40, 50)	C	-	0		NOTE: Auto Throttle Systems may be affected:
31. Air Data Computers (Series 10, 20, 30, 40, 50)	C	-	0		May be inoperative provided: a) Independent Altitude, Airspeed, Vertical Speed, and Mach Number are available on each Pilot's Panel, and b) Other systems affected such as Autopilot, Transponder, Stability Augmentation, PMS, FMS, or OMEGA are also considered.
32. Air Data Computer (Series 80)					Deleted Rev 22.
33. Ram Air Temperature/Thrust Rating Systems					Combined with MMEL Item 34-9 by Rev 25.
34. Instrument Switching *** Systems					
1) Flight Director	C	1	0		May be inoperative provided: a) Each pilot's panel has complete Flight Director information from an independent source, and b) Associated switch is not moved during flight.
(Continued)					

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34 NAVIGATION					
34. Instrument Switching *** Systems (Cont'd)					
2) Vertical Gyro	C	1	0	May be inoperative provided: a) Each pilot's panel has complete Primary Attitude information from an independent source, and b) Associated switch is not moved during flight.	
3) Compass System	C	1	0	May be inoperative provided: a) Each pilot's panel has complete Directional Compass information from an independent source, and b) Associated switch is not moved during flight.	
4) VOR/ILS NAV	C	1	0	May be inoperative provided: a) Each pilot's panel has complete VOR/ILS information from an independent source, and b) Associated switch is not moved during flight.	
5) Attitude and Heading Reference System (AHRS)	C	1	0	May be inoperative provided: a) Each pilot's panel has complete Attitude and Heading Information from an independent source, b) Associated switch is not moved during flight, and c) CAPT 3-F/O 2 is NOT selected.	
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34 NAVIGATION					
34. Instrument Switching *** Systems (Cont'd)					
5) Attitude and Heading Reference System (AHRS) (Cont'd)	C	1	0	May be inoperative provided: a) Each pilot's panel has complete Attitude and Heading information from an independent source, b) Associated switch is not moved during flight, and c) Airplane is limited to day VMC with CAPT 3-F/O 2 selected.	
	C	1	0	May be inoperative provided: a) Each pilot's panel has complete Attitude and Heading information from an independent source, b) Associated switch is not moved during flight, and c) Service Bulletin 34-172 or its production equivalent has been incorporated.	
35. Terrain Warning *** System	C	1	0	May be inoperative provided it does not render any other airplane system or equipment inoperative. NOTE: This is an additional system and not part of the Ground Proximity Warning System.	

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34	NAVIGATION					
36. ***	Head-Up Display System (Series 80)	C	1	0	May be inoperative provided approach minimums do not require its use.	
37. ***	Performance Management System	C	1	0	May be inoperative provided RAT or SAT display is operative.	
38. ***	Attitude and Heading Reference System (AHRS)	C	-	2	On airplanes equipped with a third AHRS Unit, one may be inoperative for dispatch provided each pilot's panel has independent primary attitude and heading information.	
1)	Normal Mode	C	-	0	May be inoperative provided AHRS Units are properly aligned in Basic Mode prior to departure.	
39.	Radio Magnetic Indication (RMI)/Radio Distance Magnetic Indication (RDMI) Systems					
1)	Compass Cards	C	2	1	May be inoperative provided: a) Associated HSI, RDI, or NAV Display Compass information is operative, and b) Both pilots have independent Directional Compass information.	
2)	Bearing Pointers	C	-	-	As required by FAR.	
3) ***	DME Display	C	4	0		
					NOTE: MMEL Item 34-17 addresses dispatch with an inoperative DME.	

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34 NAVIGATION					
40. Long Range Navigation *** Systems (INS, VLF/OMEGA, LORAN)	D	-	0		May be inoperative provided: a) Systems are not required for Attitude and Heading information, and b) Applicable FAR does not require associated system for operations being conducted. NOTE: Other systems such as FMS may be affected.
41. Electronic Flight *** Instrument Systems (EFIS)					NOTE: Additional relief may be provided in other MMEL Chapters for systems using these systems for display.
1) Mode Select Panels					
a) Mode Selector MAP Positions	C	2	1		
	C	2	0		May be inoperative provided the associated FMS is not used.
b) Mode Selector PLAN Positions	C	2	1		
	C	2	0		May be inoperative provided the associated FMS is not used.
c) Bearing Pointer Selectors	C	2	0		May be inoperative provided bearing pointers are not required for operations being conducted.
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34 NAVIGATION					
41. Electronic Flight *** Instrument Systems (EFIS) (Cont'd)					
1) Mode Select Panels (Cont'd)					
d) Range Selectors	C	2	0	May be inoperative provided associated Navigation Instrument Radar Display is not required for operations being conducted.	
e) Course NAV/RAD Switches	C	2	0	May be inoperative provided: a) Switch is operative in the RAD position, and b) Associated FMS is not used.	
f) N-AID, DATA, ARPT, and WPT Data Selectors	C	8	0		
g) N-AID, DATA, ARPT, and WPT Selector Internal Lights	C	8	0		
2) Dimming Panels Compact Mode Selectors				Deleted in Rev 27. (Continued)	

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34 NAVIGATION					
41. Electronic Flight *** Instrument Systems (EFIS) (Cont'd)					
3) First Officers Navigation Display (ND)	A	1	0	(O) May be inoperative provided: a) Compact Mode is displayed on the First Officers Primary Flight display (PFD), b) Both Flight Directors must be operating in the normal mode, c) Captain makes all takeoff, approaches, and landings, d) Approach minimums do not require its use, e) Standby Attitude Indicator and Non-Stabilized Magnetic Compass are operative, f) Repairs are made within three flight days, and g) ER operations are not conducted. NOTE: Refer to AFM Limitations on operating EFIS in the Compact Mode	
4) No. 2 Symbol *** Generator (STC #SA1672GL only)	A	1	0	(M) (O) May be inoperative provided: a) First Officer's EFIS Display Units are selected to No. 3 Symbol Generator, and b) Repairs are made within two flight days. (Continued)	

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34 NAVIGATION					
41. Electronic Flight *** Instrument Systems (EFIS) (Cont'd)					
5) No. 2 Navigation *** Concentrator (Analog to Digital Converter) (STC #SA1672GL only)	A	1	0		(M) (O) May be inoperative provided: a) Associated Symbol Generator is considered inoperative, and b) Repairs are made within two flight days.
6) Multi-Function Display *** Unit (STC #SA1672GL Only)	C	1	0		(M) (O) May be inoperative provided Weather Radar information can be displayed at each pilot station.
	C	1	0		May be inoperative provided Weather Radar is not used.
42. Flight Management *** Systems (FMS) (Series 80)	C	-	0		Specific modes (LNAV, VNAV) or functions may be inoperative provided mode or function is not required for operations being conducted.
1) Computers	C	-	0		May be inoperative provided the associated FMS is not required for operations being conducted.
2) Multi-Function Control Display Units (MCDU)	C	-	0		May be inoperative provided associated MCDU is not required for operations being conducted.
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34 NAVIGATION					
42. Flight Management *** Systems (FMS) (Series 80) (Cont'd)	C	-	0		
3) Navigation Database	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.	
43. Traffic Alert/Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
1) Combined Traffic Alert *** (TA) and Resolution Advisory (RA) Dual Displays	C	2	1	May be inoperative provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	
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34 NAVIGATION					
43. Traffic Alert/Collision Avoidance System (TCAS II) (Cont'd)					
2) Resolution Advisory (RA) Display System(s)	C	2	1		One may be inoperative on non-flying pilot side.
	C	-	0		(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.
3) TA Alert Display System(s)	C	-	0		(O) May be inoperative provided: a) 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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34	NAVIGATION				
44.	Windshear Detection and Guidance Systems	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
45.	AHRS BASIC *** Annunciators	C	-	0	
46.	EFIS Ground Speed Display (Series 80)	C	2	0	
47.	Metric Altimeter ***	C	1	0	(O) May be inoperative provided alternate procedures for determining metric altitude are established and used if metric altitude information is required for the operations being conducted.

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34 NAVIGATION					
48. Global Positioning *** System (GPS)	C	-	0		(O) May be inoperative provided Alternate procedures are established and used.
	D	-	0		May be inoperative provided procedures do not require its use.
1) Navigation Database	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.
49. Course Select Digits *** (EFIS Airplanes)					Deleted and combined with MMEL Item 34-50 per Rev. 31.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
50. VHF Nav Panel Course *** Select Numbers (EFIS Airplanes)	C	-	-	May be inoperative provided information is displayed on both Nav Displays (ND) or Primary Flight Displays (PFD).
51. Decision Height Indication	C	-	-	May be inoperative provided approach minimums do not require its use.
52. Airspeed Indicator External Reference Bugs (Excludes Command Bugs)	C	-	0	(O) May be damaged or missing provided alternate procedures are established and used. NOTE: Refer to MMEL Item 34-4 for Airspeed Command Bugs.
53. Digital Air Data Computer (DADC) Annunciator (Series 10, 20, 30, 40, 50) (STC No. ST09333SC Only)	C	1	0	(M) May be inoperative provided the following co-indications are verified for normal operation: a) Self test, b) No Altimeter OFF Flag, c) No VSI FAIL Flag, d) VSI Pointer Visible, e) AC Power to DADC, and f) DC Power to DADC.
54. CRS/NAV/RAD *** Switches (Non-EFIS Airplanes)	C	2	0	May be inoperative provided: a) Switch is operative in the RAD position, and b) Associated FMS is not used.
55. WINDSHEAR INOP *** Annunciation System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.

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	3. NUMBER REQUIRED FOR DISPATCH				
35 OXYGEN					
1. Oxygen System and Supply (Flight Crew)	B	-	-		As required by FAR.
1) Oxygen Line Pressure Gauge ***	C	1	0		(O) May be inoperative provided: a) Direct reading gauge on the crew oxygen bottle indicates adequate pressure, and b) Flight crew oxygen system is verified to operate normally.
2) Oxygen Cylinder Discharge Indicator	C	1	0		(O) May be damaged or missing.
2. Passenger Oxygen System	B	1	-		As required by FAR.
1) Automatic Door Opening Function	C	1	0		(M) (O) May be inoperative provided: a) All oxygen doors are CLOSED and LATCHED, b) Manual Oxygen Door Deploy System is operative, and c) Airplane remains at or below FL300.
(Continued)					

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35 OXYGEN

2. Passenger Oxygen System (Cont'd)

2) Oxygen Compartment Doors

B

-

-

(M) May be inoperative provided:
a) Associated oxygen door is UNLATCHED and masks secured, and
b) Associated seats are blocked.

B

-

-

(M) (O) May be inoperative provided:
a) Associated oxygen door is UNLATCHED and masks secured,
b) Passengers occupying associated seats are briefed on access to oxygen masks, and
c) Airplane remains at or below FL 300.

B

-

-

(M) May be inoperative provided:
a) Associated Oxygen Door is LATCHED, and
b) Associated seats are BLOCKED.

(Continued)

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	3. NUMBER REQUIRED FOR DISPATCH				
35 OXYGEN					
2. Passenger Oxygen System (Cont'd)					
3) PSU Oxygen Generator/Container	B	-	-	(M) May be inoperative provided: a) Associated oxygen door is CLOSED and masks secured, b) Associated oxygen generators /containers are not leaking, and c) Associated seats are BLOCKED.	
4) Lavatory Oxygen ***	C	-	0	May be inoperative provided: a) Associated lavatory door is locked CLOSED and placarded "INOPERATIVE –DO NOT ENTER", and b) Associated lavatory is not used for any purpose. NOTE: These provisos are not intended to prohibit lavatory inspections by crewmembers.	
3. Oxygen –In-Use ***	D	1	0		
4. Portable Oxygen ***	D	-	-	Any in excess of those required by FAR may be inoperative.	

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	4. REMARKS AND EXCEPTIONS			

35 OXYGEN					
5. Protective Breathing Equipment (PBE)	D	-	-		<p>Any in excess of those required by FAR may be inoperative or missing provided:</p> <ul style="list-style-type: none"> a) Inoperative Unit is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, b) Location placarding of the affected Unit is removed or obscured, and c) Required distribution is maintained.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
36 PNEUMATIC					
1. Pneumatic Pressure Indicating System	C	1	0		(O) May be inoperative provided a means is available for determining pneumatic pressure for main engine starting.
2. Pneumatic Pilot (Reference) Pressure Regulators					
1) Dual Function Regulators (Series 10 and 20)	C	2	1		(O) May be inoperative provided: a) If Air Conditioning Pressure Regulator is affected, associated Air Conditioning System remains OFF, and b) Airplane remains at or below FL 250
2) Single Function Regulators (Series 30 through 80)	C	2	1		(O) May be inoperative provided: a) Associated Air Conditioning Supply System is operated in the HP BLD OFF mode, and b) ER operations are not conducted.
3. Ice Protection Temperature Control Systems	C	2	0		May be inoperative provided: a) Flight is not made in known or forecast icing conditions, and b) ER operations are not conducted.

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	3. NUMBER REQUIRED FOR DISPATCH				
36 PNEUMATIC					
4. Pneumatic Augmentation Valves	C	2	1	(O) May be inoperative provided: a) Flight is not made in known or forecast icing conditions, b) Associated Pneumatic Crossfeed Valve is CLOSED after engine start, c) Associated Air Conditioning Supply System is operated in HP BLD OFF mode, and d) ER operations are not conducted.	
5. Eighth Stage Pneumatic Check Valves	C	2	1	(M) (O) May be inoperative provided: a) Associated Check Valve is failed CLOSED allowing engine start, b) Airplane remains at or below FL 250, c) Associated Pneumatic Crossfeed Valve is CLOSED after engine start, d) Flight is not made in known or forecast icing conditions, e) Associated Air Conditioning Supply Switch is OFF, and f) Associated Air Conditioning System Is considered inoperative.	

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	2. NUMBER INSTALLED				
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36 PNEUMATIC					
6. Ground Connection and Pneumatic Check Valve	C	1	0	(O) May be inoperative OPEN provided: a) Flight is not made in known or forecast icing conditions, b) APU Air Control Switch is OFF and placarded "DO NOT USE", c) APU Pneumatic Distribution System is considered inoperative, d) Engine start is accomplished using ground Start Air, e) Pneumatic Crossfeed Valves are CLOSED after engine start, f) Air Foil Ice Protection Switch is OFF and placarded "DO NOT USE", and g) ER operations are not conducted.	
	C	1	0	May be inoperative CLOSED.	
7. Pneumatic Crossfeed Valves	C	2	1	(M) (O) May be inoperative provided: a) Flight is not made into known or forecast icing conditions, b) Associated Pneumatic Crossfeed Valve is CLOSED after engine start. c) Pneumatic Crossfeed Valve quadrant is placarded "Locked Closed", and d) ER operations are not conducted.	

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	4. REMARKS AND EXCEPTIONS			

36 PNEUMATIC					
8. Air Conditioning Supply 570 Degrees F Thermostats	C	2	1	(O) May be inoperative OPEN provided: a) Associated Air Conditioning Supply System is operated in HP BLD OFF mode, and b) ER operations are not conducted.	
	C	2	0	(O) May be inoperative provided associated Thermostat is CLOSED.	
	C	2	0	(M) (O) May be inoperative provide: a) Associated thermostat is OPEN, and b) Associated thermostat is deactivated.	

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	4. REMARKS AND EXCEPTIONS			
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 the 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.
1) Purge Valve Installed ***	C	-	-	(M) May be inoperative provided: a) Associated system components are verified not to have leaks, b) Purge valve is placed in the OPEN position, and c) System is not serviced.
2) Lavatory Waste 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 the system which operates normally may be used.
(Continued)				

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38	WATER/WASTE				
2.	Lavatory Waste Systems (Cont'd)	C	-	-	(M) Associated Lavatory System(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door(s) is secured closed and placarded inoperative. NOTE: These provisions are not intended to prohibit inspections by crewmembers.

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	4. REMARKS AND EXCEPTIONS				

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 alternate procedures are established and used.
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 the aircraft, and b)Alternate procedures are established and used.

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49 AIRBORNE AUXILIARY POWER					
1. Auxiliary Power Unit (APU)	C	1	0	(M) May be inoperative provided: a) APU is not required for Electrical Power or Pneumatic supply, b) Air Inlet Doors (ram and non-ram) are CLOSED, c) APU Control Circuit Breaker is secured, and d) ER operations are not conducted.	
1) APU Electrical Power				Moved (See MMEL Item 24-1)	
2) APU Pneumatic Distribution System	C	1	0		
2. APU Annunciator Light System (Includes Fire, High Oil Temperature and Low Oil Pressure)	C	1	0	May be inoperative provided APU is not used.	
3. APU Fire Shutoff (Flight Deck)	C	1	0	May be inoperative provided APU is not used.	
4. APU Fire Shutoff (Exterior)	C	1	0	(O) May be inoperative provided APU operation is monitored in the cockpit.	

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49 AIRBORNE AUXILIARY POWER					
5. APU Exhaust Gas Temperature Indicating System					
1) Non GTCP36-280 (D) APU	C	1	0	May be inoperative provided APU is not used.	
2) GTCP36-280 (D) APU	C	1	0	May be inoperative provided the APU FAULT indication is not displayed.	
	C	1	0	May be inoperative provided APU is not used.	
6. APU Pneumatic Check Valve	C	1	0	(O) May be inoperative OPEN provided: a) Flight is not made in known or forecast icing conditions, b) Pneumatic Crossfeed Valves are CLOSED after engine start, c) Air Foil Ice Protection switch is OFF and is considered inoperative, and d) ER operations are not conducted.	
	C	1	0	May be inoperative provided APU Air switch remains OFF.	
7. APU Tachometer System					
1) Non GTCP36-280 (D) APU	C	1	0	May be inoperative provided APU is not used.	
				(Continued)	

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49 AIRBORNE AUXILIARY POWER					
7. APU Tachometer System (Cont'd)					
1) Non GTCP36-280 (D) APU (Cont'd)	C	1	0		May be inoperative provided: a) APU is not started in flight, and b) AC Frequency Meter System is operative.
2) GTCP36-280 (D) APU	C	1	0		May be inoperative provided the APU FAULT indication is not displayed.
	C	1	0		May be inoperative provided APU is not used.
8. APU Bleed Load Control Valve	C	1	0		(M) (O) May be inoperative provided: a) Load Control Valve is secured CLOSED, and b) APU Air Control Switch Remains OFF.
9. APU Air Inlet Door Actuator	C	1	0		(M) May be inoperative provided: a) APU RAM door is secured CLOSED, and b) NON-RAM doors are secured full OPEN if APU operation is required or intended.
	C	1	0		(M) May be inoperative provided: a) APU RAM door is secured CLOSED, b) NON-RAM doors are secured CLOSED, c) APU is considered inoperative.
10. APU STARTER ON *** Annunciation System (Blue)	D	1	0		

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49 AIRBORNE AUXILIARY POWER					
11. APU Data Memory *** Module	C	1	0	(M) May be inoperative or missing provided alternate procedures are established and used.	
	D	1	0	May be inoperative or missing provided maintenance programs do not rely on its use.	

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52 DOORS					
1. Ventral Airstair Door *** Windstream Locking Mechanism	C	1	0	(M) May be inoperative UNLOCKED.	
2. Forward Airstairs ***	D	1	0	(M) May be inoperative provided stairwell door is verified latched.	
3. Ventral Airstairs ***	D	1	0	(M) May be inoperative provided: a) Ventral Airstairs are CLOSED and SECURED, b) Associated Rear Entrance/Exit door operates normally, and c) Emergency Walkway (ceiling/catwalk) is in the LOWERED position.	
4. Door Stop Screws	C	-	-	(O) One door stop screw may be inoperative or missing on any passenger, service or cargo door provided flight is conducted in an unpressurized configuration.	
5. Main Cabin Cargo Door Dual Light System ***	C	2	1	May be inoperative provided: a) Unaffected light system tests satisfactorily, b) Cargo door hydraulic system is independent of, or can be isolated from the main hydraulic system, and c) A visual inspection verifies that the door is CLOSED and that the lockpin is properly positioned, or the lockpin can be visually inspected from within the cabin.	

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52 DOORS					
6. Flight Compartment *** Door Electric Lock System (Not FAR 25.795 Compliant)	C	1	0		May be inoperative provided flight deck door can be locked and unlocked manually by cockpit crewmember.
	C	1	0		May be inoperative provided supplemental flight deck door security device is installed and operates normally.
7. Door Warning Light System (Except Main Cabin Cargo Door/Tailcone Annunciation)	C	1	0		(O) May be inoperative for all associated doors provided it is verified by visual inspection that the associated door is CLOSED and LOCKED prior to each departure.
1) Forward Stair Caution Indicator System (Forward Stair Panel)	C	1	0		May be inoperative provided the Forward Stairway Door Annunciation System operates normally.
	C	1	0		(O) May be inoperative provided the Forward Stairwell Door is verified by visual inspection to be CLOSED and LOCKED prior to each departure.
2) Ventral Stairway Caution Indicator System (Aft Stair Panel)	C	1	0		

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52 DOORS

8. Main Cabin Cargo
*** Door Isolation Valve

B

1

0

(M) (O) May be inoperative provided:
a) Alternate procedures are used to manually open and close the Cargo Door, and
b) Door lockpins are visually verified to be engaged (locked) prior to each departure.9. 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 operates normally and is used to lock the door, and
c) Alternate procedures are established and used for locking and unlocking the door using the dead bolt.

1) Flight Deck Access Panel System (Keypad, Door Chime)

C

1

0

(M) (O) May be inoperative provided:
a) Keypad is deactivated, and
b) Alternate procedures are established and used.

a) LEDs

C

-

0

(O) May be inoperative provided alternate procedures are established and used.

b) Door Bell Mode

C

1

0

(O) May be inoperative provided alternate procedures are established and used.

c) Switch Guard

C

1

0

May be inoperative or missing provided the flight deck door LOCK FAIL light operates normally.

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52 DOORS					
9. Boeing/C&D *** Aerospace Enhanced Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant) (Cont'd)					
2) Flight Deck Door LOCK FAIL Light	C	1	0	(M) May be inoperative provided automatic lock controls are verified to operate normally.	
3) Flight Deck Door AUTO UNLK Light	C	1	0	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime operates normally.	
4) Flight Deck Door Lock Control Selector	C	1	0	(M) (O) May be inoperative provided: a) Keypad is deactivated, b) Automatic lock is verified to operate normally, and c) Alternate procedures are established and used.	
10. Boeing/C&D *** Aerospace Enhanced Flight Deck Door Pressure Relief Panels (FAR 25.795 Compliant)	A	4	0	May be inoperative provided: a) Panels are in the latched position, b) Automatic locking system operates normally, and c) Repairs are made within two flight days.	

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52 DOORS					
11. 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 operate normally.
12. TIMCO Enhanced *** Security Flight Deck Automatic Locking/Access/ Control System (STC STO2463AT)	C	1	0		(M) (O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door deadbolt operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt.
1) Flight Deck Access Panel System (Keypad)	C	1	0		(M) (O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door deadbolt operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt.
a) LEDs	C	3	0		(O) May be inoperative provided alternate procedures are established and used.
b) Aural Tone (Beep)	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
					(Continued)

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52 DOORS					
12. TIMCO Enhanced *** Security Flight Deck Automatic Locking/ Access/Control System (STC ST02463AT) (Cont'd)					
2) Door Control Panel					
a) Door LOCK FAIL Light	C	1	0	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door sonalert operates normally.	
b) Door AUTO UNLOCK Light	C	1	0	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door sonalert operates normally.	
c) Door Lock Control Switch	C	1	0	(M) (O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door deadbolt operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt.	
				(Continued)	

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

52 DOORS					
12. TIMCO Enhanced *** Security Flight Deck Automatic Locking/ Access/Control System (STC ST02463AT) (Cont'd)					
2) Door Control Panel (Cont'd)					
d) Sonalert	C	1	0	(M) (O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door deadbolt operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt.	
3) Strike Assembly	C	1	0	(M) (O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door deadbolt operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt.	
13. TIMCO Enhanced *** Security Flight Deck Door Deadbolt (STC ST02463AT)	C	1	0	May be inoperative provided automatic lock controls operate normally.	

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

53 FUSELAGE

1. Tailcone Annunciation
System

C

1

0

May be inoperative provided airplane is operated in day VMC only.

NOTE: System includes Tailcone Release Mechanism Decal located over slot in tail exit door frame.

A

1

0

(M) May be inoperative provided:
a) Tailcone lockpins are verified to be properly seated and rotated within the lock,
b) Tailcone locking cable is properly secured,
c) No evidence of slack exists on cable leads, and
d) System is repaired within two flight days.

NOTE: System includes Tailcone Release Mechanism Decal located over slot in tail exit door frame.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
56 WINDOWS				
1. Windshields				Deleted Rev. 25. (See Maintenance Manual)
2. Clearview Windows				Deleted Rev 25. (See Maintenance Manual)
3. Eyebrow Windows				Deleted Rev 25. (See Maintenance Manual)
4. Aft Fixed Windows				Deleted Rev 25. (See Maintenance Manual)
5. Anacoustical Cabin Window Panes				Deleted Rev 25. (See Maintenance Manual)
6. Nose Landing Gear Downlock Viewing Windows (series 10, 20, 30, 40, 50)	C	2	-	(M) (O) Either the inner or outer pane may be cracked provided: <ul style="list-style-type: none"> a) Vision is acceptable as determined by the flight crew before each flight, b) Both air conditioning packs are operative, and c) Window is inspected and verified to be structurally sound.
	C	2	-	(O) Both panes may be cracked provided: <ul style="list-style-type: none"> a) Vision is acceptable as determined by the flight crew before each flight, and b) Flight is conducted in an unpressurized configuration.

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

57 WINGS				
1. Wing Vortex Generators (Series 10)				Deleted in Rev. 25 (See CDL)
2. Flap Bonding Straps (series 10, 20, 30, 40, 50)	D	8	4	One may be inoperative (broken) per flap hinge. NOTE: Bonding straps are removed by SB 57-102 or production equivalent.

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

71	POWERPLANT				
1.	Active Tuned Mass *** Absorber System (Series 10, 20, 30, 40, 50) (STC No. ST00282LA-D)	D	1	0	
1)	Sensors	D	6	2	Two per engine may be inoperative.
2)	Absorbers	D	8	4	One upper and one lower per engine may be inoperative.

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

72 ENGINE					
1. Jet Assisted Takeoff *** (JATO) System (Series 30) (STC SA697EA)	D	1	0	(M) (O) May be inoperative provided takeoff performance does not require its use. NOTE: See AFM for normal performance.	

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

73	ENGINE FUEL & CONTROL				
1.	Fuel Flow Systems				
1)	Fuel Flow Rate/Fuel Used (Complete Indication)	B	2	1	(O) May be inoperative provided: a) Associated engine N1, N2 , EPR, and Fuel Quantity Indicators are operative on all tanks containing usable fuel, and b) ER operations are not conducted.
2)	Fuel Flow Rate Indicators	B	2	1	(O) May be inoperative provided: a) N1, N2, EPR and Wing main Tank Fuel Indicating Systems are operative for associated engine, and b) ER operations are not conducted.
3)	Fuel Used Indicators	C	2	0	May be inoperative provided: a) Fuel Quantity Indicators are operative on all tanks containing usable fuel, and b) ER operations are not conducted.
4) ***	Fuel Flow/Used Selector Button (Series 80)	C	1	0	May be inoperative provided: a) Fuel Used Indicators are not used, and b) Fuel Flow Rate Indicators are operative.
5)	Fuel Used Reset System	C	1	0	May be inoperative provided Fuel Used Indicators are not used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
73 ENGINE FUEL & CONTROL					
2. Fuel Temperature Indicating Systems	C	2	0	(O) May be inoperative provided: a) Ram Air Temperature System is operative. b) Associated Fuel Heat ON annunciator system is operative, and c) ER operations are not conducted.	
3. Inlet Fuel Pressure Low Annunciator System	C	2	1	(O) May be inoperative provided: a) Both wing tank boost pumps for affected engine are verified operative prior to each flight, b) Both center tank boost pumps are verified operative prior to each flight if usable fuel is carried in the center tank, and c) ER operations are not conducted.	
	C	2	1	May be inoperative provided Center Tank Fuel Pump Low Pressure Warning System is installed and operative.	
4. Fuel Filter Pressure Drop Annunciator Systems	B	2	1	(M) (O) May be inoperative provided: a) It is verified that the malfunction is in the annunciator system, b) Associated Engine Fuel Heat System is operative, and c) Associated Fuel Temperature Indicating System is operative.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
73 ENGINE FUEL & CONTROL					
5. FUEL HEAT ON Annunciator Systems	C	2	0		(O) May be inoperative provided associated Fuel Temperature Indicating System is operative.
6. Fuel Heat Systems					
1) Timers	C	2	0		(O) May be inoperative provided associated Fuel Heat Valve is controllable from the cockpit.
2) Valves	C	2	1		(M) (O) May be inoperative provided: a) Associated valve is CLOSED, b) Flight duration and altitude are limited to prevent fuel temperature from dropping below 40 degrees F (5 degrees C), and c) Associated Fuel Temperature Indicating System is operative.
7. Approach Idle Control Systems (Series 80)	C	2	0		(O) May be inoperative in the Approach Idle Mode provided appropriate AFM performance penalty is applied.
8. Auto Reserve Thrust (ART) System (Series 80)	C	1	0		(O) May be inoperative provided appropriate AFM performance data is used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
74 IGNITION					
1. Ignition Systems - Continuous 4 Joule AC (4 Joule AC and 20 Joule DC configuration)	C	2	0	(O) May be inoperative provided: a) Remaining ignition systems are verified operative, and b) ER operations are not conducted.	
2. Ignition Systems - High Energy 20 Joule AC	C	4	2	(O) May be inoperative provided: a) If two systems are inoperative, they are not on the same engine, and b) ER operations are not conducted.	
3. Ignition Systems - High Energy 18 Joule AC	C	4	2	(O) May be inoperative provided: a) If two systems are inoperative, they are not on the same engine, and b) ER operations are not conducted.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
76 ENGINE CONTROLS					
1. Automatic Engine *** Synchronization (AES) System	C	1	0	(O) May be inoperative provided: a) ENGINE SYNC Switch remains OFF, and b) Engine Synchronizer Circuit Breaker is pulled and collared.	
1) N1 or N2 Mode	C	1	0	(O) May be inoperative provided affected Mode is not used.	
2) DFGS Autothrottle *** EPR Synchronization Mode (Series 80)	C	-	0	(O) May be inoperative provided: a) ENGINE SYNC Switch EPR position is not used, and b) Engine Synchronizer Circuit Breaker is pulled and collared.	
3) ENG SYNC FAIL *** Annunciator	C	1	0		
2. Engine Synchroscope *** Indicating Systems	D	1	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
77 ENGINE INDICATING					
1. Engine Pressure Ratio Indicating Systems (Series 80)	C	2	1		(O) May be inoperative provided: a) N1, N2, and Fuel Flow Indications on both engines are operative, and b) Operations are conducted in accordance with the limitations, procedures, and performance of AFM Appendix 3D.
1) Digital EPR Readouts	C	2	0		
2) EPR Limit Chevrons Automatic Mode	C	2	0		May be inoperative provide the manual Mode of the associated indicator is operative.
3) EPR Limit Chevrons Manual Mode	C	2	0		May be inoperative provided the automatic Mode of the associated indicator is operative.
2. Exhaust Gas Temperature Indicator System					Deleted Rev 22.
3. N1 Tachometer Indicating Systems	B	2	1		(O) May be inoperative provided N2, EPR, and Fuel Flow Indicating systems are operative for associated engine. NOTE: Automatic Reserve THRUST System (ART) may be inoperative.
4. N2 Tachometer Indicating Systems	B	2	1		(O) May be inoperative provided N1, EPR, and Fuel Flow Indicating system are operative for associated engine.

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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					
5. Engine Vibration *** Monitoring Systems	D	2	0		
6. Automatic Engine Synchronization System					(See MMEL Item 76-1)
7. Electronic Engine Display Panel (EEDP) (Series 80)					NOTE: Relief may be provided in other MMEL Chapters for systems using this panel for display.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
78 ENGINE EXHAUST					
1. Thrust Reverser Systems (Includes Accumulators and Accumulator Low Annunciators)	C	2	1	(M) (O) May be inoperative provided: a) No external leakage exists in associated accumulator, and b) Associated Reverser is DEACTIVATED and STOWED.	
2. Engine Reverse Unlock Light Indicating Systems	C	2	1	(M) May be inoperative provided associated thrust reverser is inspected for proper stowage in the retracted position before each departure.	
3. Engine Reverse Thrust Light Indicating Systems	C	2	0	(O) May be inoperative provided associated engine reverser interlock system is operative.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
79 ENGINE OIL					
1. Engine Oil Pressure Indicating System					Deleted Rev 22.
2. Engine OIL PRESSURE LOW Annunciators	B	2	1		(O) May be inoperative provided: a) Associated Engine Oil Quantity Indicating System is operative, and b) ER operations are not conducted.
3. Engine Oil Quantity Indicating Systems	B	2	0		(M) (O) May be inoperative provided: a) Associated engine oil quantity is verified (visual or dip stick check) during each refueling, b) There is no evidence of above normal oil consumption or leakage, c) Associated Engine Oil Pressure Low Annunciator System is operative, and d) ER operations are not conducted.
4. Indicating System Engine Oil Temperature					Deleted Rev 22.
5 Engine OIL STRAINER CLOGGING Annunciator Systems	B	2	1		(M) May be inoperative provided the Main Oil Filter/Strainer is inspected once each flight day and is verified to be clean.
6. Aircraft Systems Electronic Display Panel (ESDP) (Series 80)					(See MMEL Item 31-7)
10. Engine Oil Tank Cap Safety Adapter Flapper Valve ***	C	2	0		(M) May be inoperative provided associated oil tank filler cap is secured closed after each servicing.

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

80 STARTING					
1. START VALVE OPEN Annunciator Systems	C	2	0	(M) May be inoperative provided it is verified that the associated starter shutoff valve is CLOSED after starting.	
2. Starter Shutoff Valves	C	2	0	(M) May be inoperative CLOSED provided alternate starting procedures are established and used.	