



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

Master Minimum Equipment List

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BOEING

MD-11/MD-11F

OTIS TOLBERT, Chairman
Flight Operations Evaluation Board (FOEB)

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HIGHLIGHTS OF CHANGE

EFFECTIVE ABOVE DATE, the BOEING MD-11 Master Minimum Equipment List (MMEL) has been revised. Revision 11a is an INCREMENTAL revision. The changes in this revision were made to align with FAA policy letters, increase dispatch flexibility, and improve consistency. All changes are reflected in the highlights of change listed below and are indicated by revision bars. Please replace pages of previous lists with Revision 11 for a complete up-to-date MMEL. Retain this sheet with your MMEL until the next revision is issued.

ATA 25 EQUIPMENT/FURNISHINGS

Item 68-1 New item – Cockpit Smoke Vision System (CSVs)

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DEFINITIONS and PREAMBLE			

The Definitions are as published in FAA Policy Letter 25.

The Preamble is as published in FAA Policy Letter 34.

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING					
08-1	Environmental Systems Controller (AIR)				
1)	Automatic Mode	C	1	0	(M) May be inoperative provided: a) Remaining ESC Controllers (Air Conditioning Controllers and Cabin Pressure Controllers) are operative, b) Elec, Hyd, and Fuel System Controllers are operative in the Automatic Mode, and c) The CAC Cooling System, Avionics Rack Cooling System, Manifold System Controller, and the Trim Air Pressure Regulator Valves are verified operative prior to each departure.
2)	Controller Channels	C	2	1	
08-2	Environmental Systems Controller ECON Mode	C	1	0	NOTE: Cruise performance may be affected.
08-3	Environmental Systems Controller (Air) Switchlights				
1)	MANUAL Light	C	1	0	
2)	SELECT Light	C	1	0	
08-4	ECON Switchlight OFF Light	C	1	0	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
22-1 Conditioned Air Shutoff Valve					
1) Combi Cargo Configuration	C	1	0	(M) May be inoperative provided Valve is secured CLOSED.	
2) Combi Passenger Configuration	C	1	0	NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	
3) Cargo Configuration	C	1	0	NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	
22-2 Cabin Sidewall Vents					
1) Passenger and Combi Configuration	C	-	-	(M) One may be inoperative CLOSED.	
2) Cargo Configuration	C	-	0		
22-3 Cabin Air Recirculation Fans	C	-	0	NOTE: Cruise performance may be affected.	
22-4 Cabin Air Recirculation Check Valves	C	-	0		
23-1 Passenger Air Outlet Fan ***	C	1	0		

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21	AIR CONDITIONING				
24-1	Cargo Compartment Ventilation Fans	C	-	0	May be inoperative provided the associated Flow Switch is selected OFF. NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.
24-2	Pressure Regulator Valves (Galley Vent)	C	-	0	(M) May be inoperative provided affected Valve is secured OPEN.
25-1	Lavatory Ventilation Fans 1) Passenger/Combi Configuration	C	-	-	(M) (O) For each lavatory, Lavatory Ventilation Fan may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked CLOSED and placarded, "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: Lavatory Ventilation Fans are not required for all-cargo operations.
	2) Cargo Configuration	C	1	0	
25-2	Lavatory Occupant Fans	C	-	0	

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21 AIR CONDITIONING				
25-3 *** Lavatory Recirculation Fans	D	-	0	
26-1 Avionics Compartment Cooling Fan	C	1	0	
26-2 Avionics Compartment Exhaust Fan	C	1	0	(M) (O) May be inoperative provided: a) Avionics Venturi Shutoff Valve is operative, and b) Limit ground operations of avionics equipment to 2.5 hours.
26-3 Avionics and Instrument Air Flow Sensors				
1) Avionics Compartment Exhaust Flow Sensor	C	1	0	(M) May be inoperative provided Avionics Compartment Exhaust Fan provides flow on the ground.
2) Avionics Rack Air Flow Sensor(s)	C	-	0	(M) May be inoperative provided: a) Two Avionics Rack Cooling Fans are verified operative prior to each departure, and b) Center Instrument Panel Air Flow Sensor is operative. NOTE: Fan 1 must be operative.
3) Center Instrument Panel Air Flow Sensor	C	1	0	(M) May be inoperative provided: a) Two Avionics Rack Cooling Fans are verified operative prior to each departure, and b) Avionics Rack Air Flow Sensor(s) is operative. NOTE: Fan 1 must be operative.

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21 AIR CONDITIONING					
26-4 Avionics Compartment Exhaust Fan Check Valve	C	1	0	(M) May be inoperative provided Avionics Compartment Exhaust Fan provides flow on the ground.	
26-5 Avionics Venturi Shutoff Valve	C	1	0	(M) May be inoperative provided: a) Affected Valve is secured CLOSED, and b) Avionics Compartment Exhaust Fan is operative.	
26-6 Avionics Rack Cooling Fans	B	-	2	May be inoperative provided Avionics Rack Cooling Fan 1 is operative.	
26-7 AVNCS FAN Switchlights 1) FLOW Light 2) OVRD Light	C	1	0	May be inoperative provided "AIR ALERTS" is not displayed on EAD. DELETED in Revision 5.	
26-8 Avionics *** Compartment Exhaust Valve	C	1	0	(M) May be inoperative provided valve is secured CLOSED.	
27-1 Cargo Flow Off/ Disag Indicating Systems				DELETED in Revision 5.	
27-2 Cargo Compartment Ventilation Flow Sensors (Forward and Aft)	C	2	0	NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	
28-1 Center Accessory Compartment Rack Cooling Fans	C	-	2	May be inoperative provided CAC Rack Cooling Fan 1 is operative.	

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21 AIR CONDITIONING				
28-2 Center Accessory Compartment Rack Flow Sensors	C	2	1	
29-1 Combi *** Exhaust System	C	1	0	<p>(M) (O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Conditioned Air Shutoff Valve is secured CLOSED, b) Exhaust Control Valve is secured CLOSED, c) Exhaust Fans are deactivated, and d) Procedures are established and used to ensure 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. <p>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.</p> <p>NOTE 2: Effects on live animal transport and temperature sensitive cargo should be considered.</p> <p>(Continued)</p>

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21 AIR CONDITIONING					
29-1 Combi Exhaust System (Cont'd)					

1) Exhaust Fans (Primary and Backup)	C	2	1	(M) One may be inoperative provided remaining Fan is verified operative.	
	C	2	0	(M) May be inoperative provided Combi Exhaust System is considered inoperative.	
2) Exhaust Flow Sensor	C	1	0		
3) Delta-P Sensor	C	1	0	(M) May be inoperative provided Combi Exhaust System is considered inoperative.	
4) Exhaust Flow Switch	C	1	0	(M) May be inoperative provided Primary or Backup Exhaust Fan is operative.	
	C	1	0	(M) May be inoperative provided Combi Exhaust System is considered inoperative.	
29-4 Delta-P Sensor (Combi Configuration)				DELETED. Combined in 21-29-1 Revision 5b.	

29-5 Exhaust Flow Sensor (Combi Configuration)				DELETED. Combined in 21-29-1 Revision 5b.	

31-1 Automatic Cabin Pressure Controller Systems	C	2	1	(M) One may be inoperative provided Manual Cabin Pressure Control is verified operative.	

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21 AIR CONDITIONING				
33-1 Cabin Pressure Control Panel Lights				
1) SELECT Light				DELETED in Revision 5.
2) MANUAL Light				DELETED in Revision 5.
3) CLOSED Light	C	1	0	
33-2 Cabin Altitude Warning System	C	1	0	(O) May be inoperative provided aircraft remains at or below 10,000 feet MSL.
33-3 Cabin Pressure Relief Valve Open Indicating System	C	1	0	
33-4 Cabin Pressure Outflow Valve Position indications	C	2	1	
34-1 Cabin Pressure Positive Relief Valves	C	3	2	(M) One may be inoperative provided it is verified CLOSED.
41-1 Center Cargo Heat Jet Pump Shutoff Valve	C	1	0	(M) May be inoperative provided Valve is secured CLOSED.

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21 AIR CONDITIONING					
51-1	Air Conditioning Packs	C	3	2	(M) One may be inoperative provided associated Air Conditioning Pack is secured OFF.
		C	3	1	(M) (O) Two may be inoperative provided: a) Associated Air Conditioning Packs are secured OFF, b) Aircraft remains at or below FL250, and c) Air Cycle Machine is operative for operative Air Conditioning Pack. NOTE: Effects on live animal transport and temperature sensitive cargo on the main deck should be considered.
1)	Air Cycle Machines (ACM)	C	3	1	(M) Two may be inoperative provided: a) Associated Air Conditioning Controller (ACC) is operative, b) Associated Flow Control Valve is operative, c) Associated Turbine Bypass Valve is operative, d) Associated Ram Air Door is operative, e) Associated Pack Anti-Ice Valve is operative, f) Associated Pack Outlet Temperature Sensor is operative, and g) Associated Turbine Outlet Temperature Sensor is operative.

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21 AIR CONDITIONING				
51-2 Pack Flow Control Valves	C	3	2	(M) One may be inoperative provided associated Air Conditioning Pack is considered inoperative.
	C	3	1	(M) (O) Two may be inoperative provided: a) Associated Air Conditioning Packs are considered inoperative, and b) Aircraft remains at or below FL250.
51-3 Pack Outlet Temperature Sensor/Indicating Systems				
1) Primary Sensors	C	3	1	(M) Two may be inoperative provided: a) Associated Backup Sensor is verified operative, and b) Backup ACC digital system is operative.
	C	3	1	(M) Two may be inoperative provided associated Pack is considered inoperative.
2) Backup Sensors	C	3	1	(M) Two may be inoperative provided: a) Associated Primary Sensor is verified operative, and b) Primary ACC digital system is operative.
	C	3	1	(M) Two may be inoperative provided associated Pack is considered inoperative. (Continued)

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21	AIR CONDITIONING				
51-3	Pack Outlet Temperature Sensor/Indicating Systems (Cont'd)				
3)	Pack Outlet Temperature Indications	C	3	1	(M) Two may be inoperative provided: a) Associated Backup Sensor is verified operative, and b) Backup ACC digital system is operative.
		C	3	1	(M) Two may be inoperative provided associated Pack is considered inoperative.
52-1	Pack Flow Sensing/ Indicating Systems				
1)	PACK Switchlight FLOW Lights	C	3	2	
2)	Flow Sensors	C	3	2	
52-3	PACK Switchlight OFF Lights	C	3	2	One may be inoperative provided associated Pack Flow Sensing and Indicating System is operative.

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21 AIR CONDITIONING				
53-1 Turbine Inlet Temperature Sensing Systems	C	3	2	One may be inoperative provided: a) Associated Pack Anti-Ice Valve is operative, and b) Trim Air System is operative.
	C	3	2	One may be inoperative provided associated Turbine Bypass Valve is operative.
53-2 Turbine Outlet Temperature Sensors				
1) Primary Sensors	C	3	2	(M) One may be inoperative provided: a) Associated Backup Sensor is verified operative, and b) Backup ACC digital system is operative.
	C	3	1	(M) Two may be inoperative provided associated Pack is considered inoperative.
2) Backup Sensors	C	3	2	(M) One may be inoperative provided: a) Associated Primary Sensor is verified operative, and b) Primary ACC digital system is operative.
	C	3	1	(M) Two may be inoperative provided associated Pack is considered inoperative.
53-3 Pack Anti-Ice Valves	C	3	2	(M) One may be inoperative provided associated Pack is considered inoperative.

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21 AIR CONDITIONING					
53-4 Temperature Sensor *** (Heat Exchanger)	D	3	0		
54-1 Water Separator and Water Injectors	C	3	2	(M) One may be inoperative provided associated Pack is considered inoperative.	
	C	3	2	(M) One may be inoperative provided: a) Associated Pack is operative, and b) Turbine Bypass Valve is deactivated OPEN.	
54-2 Delta-P Sensor *** (Water Separator)	D	3	0		
55-1 Ram Air Door Actuators	C	3	2	(M) One may be inoperative provided: a) Associated Ram Air Door is secured CLOSED, and b) Associated Pack is considered inoperative.	
	C	3	0	(M) May be inoperative provided: a) Associated Ram Air Door is secured OPEN, and b) Associated Turbine Bypass Valve or Pack Anti-Ice Valve is operative.	

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21 AIR CONDITIONING				
61-1 Trim Air Pressure Regulator Valves	C	2	1	(M) May be inoperative provided: a) Affected Valve is inoperative CLOSED, b) Unassociated Flow Control Valve is operative, and c) Unassociated Trim Air Check Valve is operative.
	C	2	0	(M) (O) May be inoperative provided: a) Affected Valve(s) are inoperative CLOSED, and b) Trim Air Switch is in the OFF position.
61-2 Trim Air Check Valves	C	2	1	(M) May be inoperative provided: a) Affected Valve is inoperative CLOSED, b) Unassociated Flow Control Valve is operative, and c) Unassociated Trim Air Pressure Regulating Valve is operative.
	C	2	0	(M) (O) May be inoperative provided: a) Affected Valve(s) are inoperative CLOSED, and b) Trim Air Switch is in the OFF position.
61-3 Trim Air Valves	C	-	0	(M) May be inoperative provided affected Valve(s) are CLOSED.
	C	-	0	(M) (O) May be inoperative provided: a) Both Trim Air Pressure Regulator Valves are CLOSED, and b) Trim Air Switch is in OFF position.

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21 AIR CONDITIONING				
61-4 TRIM AIR Switchlights				
1) AVNCS OVHT Light	C	1	0	May be inoperative provided the AVNCS COMPT OVHT alert is operative.
2) OFF Light	C	1	0	May be inoperative provided the TRIM AIR OFF alert is operative.
62-1 Air Conditioning Controllers Digital Controls	C	3	1	(M) Two may be inoperative provided ACC-2 is operative.
	C	3	1	(O) Two may be inoperative provided aircraft remains at or below 10,000 feet MSL.
	C	3	1	Two may be inoperative provided aircraft is operated in an All Cargo configuration.
62-2 Zone Temperature Selectors (Overhead Panel)				
1) Passenger and Combi Configuration	C	-	2	May be inoperative provided the Selector for the cockpit temperature is operative.
2) Cargo Configuration	C	3	1	Two may be inoperative provided the Selector for the cockpit temperature is operative.
62-3 Vernier Temperature Selectors (Flight Attendants Stations)	C	3	0	

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21 AIR CONDITIONING				
62-4 Turbine Bypass Valves	C	3	1	(M) (O) Two may be inoperative provided: a) All Air Conditioning Controllers (ACC) are operative, b) Associated Air Cycle Machine is operative, c) Associated Pack Ram Air Door Actuator is operative, d) Associated Pack Flow Control Valve is operative, e) Associated Pack Anti-Ice Valve is operative, f) Associated Pack Outlet Temperature Sensor is operative, g) Associated Pack Turbine Outlet Temperature Sensor is operative, and h) When ESC is operated in Manual Mode, associated Pack is NOT operated until in flight with total air temperature of 18°C or less.
63-1 Cargo Compartment Temperature Control Systems	C	2	0	(M) May be inoperative provided affected system is secured OFF. NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.
63-2 Cargo Compartment Temperature Indications	C	3	0	

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21 AIR CONDITIONING					
64-1 Duct Temperature Sensing/Indicating Systems					
1) Primary Sensors	C	-	0		May be inoperative provided associated Backup Sensor is operative.
2) Backup Sensors	C	-	0		May be inoperative provided associated Primary Sensor is operative.
3) Duct Temperature Indications	C	-	0		
64-2 Zone Temperature Sensing/Indicating Systems					
1) Primary Sensors	C	-	0		May be inoperative provided associated Backup Sensor is operative.
2) Backup Sensors	C	-	0		May be inoperative provided associated Primary Sensor is operative.
3) Zone Temperature Indications	C	-	0		
64-3 Skin Temperature Sensors	C	2	0		
68-1 Crew Rest *** Temperature Control System	D	1	0		May be inoperative provided Crew Rest is not used to meet FAR requirements for Pilots scheduled to fly more than 12 hours during any 24 consecutive hours.
71-1 OZONE Converter ***	C	3	0		As required by FAR.

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22 AUTO FLIGHT				
01-2 Stall Warning Systems (Computation)	C	2	1	
01-3 Windshear Alert and Guidance Systems (WAGS)	C	2	1	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive Windshear) is operative. (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	2	0	
	B	2	0	
1) Guidance Function	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
01-4 Windshear Alert Systems				DELETED Rev 9 (Ref item 22-01-3).

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22 AUTO FLIGHT				
10-1 Autopilot Systems	C	2	1	(M) (O) One may be inoperative provided approach minimums do not require its use.
	B	2	0	(M) (O) May be inoperative provided: a) LSAS is operative, b) Flight does not exceed 3 flight hours, c) Aircraft remains at or below 25,000 ft MSL, d) Tail Fuel Management is not performed, and e) Approach minimums do not require its use. NOTE: Cruise performance will be affected.
1) Speed Select/ Hold Mode	C	2	1	May be inoperative provided approach minimums do not require its use.
2) Heading Select/ Hold Mode	C	2	1	May be inoperative provided approach minimums do not require its use.
3) Altitude Select/ Hold Mode	C	2	1	May be inoperative provided enroute or approach minimums do not require its use.
4) Vertical Speed Mode	C	2	1	May be inoperative provided approach minimums do not require its use.

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22 AUTO FLIGHT				
10-2 Autopilot Release Buttons (Control Wheel)	C	2	1	One may be inoperative provided: a) Autopilots are not used below 1,500 feet AGL, and b) Approach minimums do not require use of autopilot.
	B	2	0	(O) May be inoperative provided both autopilots are not used.
10-3 Automatic Landing System (AUTOLAND)	C	2	0	May be inoperative provided approach minimums do not require its use.
12-1 Roll Control Wheel *** Steering Systems	C	2	0	

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15-1	Flight Control Panel Speed Control Functions				
1)	Flight Control Panel IAS/MACH Mode Selector Pushbutton	C	1	0	May be inoperative provided airspeed bug is in IAS Mode on each PFD.
2)	Flight Control Panel IAS/MACH Display	C	1	0	May be inoperative provided airspeed bug is operative on each PFD.
3)	Flight Control Panel Speed Hold Mode Functions (Push Knob)	C	1	0	
4)	Flight Control Panel Speed Preselect Functions				DELETED in Revision 8 - Reference item 22-10-1.
5)	Flight Control Panel Speed Select Functions (Pull Knob)				DELETED in Revision 8 - Reference item 22-10-1.

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22 AUTO FLIGHT				
15-2 Flight Control Panel Heading Control Functions				
1) Flight Control Panel HDG/TRK Mode Selector Pushbutton	C	1	0	May be inoperative provided Heading Mode is displayed on each ND.
2) Flight Control Panel HDG/TRK Display	C	1	0	May be inoperative provided Heading and Track Mode information is displayed on each ND.
3) Flight Control Panel HDG/TRK Hold Mode Functions (Push Knob)	C	1	0	
4) Flight Control Panel HDG/TRK Preselect Functions				DELETED in Revision 8 - Reference item 22-10-1.
5) Flight Control Panel HDG/TRK Select Functions (Pull Knob)				DELETED in Revision 8 - Reference item 22-10-1.
6) Flight Control Panel Bank Angle Limit Select Functions (Select Knob)	C	1	0	May be inoperative provided selector remains in Auto position.

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22 AUTO FLIGHT				
15-3 Flight Control Panel Altitude Control Functions				
1) Flight Control Panel FEET/METER Mode Selector Pushbutton	C	1	0	May be inoperative provided: a) Altitude Display on each PFD is in FEET, and b) Altitude Select Display on each PFD is operative.
2) Flight Control Panel Altitude Display	C	1	0	May be inoperative provided: a) PROF Mode is not used, and b) Altitude Select Display on each PFD is operative.
3) Flight Control Panel Altitude Hold Mode Functions (Push Knob)	C	1	0	May be inoperative provided enroute operations do not require its use.
4) Flight Control Panel Altitude Preselect Functions				DELETED in Revision 8 - Reference item 22-10-1.
5) Flight Control Panel Altitude Select Functions (Pull Knob)				DELETED in Revision 8 - Reference item 22-10-1.

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22 AUTO FLIGHT					
15-4	Flight Control Panel Pitch Control Functions				
1)	Flight Control Panel V/S - FPA Mode Selector Pushbutton	C	1	0	May be inoperative provided selected vertical speed indications on both PFDs are operative.
2)	Flight Control Panel V/S - FPA Display	C	1	0	May be inoperative provided selected vertical speed indications on both PFDs are operative.
3)	Flight Control Panel Vertical Speed Functions (V/S Wheel)				DELETED in Revision 8 - Reference item 22-10-1.
4)	Flight Control Panel Flight Path Angle Function (FPA Wheel)	C	1	0	
21-1	Longitudinal Stability Augmentation System (LSAS) Channels	C	4	3	(M) Outboard channel of either FCC may be inoperative provided: a) Approach minimums do not require the use of Go-Around or Land Modes of the associated Autopilot, and b) Associated Autopilot Cruise Mode is operative.
		A	4	2	(M) Two Channels may be inoperative provided: a) Both Channels are on one FCC, b) Approach minimums do not require the use of the associated Autopilot, and c) Repairs are made within two flight days.

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22	AUTO FLIGHT				
22-1	Auto Pitch Trim Systems	C	2	1	One may be inoperative provided associated Autopilot is not used.
23-1	Yaw Damper Channels	C	4	2	(M) Two Channels may be inoperative provided: a) Both Channels are on one FCC, b) Approach minimums do not require the use of the Go-Around or Land Modes of the associated Autopilot, and c) Associated Autopilot Cruise Mode is operative.
		C	4	2	(M) Two Channels may be inoperative provided: a) Both Channels are on one FCC, and b) Associated Autopilot is not used.

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22 AUTO FLIGHT				
30-1 Autothrottle/Speed Control Systems	C	2	0	(O) May be inoperative provided approach minimums do not require use of the autothrottles.
31-1 Go-Around (GA) Switch	A	1	0	(O) May be inoperative provided: a) Thrust levers are operated manually for go-around, b) Autopilot is not used below 500 feet or MDA, whichever is higher, c) Flight Director is not used during approach below 500 feet or MDA, whichever is higher, d) Approach minimums do not require its use, and e) Repairs are made within two flight days.
31-2 Autothrottle Disconnect Switches	C	2	1	One may be inoperative.

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23	COMMUNICATIONS				
----	----------------	--	--	--	--

10-1	Radio Communications Systems				
1)	VHF				
a)	Extended Overwater Operations	D	-	2	One Radio is required to be operative on Left Emergency DC Bus and one on Right Emergency DC Bus.
b)	Domestic Operations	D	-	1	One Radio is required to be operative on Left Emergency DC Bus.
2)	HF	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: a) SATCOM Voice or Data Link is operative, b) Alternate procedures are established and used, c) SATCOM coverage is available over intended route of flight, and d) If Inmarsat codes are not available while using SATCOM voice, prior coordination with appropriate ATS facility is required.
					NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.

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23	COMMUNICATIONS				
10-2	Communication Radio Panels	C	3	2	(M) May be inoperative provided: a) The Captain's panel (CRP-1) is operative, and b) Affected CRP is deactivated.
22-1	Selective Call System (SELCAL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
		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.
24-1 ***	ARINC Communications Addressing and Reporting System (ACARS)	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. NOTE: Any mode which operates normally may be used.
		D	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use. (Continued)
	1) Channels				
	1) Printer System				

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<p>23 COMMUNICATIONS</p> <p>24-1 ARINC *** Communications Addressing and Reporting System (ACARS) (Cont'd)</p> <p>2) DATA Mode</p> <p>3) VOICE Mode</p> <p>4) SELCAL Mode</p>				
<p>26-1 Satellite *** Communication System (SATCOM)</p>	<p>C</p> <p>D</p>	<p>-</p> <p>-</p>	<p>0</p> <p>0</p>	<p>May be inoperative provided alternate communication procedures are established and used.</p> <p>May be inoperative provided procedures do not require its use.</p> <p>NOTE: Any function that is operative may be used.</p>
<p>31-1 Passenger Address System</p> <p>1) Passenger Configuration</p>	<p>B</p>	<p>1</p>	<p>0</p>	<p>(O) May be inoperative provided:</p> <p>a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and</p> <p>b) Flight attendant chime and call light operate normally.</p> <p>NOTE: Any station function(s) that operate normally may be used.</p> <p>(Continued)</p>

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23 COMMUNICATIONS				
31-1 Passenger Address System (Cont'd)				
1) Passenger Configuration (Cont'd)	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.
a) Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
b) Cabin Attendant Handsets				Moved to 23-41-1 in MMEL Revision 10.
c) Amplifier #2	C	1	0	(O) May be inoperative provided alternate normal and emergency procedures are established and used.
2) Cargo Configuration (Courier/Supernumerary Address System)	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
***	D	1	0	May be inoperative provided procedures do not require its use.
a) Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.

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23 COMMUNICATIONS					
32-1 ***	Pre-recorded Announcement/ Boarding Music System	D	1	0	(O) May be inoperative provided alternate normal and emergency procedures are established and used.
32-2	Audio Entertainment System	C	1	0	
32-3	Video Entertainment System	C	1	0	
41-1	Service Interphone/ Call System				
	1) Passenger Configuration				
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of cabin handsets, and b) Alternate communications procedures between affected flight attendant station(s) are established and used.
	b) Cabin to Cabin Function	B	-	0	(O) May be inoperative provided alternate communications procedures between affected flight attendant stations are established and used NOTE: Any station function(s) that operate normally may be used.
					NOTE: Any station function(s) that operate normally may be used.
					(Continued)

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23 COMMUNICATIONS				
41-1 Service Interphone/ Call 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 cabin handsets, and b) Alternate communications procedures between affected flight attendant stations are established and used.
c) Flight Deck to Ground, Ground to Flight Deck Functions	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.
d) Flight Deck Call Light	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
	B	1	0	May be inoperative provided flight deck chime is operative. NOTE: The flight deck chime must always be operative.
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23	COMMUNICATIONS				
41-1	Service Interphone/ Call System (Cont'd)				
	1) Passenger Configuration (Cont'd)				
	e) Flight Attendant Call Light	B	-	0	(O) May be inoperative provided:
					a) PA system operates normally,
					b) If affected call light is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and
					c) Alternate procedures for contacting flight attendants are established and used.
					NOTE 1: Passenger to Attendant Call System is considered a passenger convenience item.
					NOTE 2: Any call light function(s) that operate normally may be used.
	f) Flight Attendant Chimes	B	-	0	(O) May be inoperative provided:
					a) PA system operates normally,
					b) If affected chime is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and
					c) Alternate procedures for contacting flight attendants are established and used.
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23 COMMUNICATIONS					
41-1 Service Interphone/ Call System (Cont'd)					
1) Passenger Configuration (Cont'd)					
f) Flight Attendant Chimes (Cont'd)					NOTE 1: Passenger to Attendant Call System is considered a passenger convenience item. NOTE 2: Any chime function(s) that operate normally may be used.
g) Flight Deck Handset	C	1	0		(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.
	D	1	0		May be inoperative provided procedures do not require its use.
h) Cabin Attendant Handsets	B	-	-		(O) May be inoperative provided: a) Fifty percent of cabin handsets operate normally, b) One handset must operate normally at each pair of exit doors, and c) Alternate communication procedures between affected flight attendant station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement.
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23 COMMUNICATIONS				
41-1 Service Interphone/ Call System (Cont'd)				
1) Passenger Configuration (Cont'd)				
h) Cabin Attendant Handsets (Cont'd)				NOTE 2: Any handset(s) function(s) that operate normally may be used.
i) Maintenance Interphone Jacks	C	-	0	
j) Flight Crew Rest ***	C	1	0	(O) May be inoperative provided alternate normal and emergency procedures are established and used.
2) Cargo Configuration				
a) Flight Deck to Cabin, *** Cabin to Flight Deck Functions	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
b) Cabin to Cabin *** Function	D	1	0	
c) Flight Deck to *** Ground, Ground to Flight Deck Functions	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.
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23 COMMUNICATIONS				
41-1 Service Interphone/ Call System (Cont'd)				
2) Cargo Configuration (Cont'd)				
c) Flight Deck to *** Ground, Ground to Flight Deck Functions (Cont'd)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
d) Flight Deck Call Light ***	B	1	0	May be inoperative provided flight deck chime operates normally.
e) Flight Deck Call *** System	D	1	0	May be inoperative provided courier/ supernumerary compartment remains unoccupied.
	D	1	0	May be inoperative provided procedures do not require its use.
f) Courier/ *** Supernumerary Call Light	B	1	0	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.
	D	1	0	May be inoperative provided courier/ supernumerary compartment remains unoccupied.
	D	1	0	May be inoperative provided procedures do not require its use.
				NOTE: Any call light function(s) that operate normally may be used.
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23 COMMUNICATIONS				
41-1 Service Interphone/ Call System (Cont'd)				
2) Cargo Configuration (Cont'd)				
g) Courier/ *** Supernumerary Chime	B	1	0	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.
	D	1	0	May be inoperative provided courier/ supernumerary compartment remains unoccupied.
	D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any chime function(s) that operate normally may be used.
h) Flight Deck Handset ***	C	1	0	May be inoperative provided flight deck to courier/supernumerary communication operates normally.
	D	1	0	May be inoperative provided procedures do not require its use.
i) Maintenance Interphone Jacks	C	-	-	
j) Flight Crew Rest ***	C	1	0	(O) May be inoperative provided alternate normal and emergency procedures are established and used.

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23 COMMUNICATIONS				
41-2 Maintenance Interphone Jacks				MOVED to 23-41-1.
51-1 Flight Interphone System	C	1	0	(O) May be inoperative provided: a) Service Interphone is operative, and b) Alternate procedures are established and used.
1) Flight Deck to Ground, Ground to Flight Deck Functions	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.
	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
2) Nose Gear Flight Interphone Jack	C	1	0	(O) May be inoperative provided Flight Interphone Jack on ground service panel is operative.
	C	1	0	(O) May be inoperative provided Service Interphone is operative.
3) Ground Service Panel Flight Interphone Jack	C	1	0	(O) May be inoperative provided Flight Interphone Jack on nose landing gear is operative.
	C	1	0	(O) May be inoperative provided Service Interphone is operative.
51-3 Boom Microphones	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.

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23 COMMUNICATIONS					
51-4 Audio Control Panels					
1) Audio Control Panels (Excludes Primary Observer)	C	-	2		Any in excess of those required for flight deck crewmembers may be inoperative.
2) Primary Observer Audio Control Panel					Deleted. Refer to 25-11-2.
51-5 Cockpit Communication Speakers	C	2	0		May be inoperative provided: a) Procedures do not require its use, and b) Headsets are installed and operating normally.
51-6 Hand Held Microphones	C	-	0		May be inoperative or missing provided associated Boom Microphone(s) are operative.
1) Dual Tone *** Multifrequency Microphone (DTMF)	D	-	0		May be inoperative provided Voice Mode is operative.
	D	-	0		May be inoperative or missing provided associated Hand Held or Boom Microphone(s) are operative for each required crew member.
51-7 Oxygen Mask Microphones					
1) Left Observer Seat ***					NOTE: SEE 25-11-2.
2) Courier Seats ***	C	-	0		

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23 COMMUNICATIONS

51-8 Capt/FO Control
Wheel and Push To
Talk (PTT) Control
Switches

1) Control Wheel
Interphone and Radio
Microphone Control
Switches

C

2

0

(M) May be inoperative provided:
a) Associated INT/RADIO Switch
on Audio Control Panel is
operative, and
b) Affected Switch is deactivated
OPEN.

C

2

0

(M) May be inoperative provided:
a) Associated RADIO PTT Switch
on Lighting Control Panel is
operative, and
b) Affected Switch is deactivated
OPEN.

2) Audio Control Panel
INT/RADIO
Microphone Control
Switches

C

2

0

(M) May be inoperative provided:
a) Associated Control Wheel
Microphone Control Switch is
operative, and
b) Affected Switch is verified failed
OPEN.

C

2

0

(M) May be inoperative provided:
a) Associated RADIO PTT Switch
on Lighting Control Panel is
operative, and
b) Affected Switch is verified failed
OPEN.

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23 COMMUNICATIONS					
51-8 Capt/FO Control Wheel and Push To Talk (PTT) Control Switches (Cont'd)					
3) Lighting Control Panel Push To Talk (PTT) Switches	C	2	0	(M) May be inoperative provided: a) Associated Control Wheel Microphone Control Switch is operative, and b) Affected Switch is deactivated OPEN.	
	C	2	0	(M) May be inoperative provided: a) Associated INT/RADIO Switch on Audio Control Panel is operative, and b) Affected Switch is deactivated OPEN.	
51-9 Headsets	D	-	-	Any in excess of those required for each person on flight deck duty may be inoperative or missing.	
	C	-	0	May be inoperative or missing provided cockpit communication speakers are operative.	
71-1 Cockpit Voice Recorder (CVR) System	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days. NOTE: This relief is for the CVR system and is therefore applicable to the CVR function of a CVFDR unit that is installed in place of the CVR.	

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24 ELECTRICAL POWER					
08-1 Electrical Power System Controller Automatic Mode	C	1	0		May be inoperative provided Fuel, Air, and Hyd System Controllers are operated in the Automatic Mode.
08-2 Electrical Power System Controller Switchlights					
1) SELECT Light	C	1	0		
2) MANUAL Light	C	1	0		
08-3 Emergency Power Indicating System					
1) EMER PWR OFF Light	C	1	0		May be inoperative provided EAD EMER PWR SW OFF Alert is operative.
2) EMER PWR ON Light	C	1	0		May be inoperative provided EAD EMER PWR ON Alert is operative.
11-1 GEN Switchlights					
1) ARM Lights	C	3	2		One may be inoperative provided associated GEN OFF Light is operative.
2) OFF Lights	C	3	2		One may be inoperative provided: a) Associated GEN ARM Light is operative, and b) Non-associated IDGs are operative.

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24 ELECTRICAL POWER					
11-2 GEN (IDG) Drive Switchlights					
1) DISC Lights	C	3	2		One may be inoperative provided associated synoptic page is operative.
2) FAULT Lights	C	3	2		One may be inoperative provided associated synoptic page is operative.
12-1 IDG Air/Oil Heat Exchangers	B	3	2		(M) One may be inoperative provided associated IDG is disconnected.
12-2 IDG Air/Oil Cooler Valves	B	3	2		(M) One may be inoperative provided: a) Affected valve is failed CLOSED, and b) Associated IDG is disconnected.
	C	3	0		(M) (O) May be inoperative provided: a) Affected valve(s) are verified OPEN and deactivated, and b) Performance corrections in Appendix 6J of the AFM are applied.
21-1 Integrated Drive Generators (IDG)	B	3	2		(M) May be inoperative provided: a) All indicators and warning lights are operative for the remaining IDGs, and b) Associated IDG is deactivated or removed.
21-2 AC BUS OFF Lights (1, 2, 3, and GND)	C	4	0		

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24 ELECTRICAL POWER				
21-3 AC TIE Switchlights				
1) ARM Lights	C	3	0	May be inoperative provided affected bus tie relay indication on the Electrical System Synoptic Page is operative.
2) OFF Lights	C	3	0	May be inoperative provided affected bus tie relay indication on the Electrical System Synoptic Page is operative.
21-4 APU Generator	C	1	0	(M) (O) May be inoperative provided: a) It is verified no bearing failure exists in APU Generator, and b) APU is used for air only.
	C	1	0	(M) May be inoperative provided APU is not used.
21-5 APU Generator Control Unit	C	1	0	(M) May be inoperative provided APU Generator is considered inoperative.
21-6 APU PWR Switchlights				
1) ON Light	C	1	0	May be inoperative provided associated synoptic page is operative.
2) AVAIL Light	C	1	0	May be inoperative provided associated synoptic page is operative.
21-7 APU GEN Switchlight OFF Light	C	1	0	(O) May be inoperative provided associated synoptic page is operative.
31-1 Transformer/ Rectifier Units TR-2A and TR-2B	B	2	1	(O) One may be inoperative provided alternate procedures are established and used.

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24 ELECTRICAL POWER				
31-2 GEN BUS FAULT RESET Switchlights BUS FAULT Lights	C	3	2	One may be inoperative provided associated synoptic page is operative.
31-3 DC TIE Switchlights OFF Lights	C	2	0	May be inoperative provided associated synoptic page is operative.
31-4 DC BUS OFF Lights (1, 2, 3, and GND)	C	4	0	
32-1 Battery OFF Indicating System BAT Switchlight OFF Light	C	1	0	May be inoperative provided EAD BAT SWITCH OFF Alert is operative.
40-1 External Power Indicating System				
1) EXT PWR Switchlight ON Light	C	1	0	May be inoperative provided associated synoptic page is operative.
2) EXT PWR Switchlight AVAIL Light	C	1	0	May be inoperative provided associated synoptic page is operative.

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24 ELECTRICAL POWER				
41-1 Main External Power System	C	1	0	(M) May be inoperative provided: a) It is verified that no electrical feeder cable short exists, b) Procedures are developed to isolate affected components from the rest of the electrical distribution system, and c) External Power Receptacle is placarded "DO NOT CONNECT ELECTRICAL POWER".
42-1 Galley External Power System	C	1	0	(M) May be inoperative provided: a) All buses are powered, b) No GALLEY POWER alert is displayed, and c) External Galley Power Receptacle is placarded "DO NOT CONNECT ELECTRICAL POWER".
52-1 CAB BUS Switchlight OFF Light	C	1	0	
54-1 Galley Power Indicating Systems				
1) GALLEY BUS Switchlight OFF Lights	C	3	0	
2) EAD GALLEY BUS OFF Alert	C	1	0	
3) SD GALLEY BUS OFF Alert	C	1	0	

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25	EQUIPMENT/ FURNISHINGS				
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11-1	Flight Crew Seats				
1)	Power Adjustment Systems	D	2	0	
2)	Manual Adjustment Systems				
a)	Recline Systems	A	2	0	(M) May be inoperative provided: a) Seat is secured in an upright position that does not limit fore/aft and lateral movement and is acceptable to affected crewmember, and b) Repairs are made within two flight days.
b)	Vertical Adjustments	A	2	0	(M) May be inoperative provided: a) Seat is acceptable to affected crewmember, and b) Repairs are made within two flight days.
c)	Armrests	B	4	0	(M) May be inoperative provided: a) Affected armrest is stowed in retracted position or removed, and b) Seat is acceptable to affected crewmember.
d)	Lumbar/Thigh Supports	C	4	0	May be inoperative provided seat is acceptable to affected crewmember.
e)	Headrests	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.

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11-2	Observer Seats (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. NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seats(s).
1	Power Adjustment Systems	D	1	0	May be inoperative.
2) ***	Additional Observer Seats(s) (Including Associated Equipment)	D	-	0	NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
11-3	Second Observer Seat				MOVED to 25-11-2.

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25 EQUIPMENT/ FURNISHINGS				
11-4 Courier/ *** Supernumerary Seats (Including Associated Equipment) 1) Recline Function 2) Leg Rest Function	D D D	- - -	0 0 0	(M) May be inoperative provided: a) Seat is not required for the operation conducted, b) Affected seat is secured or deactivated and does not block the aisle or exit, and c) Affected seat is blocked using an accepted procedure and placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF & LANDING". (M) May be inoperative provided the seat is secured in the upright and locked position. (M) May be inoperative provided the leg rest is stowed and locked.
21-1 Passenger Seat(s)	D	-	0	(M) May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to main aircraft aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". (Continued)

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21-1 Passenger Seat(s)
(Cont'd)

NOTE 1: A seat with an inoperative seatbelt is considered inoperative.

NOTE 2: Inoperative seats do not affect the required number of flight attendants.

NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.

1) Recline Mechanism

D

-

-

(M) May be inoperative and seat occupied provided seat is secured in full upright position.

D

-

-

May be inoperative and seat occupied provided seat 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.

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25 EQUIPMENT/ FURNISHINGS				
21-1 Passenger Seat(s) (Cont'd)				
3) Armrest				
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 main aircraft aisle, and c) If armrest is missing, seat is secured in 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 main aircraft aisle.

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25 EQUIPMENT/
FURNISHINGS

21-2 Flight Attendant Seat
Assembly (Single or
Dual Position)

1) Required Flight
Attendant Seats

B

-

-

(M) (O) One seat position or assembly (dual position) may be inoperative provided:

- a) Affected seat position or seat assembly is not occupied,
- b) Flight Attendant(s) displaced by inoperative seat(s) occupies either an adjacent seat or passenger seat which is most accessible to inoperative seat(s), so as to most effectively perform assigned duties,
- c) Alternate procedures are established and used as published in crewmember manuals,
- d) Folding type seat stows automatically or is secured in RETRACTED position, and
- e) Passenger Seat assigned to Flight Attendant is placarded "FOR FLIGHT ATTENDANT ONLY".

NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.

NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.

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25	EQUIPMENT/ FURNISHINGS				
21-2	Flight Attendant Seat Assembly - Single or Dual Position (Cont'd)				
1)	Required Flight Attendant Seats (Cont'd)				NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable FAR are met.
2)	Excess Flight Attendant Seats	C	-	-	NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally. (M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in RETRACTED position.
3)	All Cargo *** Configuration	D	-	-	NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. May be inoperative provided affected seat or seat assembly is not occupied.

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25	EQUIPMENT/ FURNISHINGS				
21-3	“Fasten Seat Belt While Seated” Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
21-4 ***	Bunk Safety Strap (Crew Rest)	D	-	-	May be inoperative provided the bunk is not occupied.
21-5	Underseat Baggage Restraining Bars				MOVED to 25-21-1.
22-1 ***	Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that item(s) is deferred in accordance with operator’s NEF deferral program. NEF program, procedures, and processes are outlined in operator’s (insert name) Manual. (M) and (O) procedures, if required, must be available to flight crew and included in operator’s appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.

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25 EQUIPMENT/ FURNISHINGS				
22-2 Overhead Storage Bin(s)/Cabin and Galley Storage Compartments/ Closets	C	-	-	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> 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. <p>NOTE: If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment.</p>
	C	-	-	<p>(M) (O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected door(s) is removed, b) Associated bin or compartment is not used for storage of any items, except for 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. <p>(Continued)</p>

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25 EQUIPMENT/ FURNISHINGS				
22-2 Overhead Storage Bin(s)/Cabin and Galley Storage Compartments/ Closets (Cont'd)				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.
1) Storage *** Compartment Key Locks	C	-	-	(M) May be inoperative in unlocked position provided doors can be secured by other means.

24-1 Flight Crew Rest				
1) Crew Rest Facility ***	D	-	0	(M) May be inoperative or removed provided: a) If Crew Rest Facility remains installed, Crew Rest door is locked CLOSED or removed and placarded "INOPERATIVE - DO NOT ENTER", and b) Crew Rest is not used to meet FAR requirements for pilots scheduled to fly more than 12 hours during any 24 consecutive hours. NOTE: Crew Rest door locked closed is not intended to preclude area inspection by crew members.
2) Automatic Operation *** (Extend/Retract)	D	-	0	(M) May be inoperative provided manual operation is operative.

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25 EQUIPMENT/ FURNISHINGS					
42-1 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 10 calendar days.
56-1 Lower Cargo Compartment Lining	C	-	0		(O) May be inoperative, damaged, or missing provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
56-2 Lower Cargo *** Compartment Barrier Curtains	C	-	0		
57-1 Cargo *** Handling Systems	D	-	0		NOTE: Any portion of system(s) that operates normally may be used.

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25 EQUIPMENT/ FURNISHINGS					
57-2 Cargo *** Restraint Systems	A	-	-		(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed, and b) Repairs are made prior to completion of next heavy maintenance visit.
	C	-	-		May be inoperative or missing provided cargo compartment remains empty.
59-1 Combi Main Deck *** Cargo Net	D	1	0		May be inoperative or missing provided no cargo is carried in Main Deck Cargo Compartment.
	1) Extender Strap Assemblies	D	11	9	(O) Two may be damaged or missing provided appropriate Weight and Balance limitations and/or adjustments are applied.

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59-2 ***	Smoke Barrier Curtain (Main Cargo Deck)	C	1	0	<p>(O) May be inoperative, damaged, or missing provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</p> <p>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.</p> <p>NOTE 2: Courier Seats may be occupied.</p>
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59-3 ***	Rigid Cargo Barrier Vapor Seals (Main Cargo Deck)	C	-	0	<p>(O) May be inoperative, damaged, or missing provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</p> <p>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.</p> <p>NOTE 2: Courier Seats may be occupied.</p>
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61-2 ***	Evacuation Slide Remote Pressure Press-to-Test Indicating System	C	-	0	<p>(M) May be inoperative provided associated slide system is verified adequately charged once each flight day.</p>
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61-3 ***	Cabin Emergency Flashlights and Holders (Flight Attendant Station and Crew Rest)	C	-	0	May be inoperative or missing provided crewmember assigned to the associated station has an operative flashlight readily available.
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62-1	Emergency Medical Equipment				
1)	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight cycle.
		D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative. NOTE: Not required for all-cargo operations.
2)	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight cycle.
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<p>25 EQUIPMENT/ FURNISHINGS</p> <p>62-1 Emergency Medical Equipment (Cont'd)</p> <p>2) Emergency Medical Kit (EMK) and/or Associated Equipment (Cont'd)</p> <p>3) First Aid Kit (FAK) and/or Associated Equipment</p>	<p>D</p> <p>A</p> <p>D</p>	<p>-</p> <p>-</p> <p>-</p>	<p>-</p> <p>-</p> <p>-</p>	<p>Any in excess of those required by FAR may be incomplete, missing, or inoperative.</p> <p>NOTE: Not required for all-cargo operations.</p> <p>(O) One may be incomplete, missing, or inoperative provided:</p> <ul style="list-style-type: none"> a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight cycle. <p>Any in excess of those required by FAR may be incomplete, missing, or inoperative.</p>
<p>63-1 Megaphones</p>	<p>D</p>	<p>-</p>	<p>-</p>	<p>Any in excess of those required by FAR may be inoperative or missing provided:</p> <ul style="list-style-type: none"> a) Inoperative megaphone is removed from passenger cabin, and b) Required distribution is maintained. <p>NOTE: Not required for all-cargo operations.</p>

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25	EQUIPMENT/ FURNISHINGS				
64-1	10 (or 7) Man *** Life Raft	D	1	0	May be inoperative or missing provided flight is not operated on extended overwater flight.
		D	1	0	May be inoperative or missing provided aircraft is limited to 399 passengers.
64-2	Flotation Equipment	D	-	-	Any in excess of that required by FAR may be inoperative or missing.
65-1	Passenger *** Evacuation Command System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
65-2	Main Deck Cabin *** Cargo Compartment Sonalert	C	1	0	(M) (O) May be inoperative provided alternate procedures are established and used.
67-1	Emergency Locator *** Transmitter (ELT)				
	1) Survival Type ELTs	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
	2) Fixed ELTs	A	-	0	May be inoperative or missing provided repairs are made within 90 days.
		D	-	-	Any in excess of those required by FAR may be inoperative or missing.
68-1	Cockpit Smoke Vision System (CSVs) / Emergency vision Assurance System (EVAS) (STC ST00892LA)	D	-	0	May be inoperative or missing.

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26	FIRE PROTECTION				
11-1	Engine Fire Detection Systems (Detection Loops)	C	6	3	(M) One Complete Loop (A or B) on each engine may be inoperative provided remaining Loop is verified operative.
11-2	Fuel Switch Lights				DELETED in Revision 5.
11-3	Engine Fire Handle Light Bulbs	C	6	3	Three may be inoperative provided one bulb in each handle is operative.
11-4	Engine Fire Detection Control Unit (FDCU) Channels	C	6	3	(M) Three may be inoperative provided: a) One channel in each FDCU is operative, and b) The fire detector loop associated with the remaining operative channel is verified operative.
12-1	APU Fire Detection Systems				
1)	Fire Detection Loops	C	2	1	(M) One complete Loop (A or B) may be inoperative provided remaining Loop is verified operative.
		C	2	0	Loops (A and B) may be inoperative provided APU is not used.
2)	APU Fire Detection Control Unit	C	1	0	May be inoperative provided APU is not used.
3)	APU Fire Detection Control Unit Channels	C	2	1	(M) One may be inoperative provided fire detection loop associated with remaining operative channel is operative.

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26	FIRE PROTECTION				
12-2	APU Fire Handle Light Bulbs (Overhead Panel)	C	4	1	(O) Three may be inoperative provided "APU FIRE" alert is verified operative.
		C	4	0	May be inoperative provided APU is not used.
13-1	Lavatory Smoke Detection Systems	C	-	-	(M) (O) For each lavatory, Lavatory Smoke Detection System may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked CLOSED and placarded "INOPERATIVE- DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: Lavatory Smoke Detection System is not required for all-cargo operations.
14-1	Cargo Fire Test Switch Test Function	C	1	0	(M) May be inoperative provided: a) An alternate procedure is used to ensure system integrity, and b) Test is conducted before each departure.
14-2	CARGO HEAT and SMOKE Lights	C	4	0	(M) May be inoperative provided Master Warning Light System is verified operative.
14-4	Cargo Heat Detectors	C	-	0	

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26	FIRE PROTECTION				
14-5	Cargo Fire Test Automatic Mode	C	1	0	(O) May be inoperative provided a Manual Cargo Fire Test is performed before each departure.
16-1 ***	Crew Rest Smoke Detection System	C	-	0	(M) May be inoperative provided Crew Rest door is locked CLOSED and placarded "INOPERATIVE - DO NOT ENTER". NOTE: Crew Rest door locked closed is not intended to preclude area inspection by crew members.
1)	Four Bunk Crew Rest	A	5	4	(M) One may be inoperative provided: a) Associated bunk is placarded "DO NO OCCUPY OR PLACE BAGGAGE", b) The associated bunks curtain is secured OPEN, c) The common area smoke detector is operative, and d) Repairs are made within five flight days.
16-2 ***	Coat Room Smoke Detection System	C	-	0	(M) May be inoperative provided Coat Room door is locked CLOSED and placarded "INOPERATIVE - DO NOT USE".

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26	FIRE PROTECTION				
16-3 ***	Miscellaneous Smoke Detection System	C	1	0	Entire system or any portion may be inoperative. NOTE: Any portion of the system that operates normally may be used.
1)	Smoke Detector Loops	C	6	0	NOTE: If only one Loop in a Zone is inoperative, the associated Zone Selector Switch should be selected to the operative Loop position.
2)	MISC SMOKE Switchlights (Glareshield)	C	2	0	
3)	Misc Smoke Panel SMOKE Lights	C	3	0	
4)	Misc Smoke Alarm (Overhead Panel)	C	1	0	

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17-1	Cargo Compartment Smoke Detectors				
1)	Fwd Cargo Compartment	C	5	2	(M) Three may be inoperative provided no two adjacent Smoke Detectors are inoperative.
		C	5	0	(O) May be inoperative provided: a) Procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and b) Forward Cargo Compartment Aux Fuel Tanks are not installed.
NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.					
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26	FIRE PROTECTION				
17-1	Cargo Compartment Smoke Detectors (Cont'd)				
2)	Center and Aft Cargo Compartment	C	5	2	(M) Three may be inoperative provided no two adjacent Smoke Detectors are inoperative.
		C	5	0	(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. (Continued)

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26	FIRE PROTECTION				
17-1	Cargo Compartment Smoke Detectors (Cont'd)				
3)	Main Deck Cargo Compartment Centerline (Cargo Configuration)	C	14	7	(M) Seven may be inoperative provided:
					a) No two adjacent Smoke Detectors are inoperative, and
					b) At least one detector is operative for position 2 (L, R, or Centerline) and position 3 (L, R, or Centerline).
		C	14	0	(O) May be inoperative provided
					procedures are established and used
					to ensure associated compartment
					remains empty, or is verified to contain
					only empty cargo handling equipment,
					ballast (ballast may be loaded in
					ULDs), and/or Fly Away Kits.
					NOTE: Operator MELs must define
					which items are approved for inclusion
					in the Fly Away Kits, and which
					materials can be used as ballast.
					(Continued)

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26 FIRE PROTECTION				
17-1 Cargo Compartment Smoke Detectors (Cont'd)				
4) Main Deck Cargo Compartment Left (2L and 3L) and Right (2R and 3R) (Cargo Configuration)	C	4	2	(M) Two may be inoperative provided: a) One is operative on each side, and b) At least one detector is operative for position 2 (L, R, or Centerline) and position 3 (L, R, or Centerline).
	C	4	0	(O) May be inoperative provided procedures are established and used to ensure 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				
17-1	Cargo Compartment Smoke Detectors (Cont'd)				
5)	Cabin Cargo Compartment (Combi Configuration)	C	4	0	<p>(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</p> <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>
6)	Main Deck Cargo Compartment (Convertible or Cargo Configuration with Active System)	C	18	9	<p>(M) Nine may be inoperative provided no two adjacent Smoke Detectors are inoperative.</p>
		C	18	0	<p>(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</p> <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>
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26 FIRE PROTECTION				
17-1 Cargo Compartment Smoke Detectors (Cont'd)				
7) Main Deck Cargo Compartment (Aft Cargo Door Configuration with Passive System)	C	36	0	(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
a) Primary Smoke Detectors	C	18	9	(M) Nine may be inoperative provided: a) No two adjacent Primary Smoke Detectors are inoperative, and b) Associated Alternate Smoke Detector is verified operative.
b) Alternate Smoke Detectors	C	18	9	(M) Nine may be inoperative provided: a) No two adjacent Alternate Smoke Detectors are inoperative, and b) Associated Primary Smoke Detector is verified operative.

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26	FIRE PROTECTION				
21-1	Engine and APU Firex Container Agent Low Lights				DELETED in Revision 5.
21-2	APU Agent Discharge (Fire Handle)	C	2	0	May be inoperative provided APU is not used.
21-3	APU Ground Control Fire Detection and Extinguishing Panel	C	1	0	May be inoperative provided APU Fire Warning System is monitored in flight compartment during APU operation.
21-4 ***	APU Firex Container 3	C	1	0	
21-5 ***	APU Firex Container 3 Agent Low Lights	C	2	0	May be inoperative provided the APU Firex Container 3 is considered inoperative.

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26 FIRE PROTECTION					
24-1 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 installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.
1) Main Deck Cargo *** Compartment Cylinders (DG Fire Extinguishers)	C	-	0		(O) May be inoperative or missing provided each affected Dangerous Goods (DG) Can remains empty or is not carried.
24-2 Miscellaneous Fire *** Suppression Bottles (Cockpit Overhead, Galley Overhead, Avionics Bay)	C	3	0		

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26 FIRE PROTECTION				
25-1 Lavatory Fire Extinguisher Systems	C	-	-	For each lavatory, Lavatory Fire Extinguisher System may be inoperative provided Lavatory Smoke Detector System operates normally.
	C	-	-	(M) (O) For each lavatory, Lavatory Fire Extinguisher System may be inoperative provided: <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. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: Lavatory Fire Extinguisher System is not required for all-cargo operations.
25-2 Fire Suppression System (FSS) STC ST01874LA)	C	1	0	(M) Any in excess of those required by FAR may be inoperative.
1 Fire Control Hub	C	1	0	(M) May be inoperative provided FSS is considered inoperative.
2 Fire Control Panel	C	1	0	(M) May be inoperative provided surfactant tank and argon tank capacities are verified by an alternate method.
1) Surfactant Tank – Quantity Indication	C	1	0	(M) May be inoperative provided FSS is considered to have reduced suppression capability.

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26 FIRE PROTECTION				
25-2 Fire Suppression *** System (FSS) STC ST01874LA) (Cont'd)				
2 Fire Control Panel (Cont'd)				
1) Surfactant Tank – Quantity Indication (Cont'd)	C	1	0	(M) May be inoperative provided FCP status light is operative. (M) May be inoperative provided surfactant level is verified once each flight day.
2) Inert Gas Cylinder (Argon) – Pressure Indication – Electrical Function	C	1	0	(M) Electrical function may be inoperative provided FSS is considered inoperative.
	C	1	0	Electrical function may be inoperative provided: a) Mechanical indicator is operative, and b) Pressure is verified once each flight day.
3 Fire Control Unit	C	14	0	May be inoperative provided FSS is considered inoperative for affected position(s).
4 Fire Detection Unit	C	47	0	May be inoperative provided FSS is considered inoperative for affected position(s).

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26 FIRE PROTECTION				
25-2 Fire Suppression *** System (FSS) STC ST01874LA) (Cont'd)				
5 Storage and Release System				
1 Surfactant Tank	C	1	0	(M) May be inoperative provided FSS is considered to have reduced capability.
2 Inert Gas Cylinder (Argon)				
1) Pressure Indication – Mechanical Indicator	C	1	0	(M) Mechanical indicator may be inoperative provided FSS is considered inoperative.
	C	1	0	(M) Mechanical indicator may be inoperative provided electrical function is operative.
3 Penetrator Modules	C	14	0	May be inoperative provided FSS is considered inoperative for associated position(s).
6 Glareshield Control Panel FSS DISH Annunciator	C	2	0	May be inoperative.
7 Overhead Status Annunciator ***	C	1	0	May be inoperative.

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27	FLIGHT CONTROLS				
13-1	Aileron Actuators (Autopilot Operation)				DELETED in Revision 5.
13-2	Takeoff Deflected *** Aileron System	C	1	0	(M) (O) May be inoperative provided: a) System is deactivated, b) Ailerons are in retracted (up) position, c) AFM Limitations and Performance Data are applied, and d) DEU 4059011-907 or subsequent is installed.
1)	Aileron Deflection *** Override Switch	D	1	0	(M) (O) May be inoperative provided switch is deactivated.
14-1	Aileron Position Indicating System	C	1	0	(M) (O) May be inoperative provided correct aileron movement is verified before each departure.
23-1	Rudder Actuators (Autopilot Function)				DELETED in Revision 5.
25-1	Rudder Position Indicating System	C	1	0	(M) (O) May be inoperative provided correct rudder movement is verified before each departure.
32-1	Elevator Load Feel Systems				
1)	Automatic Channels	C	2	1	One may be inoperative provided both Manual Channels are operative.
2)	Manual Channels	C	2	1	One may be inoperative provided both Automatic Channels are operative.

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27 FLIGHT CONTROLS				
33-1 Elevator Actuators (Autopilot Operation)				DELETED in Revision 5.
34-1 Elevator Position Indicating System	C	1	0	(M) (O) May be inoperative provided correct elevator movement is verified before each departure.
43-1 Control Wheel Trim Switch Systems	B	2	1	(M) One may be inoperative provided: a) Pilot flying has operative Trim Switch System, b) Primary Horizontal Stabilizer Trim System (suitcase handles) is verified operative, and c) Remaining system is verified operative.
43-2 Horizontal Stabilizer Trim Motor Rate Control Systems	C	2	1	(M) One may be inoperative provided associated valve is verified in the shutoff (de-energized) position. NOTE: Only Low Trim Rate is functional.
45-1 Horizontal Stabilizer Position LVDTs	A	2	1	(M) One may be inoperative provided: a) Takeoff Warning Function is verified operative, b) Associated LSAS Channels are considered inoperative, c) Approach minimums do not require use of associated Autopilot, and d) Repairs are made within two flight days.

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27 FLIGHT CONTROLS				
54-1 Flap Position Indications	C	4	3	(M) (O) One may be inoperative provided: a) Flap operation and symmetry are verified prior to each departure, and b) Flap Handle Position from both FCC's are operative.
54-2 Flap Handle Position Indicating System	C	2	0	(M) May be inoperative provided: a) All Flap Position Indications are operative, b) Associated synchro is isolated from the system, and c) Takeoff Deflected Aileron system is deactivated.
56-1 Flap Limit Systems				
1) Automatic Channels	C	2	1	One may be inoperative provided both Manual Override Channels are operative.
2) Manual Channels	C	2	1	One may be inoperative provided both Automatic Channels are operative.
63-1 Auto Ground Spoiler (AGS) System	C	1	0	(M) (O) May be inoperative provided: a) System is deactivated, b) Auto Ground Spoiler Actuator is verified in retracted position, and c) AFM performance decrements are applied.
1) Control Channels	C	2	1	
66-1 Spoiler Position Indicating System	C	1	0	(M) (O) May be inoperative provided: a) Correct spoiler movement is verified before each departure, and b) Aircraft remains at or below FL420.

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28 FUEL

01-1 Main Tank Fuel
Quantity Indications

1) Overhead Panel

C

3

0

2) Fuel System
Synoptic Display

A

3

2

(M) (O) One may be inoperative provided:

- a) All engine fuel flow indications are operative,
- b) All engine fuel used indications are operative,
- c) Fuel quantity in tank with inoperative indicator is checked by fuel level sticks after each refueling or the affected tank is fueled to a known quantity,
- d) The flight does not require fuel dumping for the enroute engine out driftdown procedures,
- e) All fuel pumps and fill valve in the affected tank operate normally,
- f) Fuel System Controller is operated in the Manual Mode,
- g) Elect, Air, and Hyd System Controllers are operated in the Automatic Mode,
- h) Affected tank on the Synoptic Display has an amber "X" in lieu of a quantity indication,
- i) When aircraft's intended track takes it farther than 120 minutes from a suitable airport and trip reserve fuel is less than 23,000 lbs (10,433 kg), add a maximum of 5,300 lbs (2,404 kg) of fuel or until reserve fuel equals 23,000 lbs (10,433 kg), and

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<p>28 FUEL</p> <p>01-1 Main Tank Fuel Quantity Indications (Cont'd)</p> <p>2) Fuel System Synoptic Display (Cont'd)</p>				<p>j) Repair is made within three flight days.</p> <p>NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.</p>
<p>01-2 Upper and Lower Auxiliary Tank Fuel Quantity Indications</p> <p>1) Overhead Panel</p> <p>2) Fuel System Synoptic Display</p>	<p>C</p> <p>B</p>	<p>1</p> <p>1</p>	<p>0</p> <p>0</p>	<p>(M) (O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Fuel is not carried in any Aux or Tail Tank, b) Both Upper and Lower Aux Tanks are verified empty with fuel level sticks after each refueling, c) All Main Tank Fuel Synoptic Quantity Indications are operative, and d) Aux Tank on Synoptic Display has an amber "X" in lieu of a quantity indication. <p>NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.</p> <p>(Continued)</p>

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28 FUEL

01-2 Upper and Lower
Auxiliary Tank Fuel
Quantity Indications
(Cont'd)

2) Fuel System
Synoptic Display
(Cont'd)

B

1

0

(M) (O) May be inoperative provided:
 a) Fuel in the Aux Tanks is considered USABLE,
 b) Fuel in the Tail Tank is considered ballast,
 c) Fuel is not carried in the Forward Aux Tank (if installed),
 d) Both Upper and Lower Aux Tanks are fueled to a known quantity or are checked with fuel level sticks after each refueling,
 e) All fuel pumps in the Upper and Lower Aux Tanks are operative,
 f) All Main Tank Fuel Quantity Synoptic Indications are operative,
 g) Fuel System Controller is operated in the Manual Mode,
 h) Elect, Air, and Hyd Systems are operated in Automatic Mode,
 i) Affected Aux Tank on Synoptic Display has an amber "X" in lieu of a quantity indication, and
 j) Operations in accordance with AFM Appendix 18, 18A, or any Appendix applicable to Ground Fuel Loading Schedule Ratio of 7.5 to 1 are not conducted.

NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.

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28 FUEL				
01-3 Tail Tank Fuel Quantity Indications 1) Overhead Panel 2) Fuel System Synoptic Display	C C	1 1	0 0	(M) (O) May be inoperative provided: a) Tail Tank and Forward Aux Tank (if installed) remain empty, b) Tail Tank and Forward Aux Tank are verified empty after each refueling, and c) Operations in accordance with AFM Appendix 18, 18A, or any Appendix applicable to Ground Fuel Loading Schedule Ratio of 7.5 to 1 are not conducted. NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.
01-4 Main Tank FILL Switchlights 1) FILL Lights 2) ARM Lights	C C	3 3	2 2	(M) One may be inoperative provided affected Fill Valve Indication on the Fuel System Synoptic Page is verified operative. (M) One may be inoperative provided affected Fill Valve Indication on the Fuel System Synoptic Page is verified operative.

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28 FUEL				
01-6 Main Tank XFEED Switchlights				
1) ON Lights	C	3	2	(M) One may be inoperative provided Fuel System Synoptic Page is verified operative.
2) DISAG Lights	C	3	2	(M) One may be inoperative provided Fuel System Synoptic Page is verified operative.
01-7 Main Tank TRANS Switchlights				
1) ON Lights	C	3	2	(M) One may be inoperative provided Fuel System Synoptic Page is verified operative.
2) LOW Lights	C	3	2	(M) One may be inoperative provided Fuel System Synoptic Page is verified operative.
01-8 Auxiliary Tank TRANS Switchlights				
1) ON Lights	C	2	1	(M) One may be inoperative provided Fuel System Synoptic Page is verified operative.
2) LOW Lights	C	2	1	(M) One may be inoperative provided Fuel System Synoptic Page is verified operative.

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28 FUEL				
01-9 Tail Tank TRANS Switchlights				
1) ON Light	C	1	0	(M) May be inoperative provided Fuel System Synoptic Page is verified operative.
2) LOW Light	C	1	0	(M) May be inoperative provided Fuel System Synoptic Page is verified operative.
01-10 Tail Tank ALT PUMP Switchlights				
1) ON Light	C	1	0	(M) May be inoperative provided Fuel System Synoptic Page is verified operative.
2) LOW Light	C	1	0	(M) May be inoperative provided Fuel System Synoptic Page is verified operative.
01-12 MANF DRAIN Switchlight	C	1	0	(M) May be inoperative provided associated valves are verified operative.
01-13 Fuel System Switchlights SELECT Light				MOVED to 28-08-2.

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28 FUEL

01-14 Forward Aux Tank
Fuel Quantity
Indication

C

1

0

(M) (O) May be inoperative provided:
a) FWD Aux Tank(s) is verified empty after each refueling,
b) FWD Aux Tank(s) on SD has an amber "X" in lieu of a quantity indication, and
c) FSC is operated in Manual Mode if operating in accordance with AFM Appendix 18A.

NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.

C

1

0

(M) (O) May be inoperative provided:
a) Fuel in FWD Aux Tank(s) is considered USABLE,
b) FWD Aux Tank(s) are checked with fuel level sticks or Secondary Gauging System after each refueling,
c) All fuel pumps in FWD Aux Tank(s) are operative,
d) All Fuel Pump Low Pressure Switches are verified operative, and
e) All other Tank Fuel Quantity Indicators on SD are operative.

NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.

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28 FUEL				
08-1 Fuel System Controller (FSC)				
1) Automatic Mode	C	1	0	(O) May be inoperative provided: a) The FSC MODE FAULT alert is not displayed when FSC is selected to Manual Mode, and b) Elect, Air, and Hyd System Controllers are operated in the Automatic Mode. NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.
2) Controller Channels	C	2	1	
08-2 Fuel System Controller Switchlights				
1) MANUAL Light	C	1	0	
2) SELECT Light	C	1	0	
12-1 No. 2 Tank Left Compartment Manifold Drain Float Valve	C	1	0	(M) May be inoperative provided: a) Valve is verified CLOSED, and b) Additional 450 lbs (204 kg) is added to flight planned fuel requirement.

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28 FUEL				
13-1 Tanks 1 and 3 Outboard Compartment Gravity Transfer Systems	C	2	1	<p>(M) (O) One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected Transfer System is verified CLOSED, b) Affected tank Fill Valve is operative, c) Fuel Quantity Synoptic Indication for affected tank is operative, d) 8,200 lbs (3,719 kg) of fuel for Passenger Configuration or 9,700 lbs (4,400 kg) of fuel for Cargo or Combi Configuration is added to flight planned fuel requirement, and e) With FSC in Automatic Mode, Fuel LRU INOP alert is displayed on SD status page. <p>(Continued)</p>

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28 FUEL					
13-1 Tanks 1 and 3 Outboard Compartment Gravity Transfer Systems (Cont'd)	C	2	0	(M) (O) May be inoperative provided: a) Affected Transfer System is verified CLOSED, b) Affected tank Fill Valve is operative, c) Fuel Quantity Synoptic Indication for the affected tank is operative, d) 11,600 lbs (5,262 kg) of fuel is added to flight planned fuel requirement, and e) With FSC in Automatic Mode, Fuel LRU INOP alert is displayed on SD status page.	
	A	2	0	(M) (O) May be inoperative provided: a) Affected Transfer System is verified OPEN, b) FSC is operated in Automatic Mode, and c) Repairs are made within three flight days.	
13-2 Main Tank Continuous Scavenging Systems	C	6	5	(M) One may be inoperative provided associated Tank Sumps are drained daily.	

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28 FUEL					
21-1 Refuel/Defuel Adapter and Defuel Control Valves					
1) Pressure Adapters	C	4	2	(M) Two may be inoperative provided: a) Associated Defuel Control Valve is verified CLOSED, and b) There is no evidence of fuel leakage.	
2) Defuel Control Valves	C	4	0	May be inoperative provided associated Pressure Adapter is operative.	
21-2 Pressure Refueling Adapter Caps ***	D	-	0	May be inoperative or missing.	

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4. REMARKS AND EXCEPTIONS

28 FUEL

21-3 Main Tank Fill
Valve Shutoff
Control Systems

1) Tanks 1 and 3

C

2

1

(M) One may be inoperative provided:

- a) Affected Fill Valve System is verified CLOSED after each refueling,
- b) Associated Crossfeed Valve is verified operative,
- c) Fill Valve Systems in other two Main Tanks are operative,
- d) Fuel Quantity Synoptic Indicating System is operative for all Tanks containing fuel,
- e) Maximum Takeoff Gross Weight is limited to 538,000 lbs (245,000 kg) when associated Manifold Drain/Outboard Fill Valve is inoperative,
- f) Main Tank Fuel Boost Pumps are verified operative,
- g) If FSC is operated in Automatic Mode, a cockpit initiated FUEL SYSTEM TEST is run after each refueling if AUTOMATIC FUEL SYSTEM PREFLIGHT TEST is disabled, and
- h) Associated Jet Pump Transfer System is operative.

NOTE: If fuel is greater than 120,000 lbs (54,431 kg) consider operating FSC in Manual Mode during taxi.

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	4. REMARKS AND EXCEPTIONS			

28 FUEL					
21-3 Main Tank Fill Valve Shutoff Control Systems (Cont'd)					
2) Tank 2	C	1	0	(M) (O) May be inoperative provided:	
				a) Affected Fill Valve System is verified CLOSED after each refueling,	
				b) Associated Crossfeed Valve is verified operative,	
				c) Fill Valve Systems in other two Main Tanks are operative,	
				d) Fuel Quantity Synoptic Indicating System is operative for all Tanks containing fuel,	
				e) Main Tank Fuel Boost Pumps are verified operative,	
				f) If FSC is operated in Automatic Mode, a cockpit initiated FUEL SYSTEM TEST is run after each refueling if AUTOMATIC FUEL SYSTEM PREFLIGHT TEST is disabled, and	
				g) If Tail Tank contains usable fuel at Top of Descent, operate FSC in Manual Mode until Tail Tank is empty.	

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4. REMARKS AND EXCEPTIONS

28 FUEL				
21-6 Tanks 1 and 3 Jet Pump Transfer Systems	C	2	1	(M) (O) One may be inoperative provided: a) Affected Transfer System is verified CLOSED, b) Affected tank Fill Valve is operative, c) Fuel Quantity Synoptic Indication for affected tank is operative, d) 8,200 lbs (3,719 kg) of fuel for Passenger Configuration or 9,700 lbs (4,400 kg) of fuel for Cargo or Combi Configuration is added to flight planned fuel requirement, and e) With FSC in Automatic Mode, Fuel LRU INOP alert is displayed on SD status page.
	C	2	0	(M) (O) May be inoperative provided: a) Affected Transfer System is verified CLOSED, b) Affected tank Fill Valve is operative, c) Fuel Quantity Synoptic Indication for affected tank is operative, d) 11,600 lbs (5,262 kg) of fuel is added to flight planned fuel requirement, and e) With FSC in Automatic Mode, Fuel LRU INOP alert is displayed on SD status page.

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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
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21-7 Auxiliary Tank Fill Valve Shutoff Control Systems				
1) Upper Auxiliary Tank	C	1	0	<p>(M) (O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) FSC is operated in Automatic Mode, b) Upper Auxiliary Tank Fill Valve is verified CLOSED after each refueling, c) Aux Tank Fill Isol. Valve is verified operative, d) Tail Fuel Management shall not be performed, and e) A cockpit initiated FUEL SYSTEM TEST is run after each refueling if AUTOMATIC FUEL SYSTEM PREFLIGHT TEST is disabled. <p>NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.</p> <p>(Continued)</p>

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4. REMARKS AND EXCEPTIONS

28 FUEL

21-7 Auxiliary Tank Fill
Valve Shutoff
Control Systems
(Cont'd)

1) Upper Auxiliary
Tank (Cont'd)

C

1

0

(M) (O) May be inoperative provided:
 a) FSC is operated in Manual Mode,
 b) Upper Auxiliary Tank Fill Valve is verified CLOSED after each refueling,
 c) Lower Aux Tank and Tail Tank are verified empty after each refueling,
 d) Operations in accordance with AFM Appendix 18, 18A, or any Appendix applicable to Ground Fuel Loading Schedule Ratio of 7.5 to 1 are not conducted, and
 e) Elect, Air, and Hyd System Controllers are operated in Automatic Mode.

NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

28 FUEL

21-7 Auxiliary Tank Fill
Valve Shutoff
Control Systems
(Cont'd)

1) Upper Auxiliary
Tank (Cont'd)

C

1

0

(M) (O) May be inoperative provided:
a) Auxiliary Tank Fill Isolation Valve is secured CLOSED,
b) Tail and all Auxiliary Tanks are verified empty after each refueling,
c) Operations in accordance with AFM Appendix 18, 18A, or any Appendix applicable to Ground Fuel Loading Schedule Ratio of 7.5 to 1 are not conducted, and
d) Tail Fuel Management shall not to be performed.

NOTE: Cruise performance may be affected.

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4. REMARKS AND EXCEPTIONS

28 FUEL

21-7 Auxiliary Tank Fill
Valve Shutoff
Control Systems
(Cont'd)

2) Lower Auxiliary
Tank

C

1

0

(M) May be inoperative provided:
a) FSC is operated in Automatic Mode,
b) Lower Auxiliary Tank Fill Shutoff System is verified CLOSED after each refueling, and
c) A cockpit initiated FUEL SYSTEM TEST is run after each refueling if AUTOMATIC FUEL SYSTEM PREFLIGHT TEST is disabled.

C

1

0

(M) (O) May be inoperative provided:
a) Auxiliary Tank Fill Isolation Valve is secured CLOSED,
b) Tail and all Auxiliary Tanks are verified empty after each refueling,
c) Operations in accordance with AFM Appendix 18, 18A, or any Appendix applicable to Ground Fuel Loading Schedule Ratio of 7.5 to 1 are not conducted, and
d) Tail Fuel Management shall not to be performed.

NOTE: Cruise performance may be affected.

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4. REMARKS AND EXCEPTIONS

28 FUEL					
21-7 Auxiliary Tank Fill Valve Shutoff Control Systems (Cont'd)					
3) Tail Tank	C	1	0	(M) (O) May be inoperative provided: a) FSC is operated in Automatic Mode, b) Tail Tank Fill Shutoff System is verified CLOSED after each refueling, and c) A cockpit initiated FUEL SYSTEM TEST is run after each refueling if AUTOMATIC FUEL SYSTEM PREFLIGHT TEST is disabled.	
				NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.	
	C	1	0	(M) (O) May be inoperative provided: a) Tail Tank Fill Isolation Valve is secured CLOSED, b) Tail Tank is verified empty after each refueling, and c) Tail Fuel Management shall not be performed.	
				NOTE: Cruise performance may be affected.	
4) FWD Aux Tank ***	C	-	0	(M) May be inoperative provided affected Forward Aux Tank Fill Shutoff System is verified CLOSED after each refueling.	

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4. REMARKS AND EXCEPTIONS

28 FUEL

21-9 Auxiliary Tank Fill
Isolation Valve

C

1

0

(M) (O) May be inoperative provided:
a) Affected Valve is secured
CLOSED,
b) Auxiliary and Tail Tank Fuel
Quantity Synoptic Indication
Systems are operative,
c) Upper Aux Tank Fill Valve
Shutoff Control System is
operative, and
d) Tail Fuel Management shall not
be performed.

NOTE: Cruise performance may be
affected.

C

1

0

(M) (O) May be inoperative provided:
a) Affected Valve is secured
CLOSED,
b) Tail and all Auxiliary Tanks are
verified empty after each
refueling,
c) Operations in accordance with
AFM Appendix 18, 18A, or any
Appendix applicable to Ground
Fuel Loading Schedule Ratio of
7.5 to 1 are not conducted, and
d) Tail Fuel Management shall not
be performed.

NOTE: Cruise performance may be
affected.

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4. REMARKS AND EXCEPTIONS

28 FUEL

21-11 Tail Tank
Transfer Pumps

C

2

1

(M) (O) One may be inoperative provided:
 a) Tail Tank Quantity Indication System is operative,
 b) Tail Tank Alternate Pump is operative,
 c) Verify TAIL TANK PUMP OFF alert is displayed when operating FSC in Automatic Mode, and
 d) If FSC is operated in Automatic Mode, a cockpit initiated FUEL SYSTEM TEST is run after each refueling if AUTOMATIC FUEL SYSTEM PREFLIGHT TEST is disabled.

NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.

C

2

0

(M) (O) May be inoperative provided:
 a) Any fuel in Tail Tank is considered unusable,
 b) If FSC is operated in Automatic Mode, a cockpit initiated FUEL SYSTEM TEST is run after each refueling if AUTOMATIC FUEL SYSTEM PREFLIGHT TEST is disabled, and
 c) Operations in accordance with AFM Appendix 18, 18A, or any Appendix applicable to Ground Fuel Loading Schedule Ratio of 7.5 to 1 are not conducted.

NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.

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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
21-12 Tail Tank Alternate Pump	C	1	0	(M) (O) May be inoperative provided TAIL ALT PUMP OFF alert is displayed when operating the FSC in the Automatic Mode. NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.
21-16 High Level Shutoff Float Test Solenoid Valves	C	-	0	
21-19 Tail Tank Fill Isolation Valve	C	1	0	(M) (O) May be inoperative provided affected Valve is secured CLOSED. NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.

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4. REMARKS AND EXCEPTIONS

28 FUEL

22-1 Main Tank Pumps

1) Tank 1 and 3 Aft

C

2

1

(M) (O) May be inoperative provided:
 a) With Service Bulletin 28-19 or production equivalent, 2,000 lbs (900 kg) of fuel is added to flight planned fuel requirement,
 b) FSC is operated in Automatic Mode,
 c) A cockpit initiated FUEL SYSTEM TEST is run after each refueling if AUTOMATIC FUEL SYSTEM PREFLIGHT TEST is disabled,
 d) All Main Tank Fill Valves are operative,
 e) Associated Main Tank Transfer Pump is operative,
 f) Remaining Main Tank Pumps (all 3 main tanks, 6 pumps total) are operative, and
 g) Appropriate AFM performance penalties are applied.

C

2

1

(M) (O) One may be inoperative provided:
 a) 45,000 lbs (20,400 kg) of fuel is added to flight planned fuel requirement,
 b) All Main Tank Fill Valves are operative,
 c) Associated Main Tank Transfer Pump is operative,
 d) Remaining Main Tank Pumps (all 3 main tanks, 6 pumps total) are operative, and
 e) Appropriate AFM performance penalties are applied.

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4. REMARKS AND EXCEPTIONS

28 FUEL

22-1 Main Tank Pumps
(Cont'd)

1) Tank 1 and 3 Aft
(Cont'd)

C

2

1

(M) (O) May be inoperative provided:
 a) 2,000 lbs (900 kg) of fuel is added to flight planned fuel requirement,
 b) FSC is operated in Manual Mode,
 c) Elect, Air, and Hyd System Controllers are operated in Automatic Mode,
 d) All Main Tank Fill Valves are operative,
 e) Associated Main Tank Transfer Pump is operative,
 f) Remaining Main Tank Pumps (all 3 main tanks, 6 pumps total) are operative, and
 g) Appropriate AFM performance penalties are applied.

NOTE: Tail Fuel management will be inoperative. Cruise performance may be affected.

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	4. REMARKS AND EXCEPTIONS		

28 FUEL				
22-1 Main Tank Pumps (Cont'd)				
2) Tank 2 Aft	C	2	1	<p>(M) (O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) 2,000 lbs (900 kg) of fuel is added to flight planned fuel requirement, b) Aircraft is not operated with Tank 2 Left Aft Pump inoperative when aircraft's intended track takes it further than 120 minutes from a suitable airport, c) FSC is operated in Automatic Mode, d) A cockpit initiated FUEL SYSTEM TEST is run after each refueling if AUTOMATIC FUEL SYSTEM PREFLIGHT TEST is disabled, e) All Main Tank Fill Valves are operative, f) Associated Main Tank Transfer Pump is operative, g) Remaining Main Tank Pumps (all 3 main tanks, 6 pumps total) are operative, and h) Appropriate AFM performance penalties are applied. <p>(Continued)</p>

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4. REMARKS AND EXCEPTIONS

28 FUEL

22-1 Main Tank Pumps
(Cont'd)

2) Tank 2 Aft (Cont'd)

C

2

1

(M) (O) May be inoperative provided:
 a) 2,000 lbs (900 kg) of fuel is added to flight planned fuel requirement,
 b) Aircraft is not operated with Tank 2 Left Aft Pump inoperative when aircraft's intended track takes it further than 120 minutes from a suitable airport,
 c) FSC is operated in Manual Mode,
 d) Elect, Air, and Hyd System Controllers are operated in Automatic Mode,
 e) All Main Tank Fill Valves are operative,
 f) Associated Main Tank Transfer Pump is operative,
 g) Remaining Main Tank Pumps (all 3 main tanks, 6 pumps total) are operative, and
 h) Appropriate AFM performance penalties are applied.

NOTE: Tail Fuel Management will be inoperative. Cruise Performance may be affected.

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	4. REMARKS AND EXCEPTIONS		

28 FUEL					
22-1 Main Tank Pumps (Cont'd)					
3) Tank 2 Fwd	C	1	0	(M) (O) May be inoperative provided: a) 900 lbs (400 kg) of fuel is added to flight planned fuel requirement, b) FSC is operated in Automatic Mode, c) A cockpit initiated FUEL SYSTEM TEST is run after each refueling if AUTOMATIC FUEL SYSTEM PREFLIGHT TEST is disabled, d) All Main Tank Fill Valves are operative, e) Associated Main Tank Transfer Pump is operative, f) Remaining Main Tank Pumps (all 3 main tanks, 6 pumps total) are operative, and g) Appropriate AFM performance penalties are applied.	
				(Continued)	

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28 FUEL				
22-1 Main Tank Pumps (Cont'd)				
3) Tank 2 Fwd (Cont'd)	C	1	0	<p>(M) (O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) 900 lbs (400 kg) of fuel is added to flight planned fuel requirement, b) FSC is operated in Manual Mode, c) Elect, Air, and Hyd System Controllers are operated in Automatic Mode, d) All Main Tank Fill Valves are operative, e) Associated Main Tank Transfer Pump is operative, f) Remaining Main Tank Pumps (all 3 main tanks, 6 pumps total) are operative, and g) Appropriate AFM performance penalties are applied. <p>NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.</p> <p>(Continued)</p>

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4. REMARKS AND EXCEPTIONS

28 FUEL

22-1 Main Tank Pumps
(Cont'd)

4) Tank 1 and 3 Fwd

C

2

1

(M) (O) May be inoperative provided:
a) FSC is operated in Automatic Mode,
b) A cockpit initiated FUEL SYSTEM TEST is run after each refueling if AUTOMATIC FUEL SYSTEM PREFLIGHT TEST is disabled,
c) All Main Tank Fill Valves are operative,
d) Associated Main Tank Transfer Pump is operative,
e) Remaining Main Tank Pumps (all 3 main tanks, 6 pumps total) are operative, and
f) Appropriate AFM performance penalties are applied.

C

2

1

(M) (O) May be inoperative provided:
a) FSC is operated in Manual Mode,
b) Elect, Air, and Hyd System Controllers are operated in Automatic Mode,
c) All Main Tank Fill Valves are operative,
d) Associated Main Tank Transfer Pump is operative,
e) Remaining Main Tank Pumps (all 3 main tanks, 6 pumps total) are operative, and
f) Appropriate AFM performance penalties are applied.

NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.

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28 FUEL				
22-2 Main Tank Transfer Pumps (Tanks 1, 2, and 3)	C	3	2	<p>(M) (O) One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated Crossfeed Valve remains OPEN, b) Associated FWD and AFT Tank Pumps are operative, c) Fuel symmetry is monitored during fuel dumping, d) Associated Main Tank Transfer Check Valve is operative, e) FSC is operated in Manual Mode, f) Elect, Air, and Hyd System Controllers are operated in the Automatic Mode, and g) Appropriate AFM performance penalties are applied. <p>NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.</p>

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4. REMARKS AND EXCEPTIONS

28 FUEL				
22-3 Main Tank Pump Check Valves (FWD and AFT)	C	7	6	(M) One may be inoperative provided: a) Affected Valve is verified OPEN, b) Associated Pump is ON and operating, c) Associated Main Tank Fuel Quantity Synoptic indication is operative, d) Associated Main Tank Fill Valve is operative, and e) All Boost and Transfer Fuel Pumps in associated Main Tank are operative.
22-4 Main Tank Transfer Pump Check Valves	C	3	2	(M) (O) One may be inoperative provided: a) Affected Valve is verified OPEN, b) Associated Pump is ON and operating any time the manifold is pressurized, c) Associated Main Tank Fuel Quantity Synoptic Indication is operative, d) Additional 450 pounds (204 kgs) fuel is added to the flight planned fuel requirement, e) FSC is operated in Manual Mode, and f) Elect, Air, and Hyd System Controllers are operated in the Automatic Mode. NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.

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4. REMARKS AND EXCEPTIONS

28 FUEL

22-6 Auxiliary Tank
Pumps

1) Lower Auxiliary
Tank Pumps

C

2

1

(M) One may be inoperative provided:
a) Associated Pump is
deactivated when operating
FSC in Automatic Mode, and
b) If FSC is operated in Automatic
Mode, a cockpit initiated FUEL
SYSTEM TEST is run after
each refueling if AUTOMATIC
FUEL SYSTEM PREFLIGHT
TEST is disabled.

C

2

0

(M) May be inoperative provided:
a) Lower Auxiliary Tank remains
empty,
b) Associated Pump is
deactivated when operating
FSC in Automatic Mode, and
c) If FSC is operated in Automatic
Mode, a cockpit initiated FUEL
SYSTEM TEST is run after
each refueling if AUTOMATIC
FUEL SYSTEM PREFLIGHT
TEST is disabled.

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4. REMARKS AND EXCEPTIONS

28 FUEL				
22-6 Auxiliary Tank Pumps (Cont'd)				
2) Upper Auxiliary Tank Pumps	C	2	1	<p>(M) One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated Fuel Tank Quantity Synoptic Indicating System is operative, b) Lower Auxiliary Tank remains empty, c) Associated Pump is deactivated when operating FSC in Automatic Mode, and d) If FSC is operated in Automatic Mode, a cockpit initiated FUEL SYSTEM TEST is run after each refueling if AUTOMATIC FUEL SYSTEM PREFLIGHT TEST is disabled. <p>NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.</p>
	C	2	0	<p>(M) (O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Any fuel in Upper Auxiliary Tank is considered unusable, b) Lower Auxiliary and Tail Tanks remain empty, c) Associated Pump is deactivated when operating FSC in Automatic Mode, and d) If FSC is operated in Automatic Mode, a cockpit initiated FUEL SYSTEM TEST is run after each refueling if AUTOMATIC FUEL SYSTEM PREFLIGHT TEST is disabled. <p>(Continued)</p>

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4. REMARKS AND EXCEPTIONS

28 FUEL				
22-6 Auxiliary Tank Pumps (Cont'd)				
2) Upper Auxiliary Tank Pumps (Cont'd)				NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.
3) FWD Aux Tank Pumps ***				
a) Dual Tank Installation	C	4	2	(M) One may be inoperative in each Forward Aux Tank provided: a) Two operative FWD Aux Tank Pumps are on same side (both left pumps or both right pumps), and b) Pump Low Pressure Switches associated with operative FWD Aux Tank Pumps are verified operative.
	C	4	0	(M) May be inoperative provided FWD Aux Tanks are verified empty after each refueling.
b) Single Tank Installation	C	2	1	(M) May be inoperative provided associated Pump Low Pressure Switch is operative.
	C	2	0	(M) May be inoperative provided FWD Aux Tank is verified empty after each refueling.

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28 FUEL				
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22-8 Crossfeed Valves	C	3	2	<p>(M) (O) One may be inoperative provided:</p> <ul style="list-style-type: none"> a) The affected Valve is deactivated in the OPEN position, b) Fuel System Controller is operated in the Manual Mode, c) Additional 450 lbs (204 kg) of fuel is added to flight planned fuel requirement, d) All Main Tank Fill Valves are operative, e) All Main Tank Pumps are operative, f) All Main Tank Transfer Pumps are operative, g) Fuel Dump Shutoff Float Switches for affected tank are operative, and h) Elect, Air, and Hyd System Controllers are operated in the Automatic Mode. <p>NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.</p>
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28 FUEL				
22-9 Forward Aux Tank *** Pump Check Valves				
1) Dual Tank Installation	C	4	3	(M) One may be inoperative provided: a) Affected Valve remains CLOSED, and b) Associated Pump is considered inoperative.
	C	4	0	(M) May be inoperative provided: a) Affected Valve remains CLOSED, b) Associated Pumps are considered inoperative, and c) FWD Aux Tanks are verified empty after each refueling.
2) Single Tank Installation	C	2	1	(M) One may be inoperative provided: a) Affected Valve remains CLOSED, and b) Associated Pump is considered inoperative.
	C	2	0	(M) May be inoperative provided: a) Affected Valve remains CLOSED, b) Associated Pumps are considered inoperative, and c) FWD Aux Tanks are verified empty after each refueling.
22-10 FWD Aux Vent *** Overpressure Switches	C	-	0	
23-1 APU Start Pump	C	1	0	(M) May be inoperative provided Main Tank 2 Pumps are used to supply fuel for APU start.

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28 FUEL				
23-2 APU Start Pump Check Valve	C	1	0	(M) May be inoperative provided: a) Main Tank 2 Pumps are used to supply fuel for APU start, and b) Valve is verified CLOSED.
23-3 APU Fire Shutoff Valves	C	2	0	(M) May be inoperative provided: a) APU is not used, and b) Affected Valve is verified CLOSED.
1) APU FWD Fire Shutoff Valve	C	1	0	(M) May be inoperative provided: a) No. 2 Engine Fire Handle remains in normal position, b) APU AFT Fire Shutoff Valve is operative, and c) Affected Valve is verified CLOSED.
24-1 Manifold Drain/Outboard Fill Valves	C	2	1	(M) One may be inoperative provided: a) Affected Valve is verified CLOSED, and b) Associated Main Tank Fill Shutoff Valve is operative.
	C	2	0	(M) May be inoperative provided: a) Affected Valve is verified CLOSED, and b) Maximum Takeoff Gross Weight is limited to 538,000 pounds (245,000 kgs).
24-2 Manifold Drain Float Valve	C	1	0	(M) May be inoperative provided: a) Affected Valve is verified CLOSED, and b) 450 pounds (204 kgs) of fuel is added to the flight planned fuel requirement.

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28 FUEL				
30-1 Fuel Dump Valves	C	2	1	(M) (O) One may be inoperative provided: a) Affected Fuel Dump Valve is secured CLOSED, b) All Fuel Dump Shutoff Float Switches are operative, and c) Procedures are established to assure airplane performance requirements are satisfied including Engine Out Driftdown, Approach Climb, and Landing Climb, based on no Fuel Dump.
	C	2	0	(M) (O) May be inoperative provided: a) Both Fuel Dump Valves are secured CLOSED, and b) Procedures are established to assure airplane performance requirements are satisfied including Approach Climb and Landing Climb.

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28 FUEL				
30-2 Fuel Dump Shutoff Float Switches	C	3	2	(M) (O) One may be inoperative provided: a) DEU P/N 4059011-906 or subsequent are installed, b) All Fuel Quantity Synoptic Indications are operative, c) All Crossfeed Valves are operative, d) Procedures are established to assure airplane performance requirements are satisfied including Engine Out Driftdown, Approach Climb, and Landing Climb, based on no Fuel Dump, and e) Fuel quantities and lateral balance are monitored during dump, and fuel dump is terminated by flight crew when fuel quantity in Tank 1, 2, or 3 reaches 15,500 lbs (7,000 kg).
	C	3	0	(M) (O) May be inoperative provided: a) Both Fuel Dump Valves are considered inoperative, and b) Procedures are established to assure airplane performance requirements are satisfied including Approach Climb and Landing Climb.

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28 FUEL				
30-3 Fuel Dump Check Valves	C	2	0	(M) (O) May be inoperative provided: a) Associated Fuel Dump Valve(s) are considered inoperative and secured CLOSED, and b) Procedures are established to assure airplane performance requirements are satisfied including Approach Climb and Landing Climb, based on both valves considered inoperative.
40-1 Refuel Panel Indicators	C	-	0	(M) May be inoperative provided an alternate procedure is used to verify fuel quantity.
41-1 FUEL LEVEL SHUTOFF TEST System	C	1	0	May be inoperative provided: a) Preselect Fuel Loading System is not used, and b) Alternate refueling procedures are developed and used.
41-4 Load Select Display Unit Channels	C	2	1	(M) May be inoperative provided alternate refueling procedures are developed and used.
	C	2	0	
41-5 Fuel Quantity BITE Unit	C	1	0	
41-6 Fuel Quantity Load Select Display Unit	C	1	0	(M) May be inoperative provided the aircraft is refueled using the Cockpit Fuel Quantity Indications.
	C	1	0	(M) May be inoperative provided the aircraft is refueled using Fuel Level Sticks or Secondary Gauging System.

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28 FUEL				
41-7 Fuel Quantity Densitometers	C	3	0	(M) May be inoperative provided total fuel onboard is verified after each refueling.
41-8 Fuel Quantity Compensators				
1) Main Tanks 1 and 3 ***	C	2	1	
2) Main Tank 2	C	2	1	(M) One may be inoperative deactivated.
	A	2	0	(M) (O) May be inoperative provided: a) Additional 3% of Main Tank 2 fuel is added to the flight planned fuel requirement, b) Fuel quantity in the affected tank is checked by Fuel Level Sticks or affected tank is fueled to a known quantity, and c) Repairs are made within two flight days.
3) Upper Aux Tank	C	2	1	
	C	2	0	(M) (O) May be inoperative provided: a) Additional 3% of Upper Aux Tank fuel is added to the flight planned fuel requirement, and b) Fuel quantity in the affected tank is checked by Fuel Level Sticks or the affected tank is fueled to a known quantity.
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28 FUEL					
41-8 Fuel Quantity Compensators (Cont'd)					
4) Tail Tank	C	2	1		
	C	2	0		(M) (O) May be inoperative provided: a) Additional 3% of Tail Tank fuel is added to the flight planned fuel requirement, and b) Fuel quantity in the affected tank is checked by Fuel Level Sticks or the affected tank is fueled to a known quantity.
41-9 Main Tank Fuel Quantity Tank Units					
1) Main Tank 1	C	16	13		
2) Main Tank 3	C	16	13		
3) Main Tank 2	C	10	7		

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28 FUEL					
41-10 Aux and Tail Tank Fuel Quantity Tank Units					
1) Upper Aux Tank	C	9	6		
2) Lower Aux Tank	C	6	4		
3) Tail Tank	C	12	9		
41-11 Standard Electronic Module (SEM) Channels	C	2	1		(M) One channel may be inoperative provided total fuel onboard is verified after each refueling.
41-12 Data Control Unit (DCU) Channels	C	2	1		(M) One channel may be inoperative provided total fuel onboard is verified after each refueling.
42-1 Main and Auxiliary Tank (including Tail Tank) Fuel Level Sticks	C	-	0		(M) May be inoperative provided: a) There is no evidence of fuel leakage, and b) An alternate procedure is used to verify amount of fuel in associated tanks before each departure.

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28 FUEL					
42-2 FWD Aux Tank *** Secondary Gauging System Indication	C	1	0		May be inoperative provided fuel is not carried in the Forward Aux Tank.
	C	1	0		(M) May be inoperative provided an alternate procedure is used to verify the amount of fuel in the Forward Aux Tank before each departure.
43-1 Number 2 Main Tank Fuel Transfer Float Switch	C	1	0		May be inoperative provided Fuel System Controller is operated in Automatic Mode.
	C	1	0		(O) May be inoperative provided: a) Tank 2 excess fuel transfer is manually controlled, b) All Main Tank Fuel Quantity Synoptic Indications are operative, c) FSC is operated in Manual Mode, and d) Elect, Air, and Hyd System Controllers are operated in Automatic Mode.
43-2 Forward Aux Tank *** Empty Floats	C	-	0		(M) (O) May be inoperative provided the FWD Aux Tank Fuel Quantity Indication is verified operative.
43-3 Main Tank Full Float Switches	C	5	2		(M) One may be inoperative in each main tank provided the associated Fill Valve is verified operative. (Continued)

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28 FUEL				
43-3 Main Tank Full Float Switches (Cont'd)	C	5	0	(O) May be inoperative provided: a) FSC is operated in Manual Mode, and b) Elect, Air, and Hyd System Controllers are operated in the Automatic Mode. NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.
43-4 Aux Tank Full Float Switches	C	2	0	(M) May be inoperative provided the associated Fill Valve is verified operative.
43-5 Tail Tank Full Float Switches	C	2	1	(M) (O) May be inoperative provided Tail Fuel Management is disabled. NOTE: Cruise performance may be affected.
	C	2	0	
43-6 Tail Tank Empty Float Switch	C	1	0	(M) May be inoperative provided Tail Tank Fuel Quantity Synoptic Indication is operative. NOTE: FUEL OFF SCHED alert may be displayed after any main tank fuel quantity reaches 11,500 lbs (5,175 kg) or below.
	C	1	0	(M) (O) May be inoperative provided: a) Fuel is NOT carried in the Tail Tank, and b) Tail Fuel Management is disabled. NOTE: Cruise performance may be affected.

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28 FUEL				
43-7 Tip Tank Full Float Switches	A	2	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected Main Tank(s) Fuel Quantity Synoptic Indication is operative, and b) Repairs are made within three flight days. <p>NOTE: FUEL OFF SCHEDULE alert may be displayed if tail tank fuel quantity is approximately 500 lbs (227 kg) or greater and tip tank float switch has failed in the down position.</p>
	C	2	0	<p>(M) (O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Fuel is not carried in Tail Tank, b) Affected Main Tank(s) Fuel Quantity Synoptic Indication is operative, and c) Operations in accordance with AFM Appendix 18, 18A, or any Appendix applicable to Ground Fuel Loading Schedule Ratio of 7.5 to 1 are not conducted. <p>NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.</p>
43-8 Tanks 1 and 3 6K Float Switches	C	2	0	<p>May be inoperative provided the affected tank(s) Fuel Quantity Synoptic Indication is operative.</p>

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28 FUEL				
43-9 Tanks 1 and 3 4K Float Switches	A	2	1	(M) May be inoperative provided: a) Affected Main Tank Fuel Quantity Synoptic Indication is operative, b) 15,000 lbs (6,804 kg) of fuel is added to the flight planned fuel requirement, c) Affected float switch is disabled in the open circuit state, and d) Repairs are made within three flight days.
43-10 Tank 2 10K Float Switch	A	1	0	(M) May be inoperative provided: a) Affected Main Tank Fuel Quantity Synoptic Indication is operative, b) Affected Float Switch is disabled in open circuit state, and c) Repairs are made within three flight days.

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4. REMARKS AND EXCEPTIONS

28 FUEL

44-1 Main Tank Boost/
Transfer Pump Low
Pressure Switches

C

10

7

(M) One may be inoperative in each main tank provided:
 a) FSC is operated in Automatic Mode,
 b) Only one Aft Boost Pump Low Pressure Switch is inoperative,
 c) Tank 2 Transfer Pump Low Pressure Switch is operative,
 d) One Transfer Pump Low Pressure Switch for Tank 1 or Tank 3 is operative,
 e) A manually initiated FSC preflight test is run prior to each flight, and all non-associated Main Tank Pumps pass test, and
 f) Pump Low Pressure Switch(es) are designated inoperative via FSC LRU INOP RESET.

C

10

7

(M) (O) One may be inoperative in each main tank provided:
 a) FSC is operated in Manual Mode,
 b) Only one Aft Boost Pump Low Pressure Switch is inoperative,
 c) Only one Transfer Pump Low Pressure Switch is inoperative,
 d) All non-associated pumps in affected tank are verified operative, and
 e) Elect, Air, and Hyd System Controllers are operated in Automatic Mode.

NOTE: Tail Fuel Management will not be performed. Cruise performance may be affected.

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4. REMARKS AND EXCEPTIONS

28 FUEL

44-2 Auxiliary Tank
Pump Low
Pressure Switches

1) Upper Aux Tank

C

2

1

(M) One may be inoperative provided:
a) FSC is operated in Automatic Mode,
b) A manually initiated FSC preflight test is run prior to each flight, and pumps in affected tank pass test, and
c) Affected Pump Low Pressure Switch is designated inoperative via FSC LRU INOP RESET.

C

2

1

(M) (O) One may be inoperative provided:
a) FSC is operated in Manual Mode,
b) Elect, Air, and Hyd System Controllers are operated in Automatic Mode, and
c) All pumps in affected tank are verified operative.

NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.

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28 FUEL

44-2 Auxiliary Tank
Pump Low
Pressure Switches
(Cont'd)

1) Upper Aux Tank
(Cont'd)

C

2

0

(M) (O) May be inoperative provided:
a) FSC is operated in Automatic Mode,
b) Affected Pump Low Pressure Switches are designated inoperative via FSC LRU INOP RESET,
c) Upper Aux Tank, Lower Aux Tank, and Tail Tank are verified empty after each refueling, and
d) Tail Fuel Management shall not be performed.

NOTE: Cruise performance may be affected.

C

2

0

(M) (O) May be inoperative provided:
a) FSC is operated in Manual Mode,
b) Elect, Air, and Hyd System Controllers are operated in Automatic Mode, and
c) Upper Aux Tank, Lower Aux Tank, and Tail Tank are verified empty after each refueling.

NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.

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28 FUEL					
44-2 Auxiliary Tank Pump Low Pressure Switches (Cont'd)					
2) Lower Aux Tank	C	2	1	(M) May be inoperative provided: a) FSC is operated in Automatic Mode, b) Affected Pump Low Pressure Switch is designated inoperative via FSC LRU INOP RESET, and c) Both Lower Aux Tank Pumps are verified operative prior to any subsequent flight where Lower Aux Tank contains fuel.	
	C	2	1	(M) (O) May be inoperative provided: a) FSC is operated in Manual Mode, b) Elect, Air, and Hyd System Controllers are operated in Automatic Mode, and c) Both Lower Aux Tank Pumps are verified operative prior to any subsequent flight where Lower Aux Tank contains fuel.	
NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.					
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28 FUEL				
44-2 Auxiliary Tank Pump Low Pressure Switches (Cont'd)				
2) Lower Aux Tank (Cont'd)	C	2	0	(M) (O) May be inoperative provided: a) FSC is operated in Automatic Mode, b) Affected Pump Low Pressure Switches are designated inoperative via FSC LRU INOP RESET, c) Lower Aux Tank and Tail Tank are verified empty after each refueling, d) Tail Fuel Management shall not be performed, and e) Operations in accordance with AFM Appendix 18, 18A, or any Appendix applicable to Ground Fuel Loading Schedule of 7.5 to 1 are not conducted.
				NOTE: Cruise performance may be affected. (Continued)

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28 FUEL				
44-2 Auxiliary Tank Pump Low Pressure Switches (Cont'd)				
2) Lower Aux Tank (Cont'd)	C	2	0	(M) (O) May be inoperative provided: a) FSC is operated in Manual Mode, b) Elect, Air, and Hyd System Controllers are operated in Automatic Mode, and c) Lower Aux Tank and Tail Tank are verified empty after each refueling, and d) Operations in accordance with AFM Appendix 18, 18A, or any Appendix applicable to Ground Fuel Loading Schedule of 7.5 to 1 are not conducted.
NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.				

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28 FUEL				
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44-3 *** Forward Aux Tank Pump Low Pressure Switches				
1) Dual Tank Installation	C	4	2	(O) One may be inoperative in each Forward Tank provided: a) Two operative switches are on the same side (Both left pump low pressure switch and right pump low pressure switch), and b) The Fuel Quantity Synoptic Indication for the associated tank is operative.
	C	4	0	(M) (O) May be inoperative provided the FWD Aux Tanks are verified empty after each refueling.
2) Single Tank Installation	C	2	1	(O) One may be inoperative provided the Fuel Quantity Synoptic Indication for the associated tank is operative.
	C	2	0	(M) (O) May be inoperative provided the FWD Aux Tank is verified empty after each refueling.

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28 FUEL

44-4 Tail Tank Transfer
Pump Low
Pressure Switches

C

2

1

(M) (O) May be inoperative provided:
a) If dispatching with FSC in Automatic Mode, associated pump is designated inoperative via FSC LRU INOP RESET,
b) Remaining Tail Tank Transfer Pump is verified operative prior to any subsequent flight where Tail Tank contains fuel, and
c) Tail Fuel Management shall not be performed.

NOTE: Cruise performance may be affected.

C

2

0

(M) (O) May be inoperative provided:
a) If dispatching with FSC in Automatic Mode, associated pump is designated inoperative via FSC LRU INOP RESET,
b) Tail Tank is verified empty after each refueling,
c) Tail Fuel Management shall not be performed, and
d) Operations in accordance with AFM Appendix 18, 18A, or any Appendix applicable to Ground Fuel Loading Schedule Ratio of 7.5 to 1 are not conducted.

NOTE: Cruise performance may be affected.

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28 FUEL				
44-5 Tail Tank Alt Pump Low Pressure Switches 1) No. 1 2) No. 2	C C	1 1	0 0	(M) (O) May be inoperative provided: a) If dispatching with FSC in Automatic Mode, associated pump is designated inoperative via FSC LRU INOP RESET, b) Both Tail Tank Transfer Pumps are verified operative prior to any subsequent flight where Tail Tank contains fuel, and c) Tail Fuel Management shall not be performed. NOTE: Cruise performance may be affected.
45-1 Tail Tank Fuel Temperature Indication	C C	1 1	0 0	May be inoperative provided Tank 3 Fuel Temperature Indication is operative. (M) (O) May be inoperative provided Tail Fuel Management is disabled. NOTE: Cruise performance may be affected.
45-2 Tank 3 Fuel Temperature Indication	C	1	0	(O) May be inoperative provided flight crew monitors TAT to climb or descend as necessary to maintain fuel temperature above the fuel freeze point.

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4. REMARKS AND EXCEPTIONS

28 FUEL				
46-2 Tail Tank Overfill Float Switch	C	1	0	(M) (O) May be inoperative provided: a) Tail Tank remains empty, b) Tail Fuel Management is disabled, and c) Operations in accordance with AFM Appendix 18, 18A, or any Appendix applicable to Ground Fuel Loading Schedule Ratio of 7.5 to 1 are not conducted. NOTE: Cruise performance may be affected.
48-1 Manifold Pressure Transducers	C	2	1	(O) May be inoperative provided: a) FSC is operated in Manual Mode, and b) Elect, Air, and Hyd System Controllers are operated in the Automatic Mode. NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.
	C	2	0	May be inoperative provided: a) FSC is operated in Manual Mode, and b) Elect, Air, and Hyd System Controllers are operated in the Automatic Mode. NOTE: Tail Fuel Management will be inoperative. Cruise performance may be affected.

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29	HYDRAULIC POWER				
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08-1	Hydraulic Systems Controller (HSC)				
1)	Automatic Mode	C	1	0	(O) May be inoperative provided: a) Reversible Motor Pumps are ON for takeoff, approach, and landing, b) All components and indicating systems of at least five engine driven pumps are operative, and c) Elect, Air, and Fuel System Controllers are operated in Automatic Mode.
2)	Controller Channels	C	2	1	

08-2	Hydraulic System Control Panel Switchlights				
1)	Select Light	C	1	0	
2)	Manual Light	C	1	0	

11-1	Engine Driven Pumps	C	6	5	(M) (O) One may be inoperative provided affected Pump is deactivated and removed.
1)	Depressurization Function	C	6	5	(M) (O) One may be inoperative provided: a) Companion Hydraulic Pump on the same engine is operative, b) Associated hydraulic Pressure Indicating System is operative, and c) Associated Hydraulic Pump Pressure Low Light is operative.

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29	HYDRAULIC POWER				
12-2	Engine Driven Pump (EDP) Hydraulic Case Drain TEMP HI Switches	C	6	5	(M) One may be inoperative provided: a) Hydraulic System Temperature Indicating System is operative for affected system, b) Affected switch is deactivated, and c) Right Engine Driven Pump (EDP) Pressure Low Switch for affected system is operative.
12-3	Engine Driven Pump FAULT and OFF Switchlights				
	1) Depressurization Function Lights				MOVED to 29-11-1.
	2) FAULT Lights	C	6	4	Two may be inoperative provided: a) Associated Synoptic Page is operative, and b) Automatic Mode is operative.
	3) OFF Lights	C	6	4	Two may be inoperative provided: a) Associated Synoptic Page is operative, and b) Automatic Mode is operative.
13-1	Hydraulic System Return Filters Differential Pressure Pop-Up Indicators	A	3	2	One may be inoperative provided repairs are made within 3 flight days.
21-1	Auxiliary (AUX) Hydraulic Pumps	C	2	1	(M) One may be inoperative provided ADG is connected to operative Auxiliary Hydraulic Pump.

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29	HYDRAULIC POWER				
22-1	Reversible Motor Pump Switchlights				
1)	DISAG Lights (Lights Only)	C	2	1	One may be inoperative provided associated HYD RMP DISAG alert is operative.
2)	ON Lights (Lights Only)	C	2	1	(M) One may be inoperative provided associated HYD RMP ON alert is verified operative.
30-1	Auxiliary Hydraulic Pump 1 ON Indicating System Lights				
1)	Hydraulic System Panel (OVHD) AUX PUMP 1 (ADG) ON Light	C	1	0	May be inoperative provided HYD Synoptic Page is operative.
2)	Pedestal AUX HYD PUMP 1 ON Light	C	1	0	May be inoperative provided HYD Synoptic Page is operative.
30-2	Auxiliary Hydraulic Pump 2 ON Indicating System				
1)	Hydraulic System Panel (OVHD) AUX PUMP 2 ON Light	C	1	0	May be inoperative provided HYD Synoptic Page is operative.
2)	System Display Synoptic Indication	C	1	0	(M) May be inoperative provided Aux Pump 2 is deactivated OFF.

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29	HYDRAULIC POWER				
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31-1	Hydraulic Pressure Sensing and Indicating Systems				
1)	Pressure Transmitter	C	3	2	(M) (O) One may be inoperative provided: a) Engine Driven Pump Low Pressure Switches for associated pumps are operative, b) Reservoir Temperature Sensor is operative, c) Associated Hydraulic Quantity Indication System is operative, and d) DEU -909 or subsequent is installed.
		C	3	2	(M) (O) One may be inoperative provided: a) Engine Driven Pump Low Pressure Switches for associated pumps are operative, b) Reservoir Temperature Sensor is operative, c) Associated Hydraulic Quantity Indication System is operative, and d) Approach minimums do not require its use.
2)	OVHD Sys PRES Light	C	3	2	

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29 HYDRAULIC POWER				
33-1 Hydraulic Quantity Indicating System Reservoir Transmitter	C	3	2	(M) (O) One may be inoperative provided: a) Associated Pressure Transmitter and Engine Driven Pump Low Pressure Indicating Systems are operative, b) Associated fluid quantity is verified before each departure, and c) Associated Reservoir Temperature Sensor is operative.
33-2 Hydraulic System Temperature Indicators	B	3	0	(M) May be inoperative provided the Engine Driven HYD Pump Case Drain Temperature High Switches for the affected systems are operative.

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30	ICE AND RAIN PROTECTION				
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11-1	Airfoil Anti-Ice Shutoff Valves (Wing and Tail)	C	3	0	(M) May be inoperative provided: a) Affected Valve is secured CLOSED, and b) Aircraft is not operated in known or forecast icing conditions.
		C	3	2	(M) (O) One may be inoperative provided: a) Affected Valve is secured OPEN, b) Associated Pneumatic System is depressurized on the ground except for periods of one minute or less for engine start, c) Engine is started using an alternate procedure to prevent wing and tail overheat, and d) Applicable AFM performance penalties are applied.

11-2	Wing Anti-Ice Differential Pressure Sensors	C	2	1	(M) (O) One may be inoperative provided: a) Associated Wing Anti-Ice Shutoff Valve is verified CLOSED, b) Associated Pneumatic System is considered inoperative, and c) Aircraft is not operated in known or forecast icing conditions.
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11-3	WING ANTI-ICE Switchlights				
	1) ON Light	C	1	0	
	2) DISAG Light	C	1	0	

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12-1 TAIL ANTI-ICE Switchlights					
1) ON Light	C	1	0		
2) DISAG Light	C	1	0		
12-2 Tail Anti-Ice Differential Pressure Sensors	C	2	0		(M) May be inoperative provided: a) Tail Anti-Ice Shutoff Valve is verified CLOSED, b) Associated Ice Protection is considered inoperative, and c) Aircraft is not operated in known or forecast icing conditions.
22-1 Engine Nose Cowl Anti-Ice Shutoff and Regulator Valves					
1) Engine 1, 2, and 3 Valves	C	3	2		(M) (O) One may be inoperative provided: a) Affected Valve is CLOSED, and b) Aircraft is not operated in known or forecast icing conditions.
2) Engine 1 and 3 Valves	C	2	0		(M) (O) May be inoperative provided: a) Affected Valve is secured OPEN, and b) Applicable AFM performance penalties are applied.
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30	ICE AND RAIN PROTECTION				
22-1	Engine Nose Cowl Anti-Ice Shutoff and Regulator Valves (Cont'd)				
3)	Engine 2 Valve				
a)	Aircraft Configured with Engine 2 Anti-Ice Manifold Failure Detection System	A	1	0	(M) (O) May be inoperative provided: a) Affected Valve is secured OPEN, b) Applicable AFM performance penalties are applied, c) Engine 2 Anti-Ice Manifold Failure Detection System is operative, and d) Repair is completed within 50 flight hours.
b)	Aircraft Configured with Engine 2 Cowl Duct Leak Detection Thermal Switch System	A	1	0	(M) (O) May be inoperative provided: a) Affected Valve is secured OPEN, b) Applicable AFM performance penalties are applied, c) Engine 2 Cowl Duct Leak Detection Thermal Switch System is operative, and d) Repair is completed within 50 flight hours.
		A	1	0	(M) (O) May be inoperative provided: a) Affected Valve is secured OPEN, b) Applicable AFM performance penalties are applied, and c) Repair is completed within 25 flight hours.

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30 ICE AND RAIN PROTECTION				
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22-2 Engine Cowl Anti-Ice Valve Position Monitoring Systems				
1) Engine 1, 2, and 3 Valves	C	3	2	(M) (O) One may be inoperative provided: a) Affected Valve is secured CLOSED, and b) Aircraft is not operated in known or forecast icing conditions.
2) Engine 1 and 3 Valves	C	2	0	(M) (O) May be inoperative provided: a) Affected Valve is secured OPEN, and b) AFM performance penalties are applied.
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30	ICE AND RAIN PROTECTION				
22-2	Engine Cowl Anti-Ice Valve Position Monitoring Systems (Cont'd)				
3)	Engine 2 Valve				
a)	Aircraft Configured with Engine 2 Anti-ice Manifold Failure Detection System	A	1	0	(M) (O) May be inoperative provided: a) Affected Valve is secured OPEN, b) Applicable AFM performance penalties are applied, c) Engine 2 Anti-Ice Manifold Failure Detection System is operative, and d) Repair is completed within 50 flight hours.
b)	Aircraft Configured with Engine 2 Cowl Duct Leak Detection Thermal Switch System	A	1	0	(M) (O) May be inoperative provided: a) Affected Valve is secured OPEN, b) Applicable AFM performance penalties are applied, c) Engine 2 Cowl Duct Leak Detection Thermal Switch System is operative, and d) Repair is completed within 50 flight hours.
		A	1	0	(M) (O) May be inoperative provided: a) Affected Valve is secured OPEN, b) Applicable AFM performance penalties are applied, and c) Repair is completed within 25 flight hours.

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30 ICE AND RAIN PROTECTION					
22-3 *** Number 2 Cowl Duct Leak Detection Thermal Switch System	A	1	0		May be inoperative provided repair is completed within 25 flight hours.
22-4 ENG ANTI-ICE Switchlights					
1) ON Lights	C	3	1		Two may be inoperative provided all remaining alerts are operative.
	C	3	0		(M) May be inoperative provided: a) DEU-906 or subsequent is installed, and b) Associated alert is verified operative.
2) DISAG Lights	C	3	1		Two may be inoperative provided all remaining alerts are operative.
	C	3	0		(M) May be inoperative provided: a) DEU-906 of subsequent is installed, and b) Associated alert is verified operative.
22-5 *** Engine 2 Anti-Ice Manifold Failure Detection System	C	1	0		(M) May be inoperative provided: a) Engine 2 Nose Cowl Anti-Ice Shutoff and Regulator Valve is secured CLOSED, and b) Flight is not conducted in known or forecast icing conditions.
23-1 Engine 2 Drain Hose Heater	C	1	0		(M) May be inoperative provided Engine 2 Intake is cleared of ice accumulation before each departure.

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30	ICE AND RAIN PROTECTION				
30-1	Air Data Heater Systems				
1)	Pitot Heater Elements	C	6	3	One heater element may be inoperative in each pitot tube.
2)	Pitot Heaters ON/OFF Switching	C	3	0	May be inoperative provided heater has failed in ON position.
3)	Static Port Heaters	C	4	2	
4)	Static Port Heaters ON/OFF Switching	C	4	0	May be inoperative provided heater has failed in ON position.
5)	Total Air Temperature Probe Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
6)	Angle of Attack Sensor Heaters	C	2	1	One may be inoperative provided aircraft is not operated in known or forecast icing conditions.
		C	2	0	May be inoperative provided heater has failed in ON position.
31-1	Pitot Heater Elements				MOVED to 30-30-1.
32-1	Static Port Heaters				MOVED to 30-30-1.
33-1	Total Air Temperature Probe Heater				MOVED to 30-30-1.

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41-1	Left and Right Windshield Anti-Ice Systems	C	2	0	(M) May be inoperative provided: a) Associated Windshield Anti-Icing System is deactivated, b) Associated Windshield and Window Defogging System operates normally, and c) Aircraft is not operated in known or forecast icing conditions.
1) Sensors ***		A	-	2	(M) One may be inoperative on each windshield provided: a) Associated Windshield Anti-Icing System remains operative, and b) Repairs are made prior to completion of next heavy maintenance check.

41-2	WINDSHIELD ANTI-ICE System Switchlights				
1) ON Lights		C	2	0	
2) HIGH Light		C	1	0	
3) NORM Light		C	1	0	

42-1	Windshield and Window Defogging System				
1) Main Windshields		C	2	0	(M) (O) May be inoperative provided: a) Affected Windshield Defogging System is deactivated, and b) Associated Windshield Anti-Icing System is operative. (Continued)

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30	ICE AND RAIN PROTECTION				
42-1	Windshield and Window Defogging System (Cont'd)				
2)	Clearview Windows	C	2	0	(M) May be inoperative provided affected system is secured OFF.
3)	Aft Windows	C	2	0	(M) May be inoperative provided affected system is secured OFF.
4)	Sensors	A	12	6	(M) One may be inoperative on each windshield provided: a) Associated Windshield and Window Defogging System remains operative, and b) Repairs are made prior to completion of next heavy maintenance check.
42-2	WINDSHIELD DEFOG Switchlight System OFF Light	C	1	0	May be inoperative provided Windshield Defog System is operative.
43-1	Windshield Wiper Systems	C	2	0	May be inoperative provided aircraft 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: a) Associated Slow Speed is operative, and b) Approach minimums do not require its use.
2)	Slow Speed	C	2	0	May be inoperative provided associated Fast Speed is operative.
3)	INT Mode	C	2	0	

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30 ICE AND RAIN PROTECTION					
44-1 Rain Repellent *** System	D	1	0		
71-1 Fresh Water Service Fill Drain Heater Systems	D	2	0		
72-1 Drain Mast Heaters	C	-	0	(M) May be inoperative provided: a) Associated Lavatory, Galley, and Service Center basins are not used, and b) Associated basin water shutoff valves are secured CLOSED.	
	C	-	0	(M) May be inoperative provided associated lavatory entrance door is secured CLOSED to prohibit use.	
74-1 Waste Drain Heaters	C	-	0		
80-1 Ice Detection System ***	C	2	1	(O) One may be inoperative provided system is used as advisory only.	
	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
80-2 Automatic *** Anti-Ice System	C	1	0	(O) May be inoperative provided manual anti-ice procedures are used.	
80-3 Automatic Anti-Ice *** Switchlight MANUAL Light	C	1	0	(M) May be inoperative provided the associated alert is verified operative.	
80-4 Airfoil Anti-Ice *** Test System	C	1	0		

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31 INDICATING/ RECORDING SYSTEMS				
21-1 ND Clocks				
1) UTC Function	C	2	0	
2) Clock Timer Switches	C	2	1	
21-2 Chronometer On *** Maintenance Panel (MMR configured airplanes)	D	1	0	May be inoperative provided: a) One GPS is operative, and b) UTC and Date information is operative in FMC(s) and DEU(s). NOTE: ND clocks will not display time until the MMR GPS aligns itself.

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

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31	INDICATING/ RECORDING SYSTEMS				
31-2 ***	Auxiliary Data Acquisition Systems (ADAS)	D	-	-	(M) May be inoperative provided: a) Flight Data Recorder parameters required by FAR are being recorded, and b) Maintenance program required parameters are being recorded or verified from alternate procedures.
31-3 ***	Quick Access Recorder (QAR)	D	1	0	
31-4	Aircraft Condition Monitoring System (ACMS) ***	D	1	0	Maybe inoperative.
32-1 ***	Multifunction Printer	D	1	0	
41-1 ***	Weight and Balance System	D	1	0	(O) May be inoperative provided the flight crew manually inputs the TOGW, CG, ZFW, and ZFCG in the FMS before each departure.
1)	Weight and Balance Computer	D	2	1	(M) May be inoperative provided the Weight and Balance System is verified to be operative.
		D	2	0	(O) May be inoperative provided the flight crew manually inputs the TOGW, CG, ZFW, and ZFCG in the FMS before each departure.
2)	Tip-Over Alarm System	D	1	0	

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31	INDICATING/ RECORDING SYSTEMS				
42-1	Miscellaneous Systems Controller (MSC) Automatic Mode				Deleted in Revision 11.
51-1	Central Aural Warning System				
1)	Slat Overspeed Aural and Voice Warning	C	1	0	May be inoperative provided maximum allowable airspeed placard is attached near slat handle.
2) ***	Altitude Voice Advisory	C	-	-	May be inoperative provided procedures do not require its use.
3)	Cockpit Timer Alert	C	1	0	
4)	Tire Failure Alert	C	-	0	
5)	Cabin Altitude Alert	C	1	0	May be inoperative provided: a) Visual Cabin Alert is operative, and b) Service Interphone is operative in the Crew Rest Area.
52-1	Master Warning Lights	C	2	1	One may be inoperative provided the Central Aural Warning System is operative.

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31	INDICATING/ RECORDING SYSTEMS				
52-2	Master Caution Lights	C	2	1	One may be inoperative provided the Central Aural Warning System is operative.
61-1	Electronic Instrument System (EIS)				
1)	Remote Light Sensor	C	1	0	May be inoperative provided DU brightness is acceptable to Flight Crew.
2)	Display Electronics Unit (DEU) No. 3	B	1	0	May be inoperative provided: a) Captain's and First Officer's instruments are driven by independent Display Electronics Units (DEU), and b) All EIS Source Lights are operative.
					NOTE: Number 3 Oil Quantity Indication may be affected.
3)	EIS Source Lights				
a)	Capt ON AUX	C	2	1	
b)	Capt ON 2	C	2	1	
c)	F/O ON AUX	C	2	1	
d)	F/O ON 1	C	2	1	
4)	Display Unit (DU) No. 4 (System Display)	A	1	0	(M) May be inoperative provided: a) Associated displays are available on appropriate Navigation Display (ND), and b) Affected Display is repaired within 25 flight hours.

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31	INDICATING/ RECORDING SYSTEMS				
61-2 ***	HUD/EFVS (STC ST03557AT)				
1)	HUD System	C	1	0	(O) May be inoperative provided takeoff and/or approach minimums do not require its use. NOTE: Any mode which operates normally may be used.
a)	HUD Normal/ Declutter Functions (Control Wheel Switch)	C	1	0	
b)	HUD Annunciator	C	1	0	(O) May be inoperative provided takeoff minimums do not require its use.
2)	Enhanced Flight Vision System (EFVS)	C	1	0	(O) May be inoperative provided takeoff and/or approach minimums do not require its use.
a)	EFVS Hide/Show Functions (Control Wheel Switch)	C	1	0	(M) (O) May be inoperative provided: a) EFVS is considered inoperative, and b) Takeoff and/or approach minimums do not require use of EFVS.
b)	EFVS Window Heat	C	1	0	(M) (O) May be inoperative provided: a. EFVS is not used in icing conditions, and b. Approach minimums do not require use of EFVS for approach in known or forecast icing conditions.
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31	INDICATING/ RECORDING SYSTEMS				
61-2 ***	HUD/EFVS (STC ST03557AT) (Cont'd)				
3)	HUD Control Panel Functions				
a)	HUD Automatic/ Manual Brightness Function (AUTO/MAN)	C	1	0	AUTO function may be inoperative provided manual function operates normally.
b)	EFVS Brightness/ Contrast Function (BRT/CONT)	C	1	0	May be inoperative provided brightness/contrast is set at a usable level.
c)	HUD Brightness Function (BRT)	C	1	0	May be inoperative provided brightness is set at a usable level.
4) ***	HUD Combiner Cover	D	1	0	May be inoperative or missing.
65-1	Multifunction Control Display Unit (MCDU) No. 3	C	1	0	
65-2 ***	Miscellaneous Smoke Video Camera Monitoring System	C	1	0	NOTE: Any portion of the system which operates normally may be used.
1)	Video Cameras	C	8	0	
2)	Infrared (IR) Illuminators	C	15	0	NOTE: Inoperative IR Illuminators may affect Video Camera operation.
3)	Video Display Unit	C	1	0	
82-1 ***	Airborne Data Loader (ADL) System	D	1	0	

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32	LANDING GEAR				
30-1	Nose, Main, and Center Landing Gear Retract Function	C	4	0	(M) (O) May be inoperative provided: a) No failure exists in load carrying portions of any landing gear, b) Both nose gear steering hydraulic systems are operative, and c) AFM performance penalties are applied.
30-2	Center Landing Gear	C	1	0	(M) (O) May be inoperative provided: a) Center Landing Gear is retracted, b) Lock links are verified to be stowed overcenter, c) At least one Center Gear Downlock/Uplock Spring is installed, d) At least one tire is inflated, and e) AFM performance penalties are applied.
30-3	Main Landing Gear Trim Cylinder Fuse	C	1	0	(M) May be inoperative provided: a) Associated Fuse Bypass Handle is secured OPEN, and b) Bogie Trim Interlock Cylinder Crank Assembly Hook is secured OPEN.
30-4	Bogie Trim Interlock Cylinder	C	1	0	(M) May be inoperative provided: a) Associated Fuse Bypass Handle is secured OPEN, and b) Bogie Trim Interlock Cylinder Crank Assembly Hook is secured OPEN.

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32	LANDING GEAR				
38-1	Center Main Gear Strut Pressure Gauge	C	1	0	May be inoperative provided Center Main Gear is not extended.
		C	1	0	(M) May be inoperative provided procedures are developed to verify that strut pressure is within limits.
38-2	Center Gear Down-Lock Springs	C	2	1	(M) One may be inoperative provided it is secured using an alternate procedure.
43-1	Wheel Brake Assemblies	C	10	9	(M) (O) One may be inoperative provided: <ul style="list-style-type: none"> a) Anti-Skid System and braking capability to all remaining Wheel Brakes are operative, b) Center Landing Gear is used, c) Appropriate wheel brake inoperative procedures are performed, and d) AFM performance penalties are applied.
43-2	Brake Hydraulic Lines	C	20	19	(M) (O) One may be inoperative provided: <ul style="list-style-type: none"> a) Associated brake line is disabled by capping, b) Anti-Skid System and braking capability to all remaining Wheel Brakes are operative, c) Center Landing Gear is used, and d) AFM performance penalties are applied.

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32 LANDING GEAR				
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44-1 Parking Brake ON Indicating System				
1) Pedestal Park Light	C	1	0	May be inoperative provided Electronic Alert Display (EAD) PARK BRAKE ON alert is operative. May be inoperative provided Pedestal Park Light is operative.
2) EAD PARK BRAKE ON Alert	C	1	0	
3) Park Brake *** Indication System on Nose Gear	C	1	0	

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32 LANDING GEAR					
45-1	Anti-Skid System	C	1	0	(O) May be inoperative provided operation complies with AFM Anti-Skid inoperative procedures and performance data.
1)	Anti-Skid Control Valves	C	20	19	(M) (O) One may be inoperative provided: <ul style="list-style-type: none"> a) Anti-Skid System and braking capability to all remaining Wheel Brakes is operative, b) Center Landing Gear is used, and c) AFM performance penalties are applied.
2)	Wheel Speed Transducers				
a)	Output to Anti-Skid Control Unit	C	10	9	(M) (O) May be inoperative provided: <ul style="list-style-type: none"> a) Anti-Skid System and braking capability to all remaining Wheel Brakes is operative, b) Center Landing Gear is used, and c) AFM performance penalties are applied.
b)	Output to FCC (Aft Four Wheels)	C	4	3	(O) May be inoperative provided Autoland System is not required.
3)	Anti-Skid Return Line Shutoff Valves	C	2	0	(M) (O) May be inoperative provided: <ul style="list-style-type: none"> a) Anti-Skid System remains ON, b) Anti-Skid Shutoff Valves are secured OPEN.
45-2	Pressure *** Transducers (Taxi Brake Select)	D	2	0	(M) May be inoperative provided the Taxi Brake Select System is deactivated.

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32 LANDING GEAR					
46-1	Brake Temperature Monitoring and Tire Pressure Indicating System	C	1	0	(M) (O) May be inoperative provided: a) System is deactivated, b) Tire Pressures are checked before the first flight of each day, and c) AFM Quick Turnaround Limitations are observed.
1)	Brake Temperature Indications	C	10	0	(M) (O) May be inoperative provided: a) Associated Brake Temperature Sensor is deactivated, and b) AFM Quick Turnaround Limitations are observed.
2)	Tire Pressure Indications	C	12	0	(M) May be inoperative provided the associated tire pressure is checked before the first flight of each day.
47-1	Brake Supply Pressure Indicating Systems	C	2	1	One may be inoperative provided Hydraulic Systems 1 and 3 Pressure Indicating Systems are operative.
48-1	Autobrake System	C	1	0	May be inoperative provided Autobrake Selector Switch remains in the OFF position.

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32 LANDING GEAR					
61-1	Landing Gear Position Indicating System Synoptic Display	C	1	0	May be inoperative provided Visual Gear Viewing Systems are accessible and usable.
1)	Nose Gear Position Indication	C	1	0	May be inoperative provided: a) Visual Nose Gear Viewing System is accessible and usable, and b) Approach minimums do not require its use.
		C	1	0	May be inoperative provided: a) A third cockpit Nose Gear Position indication is installed and operative, and b) Approach minimums do not require its use.
2)	Left Main Gear Position Indication	C	1	0	May be inoperative provided Visual Left Main Gear Viewing System is accessible and usable.
		C	1	0	May be inoperative provided a third cockpit Main Gear Position indication is installed and operative.
3)	Right Main Gear Position Indication	C	1	0	May be inoperative provided Visual Right Main Gear Viewing System is accessible and usable.
		C	1	0	May be inoperative provided a third cockpit Main Gear Position indication is installed and operative.
4)	Center Gear Position Indication	C	1	0	
62-1	Landing Gear Aural Warning Airspeed Inhibit Function	C	1	0	(M) May be inoperative provided Gear Horn Off Manual Function is verified operative.

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33 LIGHTS				
10-1 Cabin Interior Illumination	C	-	-	Individual lights may be inoperative provided sufficient lighting remains for cabin attendants/cargo couriers to perform their duties.
10-2 Crew Rest *** Illumination	C	-	-	(O) May be inoperative provided alternate normal and emergency procedures are established and used.
10-3 Crew Rest *** "EXIT" Sign	C	-	0	May be inoperative provided Crew Rest Interior Illumination is operative.
11-1 Cockpit and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: <ul style="list-style-type: none"> a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.

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33 LIGHTS				
29-1 Passenger Lighted Information Signs	C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory must be blocked and placarded - DO NOT OCCUPY. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
1) All Cargo, Supernumerary/Courier Area Lighted Information Signs	C	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.
2 Passenger Lighted Information Signs (14 CFR 91)	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.

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33 LIGHTS				
31-1 Cargo Compartment Lights	D	-	0	
32-1 Main Gear Wheel Well Dome Lights (Maintenance)	D	-	0	

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33 LIGHTS				
32-2 Nose Gear Wheel Well Dome Lights (Maintenance)	D	-	0	
32-3 Wheel Well Spotlights				
1) Main Gear	C	2	1	
	C	2	0	May be inoperative provided flight is not conducted at night.
	C	2	0	May be inoperative provided Center Panel and Synoptic Gear Position Indications are operative.
2) Nose Gear	C	1	0	May be inoperative provided flight is not conducted at night.
	C	1	0	May be inoperative provided Center Panel and Synoptic Gear Position Indications are operative.

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41-1 Landing and Taxi Lights				
1) Nose Gear Landing Light Systems	C	2	0	May be inoperative provided both Fuselage Landing Lights are operative.
	C	2	0	May be inoperative provided flight is not conducted at night.
2) Nose Gear Taxi Light Systems	C	2	0	May be inoperative provided Nose Gear Landing Lights are operative.
	C	2	0	May be inoperative provided both Fuselage Landing Lights are operative.
	C	2	0	May be inoperative provided flight is not conducted at night.
3) Fuselage Landing Light Systems	C	2	0	May be inoperative provided both Nose Gear Landing Lights are operative.
	C	2	0	May be inoperative provided flight is not conducted at night.
4) Fuselage Landing Light Extend System	C	2	0	May be inoperative provided associated Light is retracted and is not used.
	C	2	0	May be inoperative provided: a) Associated Light is partially extended, b) Associated Light is not used, and c) AFM performance penalty is applied.
	C	2	0	May be inoperative provided: a) Associated Light is fully extended, and b) AFM performance penalty is applied.

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33 LIGHTS					
43-1	Runway Turn-off Lights	C	2	0	
44-1	Navigation Position Lights	C	8	4	Four may be inoperative provided one bulb is operative in each Position Light Assembly.
		C	8	0	May be inoperative provided flight is not conducted at night.
		C	8	2	Six may be inoperative provided: a) One red wing tip bulb is operative, b) One green wing tip bulb is operative, and c) Aft-facing white high intensity lights on wing tips operate normally.
46-1	Wing Illumination Lights	C	-	0	(O) May be inoperative provided ground deicing procedures do not require their use.
47-1	Red Strobe Lights (Anti-Collision)				
1)	DIRCM Not Installed	C	2	0	May be inoperative provided flight is not conducted at night.
		C	2	1	One may be inoperative provided Anti-Collision White High Intensity Lights are installed and operative. NOTE: Anti-Collision White High Intensity Lights are white strobe lights with prismatic lenses installed on Fuselage 598 and subs or on aircraft with SB 33-46 incorporated. (Continued)

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33 LIGHTS				
47-1 Red Strobe Lights (Anti-Collision) (Cont'd)				
2) DIRCM Installed *** (STC ST03245AT)	C	3	2	Upper beacon may be inoperative provided: a) Lower FWD and AFT beacons are operative, and b) Anti-Collision White High Intensity Lights are installed and operative. NOTE: Anti-Collision White High Intensity Lights are white strobe lights with prismatic lenses installed on Fuselage 598 and subs or on aircraft with SB 33-46 incorporated.
	C	3	1	One or both lower beacons may be inoperative provided: a) Upper beacon is operative, and b) Anti-Collision White High Intensity Lights are installed and operative. NOTE: Anti-Collision White High Intensity Lights are white strobe lights with prismatic lenses installed on Fuselage 598 and subs or on aircraft with SB 33-46 incorporated.

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33 LIGHTS				
47-2 White High Intensity Lights				
1) Supplemental	C	6	0	
2) Anti-Collision	C	6	0	May be inoperative provided flight is not conducted at night.
	C	6	0	May be inoperative provided Anti-Collision Red Strobe Lights are operative.
				NOTE: Anti-Collision White High Intensity Lights are white strobe lights with prismatic lenses installed on Fuselage 598 and subs or on aircraft with SB 33-46 incorporated.
48-1 Logo Lights ***	D	2	0	

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33 LIGHTS				
50-1 Cabin Raised Ceiling Section Emergency Lights	C	-	-	May be inoperative provided every other light is operative.
50-2 Emergency Lighting System Test Function	C	1	0	(M) May be inoperative provided alternate means are used to verify operation of Emergency Lighting.
50-3 Floor Proximity Emergency Escape Path Marking System Lights	C	-	0	(M) Individual lights may be inoperative provided 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) An FAA approved report incorporated in the Master Drawing List for the applicable STC.
50-4 Emergency Lighting System (Cargo Configuration)	C	1	0	

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34 NAVIGATION				
11-1 Standby Altimeter				
1) Vibrator ***	C	1	0	Deleted in Revision 10a
2) Metric Mode Select *** Switch (ME Button)				
11-2 Secondary Flight *** Display System (SFDS)				
1) Attitude Display	C	-	0	May be inoperative provided not required by FAR.
	B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
2) Heading Display	C	-	0	
16-1 Air Data Computer Systems (ADC)	C	-	2	(M) (O) One may be inoperative provided CADC Switch is configured to provide both flight crewmembers with an independent and operative ADC source.
16-2 ADC Select Switchlights (Source Lights)				
1) CADC - Capt ON 2	C	2	1	
2) CADC - F/O ON 1	C	2	1	

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34	NAVIGATION				
17-1	Altitude Alerting System	A	-	0	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 3 flight days.
		C	-	1	
1)	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.
2)	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.

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34	NAVIGATION				
24-1	Flight Director Systems	C	2	1	(O) One may be inoperative provided approach minimums do not require its use.
		C	2	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Both Autopilots are operative.
24-2	Flight Director Select Switchlights (Source Lights)				
	1) FLT DIR - Capt ON 2	C	2	1	
	2) FLT DIR - F/O ON 1	C	2	1	
	3) FLT DIR OFF - OFF	C	2	0	May be inoperative provided associated Flight Director System is operative.

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34 NAVIGATION					
27-1 Non-Stabilized Magnetic Compass (Standby)	B	1	0	May be inoperative provided three Inertial Reference Units (IRUs) are operative.	
	B	1	0	(O) May be inoperative provided: a) Any combination of two stabilized directional indicators are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.	
	B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two IRUs are operative and used in conjunction with approved Free Gyro Navigation Techniques.	
28-1 Standby Attitude Indicator	C	-	0	May be inoperative provided not required by FAR.	
	B	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
31-1 *** Instrument Landing Systems (ILS)	D	2	-	Any in excess of those required by FAR may be inoperative.	
31-2 Marker Beacon System	C	1	0	May be inoperative provided approach minimums do not require its use.	
32-1 Approach Select Switches	C	2	1	One may be inoperative provided approach minimums do not require its use.	

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34 NAVIGATION				
32-2 Approach Select Switchlights (Source Lights)				
1) APPR - Capt ON 2	C	2	1	
2) APPR - F/O ON 1	C	2	1	
32-3 Multi-Mode *** Receiver (MMR)				
1) Instrument Landing Systems (ILS)	C	-	1	May be inoperative provided each PFD has an ILS display.
	C	-	0	Any in excess of those required by FAR may be inoperative.
2) Global Positioning System (GPS)	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Chronometer is operative.
	D	-	0	May be inoperative provided: a) Enroute or approach procedures do not require its use, and b) Chronometer is operative.
	C	-	1	May be inoperative provided alternate procedures are established and used.

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34 NAVIGATION				
34-1 Paravisual *** Director System	D	1	0	May be inoperative provided procedures do not require its use.
1) Paravisual Displays	D	2	1	One may be inoperative provided Pilot-in-Command display is operative.
2) LOC Mode	D	1	0	May be inoperative provided INERTIAL mode is operative and appropriate procedures are followed.
	D	1	0	May be inoperative provided system is considered inoperative.
41-1 Weather Radar Systems	D	2	-	Any in excess of those required by FAR may be inoperative.
1) Windshear *** Detection and Avoidance System (Predictive Windshear)	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Alert and Guidance System (WAGS) is operative.
	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery techniques.

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34	NAVIGATION				
42-1	Radio Altimeter Systems				
	1) Single-Source Output to GPWS				
	a) Radio Altimeter 1	A	1	0	May be inoperative provided: a) Approach minimums or operating procedures do not require its use, b) Radio Altimeter 2 is operative, c) Ground Proximity Warning System is considered inoperative, and d) Repairs are made within two flight days.
	b) Radio Altimeter 2	C	1	0	May be inoperative provided: a) Approach minimums or operating procedures do not require its use, and b) Radio Altimeter 1 is operative,
	2) Dual-Source Output to GPWS	C	2	1	One may be inoperative provided approach minimums or operating procedures do not require its use.

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34	NAVIGATION				
43-1	Auxiliary Inertial Reference System	C	1	0	May be inoperative provided the Secondary Flight Display System (installed via Boeing S/B MD11 34-114) is not installed.
43-2	IRS Select Switchlights (Source Lights)				
1)	IRS - Capt ON AUX	C	2	1	
2)	IRS - F/O ON AUX	C	2	1	
43-4	IRS NAV OFF Lights	C	3	0	
43-5	Inertial Aural Warning	C	1	0	May be inoperative provided: a) Environmental System Controller (AIR) is operative, and b) AVNCS AIR FLOW OFF alert is not displayed.

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34 NAVIGATION				
45-1 Ground Proximity Warning System (GPWS)				
1) GPWS Function	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
a) Modes 1 thru 4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
c) Glideslope Deviation (Mode 5)	C	2	1	
	B	2	0	
d) Advisory Callouts	C	-	0	(O) May be inoperative provided a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.
	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
e) Windshear Mode ***				DELETED in Rev 9. (See item 22-01-3 WAGS). (Continued)

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34 NAVIGATION					
45-1 Ground Proximity Warning System (GPWS) (Cont'd)					
2) Terrain Awareness and Warning System (TAWS) ***	B	1	0		(O) May be inoperative provided alternate procedures are established and used.
a) Terrain Displays	C	-	1		
	B	-	0		
b) Runway Awareness and Advisory System (RAAS) ***	C	1	0		
51-1 VOR Navigation Systems	D	2	-		Any in excess of those required by FAR may be inoperative.

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34 NAVIGATION				
51-2 VOR Select Switchlights (Source Lights)				
1) VOR - Capt ON 2	C	2	1	
2) VOR - F/O ON 1	C	2	1	
52-1 Distance Measuring Equipment (DME) Systems	D	2	-	Any in excess of those required by FAR may be inoperative.
53-1 Automatic Direction Finding (ADF) Systems	D	2	-	Any in excess of those required by FAR may be inoperative.
54-1 ATC Transponders and Automatic Altitude Reporting Systems	B	2	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight.
	D	2	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) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
2) ADS-B Squitter Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.

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34	NAVIGATION				
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54-2 ***	Transponder Interface Unit (TIU) (STC ST03245AT)	D	1	0	
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55-1	Traffic Alert and Collision Avoidance System (TCAS)	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 Display System(s)	C	2	1	May be inoperative on Pilot Monitoring side provided: a) TA and RA visual display is operative on Pilot Flying side, and b) TA and RA audio function is operative on Pilot Flying side.
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on Pilot Monitoring 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 crew, and c) Enroute or approach procedures do not require its use.
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34	NAVIGATION				
55-1	Traffic Alert Collision Avoidance System (TCAS) (Cont'd)				
3)	Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) Resolution Advisory (RA) visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
4)	Secondary Vertical Speed Indicator (TAVSI)	D	2	0	May be inoperative provided primary vertical speed indication is operative on Captain's and First Officer's PFD.
5)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
6)	Airspace Selection Function	C	-	0	
56-1	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by FAR. NOTE: If ADS-B is installed in lieu of or as a replacement for FAR required equipment, the repair category in the operator's MEL will be the same as that of the FAR required equipment.
1)	Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used. (Continued)

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34	NAVIGATION				
56-1	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)				
2)	CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to flight crew.
3)	Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section.
4)	Data Link Receivers	D	-	0	
5)	ADS-B Applications	D	-	0	
58-1	Global Positioning System (GPS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
***		D	-	0	May be inoperative provided enroute or approach procedures do not require its use.
63-1	Flight Management System Computers (FMC)	C	2	1	(M) (O) May be inoperative provided: a) Operative FMC is selected is selected with FMS switch on Source Input Select Panel (SISP), b) Affected FMC remains installed, c) Affected unit is deactivated, and d) Enroute operations do not require its use.

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34 NAVIGATION					
63-2 FMS Select Switchlights (Source Lights)					
1) FMS - Capt ON 2	C	2	1		
2) FMS - F/O ON 1	C	2	1		
63-3 *** Controller Pilot Data Link Communications (CPDLC)	D	-	0		May be inoperative provided operations do not require its use.
63-4 FMS PROF Mode	C	1	0		
63-5 FMS SPD Mode	C	1	0		
63-6 Flight Management Systems (FMS) Navigation Database Currency	C	-	-		(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

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4. REMARKS AND EXCEPTIONS

35	OXYGEN				
10-1	Cockpit Crew Oxygen Systems				DELETED in MMEL Revision 10.
11-1	Crew Oxygen Cylinders	B	-	-	As required by FAR.
11-2	Oxygen Overboard Relief Indicator	C	-	0	(O) May be damaged or missing.
13-1	Oxygen Mask Not Deployed Indicating System				
1)	EAD NO MASKS Alert	C	1	0	(O) May be inoperative provided aircraft remains at or below 10,000 feet MSL.
a)	Cargo Configuration	C	1	0	(M) May be inoperative provided any area utilizing Automatic Mask Deployment is secured CLOSED and placarded "INOPERATIVE - DO NOT ENTER". NOTE: This proviso is not intended to prohibit inspections by crewmembers.
2)	NO MASKS Light on Overhead Panel	C	1	0	May be inoperative provided EAD NO MASKS alert is operative.
		C	1	0	(O) May be inoperative provided aircraft remains at or below 10,000 feet MSL.
a)	Cargo Configuration	C	1	0	(M) May be inoperative provided any area utilizing Automatic Mask Deployment is secured CLOSED and placarded "INOPERATIVE - DO NOT ENTER". NOTE: This proviso is not intended to prohibit inspections by crewmembers.

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35 OXYGEN				
14-1 Crew Oxygen Quantity/Line Pressure Indication System	B	-	0	(M) May be inoperative provided: a) Oxygen supply is verified to be above minimum required before each flight, and b) Associated Crew Oxygen Shutoff Valve is verified OPEN.
14-2 Supplemental Oxygen Pressure Indication System	C	1	0	May be inoperative.
20-1 Passenger Oxygen System				
1) Individual Passenger Oxygen Generator Systems	B	-	-	May be inoperative provided affected passenger seats are considered inoperative, blocked, and placarded "Do Not Occupy".
2) Automatic Mask Deployment Function				DELETED in Revision 5b. Relief is included in 3) and 4).
3) Aneroid Switch Mask Deployment Function	C	1	0	(M) (O) May be inoperative provided: a) Manual Mask Deployment Function is verified operative, and b) ACC-1 or ACC-3 Cabin Altitude Mask Deployment Function is operative.
	C	1	0	(M) (O) May be inoperative provided: a) Manual Mask Deployment Function is verified operative, and b) Aircraft remains at or below FL250.
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35 OXYGEN				
20-1 Passenger Oxygen System (Cont'd)				
4) ACC-1 and ACC-3 *** Cabin Altitude Mask Deployment Function	C	2	0	(M) (O) May be inoperative provided: a) Manual Mask Deployment Function is verified operative, and b) Aneroid Switch Mask Deployment Function is operative.
	C	2	0	(M) (O) May be inoperative provided: a) Manual Mask Deployment Function is verified operative, and b) Aircraft remains at or below FL250.
	C	2	1	(M) One may be inoperative provided: a) Manual Mask Deployment Function is verified operative, and b) Unassociated CPC is operative.
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35 OXYGEN				
20-1 Passenger Oxygen System (Cont'd)				
5) Oxygen Compartment Doors	B	-	-	(M) May be inoperative provided: a) Associated Oxygen Door is UNLATCHED and Masks are secured using an acceptable procedure, and b) Associated passenger seats are BLOCKED.
	B	-	-	(M) May be inoperative provided: a) Associated Oxygen Door is LATCHED, b) Associated passenger seats are BLOCKED, and c) If two or more inoperative doors are adjacent (forward and aft, or left and right), seats rows forward and aft of inoperative oxygen doors are also BLOCKED.
6) Lavatory Oxygen System	C	-	-	May be inoperative provided affected lavatories are considered inoperative, locked CLOSED, and placarded "INOPERATIVE – DO NOT ENTER". NOTE: This proviso is not intended to prohibit lavatory inspection by crewmembers.
7) Lavatory Oxygen System (Freighter Configuration)	C	1	0	(M) (O) May be inoperative provided: a) Manual Mask Deployment function is verified operative, and b) Portable Oxygen Bottle is available for use.

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35 OXYGEN				
20-2 Flight Attendant Oxygen System				
1) For seats required by FAR	B	-	-	(M) (O) May be inoperative provided affected Flight Attendant seat is considered inoperative.
2) For seats in excess of those required by FAR	C	-	0	(M) May be inoperative provided affected Flight Attendant seat is considered inoperative.
30-1 Portable Oxygen Dispensing Units	D	-	-	Any in excess of those required by FAR may be inoperative provided: a) The inoperative unit is removed from the installed location, b) Required distribution of serviceable units is maintained, and c) Location placarding for the associated inoperative unit is removed or obscured.
1) Cargo Configuration	D	-	0	
34-1 Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by FAR may be inoperative or removed provided location placarding for the associated unit is removed or obscured.

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36 PNEUMATIC				
10-1 Pneumatic System Controller No. 2	C	1	0	(O) May be inoperative provided: a) Manual Control System is operative, and b) ESC Automatic Mode is operative and used in flight.
10-2 Pneumatic Supply Systems	C	3	2	(M) (O) One may be inoperative provided: a) Isolation Valves are operative, and b) Pneumatic pressure can be supplied from an alternate source.

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36 PNEUMATIC				
11-2 High Stage Valves	C	3	2	(M) One may be inoperative provided: a) Affected Valve is secured CLOSED, and b) Associated Pneumatic Supply System is not used for airfoil anti-icing.
	C	3	1	(M) Two may be inoperative provided: a) Affected Valves are secured CLOSED, b) Aircraft is not operated in known or forecast icing conditions, and c) Aircraft is operated at or below FL250.
11-3 High Stage Pressure Sensors (Pe)				
1) Primary Sensors	C	3	2	May be inoperative provided: a) Both Pneumatic System Controllers are operative, and b) Associated Backup Sensor is operative.
2) Backup Sensors	C	3	2	May be inoperative provided: a) Both Pneumatic System Controllers are operative, and b) Associated Primary Sensor is operative.

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36 PNEUMATIC				
11-4 Intermediate Pressure Sensors (Pi)				
1) Primary Sensors	C	3	2	May be inoperative provided: a) Both Pneumatic System Controllers are operative, and b) Associated Backup Sensor is operative.
2) Backup Sensors	C	3	2	May be inoperative provided: a) Both Pneumatic System Controllers are operative, and b) Associated Primary Sensor is operative.
11-5 Manifold Pressure Sensors (Pm)				
1) Primary Sensors	C	3	0	May be inoperative provided associated Backup Sensor is operative.
2) Backup Sensors	C	3	0	May be inoperative provided associated Primary Sensor is operative.
11-6 Pneumatic Sense Line and Pilot Valve Heater Systems ***	C	3	2	
11-7 Sense Line Heaters ***	C	-	0	

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36 PNEUMATIC					
11-8 Centrifugal Bleed Air *** Cleaner Systems	D	3	0		
11-9 High Stage *** Pilot Valve Integral Heaters	C	3	2	May be inoperative provided the two Pneumatic Supply Systems not associated with the inoperative valve are operative.	
12-1 Pneumatic Pressure Regulator Valves	C	3	2	(M) One may be inoperative provided: a) Affected Valve is secured CLOSED, b) Associated Pneumatic Supply System is considered inoperative, c) Isolation Valves are operative, and d) Pneumatic pressure can be supplied from an alternate source.	
12-2 Overpressure Valves	C	3	2	(M) One may be inoperative provided: a) Associated Pressure Regulator Valve (PRV) is secured CLOSED, b) Associated Pneumatic Supply System is considered inoperative, c) Isolation Valves are operative, and d) Pneumatic pressure can be supplied from an alternate source.	
12-3 Pressure Regulator *** Pilot Valve Integral Heaters	C	3	2	May be inoperative provided two Pneumatic Supply Systems not associated with inoperative valve are operative.	

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36 PNEUMATIC				
13-1 Fan Air Valves	C	3	2	(M) One may be inoperative provided: a) Associated Valve is secured OPEN, and b) Associated Pneumatic Supply System is not used for Airfoil Anti-Ice.
15-1 Isolation Valves "1-2" and "1-3"	C	2	1	(M) (O) One may be inoperative provided: a) Affected Valve is verified OPEN, b) Pressure Regulator Valve on one of the interconnected pneumatic supplies is CLOSED, c) Both associated Manifold Fail Detection Systems common to interconnected manifold are operative, and d) Associated Isolation Valve Disagree Indication System is operative.
15-2 ISOL (1-2, 1-3) Switchlights				
1) ON Lights	C	2	0	
2) DISAG Lights	C	2	0	

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36 PNEUMATIC				
15-3 Isolation Valve Disagree Indicating Systems	C	2	1	(M) One may be inoperative provided: a) Pressure Indicating Systems for Systems interconnected by affected Valve are operative, b) Affected ISOL Valve is verified OPEN, and c) Pressure Regulator Valve on one of the interconnected pneumatic supplies is CLOSED.
16-1 APU Low Pressure Bleed Check Valve	C	1	0	(O) May be inoperative provided: a) No. 2 Pneumatic System is supplied only by the APU when the APU is operating, b) APU Load Bleed Valve is CLOSED when the APU is not operating, and c) Air Conditioning Packs 1 or 3 are operative.
16-2 APU Switchlights (AIR Panel)				
1) ON Light	C	1	0	May be inoperative provided associated indication on Air System Synoptic Page is operative.
2) USE ENG AIR Light	C	1	0	May be inoperative provided SEL APU AIR OFF alert is operative.
22-1 Intermediate Temperature Sensors (Ti)	C	3	2	

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36 PNEUMATIC				
22-2 Manifold Temperature Sensor (Tm) Elements	C	6	3	(M) May be inoperative provided one element is operative for each sensor.
23-1 Manifold Fail Detection Loop Systems	C	3	2	(M) (O) One may be inoperative provided: a) Environmental System Controller (AIR) is in Manual Mode, b) Pneumatic System associated with the inoperative loop is not pressurized except for engine start, and c) Aircraft is not operated in known or forecast icing conditions.
	C	3	2	(M) (O) One may be inoperative provided; a) Environmental System Controller (AIR) is in Automatic mode, b) Pneumatic System associated with the inoperative loop is not pressurized except for engine start, and c) Aircraft is not operated in known or forecast icing conditions.
	C	10	5	(M) Five may be inoperative provided no more than one loop in each pair of loops is inoperative.
1) Pneumatic System #2 Dual Tail Loops	C	10	5	(M) Five may be inoperative provided no more than one loop in each pair of loops is inoperative.
23-2 Center Accessory Compartment Manifold Failure Sensing Elements	A	2	1	One may be inoperative provided repairs are made within three flight days.

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38 WATER/WASTE				
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10-1 Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> a) System is drained, and b) Procedures are established to ensure that the system is not serviced.

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38 WATER/WASTE				
30-1 Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	-	(M) Individual components may be inoperative provided: <ul style="list-style-type: none"> 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.
41-1 Air Compressor - Potable Water System ***	C	-	0	NOTE: Bleed Air from APU or Engines may be necessary to pressurize the system.

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45 CENTRAL MAINTENANCE COMPUTER					
45-1 Centralized Fault Display Interface Unit	C	1	0		(M) May be inoperative provided alternate maintenance procedures are established.
45-2 Onboard Maintenance Terminal (OMT) ***					
1) Maintenance Access Terminal (MAT)	D	1	0		
2) Server	D	1	0		
45-3 Onboard Network System (STC ST01166CH) ***	D	1	0		
1) Aircraft File Server	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
2) Access Terminal Cradles	C	2	0		(O) May be inoperative provided alternate procedures are established and used.
3) GateLink Radio System	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
4) Maintenance Terminal Printer	C	1	0		

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46	Information Systems				
20-1 ***	Electronic Flight Bag Systems (EFBs)				
1) ***	Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.
		D	-	0	May be inoperative provided procedures do not require its use.
2) ***	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
3) ***	Power Connection (Class 1 & 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
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46 Information Systems					
20-1 Electronic Flight Bag *** Systems (EFBs) (Cont'd)					
4) Mounting Device *** (Class 2)	C	-	0	(M) (O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from aircraft, and b) Alternate procedures are established and used.	
	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from aircraft, and b) Procedures do not require its use.	
20-2 Pilot Access Terminal *** (PAT) (STC ST01166CH)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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49 AIRBORNE AUXILIARY POWER					
04-1 APU Start/Stop Switchlights					
1) ON Light	C	1	0		May be inoperative provided APU indication on Secondary Engine Display is operative.
2) OFF Light	C	1	0		May be inoperative provided APU indication on Secondary Engine Display is operative.
17-1 Auxiliary Power Unit Inlet and Exhaust Doors	C	2	0		(M) (O) May be inoperative provided: a) Both doors are secured OPEN, and b) AFM performance penalties are applied. NOTE: Cruise performance will be affected.
	C	2	0		(M) (O) May be inoperative provided: a) APU is considered inoperative, b) Affected APU door is secured in desired position, and c) AFM performance penalties are applied. NOTE: Cruise performance may be affected.

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49 AIRBORNE AUXILIARY POWER					
17-2 APU Door Indicating System					
1) APU DOOR Light (Overhead Panel)	C	1	0		
2) APU DOOR Proximity Switch	C	1	0	May be inoperative provided APU is not used.	
17-3 APU Door OPEN Light (Maintenance Panel)	C	1	0		
20-1 Auxiliary Power Unit	C	1	0	(M) May be inoperative provided operating procedures do not require its use.	
1) Pneumatic Function	C	1	0	May be inoperative provided operating procedures do not require its use.	
30-1 APU Fuel Pressure Low Indicating System					
1) APU FUEL Light	C	1	0	May be inoperative provided APU FUEL PRESS LO alert on EAD is operative.	
2) APU Low Fuel Pressure Sensor	C	1	0	May be inoperative provided APU is not used.	

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49	AIRBORNE AUXILIARY POWER				
51-1	Load Bleed Valve	C	1	0	(M) May be inoperative provided affected Valve is verified CLOSED.
		C	1	0	May be inoperative provided: a) APU Low Pressure Bleed Check Valve is operative, and b) APU is not used.
51-2	APU Load Bleed Valve Position Switch	C	1	0	May be inoperative in CLOSED position indication provided APU Load Bleed Valve opening and closing is operative.
		C	1	0	(M) May be inoperative in OPEN or intermittent OPEN position indication provided: a) APU Load Bleed Valve opening and closing function is operative, b) APU Load Bleed Valve Position Switch Jumper Connector is installed, c) APU is not used during flight, and d) Operating procedures do not require its use.
71-1	APU N1 RPM Indications (Secondary Engine Display)	C	1	0	May be inoperative provided N2 and APU Exhaust Temperature Indications are operative.
		C	1	0	May be inoperative provided APU is not used.

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49 AIRBORNE AUXILIARY POWER					
71-2 APU N2 RPM Indications (Secondary Engine Display)	C	1	0	May be inoperative provided N1 and APU Exhaust Temperature Indications are operative.	
	C	1	0	May be inoperative provided APU is not used.	
72-1 APU Exhaust Temperature Indication (Secondary Engine Display)	C	1	0	May be inoperative provided N1 and N2 Indications are operative.	
	C	1	0	May be inoperative provided APU is not used.	
74-1 APU Fail Indicating System					
1) APU FAIL Light (OVHD Panel)	C	1	0	May be inoperative provided all indications on the Secondary Engine Display are operative.	
2) APU FAIL Alert on EAD				DELETED in Revision 5.	
74-2 APU Fault Indicating System	C	1	0	May be inoperative provided APU is not used.	
93-1 APU Oil Quantity Indication (Secondary Engine Display)	C	1	0	(M) May be inoperative provided oil quantity is checked before first flight of each day.	
	C	1	0	May be inoperative provided APU is not used.	

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52 DOORS				
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10-1 Passenger Door Electric Actuators				
1) Passenger Configuration	C	8	5	(M) Three may be inoperative provided affected doors can be opened pneumatically.
2) Cargo Configuration	C	-	1	(M) May be inoperative provided affected door can be opened pneumatically.
a) Door L4 with no pneumatic system components	C	1	0	(M) May be inoperative provided: a) Door is verified closed and locked prior to each departure, and b) Carriage of live animal handlers/attendants on main deck is not authorized.
3) Combi Configuration	C	6	5	(M) One may be inoperative provided affected door can be opened pneumatically.

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52 DOORS				
10-2 Passenger Door Drive Cables				
1) Passenger Configuration	A	16	15	(M) One may be inoperative provided: a) Inoperative cable is a lowering cable, b) Flight Crew is advised that affected door is to be used for emergency purposes only, c) Inoperative cable is secured, and d) Aircraft is repaired within 25 flight hours.
2) Cargo Configuration				
a) Doors L1 and R1	C	4	3	(M) One may be inoperative provided: a) Inoperative cable is lowering cable, b) Flight Crew is advised that affected door is to be used for emergency purposes only, and c) Inoperative cable is secured.
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<p>52 DOORS</p> <p>10-2 Passenger Door Drive Cables (Cont'd)</p> <p>2) Cargo Configuration (Cont'd)</p> <p>b) Door L4 ***</p> <p>3) Combi Configuration</p>	<p>C</p> <p>A</p>	<p>2</p> <p>12</p>	<p>0</p> <p>11</p>	<p>(M) May be inoperative provided cables are secured.</p> <p>(M) One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Inoperative cable is lowering cable, b) Flight Crew is advised that affected door is to be used for emergency purposes only, c) Inoperative cable is secured, and d) Aircraft is repaired within 25 flight hours.
<p>10-3 Main Entry Doors/Slides</p> <p>1) Passenger Configuration</p>	<p>A</p>	<p>8</p>	<p>7</p>	<p>(M) (O) One may be inoperative or slide missing provided:</p> <ul style="list-style-type: none"> a) All other main entry doors are fully operational, b) Affected door is not used for passenger loading, c) A conspicuous barrier strap or rope and a placard stating that door is inoperative shall be placed across inoperative door, <p>(Continued)</p>

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10-3 Main Entry
Doors/Slides
(Cont'd)

1) Passenger
Configuration
(Cont'd)

- d) Emergency exit sign and floor proximity lights associated with inoperative exit must be covered to obscure sign and lights,
- e) Passengers must be briefed not to use affected door,
- f) Persons (other than assigned cabin attendants) are not permitted to be seated in blocked areas when affected door is as indicated below:

Door L-1 or R-1: From forward cabin end to a line midway between L-1/R-1 and L-2/R-2.

Door L-2 or R-2: Halfway to next exits in both directions from affected door.

Door L-3 or R-3: Halfway to next exits in both directions from affected door.

Door L-4 or R-4: From a line midway between L-3/R-3 and L-4/R-4 to aft cabin end.

NOTE: Restriction extends across entire cabin and those seats located on designated boundaries will be blocked.

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10-3 Main Entry
Doors/Slides
(Cont'd)

1) Passenger
Configuration
(Cont'd)

- g) Tapes or ropes of conspicuous colors shall be installed to block access to unusable seats,
- h) Conspicuous signs and placards shall be placed in appropriate locations indicating these seats are not to be occupied by passengers,
- i) Main passenger aisles, cross aisles, and exit access areas must not be blocked,
- j) Seated capacity must not exceed rated capacity of remaining pairs of exits,
- k) For extended overwater operations, occupancy shall not exceed normal rated capacity of slide/rafts, or remaining slide/rafts, or rated overload capacity of slide/rafts remaining after loss of one additional slide/raft of greatest capacity, whichever is least,
- l) Blocked seating layouts and evacuation procedures must be developed and approved by FAA certificate-holding office for inclusion in operator's manual, and
- m) Repairs are made within one flight day.

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52 DOORS				
10-3 Main Entry Doors/Slides (Cont'd)				
1) Passenger Configuration (Cont'd)				<p>NOTE 1: Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed.</p> <p>NOTE 2: Cabin attendants may be stationed in the vicinity of each door within blocked areas.</p> <p>NOTE 3: Combination passenger/cargo airplanes, main entry doors located in the cargo area may be inoperative with no restrictions.</p>
2) All Freighter Configuration	C	-	1	All Main Cabin Entry Doors/Slides may be inoperative or slides missing except for Crew Entrance Door (L-1 or R-1).
3) All-Cargo and Combination Passenger/Cargo Operation	B	-	-	Main Entry Doors/Slides located in cargo area may be inoperative or slides missing with no restrictions.

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52 DOORS				
30-1 Cargo Door Latch Actuator Systems				
1) Lower Cargo Doors	C	3	0	(M) May be inoperative provided affected door is CLOSED, LATCHED, and LOCKED manually before each departure.
2) Upper Fwd Main Deck Cargo Door ***	C	1	0	(M) May be inoperative provided affected door is CLOSED, LATCHED, and LOCKED manually before each departure.
3) Upper Aft Main Deck Cargo Door ***	C	1	0	(M) May be inoperative provided affected door is CLOSED, LATCHED, and LOCKED manually before each departure.
30-2 Cargo Door Actuator Systems (Open/Close)				
1) Lower Cargo Doors	C	3	0	(M) May be inoperative provided affected door is CLOSED, LATCHED, and LOCKED manually before each departure.
2) Upper Fwd Main Deck Cargo Door ***	C	1	0	(M) May be inoperative provided affected door is CLOSED, LATCHED, and LOCKED manually before each departure.
3) Upper Aft Main Deck Cargo Door ***	C	1	0	(M) May be inoperative provided affected door is CLOSED, LATCHED, and LOCKED manually before each departure.

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52 DOORS					
30-4 Cargo Door CLOSED READY TO LOCK Lights (Exterior Control Panel)	C	-	0	(M) May be inoperative provided: a) Affected Door is verified CLOSED and LOCKED by visual inspection, b) Flight Deck CARGO DOOR TEST is performed successfully, and c) Associated Cargo Door Alerts on EAD are indicating that all Doors are CLOSED and LOCKED.	
30-7 Cargo Door Test Automatic Mode (Cargo Door Test Fail)	C	1	0	(O) May be inoperative provided the manual door test is performed before each departure.	
30-8 Cargo Door Side Pin Actuators					
1) Upper Aft Main *** Deck Cargo Door	C	2	0	(M) May be inoperative provided the Side Pins are manually EXTENDED and LOCKED before each departure.	
2) Lower Center *** Cargo Door (104 inch)	C	1	0	(M) May be inoperative provided the Side Pins are manually EXTENDED and LOCKED before each departure.	
30-9 Cargo Door Test Switch Test Function	C	1	0	(O) May be inoperative provided the automatic cargo door test is operative.	
	C	1	0	(M) May be inoperative provided: a) All cargo doors are verified CLOSED and LOCKED prior to each departure, and b) Vent Doors are verified CLOSED prior to each departure.	

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52 DOORS				
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30-10 *** Main Deck Cargo Door Electro- Hydraulic Valves				
1) Door Control Valve	C	1	0	(M) May be inoperative provided alternate procedures are used to CLOSE, LATCH, and LOCK the door prior to each departure.
2) Door Unlock Valve	C	1	0	(M) May be inoperative provided alternate procedures are used to CLOSE, LATCH, and LOCK the door prior to each departure.

30-11 *** Main Deck Cargo Door Control Panel	C	1	0	(M) May be inoperative provided alternate procedures are used to CLOSE, LATCH, and LOCK the door prior to each departure.
1) Arming Switch	C	1	0	(M) May be inoperative provided alternate procedures are used to CLOSE, LATCH, and LOCK the door prior to each departure.
2) Door Control Switch	C	1	0	(M) May be inoperative provided alternate procedures are used to CLOSE, LATCH, and LOCK the door prior to each departure.
3) Push for Down to Canopy	C	1	0	(M) May be inoperative provided alternate procedures are used to CLOSE, LATCH, and LOCK the door prior to each departure.
4) Indication Lights	C	5	0	(M) May be inoperative provided the door is visually verified CLOSED, LATCHED, and LOCKED prior to each departure.

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52 DOORS				
30-12 Main Deck Cargo *** Door Electrical Hydraulic Pump	C	-	0	(M) May be inoperative provided: a) Manual hand pump is operative, b) Hydraulic pressure is sufficient to operate door, and c) An acceptable procedure for use of manual hand pump is established and used.
40-1 EAD Door Open Alerting Systems				
1) Cabin Doors	C	-	0	(O) May be inoperative provided associated door is CLOSED and ARMED before each departure.
a) Door L4 (Cargo *** Configuration)	C	1	0	(M) May be inoperative provided it is verified that Door L4 is CLOSED and LOCKED before each departure.
2) Avionics Compartment External Access Door	C	1	0	(M) May be inoperative provided it is verified that Avionics Compartment External Access Door is CLOSED and LOCKED before each departure.
3) Air Conditioning Doors	C	1	0	(M) One may be inoperative provided it is verified that all Air Conditioning Doors are CLOSED and LOCKED before each departure.
4) Center Accessory Compartment Door	C	1	0	(M) May be inoperative provided it is verified that Center Accessory Compartment Door is CLOSED and LOCKED before each departure.
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52 DOORS					
40-1 EAD Door Open Alerting Systems (Cont'd)					
5) Lower Cargo Door Alerts (A and B)	B	6	5	(M) One may be inoperative provided: a) Master Caution is reset after engine start, b) Associated door is visually verified CLOSED and LOCKED before each departure, and c) Vent door is verified CLOSED before each departure.	
6) Upper Fwd Cargo Door Alerts (A and B) (140 inch Door Only)	B	2	1	(M) One may be inoperative provided: a) Master Caution is reset after engine start, b) Door is visually verified CLOSED and LOCKED before each departure, and c) Vent door is verified CLOSED before each departure.	
7) Avionics Nose Wheel Door	C	1	0	(M) May be inoperative provided it is verified that Avionics Nose Wheel Door is CLOSED and LOCKED before each departure.	
8) Partition Door	C	1	0	(M) May be inoperative provided associated Door is CLOSED and LOCKED before each departure.	
46-1 TAIL CONE UNLOCK Alert	C	1	0	(M) May be inoperative provided: a) Tail Cone is verified UP and LOCKED before each departure, b) Engine Access Doors are verified CLOSED, and c) Tail Cone Access Door is verified CLOSED.	

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52 DOORS				
54-1 Flight Deck Door Lock System (Not FAR 25.795 Compliant) ***	C	1	0	(M) May be inoperative provided manual door lock is operative.
	C	1	0	May be inoperative provided supplemental flight deck door security device is installed and operates normally.
54-2 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, c) Door pressure relief panels are verified operative, and d) Alternate procedures are established and used for locking and unlocking the door using the dead bolt.
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	3	0	(O) May be inoperative provided alternate procedures are established and used.
b) Door Bell Mode ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
c) Switch Guard	C	1	0	May be inoperative or missing provided the flight deck door LOCK FAIL light is operative. (Continued)

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52 DOORS					
54-2 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.	
5) Flight Deck Door Panel Pressure Relief Latches				MOVED to new item 52-54-4 Rev 9.	
54-3 Boeing/C&D *** Aerospace Enhanced Flight Deck Security Door Dead Bolt (FAR 25.795 Compliant)	C	1	0	May be inoperative provided automatic lock controls are operative.	

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52 DOORS				
54-4 *** Boeing/C&D Aerospace Enhanced Flight Deck Security Door Pressure Relief Latches (FAR 25.795 Compliant)	A	2	0	May be inoperative provided: a) Panels are in latched position, b) Automatic locking system is operative, and c) Repairs are made within two flight days.
54-5 *** TIMCO Enhanced Security Flight Deck Automatic Locking/Access/Control System (STC ST02463AT)	A	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, c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt, and d) Repairs are made within two flight days.
1) Flight Deck Access Panel System (Keypad)	A	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, c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt, and d) Repairs are made within two flight days. (Continued)

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4. REMARKS AND EXCEPTIONS

52 DOORS					
54-5 TIMCO Enhanced Security Flight Deck Automatic Locking/Access/Control System (STC ST02463AT) (Cont'd)					
1) Flight Deck Access Panel System (Keypad) (Cont'd)					
a) LEDs	C	3	0	(O) May be inoperative provided alternate procedures are established and used.	
b) Aural Tone (Beep)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
2) Door Control Panel					
a) Door LOCK FAIL Light	B	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	B	1	0	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door sonalert operates normally.	
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52 DOORS				
54-5 *** TIMCO Enhanced Security Flight Deck Automatic Locking/Access/Control System (STC ST02463AT) (Cont'd)				
2) Door Control Panel (Cont'd)				
c) Door Lock Control Switch	A	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, c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt, and d) Repairs are made within two flight days.
d) Sonalert	A	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, c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt, and d) Repairs are made within two flight days. (Continued)

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<p>52 DOORS</p> <p>54-5 TIMCO Enhanced Security Flight Deck Automatic Locking/Access/Control System (STC ST02463AT) (Cont'd)</p> <p>3) Strike Assembly</p>	<p>A</p>	<p>1</p>	<p>0</p>	<p>(M) (O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Automatic locking system is deactivated, b) Door deadbolt operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt, and d) Repairs are made within two flight days.
<p>54-6 TIMCO Enhanced Security Flight Deck Door Deadbolt (STC ST02463AT)</p>	<p>A</p>	<p>1</p>	<p>0</p>	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Automatic lock controls operate normally, and b) Repairs are made within two flight days.
<p>54-7 Flight Deck Door Visual Surveillance Systems</p> <p>1) Electronic System</p>	<p>A</p>	<p>1</p>	<p>0</p>	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Alternate procedures are established and used, and b) Repairs are made within three flight days. <p>(Continued)</p>

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52 DOORS				
54-7 Flight Deck Door Visual Surveillance Systems (Cont'd)				
1) Electronic System *** (Cont'd)	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.
	C	1	0	(O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used.
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

73 ENGINE FUEL & CONTROL				
21-1 Engine Ground and Flight Idle Control Systems	C	3	2	(O) One may be inoperative provided: a) Affected engine remains in flight (high) idle, and b) AFM performance penalties are applied.
21-2 FADEC Normal Mode 1) GE Engines 2) P&W Engines	C C	3 3	2 2	(O) One may be inoperative provided: a) All three engines are operated in Alternate (ALTN) FADEC Mode, and b) Appropriate AFM procedures and performance decrements are applied. (O) One may be inoperative provided: a) All three engines are operated in Alternate (ALTN) FADEC Mode, b) Autothrottles are considered inoperative, and c) Appropriate AFM procedures and performance decrements are applied.

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73 ENGINE FUEL & CONTROL				
21-3 Engine FADEC Systems				
1) GE Engines	A	-	-	(M) May be dispatched with FADEC FAULT provided repairs are made in accordance with times established by GE engine Type Certificate Data Sheet number E13NE note 18.
2) P&W Engines	A	-	-	(M) May be dispatched with FADEC FAULT provided repairs are made in accordance with times established by P&W engine Type Certificate Data Sheet number E24NE note 19.
21-4 FADEC Mode Switchlights				
1) SELECT Lights	C	3	2	May be inoperative provided associated ALTN Light is operative.
	C	3	0	
2) ALTN Lights	C	3	2	May be inoperative provided associated SELECT Light is operative.
	C	3	0	
30-1 Fuel Used Indications (Fuel System Synoptic)	C	3	0	
31-1 Fuel Flow Indications (EAD)	C	3	2	One may be inoperative provided: a) All Fuel Quantity Indications are operative, and b) Associated FUEL OFF indication is operative.

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73	ENGINE FUEL & CONTROL				
31-2	Fuel Filter Alerts	C	3	2	(M) One may be inoperative provided: a) The malfunction is verified to be in the Caution System, and b) A check is made once each flight day for strainer clogging.
31-3	Fuel OFF Indications (EAD)	C	3	0	May be inoperative provided associated FUEL FLOW indication is operative.
33-1	Engine Fuel Pressure Indicating Systems	D	3	0	

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74	IGNITION				
00-1	Ignition Systems (A and B)				
1)	System A Exciters and Ignitors	C	3	0	(M) May be inoperative provided: a) System B is operative on associated engine, and b) Ignition power supply transfer procedures are followed for wing engines.
2)	System B Exciters and Ignitors	C	3	0	May be inoperative provided System A is operative for associated engine.
00-2	Ignition Indicating Systems				
1)	System A and B Ignition Lights	C	2	0	(M) May be inoperative provided: a) IGNITION OFF Light is verified operative, and b) ENG IGN NOT ARMED alert is verified operative.
2)	Ignition OFF Light	C	1	0	May be inoperative provided: a) Both System A and B Ignition Lights are operative, and b) OVRD ON Light is operative.
3)	MANUAL Lights	C	2	0	(M) May be inoperative provided ENGINE IGN MANUAL alert on EAD is verified operative.
4)	OVRD ON Light	C	1	0	May be inoperative provided ENG IGN OVRD ON alert on EAD is operative.
00-3	Auto Ignition System (MSC Function)	C	1	0	(O) May be inoperative provided Ignition OVRD is manually selected ON when required.

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75 BLEED AIR				
20-1 Core Compartment Cooling Systems (GE Engines)	C	3	0	NOTE: Cruise performance may be affected.
20-2 Turbine Cooling Air Systems (P&W Engines)	C	3	0	NOTE: Cruise performance may be affected.
23-1 Active Clearance Control (ACC) Systems (GE Engines)				
1) HPT ACC Systems	C	3	0	NOTE: Cruise performance may be affected.
2) LPT ACC Systems	C	3	0	NOTE: Cruise performance may be affected.
23-2 Bore Cooling Systems (GE Engines)	C	3	0	NOTE: Cruise performance may be affected.
23-3 Turbine Case Cooling Systems (P&W Engines)	C	3	0	NOTE: Cruise performance may be affected.
25-1 Nacelle Cooling Systems (P&W Engines)	A	3	0	(M) (O) May be inoperative provided: a) Associated valves are secured CLOSED, and b) Repairs are made in accordance with times established by PW Engine Type Certificate Data Sheet number E24NE note 19.

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75 BLEED AIR				
25-2 Eleventh Stage Cooling Control Systems (GE Engines)	C	3	0	NOTE: Cruise performance may be affected.
30-1 HPC Secondary Flow System Control (P&W Engines) ***	C	3	0	NOTE: Cruise performance may be affected.
41-1 Nacelle Temperature Indicating Systems ***	D	3	0	

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77 ENGINE INDICATING				
13-1 Engine Pressure Ratio Indicators (P&W)	C	3	2	(O) One may be inoperative provided: a) N1, N2, EGT, and Fuel Flow Indications are operative, b) All FADECs are operated in ALTN Mode, c) Autothrottles are considered inoperative, and d) Appropriate AFM procedures and performance decrements are applied.
32-1 Engine Vibration Indicating Systems (Secondary Engine Display)	C	3	2	May be inoperative provided repairs are made within two flight days.
	A	3	0	

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4. REMARKS AND EXCEPTIONS

78 ENGINE EXHAUST					
30-1 Thrust Reversers	C	3	2	(M) One may be inoperative provided affected Thrust Reverser is deactivated and stowed.	
30-2 Reverser Throttle Interlock Systems	C	2	1	(M) One may be inoperative provided associated Thrust Reverser is considered inoperative.	
30-3 Thrust Reverser RVDT				DELETED in Revision 2.	
30-4 Thrust Reverser Blocker Doors (P&W)	C	36	24	(M) May be inoperative provided: a) Inoperative Blocker Doors are on same Thrust Reverser System, b) Affected Blocker Doors are secured and deactivated STOWED using an accepted procedure, and c) Associated Thrust Reverser is considered inoperative.	
30-5 #2 Engine FADEC Reverse Thrust Limit Control	C	1	0	(M) May be inoperative provided system is verified failed in the flight mode.	

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4. REMARKS AND EXCEPTIONS

79	ENGINE OIL				
30-1	ENG Oil Filter Bypass Detection Systems	C	3	2	(M) One may be inoperative provided: a) Malfunction is verified to be in the Caution System, and b) Associated Oil Strainer is checked once each flight day.
31-1	Oil Quantity Indicating Systems	B	3	2	(M) (O) One may be inoperative provided: a) Associated Oil Tank is filled to maximum recommended capacity before each flight, b) There is no evidence of excessive oil consumption or leakage, c) Forecast oil consumption for flying time does not exceed 50% of Oil Tank Capacity, and d) Associated Oil Temperature and Oil Pressure Indicating Systems are operative.
33-2	"OIL PRESSURE LOW" Alert Systems	C	3	2	(M) One may be inoperative provided the associated Oil Pressure Low Switch is deactivated.
36-1 ***	Magnetic Chip Detection Systems	D	3	0	

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4. REMARKS AND EXCEPTIONS

80	STARTING				
00-1	Engine Starter Valve Open Lights (Located On Start Switches)	C	3	0	(M) (O) May be inoperative provided alternate engine starting procedures are established and used.
00-2	Starter Valves	C	3	2	(M) (O) One may be inoperative provided alternate engine starting procedures are established and used.
00-3	Engine Start Switches				DELETED in Revision 2.
00-4	Engine Start Switches				
1)	Cutoff Circuits	C	3	0	(O) May be inoperative provided: a) Affected engine start switch can be operated manually, and b) Alternate engine starting procedures are established and used.
2)	Holding Solenoids	C	3	0	(O) May be inoperative provided: a) Affected engine start switch can be operated manually, and b) Alternate engine starting procedures are established and used.
14-1	Auto Relight System ***	C	3	0	

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97 OPERATOR DEFINED				
01-1 DIRCM System *** (STC ST03245AT)	D	1	0	NOTE: Any mode which operates normally may be used.
1) Pod	D	1	0	
2) Flight Deck Indicator Unit (FDIU)	D	1	0	
3) Iridium/GPS Antenna	D	1	0	
4) Glareshield Indicator Lights	D	2	0	