



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, DC

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# Master Minimum Equipment List (MMEL)

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Revision: 22  
Date: 01/30/2018

## **Boeing 777** **B-777-200/200LR/200ER/300/300ER/777F**

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## TABLE OF CONTENTS AND CONTROL PAGE

SYSTEM NO.	SYSTEM	PAGE NO.	REV NO.	DATE
--	Cover Page	--	22	01/30/2018
--	Table of Contents and Control Page	I	22	01/30/2018
--	Highlights of Change	II thru VI	22	01/30/2018
--	Definitions	VII	20a	11/05/2014
--	Preamble	VII	20a	11/05/2014
--	Guidelines for (M) and (O) Procedures	VIII	20a	11/05/2014
21	Air Conditioning	21-1 thru 51	22	01/30/2018
22	Autoflight	22-1 thru 10	22	01/30/2018
23	Communications	23-1 thru 21	22	01/30/2018
24	Electrical Power	24-1 thru 5	21	09/30/2015
25	Equipment/Furnishings	25-1 thru 20	22	01/30/2018
26	Fire Protection	26-1 thru 24	22	01/30/2018
27	Flight Controls	27-1 thru 6	21	09/30/2015
28	Fuel	28-1 thru 16	22	01/30/2018
29	Hydraulic Power	29-1 thru 6	21	09/30/2015
30	Ice and Rain Protection	30-1 thru 9	22	01/30/2018
31	Indicating/Recording Systems	31-1 thru 10	22	01/30/2018
32	Landing Gear	32-1 thru 12	22	01/30/2018
33	Lights	33-1 thru 9	22	01/30/2018
34	Navigation	34-1 thru 16	22	01/30/2018
35	Oxygen	35-1 thru 5	22	01/30/2018
36	Pneumatic	36-1 thru 31	22	01/30/2018
38	Water/Waste	38-1	20	04/14/2014
45	Central Maintenance System	45-1	19	05/31/2013
46	Information Systems	46-1 thru 6	21	09/30/2015
47	Nitrogen Generation System	47-1	18b	06/13/2012
49	Airborne Auxiliary Power	49-1 thru 3	18b	06/13/2012
52	Doors	52-1 thru 14	21	09/30/2015
56	Windows	56-1	18b	06/13/2012
73	Engine Fuel and Control	73-1 thru 3	22	01/30/2018
74	Ignition	74-1	18b	06/13/2012
75	Bleed Air	75-1	19	05/31/2013
77	Engine Indicating	77-1	18b	06/13/2012
78	Engine Exhaust	78-1	22	01/30/2018
79	Engine Oil	79-1	18b	06/13/2012
80	Starting	80-1	21	09/30/2015

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: BOEING B777	REVISION NO. 22 DATE: 01/30/2018	PAGE NO.	II
HIGHLIGHTS OF CHANGE			

The following changes are the Highlights of Changes for **Revision 22**. EFFECTIVE ABOVE DATE, the Boeing 777 Master Minimum Equipment List has been revised. Replace affected pages with Revision No. 22 for a complete up-to-date MMEL.

ITEM NO.	EXPLANATION OF CHANGE
ATA 21	AIR CONDITIONING
21-29-01	Removed (O) procedure, modified proviso b, deleted NOTE.
21-29-02	Modified proviso b, deleted NOTE.
21-29-03	Modified proviso b, deleted NOTE.
21-29-04	Modified subitem -01 proviso b, deleted NOTE.
21-29-04	Modified subitem -02 proviso b, deleted NOTE.
21-29-05	Modified subitem -01 proviso b, deleted NOTE.
21-29-05	Modified subitem -02 proviso b, deleted NOTE.
21-29-06	Modified option A proviso b, deleted NOTE.
21-31-01	Modified subitem -01 option B provisos, deleted NOTE.
21-31-01	Modified subitem -03 provisos, deleted NOTE 2.
21-31-02	Modified subitem -01 provisos, deleted NOTE.
21-31-02	Modified subitem -03 proviso d, deleted NOTE 2.
21-31-03	Modified subitem -01 provisos, deleted NOTE.
21-31-03	Modified subitem -02 provisos, deleted NOTE.
21-31-03	Modified subitem -04 provisos, deleted NOTE 2.
21-31-05	Modified option B provisos, deleted NOTE 2.
21-31-06	Modified option B provisos, deleted NOTE 2.
21-31-07	Modified option B provisos, deleted NOTE 2.
21-32-01	Modified option B provisos, deleted NOTE 2.
21-32-02	Modified provisos, deleted NOTE 2.
21-41-04	Modified subitem -01 proviso b, deleted NOTE.
21-41-04	Modified subitem -02 option B proviso b, deleted NOTE.

## HIGHLIGHTS OF CHANGE

ITEM NO.	EXPLANATION OF CHANGE
21-51-01	Modified subitem -06 provisos.
21-52-05	Modified number required and proviso for option A.
21-61-01	Modified subitem -06 provisos, deleted NOTE 2.
21-61-19	Modified provisos.
21-61-20	Modified provisos.
ATA 22 AUTOFLIGHT	
22-11-09	Modified option B proviso.
ATA 23 COMMUNICATIONS	
23-11-01	Modified option B provisos.
23-15-02	Added new STC item, subitems and options.
23-42-01	Reformatted subitem -01 into subitem -01 option A.
23-42-01	Added proviso b to subitem -01 option A.
23-42-01	Added subitem -01 option B.
23-42-01	Added proviso b to subitem -02.
23-42-02	Reformatted subitem -01 into subitem -01-01.
23-42-02	Added subitem -01-02.
23-42-02	Reformatted subitem -02 into subitem -02 option A.
23-42-02	Added subitem -02 option B.
23-42-02	Reformatted subitem -03 into subitem -03 option A.
23-42-02	Added subitem -03 option B.
23-93-01	Added proviso.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: BOEING B777		REVISION NO. 22 DATE: 01/30/2018	PAGE NO. IV
HIGHLIGHTS OF CHANGE			
ITEM NO.	EXPLANATION OF CHANGE		
ATA 25 EQUIPMENT/FURNISHINGS			
25-25-02	Added subitem -05.		
25-25-03	Added subitem -03.		
25-25-04	Added subitem -03.		
25-25-05	Added new item.		
25-29-01	Removed option A (M) procedure, modified proviso, deleted NOTE.		
25-29-02	Removed option A (M) procedure, Modified proviso, deleted NOTE.		
25-29-03	Removed (M) procedure, modified proviso, deleted NOTE.		
25-29-04	Split item into option A and Option B		
25-29-04	Added option A.		
25-29-04	Added option B.		
25-29-04	Added subitem -01.		
25-29-05	Removed (M) procedure, modified proviso, deleted NOTE.		
ATA 26 FIRE PROTECTION			
26-13-01	Reformatted subitem -01 into subitem -01 option A.		
26-13-01	Added subitem -01 option B.		
26-14-01	Removed (O) procedure, modified proviso b, deleted NOTE.		
26-14-02	Removed (O) procedure, modified proviso b, deleted NOTE.		
26-14-03	Removed (O) procedure, modified proviso b, deleted NOTE.		
26-14-04	Removed (O) procedure, modified proviso b, deleted NOTE.		
26-14-05	Removed subitem -02-01 (M) procedure Modified proviso, deleted NOTE.		
26-16-01	Modified proviso b, deleted NOTE 2.		
26-16-01	Modified subitem -03 proviso b, deleted NOTE 2.		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

V

## HIGHLIGHTS OF CHANGE

ITEM NO.	EXPLANATION OF CHANGE
26-21-02	Modified subitem -01 proviso b, deleted NOTE 2.
26-21-02	Added subitem -02 option B proviso, removed (O).
26-23-01	Added subitem -02 proviso, modified proviso.
26-23-02	Modified option A proviso d, deleted NOTE 2.
26-23-02	Modified option B proviso b, deleted NOTE 2.
26-24-01	Added subitem -01 option C.
26-25-01	Removed (O) procedure, modified proviso b, deleted NOTE.
ATA 28 FUEL	
28-21-01	Removed subitem -01 option B (O) procedure and modified provisos.
28-21-03	Added new item.
28-31-02	Removed subitem -02 option A (O) procedure and modified proviso b.
28-31-02	Removed subitem -03 option A (O) procedure and modified proviso b.
28-41-01	Reformatted subitem -02 into subitem -02-01.
28-41-01	Added subitem -02-02.
ATA 30 ICE AND RAIN PROTECTION	
30-42-01	Modified proviso.
ATA 31 INDICATING/RECORDING SYSTEMS	
31-41-03	Modified title of subitem -01.
31-61-04	Modified title of subitem -02-01.
31-61-04	Modified title of subitem -02-02.
ATA 32 LANDING GEAR	
32-46-01	Added condition and modified NOTE 1.
32-71-01	Reformatted item into subitem -01.
32-71-01	Added subitem -02.

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

VI

## HIGHLIGHTS OF CHANGE

ITEM NO.

EXPLANATION OF CHANGE

## ATA 33 LIGHTS

33-24-01

Modified title.

33-24-01

Modified option A proviso.

33-31-01

Modified option B proviso.

33-42-02

Modified option B proviso.

33-43-01

Modified option B proviso.

33-44-01

Added subitem -01 option A.

33-44-01

Added subitem -01 option B.

33-44-01

Added subitem -02 option A.

33-44-01

Added subitem -02 option B.

33-51-02

Modified proviso.

## ATA 34 NAVIGATION

34-61-01

Modified subitem -03 repair category, number installed, and all provisos.

## ATA 35 OXYGEN

35-21-02

Modified option A NOTE.

## ATA 36 PNEUMATIC

36-00-01

Modified subitem -01 provisos.

## ATA 73 ENGINE AND FUEL CONTROL

73-21-08

Added new item.

## ATA 78 ENGINE EXHAUST

78-34-01

Deleted existing subitem -01.

78-34-01

Reformatted subitem -02 option A as item 78-34-01 option A.

78-34-01

Reformatted subitem -02 option B as item 78-34-01 option B.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: BOEING B777	REVISION NO. 20a DATE: 11/05/2014	PAGE NO. VII
DEFINITIONS		

Refer to the current FAA MMEL Policy Letter PL-25, Policy Concerning MMEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website at:

[FSIMS - Publications - MMEL Policy Letters](#)

PREAMBLE
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For the MMEL, Preamble used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, MMEL and MEL Preamble, The Preamble may be found on the FAA Flight Standards Information Management System (FSIMS) website at:

[FSIMS - Publications - MMEL Policy Letters](#)

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: BOEING B777	REVISION NO. 20a DATE: 11/05/2014	PAGE NO. VIII	
GUIDELINES FOR (M) AND (O) PROCEDURES			

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures.

(M) & (O) Procedures are based on the Maintenance and Operational Procedures published in the Boeing 777 Dispatch Deviations Guide (DDG).

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-1

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-00-01</b>	Environmental Control System Miscellaneous Cards (ECSMC)					
<b>-00-01-01</b>	Passenger	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Associated ECSMC is deactivated, b) Both ARINC Signal Gateway cards in the opposite cardfile operate normally, c) Opposite equipment cooling controller operates normally, d) Opposite equipment cooling supply fan operates normally, e) Opposite lavatory/galley fan operates normally, f) One pack operates normally, and g) For FCAC installed and right ECSMC inoperative, FCAC remains OFF.	
<b>-00-01-02</b>	777F	<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided: a) Associated ECSMC is deactivated, b) Both ARINC Signal Gateway cards in the opposite cardfile operate normally, c) Opposite equipment cooling controller operates normally, d) Opposite equipment cooling supply fan operates normally, e) Opposite lavatory/galley fan operates normally, f) One pack operates normally, and g) Both engine bleed systems operate normally.	
<b>-24-01</b> ***	Gasper Fan (Passenger)	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative deactivated.	
<b>-24-01-01</b>	GASPER Switch ON Light	<b>C</b>	<b>1</b>	<b>0</b>		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-2

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-01</b>	Recirculation Fans					
<b>-25-01-01</b>	Passenger	<b>C</b>	<b>4</b>	<b>0</b>	(M)(O) May be inoperative provided associated recirculation fan is deactivated.	
<b>-25-01-01-01</b>	RECIRC FANS Switch ON Lights	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-25-01-02</b>	777F	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Associated recirculation fan is deactivated, and b) Both engine bleed systems operate normally.	
<b>-25-01-02-01</b>	RECIRC FANS Switch ON Light	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-26-01</b>	Lavatory/Galley Ventilation Fans	<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative deactivated provided the opposite ECSMC operates normally.	
<b>-26-02</b> ***	Chiller Boost Fan (Passenger)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative deactivated.	
<b>-26-03</b>	Bulk Cargo Ventilation Fan					
<b>-26-03-01</b>	With Chiller Boost Fan Installed	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Bulk cargo ventilation fan is deactivated, and b) Chiller boost fan is deactivated.	
<b>-26-03-02</b>	Without Chiller Boost Fan Installed	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided bulk cargo ventilation fan is deactivated.	
<b>-26-04</b> ***	Cabin Smoking Area Ventilation Exhaust Valves	<b>D</b>	<b>-</b>	<b>0</b>	(M) May be inoperative deactivated closed.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-3

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-26-05</b> ***	Forward Cargo Air Conditioning (FCAC) Exhaust Fan					
<b>-26-05A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative deactivated.	
<b>-26-05B</b>		<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative deactivated provided FCAC remains off.	
<b>-26-06</b>	DELETED (Chiller Exhaust System)				Revision 18 deleted item.	
<b>-26-07</b>	Lavatory/Galley Ventilation Shutoff Valve (777F)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Valve is deactivated open, and b) Flight is conducted pressurized.	
<b>-26-08</b>	Alternate Ventilation System Fan (777F)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Fan is deactivated, and b) Flight is conducted pressurized.	
<b>-26-09</b>	Alternate Ventilation System Shutoff Valves (777F)	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) Associated valve is deactivated closed, and b) Flight is conducted pressurized.	
<b>-26-10</b>	Alternate Ventilation System ALTN VENT Switch (777F)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided flight is conducted pressurized.	
<b>-26-10-01</b>	FAULT Light	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-26-10-02</b>	ON Light	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-27-01</b>	Equipment Cooling Air Filter	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be operated with filter removed.	
<b>-27-02</b>	Equipment Cooling Supply Fans	<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative deactivated provided: a) Opposite ECSMC operates normally, b) Both override valve motors operate normally, c) Both equipment cooling controllers operate normally, and d) Flight is conducted pressurized.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-4

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-27-03	Equipment Cooling Override Valve Motors	C	2	1	(M) One may be inoperative deactivated provided: a) Both equipment cooling supply fans operate normally, and b) Both equipment cooling controllers operate normally.	
-27-04	Equipment Cooling Low Flow Sensors					
-27-04-01	Passenger	C	2	1	(M) One may be inoperative deactivated.	
-27-04-02	777F					
-27-04-02-01	Main Equipment Center Low Flow Sensor	C	1	0	(M) May be inoperative provided: a) Sensor is deactivated, and b) Flight deck low flow sensor operates normally.	
-27-04-02-02	Flight Deck Low Flow Sensor	C	1	0	(M) May be inoperative provided: a) Sensor is deactivated, b) Main equipment center low flow sensor operates normally, and c) Equipment cooling three-way valve is considered inoperative.	
-27-05	Equipment Cooling Vent Fan	C	1	0	(M) May be inoperative provided: a) Fan is deactivated, and b) For ground operations with OAT 30 degrees C or higher, both packs are selected on or airplane is supplied with conditioned air.	

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
21-5

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-27-06	Equipment Cooling Vent Valve					
-27-06-01	Passenger	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, b) Equipment cooling vent fan is deactivated, c) For ground operations with OAT 30 degrees C or higher, both packs are selected on or airplane is supplied with conditioned air, and d) For FCAC installed, FCAC exhaust fan is deactivated.	
-27-06-02	777F	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, b) FCAC exhaust fan is deactivated, and c) For ground operations with OAT 30 degrees C or higher, both packs are selected on or airplane is supplied with conditioned air.	
-27-07	Forward Cargo Heat Valve	C	1	0	(M) May be inoperative deactivated closed.	
-27-08	Equipment Cooling Controllers	C	2	1	Left controller may be inoperative provided: a) Right equipment cooling supply fan operates normally, b) Right ECSMC operates normally, c) Both override valve motors operate normally, and d) Flight deck low flow detector operates normally.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-6

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-27-09</b> ***	SATCOM Backup Cooling Fans (Passenger)					
<b>-27-09A</b>		<b>C</b>	-	<b>0</b>	(M) May be inoperative deactivated provided both lavatory/galley ventilation fans operate normally.	
<b>-27-09B</b>		<b>C</b>	-	<b>0</b>	(M)(O) May be inoperative deactivated provided: a) SATCOM remains off, b) Alternate procedures are established and used, and c) Flight remains within 180 minutes of landing at a suitable airport.	
<b>-27-09C</b>		<b>D</b>	-	<b>0</b>	(M) May be inoperative deactivated provided procedures do not require the use of SATCOM.	
<b>-27-10</b> ***	In-Flight Entertainment System (IFES) Equipment Cooling Fan					
<b>-27-10-01</b>	All	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided IFES is deactivated.	
<b>-27-10-02</b>	STC ST02657NY-D	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) May be inoperative provided: a) Inoperative fan is deactivated, and b) Remaining fan is verified to operate normally once each flight day.	
<b>-27-11</b> ***	In-Flight Entertainment System (IFES) Equipment Cooling Smoke Detector					
<b>-27-11A</b>		<b>D</b>	<b>2</b>	<b>1</b>		
<b>-27-11B</b>		<b>D</b>	-	<b>0</b>	(M) May be inoperative provided IFES is deactivated.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-7

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-27-12	Equipment Cooling Duct Pressure Sensors	C	4	0	May be inoperative provided both equipment cooling low flow sensors operate normally.	
-27-13 ***	Equipment Cooling Divert Valve	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, b) Equipment cooling vent fan is deactivated, and c) For ground operations with OAT 30 degrees C or higher, both packs are selected on or airplane is supplied with conditioned air.	
-27-14 ***	Equipment Cooling Inboard Valve					
-27-14-01 ***	Passenger	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, b) Equipment cooling vent fan is deactivated, and c) For ground operations with OAT 30 degrees C or higher, both packs are selected on or airplane is supplied with conditioned air.	
-27-14-02	777F	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, and b) For ground operations with OAT 30 degrees C or higher, both packs are selected on or airplane is supplied with conditioned air.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-8

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-27-15	Equipment Cooling Three-Way Valve (777F)					
-27-15-01	Without PRR 62273 or Production Equivalent Incorporated	C	1	0	(M)(O) May be inoperative provided: a) Valve is deactivated closed, and b) Procedures are established and used to verify main deck cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-27-15-02	With PRR 62273 or Production Equivalent Incorporated	C	1	0	(M)(O) May be inoperative provided: a) Valve is deactivated open, and b) Both packs are operated continuously while valve is deactivated open.	
-27-16	Flight Deck Equipment Cooling System (777F)	C	1	0	(M)(O) May be inoperative provided: a) Equipment cooling three-way valve is deactivated closed, and b) Procedures are established and used to verify main deck cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-9

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-27-17	EQUIP COOLING Switch Lights					
-27-17-01	OVRD Light	C	1	0		
-27-17-02	AUTO Light	C	1	0		
-28-01 ***	Forward Cargo Air Conditioning (FCAC) Shutoff Valve (Passenger)	D	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, and b) FCAC remains OFF.	
-28-02	FCAC Flow Regulating Valve (777F)	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, and b) FCAC remains OFF.	
-28-03 ***	ACAC Flow Regulating Valve (777F)	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, and b) ACAC is not operated in AUTO.	
-28-04 ***	ACAC Exhaust Shutoff Valve (777F)	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, and b) ACAC is not operated in AUTO.	
-29-01 ***	Lower Lobe Attendant Rest (LLAR) Shutoff Valve	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, and b) LLAR is considered inoperative.	
-29-02 ***	Main Deck Crew Rest (MDCR)/Main Deck Flight Crew Rest (MDFCR) Shutoff Valve	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, and b) MDCR/MDFCR is considered inoperative.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-10

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-29-03 ***	Main Deck Crew Rest (MDCR) Exhaust Valve	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, and b) MDCR is considered inoperative.	
-29-04 ***	Overhead Flight Crew/Attendant Rest Supply Shutoff Valves (Includes FSI Installation)					
-29-04-01	Overhead Flight Crew Rest (OFCR)	C	1	0	(M) May be inoperative provided: a) OFCR supply shutoff valve is deactivated closed, and b) OFCR is considered inoperative.	
-29-04-02	Overhead Flight Attendant Rest (OFAR)	C	1	0	(M) May be inoperative provided: a) OFAR supply shutoff valve is deactivated closed, and b) OFAR is considered inoperative.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-11

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-29-05</b> ***	Overhead Flight Crew/Attendant Rest Exhaust Valves (Includes FSI Installation)					
<b>-29-05-01</b>	Overhead Flight Crew Rest (OFCR)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) OFCR exhaust valve is deactivated closed, and b) OFCR is considered inoperative.	
<b>-29-05-02</b>	Overhead Flight Attendant Rest (OFAR)	<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided: a) OFAR exhaust valve(s) is deactivated closed, and b) OFAR is considered inoperative.	
<b>-29-06</b> ***	Overhead Flight Crew Rest Supply Shutoff Valves (Taxi, Takeoff & Landing Installation)					
<b>-29-06A</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) Both valves are deactivated closed, and b) Associated crew rest is considered inoperative.	
<b>-29-06B</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided: a) Inoperative valve is deactivated closed. b) Remaining supply shutoff valve operates normally, and c) Left air conditioning pack operates normally.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-12

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-29-07 ***	Overhead Flight Crew Rest (OFCR) Pressure Sensor (Taxi, Takeoff & Landing Installation)	C	1	0		
-31-01	Auto Cabin Pressure Controls (L and R)					
-31-01-01	Passenger with P/N 3676-GRS-014-00 or Later ASCPC Software Installed					
-31-01-01A		C	2	1	(M) One may be inoperative provided: a) Manual cabin pressure control is verified to operate normally on both outflow valves before each departure, and b) Left or right AFDC operates normally.	
-31-01-01B		C	2	1	(M)(O) One may be inoperative provided: a) One outflow valve is deactivated 7% open, b) Manual cabin pressure control is verified to operate normally on the remaining outflow valve, c) Left or right AFDC operates normally, d) One pack operates normally, and the other pack operates normally or in standby cooling mode, e) Both CTCs operate normally, f) Both engine bleed systems operate normally, For OFCR installed: g) For aft outflow valve deactivated 7% open, the OFCR is considered inoperative, and For OFAR installed: h) For aft outflow valve deactivated 7% open, the OFAR is considered inoperative.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-13

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Auto Cabin Pressure Controls (L and R) (Cont'd)					
-31-01-02	777F	C	2	1	(M) One may be inoperative provided: a) Manual cabin pressure control is verified to operate normally on both outflow valves before each departure, and b) Left or right AFDC operates normally.	
-31-01-03	ALL	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, c) For extended overwater flight, manual cabin pressure control is verified to operate normally on both outflow valves, For LLAR, OFCR, OFAR, MDCR or MDFCR installed: d) The rest area(s) is considered inoperative, and For First Class Suites installed: e) First Class Suites are considered inoperative.	
					NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-14

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Manual Cabin Pressure Outflow Valve Controls (FWD and AFT)					
-31-02-01	Passenger	C	2	1	(M)(O) One may be inoperative provided: a) Associated outflow valve is deactivated 7% open, b) Manual cabin pressure control is verified to operate normally on the remaining outflow valve, c) One pack operates normally, and the other pack operates normally or in standby cooling mode, d) Both CTCs operate normally, e) Both engine bleed systems operate normally, For OFCR installed: f) For aft outflow valve deactivated 7% open, the OFCR is considered inoperative, and For OFAR installed: g) For aft outflow valve deactivated 7% open, the OFAR is considered inoperative.	
-31-02-02	777F					
-31-02-02-01	With P/N 3677-GRS-105-00 ASCPC Software Installed	C	2	1	(M)(O) One may be inoperative provided: a) Associated outflow valve is deactivated 7% open, b) Manual cabin pressure control is verified to operate normally on the remaining outflow valve, c) One pack operates normally, and the other pack operates normally or in standby cooling mode, d) Both CTCs operate normally, e) Both engine bleed systems operate normally, and f) Rigid cargo barrier doors remain closed inflight.	

(Continued)

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
21-15

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Manual Cabin Pressure Outflow Valve Controls (FWD and AFT) (Cont'd)					
-31-02-02	777F (Cont'd)					
-31-02-02-02	With P/N 3674-GRS-106-00 ASCPC or Later Software Installed	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Associated outflow valve is deactivated 7% open, b) Manual cabin pressure control is verified to operate normally on the remaining outflow valve, c) One pack operates normally, and the other pack operates normally or in standby cooling mode, d) Both CTCs operate normally, and e) Both engine bleed systems operate normally.	
-31-02-03	ALL	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, c) Extended overwater flight is prohibited, For LLAR, OFCR, OFAR, MDCR or MDFCR installed: d) The rest area(s) is considered inoperative, and For First Class Suites installed: e) First Class Suites are considered inoperative.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
21-16

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
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-31-03	Outflow Valves (FWD and AFT)					
-31-03-01	Passenger Without P/N 3676-GRS-014-00 or Later ASCPC Software Installed	C	2	1	(M)(O) One may be inoperative provided: a) Valve is deactivated 7% open, b) Manual cabin pressure control is verified to operate normally on the remaining outflow valve, c) Both auto cabin pressure controls operate normally, d) One pack operates normally, and the other pack operates normally or in standby cooling mode, e) Both CTCs operate normally, f) Both engine bleed systems operate normally, For OFCR installed: g) For aft outflow valve deactivated 7% open, the OFCR is considered inoperative, and For OFAR installed: h) For aft outflow valve deactivated 7% open, the OFAR is considered inoperative.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-17

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-31-03	Outflow Valves (FWD and AFT) (Cont'd)					
-31-03-02	Passenger With P/N 3676-GRS-014-00 or Later ASCPC Software Installed	C	2	1	(M)(O) One may be inoperative provided: a) Valve is deactivated 7% open, b) Manual cabin pressure control is verified to operate normally on the remaining outflow valve, c) Left or right auto cabin pressure control operates normally, d) One pack operates normally, and the other pack operates normally or in standby cooling mode, e) Both CTCs operate normally, f) Both engine bleed systems operate normally, For OFCR installed: g) For aft outflow valve deactivated 7% open, the OFCR is considered inoperative, and For OFAR installed: h) For aft outflow valve deactivated 7% open, the OFAR is considered inoperative.	
-31-03-03	777F					
-31-03-03-01	With P/N 3677-GRS-105-00 ASCPC Software Installed	C	2	1	(M)(O) One may be inoperative provided: a) Valve is deactivated 7% open, b) Manual cabin pressure control is verified to operate normally on the remaining outflow valve, c) Left or right auto cabin pressure control operates normally, d) One pack operates normally, and the other pack operates normally or in standby cooling mode, e) Both CTCs operate normally, f) Both engine bleed systems operate normally, and g) Rigid cargo barrier doors remain closed inflight.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-18

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-31-03	Outflow Valves (FWD and AFT) (Cont'd)					
-31-03-03	777F (Cont'd)					
-31-03-03-02	With P/N 3674-GRS-106-00 or Later ASCPC Software Installed	C	2	1	(M)(O) One may be inoperative provided: a) Valve is deactivated 7% open, b) Manual cabin pressure control is verified to operate normally on the remaining outflow valve, c) Left or right auto cabin pressure control operates normally, d) One pack operates normally, and the other pack operates normally or in standby cooling mode, e) Both CTCs operate normally, and f) Both engine bleed systems operate normally.	
-31-03-04	All	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, c) Extended overwater flight is prohibited, For LLAR, OFCR, OFAR, MDCR or MDFCR installed: d) The rest area(s) is considered inoperative, and For First Class Suites installed: e) First Class Suites are considered inoperative.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

(Continued)

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
21-19

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-31-03	Outflow Valves (FWD and AFT) (Cont'd)					
-31-03-05	OUTFLOW VALVE Switch Lights					
-31-03-05-01	MAN Lights	C	2	0		
-31-03-05-02	AUTO Lights	C	2	0		
-31-04	Remote Cabin Pressure Sensor	C	1	0	May be inoperative provided both Auto Cabin Pressure Controls operate normally.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-20

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-31-05	Cabin Rate of Climb Indication					
-31-05A		C	1	0	May be inoperative provided both Auto Cabin Pressure Controls operate normally.	
-31-05B		C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, c) For extended overwater flight, manual cabin pressure control is verified to operate normally on both outflow valves, For LLAR, OFCR, OFAR, MDCR or MDFCR installed: d) The rest area(s) is deactivated closed, and For First Class Suites installed: e) First Class Suites are considered inoperative.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-21

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-31-06	Cabin Differential Pressure Indication					
-31-06A		C	1	0	(O) May be inoperative provided: a) Cabin altitude indication operates normally, and b) A chart is provided to convert cabin altitude to cabin differential pressure.	
-31-06B		C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, c) For extended overwater flight, manual cabin pressure control is verified to operate normally on both outflow valves, For LLAR, OFCR, OFAR, MDCR or MDFCR installed: d) The rest area(s) is considered inoperative, and For First Class Suites installed: e) First Class Suites are considered inoperative.	
					NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-22

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-31-07	Cabin Altitude Indication					
-31-07A		C	1	0	(O) May be inoperative provided: a) Cabin differential pressure indication operates normally, and b) A chart is provided to convert cabin differential pressure to cabin altitude.	
-31-07B		C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, c) For extended overwater flight, manual cabin pressure control is verified to operate normally on both outflow valves, For LLAR, OFCR, OFAR, MDCR or MDFCR installed: d) The rest area(s) is considered inoperative, and For First Class Suites installed: e) First Class Suites are considered inoperative.	
-31-08	Outflow Valve Position Indications	C	2	0	NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
21-23

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-32-01	Positive Pressure Relief Valves					
-32-01A		C	2	1	(M) One may be inoperative deactivated closed.	
-32-01B		C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Extended overwater flight is prohibited, c) Both outflow valves are deactivated open, d) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits,  For LLAR, OFCR, OFAR, MDCR or MDFCR installed: e) The rest area(s) is considered inoperative, and For First Class Suites installed: f) First Class Suites are considered inoperative.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-24

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-32-02	Negative Pressure Relief Vents	C	4	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Extended overwater flight is prohibited, c) Both outflow valves are deactivated open, d) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, For LLAR, OFCR, OFAR, MDCR or MDFCR installed: e) The rest area(s) is considered inoperative, and For First Class Suites installed: f) First Class Suites are considered inoperative.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-40-01	Main Deck Cargo Shutoff Valves (777F)					
-40-01-01	Forward Shutoff Valves 1 and 2	C	2	0	(M)(O) May be inoperative provided: a) Inoperative valve is deactivated closed, b) Forward main deck cargo zone trim air modulation valve is deactivated closed, c) Aft main deck cargo shutoff valves 1 and 2 operate normally, d) Forward and aft main deck cargo shutoff valve 3 operate normally, e) Both packs operate normally, and f) Both engine bleed systems operate normally.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-25

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-40-01</b>	Main Deck Cargo Shutoff Valves (777F) (Cont'd)					
<b>-40-01-02</b>	Aft Shutoff Valves 1 and 2	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Inoperative valve is deactivated closed, b) Aft main deck cargo zone trim air modulation valve is deactivated closed, c) Forward main deck cargo shutoff valves 1 and 2 operate normally, d) Forward and aft main deck cargo shutoff valve 3 operate normally, e) Both packs operate normally, and f) Both engine bleed systems operate normally.	
<b>-40-01-03</b>	Forward and Aft Shutoff Valve 3	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) Inoperative valve is deactivated closed, b) Forward main deck cargo shutoff valves 1 and 2 operate normally, and c) Aft main deck cargo shutoff valves 1 and 2 operate normally.	
<b>-41-01</b> ***	Lower Lobe Attendant Rest (LLAR) Electric Heaters	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-41-02</b> ***	Flight Crew Rest (FCR) Electric Heater Systems	<b>C</b>	<b>-</b>	<b>0</b>		
<b>-41-03</b> ***	Main Deck Crew Rest (MDCR)/Main Deck Flight Crew Rest (MDFCR) Electric Heater System	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative deactivated.	
<b>-41-03-01</b> ***	Temperature Sensors	<b>C</b>	<b>2</b>	<b>0</b>		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-26

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-41-04</b> ***	Overhead Flight Crew/Attendant Rest Electric Heater Systems (Includes FSI Installation)					
<b>-41-04-01</b>	Overhead Flight Crew Rest (OFCR) Heater Systems	<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided: a) Associated heater system is deactivated, and b) OFCR is considered inoperative.	
<b>-41-04-01-01</b>	Bunk Heater Systems	<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided a) Associated bunk heater system is deactivated, and b) One common area heater system operates normally.	
<b>-41-04-01-02</b>	Common Area Heater System(s)	<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided: a) Associated common area heater system(s) is deactivated, and b) Bunk heater system(s) operates normally.	
<b>-41-04-02</b>	Overhead Flight Attendant Rest (OFAR) Heater Systems					
<b>-41-04-02A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided associated heater system is deactivated.	
<b>-41-04-02B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) Heater systems are deactivated, and b) OFAR is considered inoperative.	
<b>-44-01</b>	Aft Cargo Heat Valves	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided system is deactivated closed.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-27

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-44-02	Aft Cargo Compartment Temperature Sensor	C	1	0	May be inoperative provided system remains off.	
-44-03	Bulk Cargo Heat Valves (Passenger)	C	2	0	(M) May be inoperative provided system is deactivated closed.	
-44-04	Bulk Cargo Compartment Temperature Sensor (Passenger)	C	1	0	May be inoperative provided system remains off.	
-45-01	Flight Deck Foot Heaters	C	2	0	(M) May be inoperative OFF.	
-45-02	Flight Deck Shoulder Heaters	C	2	0	(M) May be inoperative OFF.	
-51-01	Air Conditioning Packs					
-51-01-01	-200/-200ER (Without PRR 61980 or Production Equivalent Incorporated)	C	2	1	(M)(O) One may be inoperative provided: a) Remaining pack operates normally, b) Both engine bleed systems operate normally, c) Both outflow valves operate normally, d) Airplane remains at or below FL 350, e) Flight remains within 60 minutes of landing at a suitable airport, f) Appropriate performance adjustments are applied, g) For FSI OHAR installed, the FSI OHAR is deactivated closed, and h) JAMCO flight deck security door part number XXX 9721-1 is not installed.  NOTE: These provisions are not intended to prohibit attendant rest inspections by crewmembers.	

(Continued)

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
21-28

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Air Conditioning Packs (Cont'd)					
-51-01-02	-300 (Without PRR 61980 or Production Equivalent Incorporated)	C	2	1	(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Remaining pack operates normally,</li> <li>b) Both engine bleed systems operate normally,</li> <li>c) Both outflow valves operate normally,</li> <li>d) Procedures are established and used to verify forward cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits,</li> <li>e) Flight remains within 60 minutes of landing at a suitable airport, and</li> <li>f) Appropriate performance adjustments are applied.</li> </ul> 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)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-29

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Air Conditioning Packs (Cont'd)					
-51-01-03	-200/-200ER/-300 (With PRR 61980 or Production Equivalent Incorporated)	C	2	1	(M)(O) One may be inoperative provided: a) Remaining pack operates normally, b) Both engine bleed systems operate normally, c) Both outflow valves operate normally, d) Flight remains within 60 minutes of landing at a suitable airport, e) Appropriate performance adjustments are applied, and f) For FSI OHAR installed on -200, the FSI OHAR is deactivated closed. NOTE: These provisions are not intended to prohibit attendant rest inspections by crewmembers.	
-51-01-04	-200LR/-300ER	C	2	1	(O) One may be inoperative provided: a) Remaining pack operates normally, b) Both engine bleed systems operate normally, c) Both outflow valves operate normally, d) Flight remains within 60 minutes of landing at a suitable airport, and e) Appropriate performance adjustments are applied.	

(Continued)

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
21-30

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Air Conditioning Packs (Cont'd)					
-51-01-05	777F					
-51-01-05A		<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: a) Remaining pack operates normally, b) Both engine bleed systems operate normally, c) Both outflow valves operate normally, d) Alternate ventilation system operates normally, e) For left pack inoperative, right CTC operates normally, and f) Appropriate performance adjustments are applied.	
-51-01-05B		<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: a) Remaining pack operates normally, b) Both engine bleed systems operate normally, c) Both outflow valves operate normally, d) Flight remains within 60 minutes of landing at a suitable airport, e) For left pack inoperative, right CTC operates normally, and f) Appropriate performance adjustments are applied.	

(Continued)

AIRCRAFT: BOEING B777	REVISION NO. 22 DATE: 01/30/2018	PAGE NO. 21-31
--------------------------	-------------------------------------	-------------------

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Air Conditioning Packs (Cont'd)					
-51-01-06	All	<b>C</b>	<b>2</b>	<b>0</b>	<p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Flight is conducted unpressurized,</li> <li>b) For extended overwater flight, manual control of both outflow valves is verified to operate normally,</li> <li>c) All recirculation fans operate normally,</li> <li>d) Both ECSMCs operate normally,</li> <li>e) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits,</li> </ul> <p>For LLAR, OFCR, OFAR, MDCR or MDPCR installed:</p> <ul style="list-style-type: none"> <li>f) The rest area(s) is considered inoperative,</li> </ul> <p>For FSI OHAR installed:</p> <ul style="list-style-type: none"> <li>g) The rest area(s) is deactivated closed,</li> </ul> <p>For FCAC installed:</p> <ul style="list-style-type: none"> <li>h) FCAC remains OFF,</li> </ul> <p>For 777F:</p> <ul style="list-style-type: none"> <li>i) Equipment cooling three-way valve is deactivated closed,</li> </ul> <p>For 777F with ACAC installed:</p> <ul style="list-style-type: none"> <li>j) ACAC remains OFF, and</li> </ul> <p>For First Class Suites installed:</p> <ul style="list-style-type: none"> <li>k) First Class Suites are considered inoperative.</li> </ul> <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: These provisions are not intended to prohibit crew/attendant rest inspections by crewmembers.</p>	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-32

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-01</b>	Air Conditioning Packs (Cont'd)					
<b>-51-01-07</b>	PACK Switch Lights					
<b>-51-01-07-01</b>	OFF Lights	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-51-01-07-02</b>	AUTO Lights	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-51-02</b>	Pack Flow Control/Shutoff Valves (FCVs)					
<b>-51-02-01</b>	Upper FCVs	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative locked closed provided associated lower FCV operates normally.	
<b>-51-02-02</b>	Lower FCVs	<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative locked closed provided: a) Opposite pack operates normally, and b) Associated upper FCV operates normally.	
<b>-51-03</b>	Pack OFF Lights				Dispatch Relief for this equipment moved to item 21-51-01-07-01 in revision 21.	
<b>-51-04</b>	Flight Deck Flow Regulating Valve (777F)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided valve is deactivated open.	
<b>-52-01</b>	Air Cycle Machines (ACM)	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Associated second stage turbine bypass valve is locked open, b) Ram air inlet and exit doors operate normally or are secured open, c) Opposite pack operates normally, d) Both engine bleed systems operate normally, and e) Appropriate performance adjustments are applied.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-33

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-52-02</b>	Economy Cooling Valves (ECV)					
<b>-52-02A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: a) Opposite pack operates normally, b) Both engine bleed systems operate normally, and c) Appropriate performance adjustments are applied.	
<b>-52-02B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative locked closed.	
<b>-52-03</b>	Compressor Discharge Temperature Sensors	<b>C</b>	<b>6</b>	<b>2</b>	(M) May be inoperative provided one sensor per pack is verified to operate normally.	
<b>-52-04</b>	Pack Discharge Temperature Sensors	<b>C</b>	<b>6</b>	<b>2</b>	(M) May be inoperative provided one sensor per pack is verified to operate normally.	
<b>-52-05</b>	Ram Air Inlet Door Systems					
<b>-52-05A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Associated door is secured full open, and b) Appropriate performance adjustments are applied.	
<b>-52-05B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative closed provided associated pack is not used.	
<b>-52-06</b> ***	Ram Air Exhaust Door Systems					
<b>-52-06-01</b>	-200/-200ER/-300/ -300ER					
<b>-52-06-01A</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided associated door is secured full open.	
<b>-52-06-01B</b>		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided associated pack is not used.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-34

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-52-06</b> ***	Ram Air Exhaust Door Systems (Cont'd)					
<b>-52-06-02</b>	-200LR and 777F					
<b>-52-06-02A</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Associated door is secured full open, and b) Appropriate performance adjustments are applied.	
<b>-52-06-02B</b>		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided associated pack is not used.	
<b>-52-07</b>	Condenser Inlet Temperature Control Systems	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Associated condenser low limit valve is locked open, b) Opposite pack operates normally, c) Both engine bleed systems operate normally, and d) Appropriate performance adjustments are applied.	
<b>-52-08</b> ***	Lower Lobe Attendant Rest (LLAR) Duct Temperature Sensors					
<b>-52-08A</b>		<b>D</b>	<b>2</b>	<b>1</b>		
<b>-52-08B</b>		<b>C</b>	<b>2</b>	<b>0</b>		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-35

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-61-01	Cabin Temperature Controllers (CTC)					
-61-01-01	-200/-200ER (Without PRR 61980 or Production Equivalent Incorporated)	C	2	1	(M)(O) One may be inoperative provided: a) Associated pack is not used, b) Opposite pack operates normally, c) Both engine bleed systems operate normally, d) Both outflow valves operate normally, e) Airplane remains at or below FL 350, f) Flight remains within 60 minutes of landing at a suitable airport, g) Appropriate performance adjustments are applied, h) For the right CTC inoperative, electrical power on the right AC Transfer Bus is verified before each departure, and i) For FCAC installed and right CTC inoperative, FCAC remains OFF.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-36

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-61-01	Cabin Temperature Controllers (CTC) (Cont'd)					
-61-01-02	-300 (Without PRR 61980 or Production Equivalent Incorporated)	C	2	1	(M)(O) One may be inoperative provided: a) Associated pack is not used, b) Opposite pack operates normally, c) Both engine bleed systems operate normally, d) Both outflow valves operate normally, e) Procedures are established and used to verify forward cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, f) Flight remains within 60 minutes of landing at a suitable airport, g) Appropriate performance adjustments are applied, h) For the right CTC inoperative, electrical power on the right AC Transfer Bus is verified before each departure, and i) For FCAC installed and right CTC inoperative, FCAC remains OFF.  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)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-37

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-61-01	Cabin Temperature Controllers (CTC) (Cont'd)					
-61-01-03	-200/-200ER/-300 (With PRR 61980 or Production Equivalent Incorporated)	C	2	1	(M)(O) One may be inoperative provided: a) Associated pack is not used, b) Opposite pack operates normally, c) Both engine bleed systems operate normally, d) Both outflow valves operate normally, e) Flight remains within 60 minutes of landing at a suitable airport, f) Appropriate performance adjustments are applied, g) For the right CTC inoperative, electrical power on the right AC Transfer Bus is verified before each departure, and h) For FCAC installed and right CTC inoperative, FCAC remains OFF.	
-61-01-04	-200LR/-300ER	C	2	1	(M)(O) One may be inoperative provided: a) Associated pack is not used, b) Opposite pack operates normally, c) Both engine bleed systems operate normally, d) Both outflow valves operate normally, e) Flight remains within 60 minutes of landing at a suitable airport, f) Appropriate performance adjustments are applied, g) For the right CTC inoperative, electrical power on the right AC Transfer Bus is verified before each departure, and h) For FCAC installed and right CTC inoperative, FCAC remains OFF.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-38

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-61-01	Cabin Temperature Controllers (CTC) (Cont'd)					
-61-01-05	777F					
-61-01-05-01	Without PRR 62273 or Production Equivalent Incorporated					
-61-01-05-01A		C	2	1	(M)(O) Right CTC may be inoperative provided: a) Right pack is not used, b) Left pack operates normally, c) Both engine bleed systems operate normally, d) Both outflow valves operate normally, e) Procedures are established and used to verify main deck cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, f) Alternate ventilation system operates normally, g) Equipment cooling three-way valve is deactivated closed, h) FCAC remains OFF, i) Lower forward cargo flow regulating valve is deactivated closed, j) Electrical power on the right AC Transfer Bus is verified before each departure, k) Appropriate performance adjustments are applied, and l) For ACAC installed, lower aft cargo flow regulating valve is deactivated closed.  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)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-39

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-61-01	Cabin Temperature Controllers (CTC) (Cont'd)					
-61-01-05	777F (Cont'd)					
-61-01-05-01	Without PRR 62273 or Production Equivalent Incorporated (Cont'd)					
-61-01-05-01B		<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) Right CTC may be inoperative provided: a) Right pack is not used, b) Left pack operates normally, c) Both engine bleed systems operate normally, d) Both outflow valves operate normally, e) Procedures are established and used to verify main deck cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, f) Flight remains within 60 minutes of landing at a suitable airport, g) Equipment cooling three-way valve is deactivated closed, h) FCAC remains OFF, i) Lower forward cargo flow regulating valve is deactivated closed, j) Electrical power on the right AC Transfer Bus is verified before each departure, k) Appropriate performance adjustments are applied, and l) For ACAC installed, lower aft cargo flow regulating valve is deactivated closed.  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)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-40

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-61-01	Cabin Temperature Controllers (CTC) (Cont'd)					
-61-01-05	777F (Cont'd)					
-61-01-05-02	With PRR 62273 or Production Equivalent Incorporated					
-61-01-05-02A		<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) Right CTC may be inoperative provided: a) Right pack is not used, b) Left pack operates normally, c) Both engine bleed systems operate normally, d) Both outflow valves operate normally, e) Alternate ventilation system operates normally, f) FCAC remains OFF, g) Lower forward cargo flow regulating valve is deactivated closed, h) Electrical power on the right AC Transfer Bus is verified before each departure, i) Appropriate performance adjustments are applied, and j) For ACAC installed, lower aft cargo flow regulating valve is deactivated closed.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-41

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-61-01	Cabin Temperature Controllers (CTC) (Cont'd)					
-61-01-05	777F (Cont'd)					
-61-01-05-02	With PRR 62273 or Production Equivalent Incorporated (Cont'd)					
-61-01-05-02B		C	2	1	(M)(O) Right CTC may be inoperative provided: a) Right pack is not used, b) Left pack operates normally, c) Both engine bleed systems operate normally, d) Both outflow valves operate normally, e) Flight remains within 60 minutes of landing at a suitable airport, f) FCAC remains OFF, g) Lower forward cargo flow regulating valve is deactivated closed, h) Electrical power on the right AC Transfer Bus is verified before each departure, i) Appropriate performance adjustments are applied, and j) For ACAC installed, lower aft cargo flow regulating valve is deactivated closed.	
-61-01-05-03	CTC Channels	C	4	2	One may be inoperative in each CTC.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-42

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-61-01	Cabin Temperature Controllers (CTC) (Cont'd)					
-61-01-06	All	C	2	0	(M)(O) May be inoperative provided: a) Both packs are not used, b) Flight is conducted unpressurized, c) For extended overwater flight, manual control of both outflow valves is verified to operate normally, d) All recirculation fans operate normally, e) Both ECSMCs operate normally, f) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, g) Electrical power on the right AC Transfer Bus is verified before each departure, For LLAR, OFCR, OFAR, MDCR or MDFCR installed: h) The rest area(s) is considered inoperative, For FCAC installed: i) FCAC remains OFF, For 777F: j) Equipment cooling three-way valve is deactivated closed, For 777F with ACAC installed: k) ACAC remains OFF, and For First Class Suites installed: l) First Class Suites are considered inoperative.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-43

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-02</b>	Flight Deck Zone Temperature Control System					
<b>-61-02-01</b>	Passenger	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided left trim air switch remains off.	
<b>-61-02-01-01</b>	AUTO Mode	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided MAN control mode is verified to operate normally.	
<b>-61-02-02</b>	777F					
<b>-61-02-02-01</b>	AUTO Mode	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided MAN control mode is verified to operate normally.	
<b>-61-03</b>	Cabin Zone Temperature Control Systems (Passenger)					
<b>-61-03A</b>		<b>C</b>	<b>6</b>	<b>0</b>	(M) May be inoperative provided associated zone trim air modulation valve is deactivated closed.	
<b>-61-03B</b>		<b>C</b>	<b>6</b>	<b>0</b>	(O) May be inoperative with the associated zone trim air modulation valve in any position provided: a) Associated trim air switch remains off, and b) For FCAC installed and right trim air switch selected off, FCAC remains OFF.	
<b>-61-04</b>	Cabin Temperature Control (Passenger)	<b>C</b>	<b>1</b>	<b>0</b>		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-44

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-05</b> ***	FCAC Duct Temperature Sensing System					
<b>-61-05-01</b> ***	Passenger	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Forward cargo zone trim air modulation valve is deactivated closed, and b) FCAC remains OFF.	
<b>-61-05-02</b>	777F	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Lower forward cargo zone trim air modulation valve is deactivated closed, and b) FCAC remains OFF.	
<b>-61-06</b> ***	FCAC Cargo Compartment Temperature Sensing System					
<b>-61-06-01</b> ***	Passenger	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided FCAC remains OFF.	
<b>-61-06-02</b>	777F	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided FCAC remains OFF.	
<b>-61-07</b> ***	FCAC Cargo Zone Trim Air Modulation Valve					
<b>-61-07-01</b> ***	Passenger	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Valve is deactivated closed, and b) FCAC remains OFF.	
<b>-61-07-02</b>	777F	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Valve is deactivated closed, and b) FCAC remains OFF.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-45

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-08</b> ***	FCAC Cargo Temperature Control					
<b>-61-08-01</b> ***	Passenger	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) FCAC shutoff valve is deactivated closed, and b) FCAC remains OFF.	
<b>-61-08-02</b>	777F	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Lower forward cargo flow regulating valve is deactivated closed, and b) FCAC remains OFF.	
<b>-61-09</b> ***	ACAC Duct Temperature Sensing System (777F)	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Lower aft cargo zone trim air modulation valve is deactivated closed, and b) ACAC remains OFF.	
<b>-61-10</b> ***	ACAC Cargo Compartment Temperature Sensing System (777F)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided ACAC remains OFF.	
<b>-61-11</b> ***	ACAC Cargo Zone Trim Air Modulation Valve (777F)	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Valve is deactivated closed, and b) ACAC remains OFF.	
<b>-61-12</b> ***	ACAC Cargo Temperature Control (777F)	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Lower aft cargo flow regulating valve is deactivated closed, and b) ACAC remains OFF.	
<b>-61-13</b>	MDAC Duct Temperature Sensing System (777F)	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided associated main deck cargo zone trim air modulation valve is deactivated closed.	
<b>-61-14</b>	MDAC Cargo Compartment Temperature Sensing System (777F)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-61-15</b>	MDAC Cargo Zone Trim Air Modulation Valves (777F)	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided valve is deactivated closed.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-46

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-61-16	MDAC Cargo Temperature Controls (777F)	C	2	0		
-61-17	Equipment Cooling Duct Temperature Sensing System (777F)					
-61-17-01	Without PRR 62273 or Production Equivalent Incorporated	C	1	0	(M)(O) May be inoperative provided: a) Equipment cooling trim air modulation valve is deactivated closed, b) Equipment cooling three-way valve is deactivated closed, and c) Procedures are established and used to verify main deck cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-61-17-02	With PRR 62273 or Production Equivalent Incorporated	C	1	0	(M)(O) May be inoperative provided: a) Equipment cooling trim air modulation valve is deactivated closed, b) Equipment cooling three-way valve is deactivated open, and c) Both packs are operated continuously while three-way valve is deactivated open.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-47

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-61-18	Equipment Cooling Trim Air Modulation Valve (777F)					
-61-18-01	Without PRR 62273 or Production Equivalent Incorporated	C	1	0	(M)(O) May be inoperative provided: a) Valve is deactivated closed, b) Equipment cooling three-way valve is deactivated closed, and c) Procedures are established and used to verify main deck cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-61-18-02	With PRR 62273 or Production Equivalent Incorporated	C	1	0	(M)(O) May be inoperative provided: a) Valve is deactivated closed, b) Equipment cooling three-way valve is deactivated open, and c) Both packs are operated continuously while three-way valve is deactivated open.	
-61-19	Supernumerary Duct Temperature Sensing System (777F)	C	1	0	(M) May be inoperative provided: a) Supernumerary zone trim air modulation valve is deactivated closed, b) Supernumerary area is not occupied, and For FCR installed: c) Rest area is considered inoperative.	
-61-20	Supernumerary Zone Trim Air Modulation Valve (777F)	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, b) Supernumerary area is not occupied, and For FCR installed: c) Rest area is considered inoperative	
-61-21	Supernumerary Temperature Control (777F)	C	1	0		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-48

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-62-01	Trim Air Control Systems					
-62-01-01	Passenger					
-62-01-01A		C	2	1	(O) May be inoperative provided: a) Associated trim air switch remains off, and b) For FCAC installed and right trim air switch selected off, FCAC remains OFF.	
-62-01-01B		C	2	0	(O) May be inoperative provided: a) Both trim air switches remain off, b) Both packs operate normally, and c) For FCAC installed, FCAC remains OFF.	
-62-01-02	777F					
-62-01-02-01	Without PRR 62273 or Production Equivalent Incorporated	C	2	1	(M)(O) Right trim air control system may be inoperative provided: a) Right trim air switch remains off, b) Equipment cooling three-way valve is deactivated closed, c) FCAC remains OFF, and d) Procedures are established and used to verify main deck cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-49

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-62-01	Trim Air Control Systems (Cont'd)					
-62-01-02-02	With PRR 62273 or Production Equivalent Incorporated	C	2	1	(M)(O) Right trim air control system may be inoperative provided: a) Right trim air switch remains off, b) Equipment cooling three-way valve is deactivated open, c) Both packs are operated continuously while three-way valve is deactivated open, and d) FCAC remains OFF.	
-62-02	Trim Air Pressure Regulating/Shutoff Valves (PRSOVs)					
-62-02-01	Passenger					
-62-02-01A		C	2	1	(M)(O) One may be inoperative provided: a) Associated valve is locked closed, and b) For FCAC installed and right trim air PRSOV locked closed, FCAC remains OFF.	
-62-02-01B		C	2	0	(M)(O) May be inoperative provided: a) Both valves are locked closed, b) Both packs operate normally, and c) For FCAC installed, FCAC remains OFF.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

21-50

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-62-02	Trim Air Pressure Regulating/Shutoff Valves (PRSOVs) (Cont'd)					
-62-02-02	777F					
-62-02-02-01	Without PRR 62273 or Production Equivalent Incorporated	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) Right trim air PRSOV may be inoperative provided: a) Right trim air PRSOV is locked closed, b) Equipment cooling three-way valve is deactivated closed, c) FCAC remains OFF, and d) Procedures are established and used to verify main deck cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-62-02-02-02	With PRR 62273 or Production Equivalent Incorporated	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) Right trim air PRSOV may be inoperative provided: a) Right trim air PRSOV is locked closed, b) Equipment cooling three-way valve is deactivated open, c) Both packs are operated continuously while three-way valve is deactivated open, and d) FCAC remains OFF.	
-62-03	TRIM AIR Switch Lights					
-62-03-01	FAULT Lights	<b>C</b>	<b>2</b>	<b>0</b>		
-62-03-02	ON Lights	<b>C</b>	<b>2</b>	<b>0</b>		

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
21-51

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-71-01 ***	Flight Deck Humidification System	D	1	0	(M) May be inoperative off provided the associated water supply is shutoff.	
-71-01-01	HUMID Switch ON Light	D	1	0		
-73-01	Ozone Converters					
-73-01-01	Passenger	C	2	0	As required by 14 CFR.	
-73-01-02	777F	D	2	0		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

22-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Autopilot Flight Director Computers (AFDC)					
-11-01A		C	3	2	(M)(O) One may be inoperative provided: a) Associated AFDC is deactivated, b) Associated AFDC backdrive actuator is deactivated, and c) Approach minimums do not require use of the associated autopilot.	
-11-01B		C	3	1	(M)(O) Center and one other AFDC may be inoperative provided: a) Associated AFDC is deactivated, b) For left or right AFDC inoperative, the associated AFDC backdrive actuator is deactivated, c) Radio altimeter associated with the operative AFDC operates normally, d) Both flap/slat control lanes operate normally, e) All warning electronics system channels operate normally, and f) Approach minimums do not require use of the autopilots.	
-11-01C		B	3	0	(M)(O) May be inoperative provided: a) All AFDCs are deactivated, b) Both AFDC backdrive actuators are deactivated, c) Approach minimums do not require use of the autopilots, d) Number of flight segments and segment duration is acceptable to flight crew, and e) Enroute operations do not require use of the autopilots.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

22-2

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	Autopilot Backdrive Actuator Systems					
-11-02A		<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Associated AFDC backdrive actuator is deactivated, b) Opposite AFDC operates normally, and c) Approach minimums do not require use of the associated autopilot.	
-11-02B		<b>B</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Both AFDC backdrive actuators are deactivated, b) Approach minimums do not require use of the autopilots, c) Number of flight segments and segment duration is acceptable to flight crew, and d) Enroute operations do not require use of the autopilots.	
-11-03	Autopilot Mode Control Panel Lanes	<b>C</b>	<b>2</b>	<b>1</b>		
-11-04	Mode Control Panel Windows					
-11-04-01	Airspeed (IAS - MACH)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided selected airspeed indications on both PFDs operate normally.	
-11-04-02	Heading (HDG - TRK)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided selected heading indications on both PFDs operate normally.	
-11-04-03	Vertical Speed (V/S - FPA)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided selected vertical speed indications on both PFDs operate normally.	
-11-04-04	Altitude (ALTITUDE)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided selected altitude indications on both PFDs operate normally.	
					(Continued)	

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
22-3

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
-11-04	Mode Control Panel Windows (Cont'd)					
-11-04-05	Window Lighting	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Selected airspeed indications on both PFDs operate normally, b) Selected heading indications on both PFDs operate normally, c) Selected vertical speed indications on both PFDs operate normally, and d) Selected altitude indications on both PFDs operate normally.	
-11-05	Mode Control Panel Selectors					
-11-05-01	V/S - FPA Selector (DOWN & UP)	<b>C</b>	<b>1</b>	<b>0</b>		
-11-05-02	BANK LIMIT Selector (AUTO, 5, 10, 15, 20, 25)	<b>C</b>	<b>1</b>	<b>0</b>		
-11-05-03	Altitude Increment Selector (AUTO, 1000)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided selector is verified to be in AUTO position.	
-11-05-04	Selector Push Functions					
-11-05-04-01	IAS - MACH	<b>C</b>	<b>1</b>	<b>0</b>		
-11-05-04-02	HDG - TRK SEL	<b>C</b>	<b>1</b>	<b>0</b>		
-11-05-04-03	ALTITUDE	<b>C</b>	<b>1</b>	<b>0</b>		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

22-4

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
-11-06	Mode Control Panel Switches					
-11-06-01	A/P Engage Switches					
-11-06-01A		<b>C</b>	<b>2</b>	<b>1</b>		
-11-06-01B		<b>B</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) Approach minimums do not require use of the autopilots, b) Number of flight segments and segment duration is acceptable to flight crew, and c) Enroute operations do not require use of the autopilots.	
-11-06-02	Autothrottle Arm Switches (A/T ARM L, R)					
-11-06-02-01	PW and RR					
-11-06-02-01A		<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Associated servo motor is deactivated, b) Both thrust levers are manually set for takeoff and go-around thrust, and c) Flight remains within 180 minutes of landing at a suitable airport.	
-11-06-02-01B		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Approach minimums do not require autothrottle use, and b) Flight remains within 180 minutes of landing at a suitable airport.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

22-5

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
-11-06	Mode Control Panel Switches (Cont'd)					
-11-06-02	Autothrottle Arm Switches (A/T ARM L, R) (Cont'd)					
-11-06-02-02	GE					
-11-06-02-02A		C	2	1	(M)(O) One may be inoperative provided: a) Associated servo motor is deactivated, b) EEC normal mode operates normally, c) Both thrust levers are manually set for takeoff and go-around thrust, and d) Flight remains within 180 minutes of landing at a suitable airport.	
-11-06-02-02B		C	2	0	May be inoperative provided: a) EEC normal mode operates normally, b) Approach minimums do not require autothrottle use, and c) Flight remains within 180 minutes of landing at a suitable airport.	
-11-06-03	A/T Engage Switch					
-11-06-03-01	PW and RR	C	1	0	May be inoperative provided: a) Approach minimums do not require autothrottle use, and b) Flight remains within 180 minutes of landing at a suitable airport.	
-11-06-03-02	GE	C	1	0	May be inoperative provided: a) EEC normal mode operates normally, b) Approach minimums do not require autothrottle use, and c) Flight remains within 180 minutes of landing at a suitable airport.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

22-6

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
-11-06	Mode Control Panel Switches (Cont'd)					
-11-06-04	F/D Switches	C	2	0	May be inoperative provided approach minimums do not require flight director use.	
-11-06-05	IAS - MACH Reference Switch	C	1	0	May be inoperative provided IAS is displayed in associated window.	
-11-06-06	HDG - TRK Reference Switch	C	1	0	May be inoperative provided HDG is displayed in associated window.	
-11-06-07	V/S - FPA Reference Switch	C	1	0		
-11-06-08	APP Switch	C	1	0	May be inoperative provided approach minimums do not require use of the autopilot flight director system approach mode.	
-11-06-09	CLB CON, LNAV, VNAV, FLCH, VS/FPA, Heading/Track HOLD, Altitude HOLD, and LOC Switches	C	8	0	May be inoperative provided enroute operations do not require their use.	
-11-06-10	Arm/Engage Lights	C	11	0	May be inoperative provided the associated mode indications on both PFDs operate normally.	
-11-07	Automatic Landing System (Autoland)	C	1	0	May be inoperative provided approach minimums do not require its use.	
-11-07-01	Triple Channel Autoland (LAND 3)	C	1	0	May be inoperative provided approach minimums do not require its use.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

22-7

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
-11-08	Control Wheel Autopilot Disconnect Switches					
-11-08A		C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.	
-11-08B		B	2	0	May be inoperative provided: a) Autopilot is not used, b) Approach minimums do not require use of the autopilot, c) Number of flight segments and segment duration is acceptable to flight crew, and d) Enroute operations do not require use of the autopilot.	
-11-09	Takeoff/Go-Around (TO/GA) Switches					
-11-09A		C	2	1	One may be inoperative provided approach minimums do not require its use.	
-11-09B		C	2	0	May be inoperative provided: a) Both thrust levers are operated manually for takeoff and go-around, and b) Autopilot and flight director are not used on approach below 500 feet AGL or MDA, whichever is higher.  NOTE: Flight director go-around and windshear guidance are not available with both TO/GA switches inoperative.	
-11-10	Flight Director Systems	C	2	0	May be inoperative provided approach minimums do not require their use.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

22-8

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Autothrottle System					
-31-01-01	PW and RR	C	1	0	May be inoperative provided: a) Approach minimums do not require its use, and b) Flight remains within 180 minutes of landing at a suitable airport.  NOTE: Any autothrottle mode which operates normally may be used.	
-31-01-02	GE	C	1	0	May be inoperative provided: a) EEC normal mode operates normally, b) Approach minimums do not require its use, and c) Flight remains within 180 minutes of landing at a suitable airport.  NOTE: Any autothrottle mode which operates normally may be used.	
-31-02	Autothrottle Servo Motors					
-31-02-01	PW and RR					
-31-02-01A		C	2	1	(M)(O) One may be inoperative provided: a) Associated servo motor is deactivated, b) Both thrust levers are manually set for takeoff and go-around thrust, and c) Flight remains within 180 minutes of landing at a suitable airport.	
-31-02-01B		C	2	0	(M)(O) May be inoperative provided: a) Both servo motors are deactivated, b) Approach minimums do not require use of the autothrottles, and c) Flight remains within 180 minutes of landing at a suitable airport.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

22-9

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Autothrottle Servo Motors (Cont'd)					
-31-02-02	GE					
-31-02-02A		C	2	1	(M)(O) One may be inoperative provided: a) EEC normal mode operates normally, b) Associated servo motor is deactivated, c) Both thrust levers are manually set for takeoff and go-around thrust, and d) Flight remains within 180 minutes of landing at a suitable airport.	
-31-02-02B		C	2	0	(M)(O) May be inoperative provided: a) EEC normal mode operates normally, b) Both servo motors are deactivated, c) Approach minimums do not require use of the autothrottles, and d) Flight remains within 180 minutes of landing at a suitable airport.	
-31-03	Autothrottle Disconnect Switches					
-31-03-01	PW and RR					
-31-03-01A		C	2	1	One may be inoperative provided both A/T ARM switches operate normally.	
-31-03-01B		C	2	0	May be inoperative provided: a) Autothrottles are not armed, b) Approach minimums do not require use of autothrottles, and c) Flight remains within 180 minutes of landing at a suitable airport.	
(Continued)						

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
22-10

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
-31-03	Autothrottle Disconnect Switches (Cont'd)					
-31-03-02	GE					
-31-03-02A		C	2	1	One may be inoperative provided both A/T ARM switches operate normally.	
-31-03-02B		C	2	0	May be inoperative provided: a) EEC normal mode operates normally, b) Autothrottles are not armed, c) Approach minimums do not require use of autothrottles, and d) Flight remains within 180 minutes of landing at a suitable airport.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01 ***	High Frequency (HF) Communication Systems					
-11-01A		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-11-01B		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
-11-01-01	HF Data Link					
-11-01-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-11-01-01B		D	1	0	May be inoperative provided procedures do not require its use.	
-12-01	VHF Communications Systems	D	3	-	Any in excess of those required by 14 CFR may be inoperative provided left VHF radio operates normally.	
-12-01-01	VHF Data Link					
-12-01-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-12-01-01B		D	1	0	May be inoperative provided procedures do not require its use.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-2

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
-15-01 ***	Satellite Communication (SATCOM) Systems					
-15-01A		D	2	1		
-15-01B		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Flight remains within 180 minutes of landing at a suitable airport.	
-15-01C		D	-	0	May be inoperative provided procedures do not require its use.	
-15-01-01	SATCOM Voice Systems					
-15-01-01A		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Flight remains within 180 minutes of landing at a suitable airport.	
-15-01-01B		D	-	0	May be inoperative provided procedures do not require its use.	
-15-01-02	SATCOM Data Link					
-15-01-02A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-15-01-02B		D	1	0	May be inoperative provided procedures do not require its use.	
-15-02 ***	Automated Flight Information Reporting System (AFIRS) (STC ST03079NY)					
-15-02A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
NOTE: Any portion of system that operates normally may be used.						
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-3

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
-15-02	Automated Flight Information Reporting System (AFIRS) (STC ST03079NY) (Cont'd)					
-15-02B		D	1	0	May be inoperative provided procedures do not require its use.  NOTE: Any portion of system that operates normally may be used.	
-15-02-01	Global Voice SATCOM					
-15-02-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-15-02-01B		D	1	0	May be inoperative provided procedures do not require its use.	
-15-02-01-01	Cockpit Dialer Pad					
-15-02-01-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-15-02-01-01B		D	1	0	May be inoperative provided procedures do not require its use.	
-15-02-01-02	Handset					
-15-02-01-02A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-15-02-01-02B		D	1	0	May be inoperative provided procedures do not require its use.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-4

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
-15-02	Automated Flight Information Reporting System (AFIRS) (STC ST03079NY) (Cont'd)					
-15-02-02	Global Messaging					
-15-02-02A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any portion of system that operates normally may be used.	
-15-02-02B		D	1	0	May be inoperative provided procedures do not require its use.  NOTE: Any portion of system that operates normally may be used.	
-21-01	Selective Call System (SELCAL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-24-01	Radio Tuning Panels	C	3	2	One may be inoperative provided left radio tuning panel operates normally.  NOTE: Any function that operates normally may be used.	
-24-02 ***	Emergency Locator Transmitter (ELT) (Fixed)					
-24-02A		A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
-24-02B		A	-	0	May be missing provided repairs are made within 90 days.	
-24-02C		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
-24-02D		D	-	-	Any in excess of those required by 14 CFR may be missing.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-5

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-27-01</b>	Data Communication Management System					
<b>-27-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Flight remains within 180 minutes of landing at a suitable airport.	
<b>-27-01B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) SATCOM voice operates normally.	
<b>-27-01-01</b>	Automatic Dependent Surveillance - Contract (ADS-C) Function	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-27-01-02</b>	ACPT/CANC/RJCT Switch Lights	<b>C</b>	<b>6</b>	<b>0</b>		
<b>-27-02</b>	Flight Deck Communications System (ACARS Data Link)					
<b>-27-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Flight remains within 180 minutes of landing at a suitable airport.	
<b>-27-02B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) SATCOM voice operates normally.	
<b>-27-02C</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-27-02-01</b>	ATC Databases					
<b>-27-02-01A</b>		<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-27-02-01B</b>		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-6

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-31-01</b>	Passenger Address System (Passenger)	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight attendant chime and call lights operate normally.  NOTE: Any passenger address function that operates normally may be used.	
<b>-31-01-01</b>	Passenger Address Controller Modes	<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided operating controller mode is selected.	
<b>-31-01-02</b>	Lavatory Speakers	<b>C</b>	-	-	(O) May be inoperative provided alternate procedures are established and used.	
<b>-31-01-03</b>	Cabin Speakers					
<b>-31-01-03A</b>		<b>C</b>	-	-	(M) May be inoperative provided inoperative speakers are not adjacent to each other.	
<b>-31-01-03B</b>		<b>C</b>	-	-	(M) No passenger seat, cabin attendant seat or crew rest area bunk may be occupied from which passenger address system is not audible and intelligible; seat must be blocked and placarded DO NOT OCCUPY.	
<b>-31-01-04</b> ***	Ambient Noise Sensor (ANS) System	<b>C</b>	-	-	(O) May be inoperative selected off.	
<b>-31-01-05</b> ***	Prerecorded Passenger Announcement System					
<b>-31-01-05A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-31-01-05B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-7

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Personnel Address System (777F)					
-31-02A		C	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and b) Supernumerary call lights/chimes systems operate normally.  NOTE: Any personnel address system function that operates normally may be used.	
-31-02B		D	1	0	May be inoperative provided procedures do not require its use.	
-39-01	Cabin Area Control Panels (CACP)/Cabin System Control Panels (CSCP) (Passenger)	C	-	1	NOTE: Any CACP/CSCP function that operates normally may be used.	
-41-01	Service Interphone System					
-41-01-01	Nose Gear Jack					
-41-01-01A		C	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Nose gear flight interphone jack operates normally, and b) Alternate procedures are established and used.	
-41-01-01B		B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-41-01-02	Other Than Nose Gear Jacks	D	-	0	May be inoperative provided procedures do not require its use.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-8

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
-42-01	Cabin Interphone Systems (Passenger)					
-42-01-01	Flight Deck to Cabin, Cabin to Flight Deck, Functions					
-42-01-01A		<b>B</b>	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, b) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least one handset per exit door pair, and c) Alternate communications procedures between affected flight attendants station(s) and flight deck are established and used.  NOTE: Any cabin interphone function that operates normally may be used.	
-42-01-01B		<b>C</b>	1	0	(O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.  NOTE: Any cabin interphone function that operates normally may be used.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-9

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
-42-01-02	Cabin to Cabin Functions	B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent of the cabin handsets, b) Cabin to cabin interphone functions operate normally on at least one handset per exit door pair, and c) Alternate communications procedures between affected flight attendants station(s) are established and used.  NOTE: Any cabin interphone function that operates normally may be used.	
-42-01-03 ***	Flight Deck/Cabin to Crew Rest, Crew Rest to Flight Deck/Cabin, Functions	B	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any cabin interphone function that operates normally may be used.	
-42-01-04	Cabin Interphone Controller Modes	C	2	1	(M) One may be inoperative provided operating controller mode is selected.	
-42-02	Cabin Interphone Alerting Systems (Passenger)					
-42-02-01	Flight Deck Call System					
-42-02-01-01	Lights and EICAS Messages	B	-	0	May be inoperative provided: a) flight deck chime operates normally, and b) Alternate procedures are established and used to differentiate between normal and emergency calls.	
-42-02-01-02	Flight Deck Chime	B	1	0	May be inoperative provided flight deck call lights and EICAS messages operate normally.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-10

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
-42-02	Cabin Interphone Alerting Systems (Passenger) (Cont'd)					
-42-02-02	Flight Attendant Call Lights					
-42-02-02A		<b>B</b>	-	<b>0</b>	(O) May be inoperative provided: a) PA system operates normally, and b) Alternate procedures for contacting flight attendants are established and used.  NOTE 1: Passenger to attendant call system is considered a Non-Essential Equipment and Furnishings (NEF) item.  NOTE 2: Any visual alerting system function(s) that operates normally may be used.	
-42-02-02B		<b>B</b>	-	<b>0</b>	(O) May be inoperative provided: a) Flight attendant chime operates normally, and b) Alternate procedures for contacting flight attendants are established and used.  NOTE 1: Passenger to attendant call system is considered a Non-Essential Equipment and Furnishings (NEF) item.  NOTE 2: Any visual alerting system function(s) that operates normally may be used.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-11

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
-42-02	Cabin Interphone Alerting Systems (Passenger) (Cont'd)					
-42-02-03	Flight Attendant Chime					
-42-02-03A		B	1	0	(O) May be inoperative provided: a) PA system operates normally, and b) Alternate procedures for contacting flight attendants are established and used.  NOTE 1: Passenger to attendant call system is considered a Non-Essential Equipment and Furnishings (NEF) item.  NOTE 2: Any audio alerting system function(s) that operates normally may be used.	
-42-02-03B		B	-	0	(O) May be inoperative provided: a) Flight attendant call lights operate normally, b) Alternate procedures for contacting flight attendants are established and used.  NOTE 1: Passenger to attendant call system is considered a Non-Essential Equipment and Furnishings (NEF) item.  NOTE 2: Any audio alerting system function(s) that operates normally may be used.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-12

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
-42-02	Cabin Interphone Alerting Systems (Passenger) (Cont'd)					
-42-02-04 ***	Crew Rest Call Lights/Chimes Systems	B	-	0	(O) May be inoperative provided: a) Associated crew rest cabin interphone handset system operates normally, and b) Alternate procedures for contacting crew rest occupants are established and used.  NOTE: Any alerting system function that operates normally may be used.	
-42-03	Cabin Interphone Handset Systems (Passenger)					
-42-03-01	Flight Deck					
-42-03-01A		C	1	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.	
-42-03-01B		D	1	0	May be inoperative provided procedures do not require its use.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-13

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
-42-03	Cabin Interphone Handset Systems (Passenger) (Cont'd)					
-42-03-02	Cabin	<b>B</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 communications procedures between the affected flight attendant station(s) are established and used.  NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement.  NOTE 2: Any handset function that operates normally may be used.	
-42-03-03 ***	Crew Rests	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
-43-01	Ground Crew Call System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
-45-01	Crew Communication System (777F)					
-45-01-01	Flight Deck to Supernumerary, Supernumerary to Flight Deck, Functions					
-45-01-01A		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
-45-01-01B		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-14

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
-45-01	Crew Communication System (777F) (Cont'd)					
-45-01-02	Flight Deck to Crew Rest, Crew Rest to Flight Deck, Functions					
-45-01-02A		C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
-45-01-02B		D	1	0	May be inoperative provided procedures do not require its use.	
-45-01-03	Call Switch Lights	C	6	0		
-45-02	Crew Communication Alerting Systems (777F)					
-45-02-01	Flight Deck Call System (Lights and EICAS Messages)					
-45-02-01A		B	1	0	NOTE: The flight deck chime must be operative.	
-45-02-01B		D	1	0	May be inoperative provided supernumerary area and crew rest remain unoccupied.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-15

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-45-02</b>	Crew Communication Alerting Systems (777F) (Cont'd)					
<b>-45-02-02</b>	Supernumerary Call Lights/Chimes Systems					
<b>-45-02-02A</b>		<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Personnel address system operates normally, and b) Alternate procedures are established and used.  NOTE: Any alerting system function that operates normally may be used.	
<b>-45-02-02B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided supernumerary area remains unoccupied.	
<b>-45-02-03</b>	Crew Rest Call Lights/Chimes Systems					
<b>-45-02-03A</b>		<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Personnel address system operates normally, and b) Alternate procedures are established and used.  NOTE: Any alerting system function that operates normally may be used.	
<b>-45-02-03B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided crew rest remains unoccupied.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-16

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-45-03</b>	Crew Communication Handset Systems (777F)					
<b>-45-03-01</b>	Supernumerary Handset					
<b>-45-03-01A</b>		<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures for communication with supernumerary occupants are established and used.	
<b>-45-03-01B</b>		<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-45-03-02</b>	Crew Rest Handset					
<b>-45-03-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures for communication with crew rest occupants are established and used.	
<b>-45-03-02B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-46-01</b>	Cargo Interphone/Intercom System (777F)					
<b>-46-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any cargo interphone/intercom function that operates normally may be used.	
<b>-46-01B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
23-17

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Flight Interphone System					
-51-01-01	Nose Gear Jack					
-51-01-01A		<b>C</b>	<b>1</b>	<b>0</b>	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Nose gear service interphone jack operates normally, and b) Alternate procedures are established and used.	
-51-01-01B		<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
-51-01-02	Main Equipment Center (MEC) Jacks	<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
-51-02	Flight Deck Speakers	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Procedures do not require their use, and b) Associated headset earphones or headphones are installed and operate normally.	
-51-03 ***	Flight Deck Hand Microphones					
-51-03A		<b>C</b>	-	<b>0</b>	May be inoperative or missing provided associated boom microphone operates normally.	
-51-03B		<b>D</b>	-	<b>0</b>	May be inoperative or missing provided procedures do not require their use.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-18

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-04</b>	Flight Deck Headsets/ Headphones	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
<b>-51-04-01</b>	Headset Boom Microphones					
<b>-51-04-01A</b>		<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.	
<b>-51-04-01B</b>		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
<b>-51-04-02</b>	Headset Earphones/ Headphones	<b>C</b>	-	<b>1</b>	Either Captain's or First Officer's earphone/headphones may be inoperative provided associated flight deck speaker operates normally.	
<b>-51-04-02-01</b>	Active Noise Canceling/Reduction Function	<b>D</b>	-	<b>0</b>	May be inoperative provided normal audio function operates normally.	
<b>-51-05</b>	Audio Control Panels					
<b>-51-05-01</b>	Captain's Audio Control Panel	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided first observer's audio control panel operates normally.  NOTE: Any function that operates normally may be used.	
<b>-51-05-02</b>	First Observer's Audio Control Panel	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Captain's audio control panel operates normally, and b) Repairs are made within 2 flight days.  NOTE: Any function that operates normally may be used.	
<b>-51-05-03</b> ***	Second Observer's Audio Control Panel					

(Continued)

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
23-19

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
-51-05	Audio Control Panels (Cont'd)					
-51-05-04	MIC, CALL, Receiver Lights	C	-	0	Audio control panel lights may be inoperative provided procedures do not require its use.	
-51-06	Microphone (MIC)/Interphone Switches					
-51-06-01	Control Wheel MIC/Interphone Switches	C	2	1	(M) One may be inoperative provided: a) Associated audio control panel MIC/interphone switch operates normally, and b) Affected switch is deactivated open.	
-51-06-02	Flight Crew Audio Control Panel MIC/Interphone Switches	C	2	1	(M) One may be inoperative provided: a) Associated control wheel MIC/interphone switch operates normally, and b) Affected switch is verified inoperative open.	
-51-06-03	Glareshield MIC/Interphone Switches	C	2	0	(M) May be inoperative provided the affected switch is deactivated open.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-20

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-70-01</b> ***	Flight Deck Door Visual Surveillance Systems (Passenger)					
<b>-70-01A</b>		<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight days.	
<b>-70-01B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(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.  NOTE: Any visual surveillance system function that operates normally may be used.	
<b>-70-01C</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-70-02</b> ***	Direct View Camera System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-71-01</b>	Cockpit Voice Recorder (CVR) System	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	
<b>-71-01-01</b> ***	Backup Battery Power	<b>C</b>	<b>1</b>	<b>0</b>		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

23-21

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
-93-01	Overhead Panel Bus Controllers (OPBC)	B	2	1	(M)(O) One OPBC may be inoperative provided: a) The opposite Overhead Panel ARINC 629 System (OPAS) is verified to operate normally before each departure, b) One air conditioning pack operates normally, c) Both auto cabin pressure controls operate normally, d) One center system hydraulic demand pump is selected ON for takeoff and landing, e) For the left OPBC inoperative, the left and right pitot and static air data modules operate normally, and f) For the left OPBC inoperative, the Passenger Information Signs are considered inoperative.	
-93-02	Overhead Panel Interface Cards (OPIC)					
-93-02A		C	4	3	One may be inoperative provided: a) One air conditioning pack operates normally, and b) Both center system hydraulic demand pumps operate normally.	
-93-02B		C	4	3	One may be inoperative provided: a) One air conditioning pack operates normally, and b) One center system hydraulic demand pump is selected ON for takeoff and landing.	
-93-03	Panel Data Concentrator Units (PDCU)	C	2	1		

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2105

PAGE NO.

24-1

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**24. ELECTRICAL POWER**

Sequence No.	Item	1	2	3	4	Change Bar
-00-1	Electrical Synoptic Display	C	1	0		
-00-02	IFE/PASS SEATS Power Switch Lights (Passenger)					
-00-02-01	OFF Light	C	1	0		
-00-02-02	ON Light	C	1	0		
-00-03	CABIN/UTILITY Power Switch Lights					
-00-03-01	OFF Light	C	1	0		
-00-03-02	ON Light	C	1	0		
-09-01	Electrical Load Management System (ELMS) Power Management Channels	C	6	3	(M) One channel in each ELMS power management panel may be inoperative provided the remaining channel in the associated panel is verified to operate normally before the first flight of each day.	
-11-01	Engine Driven Generator Systems (IDG, GCB)	B	2	1	(M)(O) One may be inoperative provided: a) Associated IDG is disconnected, b) APU driven generator operates normally and is used to supply buses of the inoperative channel throughout the flight, c) All generator control units, including the APU, are verified to operate normally, d) Backup AC power system is verified to operate normally before each departure, and e) Flight remains within 180 minutes of landing at a suitable airport.	
-11-01-01	GEN CTRL Switch Lights					
-11-01-01-01	OFF Lights	C	2	0		
-11-01-01-02	ON Lights	C	2	0		
-11-01-02	DRIVE DISC Switch DRIVE Lights	C	2	0		

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2105

PAGE NO.

24-2

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**24. ELECTRICAL POWER**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	Integrated Drive Generator (IDG) Oil Pressure Indication Systems	C	2	0		
-21-01	APU Driven Generator System (Generator, AGCU, APB)	C	1	0	(M)(O) May be inoperative provided: a) Procedures do not require use of the APU for electrical power, b) Auxiliary Power Breaker (APB) remains open, c) Both engine driven generator systems operate normally, d) Backup AC power system is verified to operate normally before each departure, and e) Flight remains within 180 minutes of landing at a suitable airport.	
					NOTE: APU may be used as a pneumatic source.	
-21-01-01	APU GEN Switch Lights					
-21-01-01-01	OFF Light	C	1	0		
-21-01-01-02	ON Light	C	1	0		
-22-01	Relays - AC					
-22-01-01	Ground Handling	C	1	0	(M) May be inoperative provided the equipment on the Ground Handling Bus is deactivated before each departure.	
-22-01-02	Ground Service Select	C	1	0	(M) Control of the relay may be inoperative provided the relay remains in the engine running position.	
-22-01-03	Ground Service Transfer	C	1	0	(M) Control of the relay may be inoperative provided the relay remains in the engine running position.	

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2105

PAGE NO.

24-3

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**24. ELECTRICAL POWER**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-01</b>	Backup Electrical Power System (Backup Generators, Converter and CCBs)					
<b>-25-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Both engine driven generators operate normally, and b) APU generator operates normally.	
<b>-25-01B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) One backup generator is removed and an appropriate dispatch kit is installed, b) Both engine driven generators operate normally, and c) APU generator operates normally.	
<b>-25-01-01</b>	BACKUP GEN Switch Lights					
<b>-25-01-01-01</b>	OFF Lights	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-25-01-01-02</b>	ON Lights	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-28-01</b>	GEN CONT OFF Lights				Dispatch relief for this equipment moved to item 24-11-01-01 in revision 21.	
<b>-28-02</b>	APU GEN OFF Light				Dispatch relief for this equipment moved to item 24-21-01-01-01 in revision 21.	
<b>-28-03</b>	BUS TIE Switch Lights					
<b>-28-03-01</b>	ISLN Lights	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-28-03-02</b>	AUTO Lights	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-28-04</b>	BACKUP GEN OFF Lights				Dispatch relief for this equipment moved to item 24-25-01-01-01 in revision 21.	

AIRCRAFT:  
BOEING B777

REVISION NO. 21  
DATE: 09/30/2105

PAGE NO.  
24-4

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

**24. ELECTRICAL POWER**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	APU Battery					
-31-01A		C	1	0	(O) May be inoperative provided APU is started before departure and is operated for the entire flight.	
-31-01B		C	1	0	(O) May be inoperative provided: a) Other procedures do not require use of the APU, and b) Flight remains within 180 minutes of landing at a suitable airport.	
-31-01C		C	1	0	(M)(O) May be inoperative removed provided: a) APU battery charger is deactivated, b) Other procedures do not require use of the APU, and c) Flight remains within 180 minutes of landing at a suitable airport.	
-31-02	APU Battery Charger					
-31-02A		C	1	0	(M)(O) May be inoperative provided: a) APU battery charger is deactivated, and b) APU is started before departure and is operated for the entire flight.	
-31-02B		C	1	0	(M)(O) May be inoperative provided: a) Other procedures do not require use of the APU, b) APU battery charger is deactivated, and c) Flight remains within 180 minutes of landing at a suitable airport.	
-31-03	BATTERY Switch Lights					
-31-03-01	OFF Light	C	1	0		
-31-03-02	ON Light	C	1	0		

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

24-5

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**24. ELECTRICAL POWER**

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	External Power Systems	C	2	0		
-41-01-01	AVAIL Lights (Flight Deck)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
-41-01-02	ON Lights (Flight Deck)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
-41-01-03	External Power Connected Lights (External Power Panel)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
-41-01-04	External Power Not In Use Lights (External Power Panel)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
-41-02	Bus Power Control Unit	C	1	0		
-61-01	Ground Handling Transformer Rectifier Unit	C	1	0		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

25-1

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Flight Crew Seats					
-11-01-01	Power Adjustment Systems	D	2	0	(M) May be inoperative deactivated.	
-11-01-02	Manual Adjustment Systems					
-11-01-02-01	Recline Systems	A	2	0	(M) May be inoperative provided: a) Seat is secured in an upright position acceptable to the affected crewmember, and b) Repairs are made within 2 flight days.	
-11-01-02-02	Vertical Adjustments	A	2	0	May be inoperative provided: a) Seat is acceptable to the affected crewmember, and b) Repairs are made within 2 flight days.	
-11-01-02-03	Armrests	B	4	0	(M) May be inoperative provided: a) Affected armrest is stowed in the retracted position or removed, and b) Seat is acceptable to affected crewmember.	
-11-01-02-04	Lumbar/Thigh Supports	C	4	0	May be inoperative provided seat is acceptable to the affected crewmember.	
-11-01-02-05	Headrests	C	2	0	May be inoperative provided seat is acceptable to the affected crewmember.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

25-2

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	Observer Seat(s)					
-11-02-01	First Observer Seat (Including Associated Equipment)					
-11-02-01A		A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight days.	
-11-02-01B		A	1	0	May be inoperative provided: a) Second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight days.	
-11-02-01C		A	1	0	May be inoperative provided: a) First observer seat is acceptable to the FAA inspector for the performance of official duties, b) Required minimum safety equipment (safety belt and oxygen) is available, and c) Repairs are made within 2 flight days.	
<p>NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be acceptable.</p> <p>NOTE 2: The Pilot-in-Command will determine if the minimum safety equipment is functional for the other persons authorized to occupy an observer seat(s).</p>						
(Continued)						

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
25-3

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	Observer Seats (Cont'd)					
-11-02-02 ***	Second Observer Seat(s) (Including Associated Equipment)	D	-	0	NOTE: The Pilot-in-Command will determine if the minimum safety equipment is functional for the other persons authorized to occupy an observer seat(s).	
-18-01	Flotation Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.	
-20-01	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.  NOTE: Exterior lavatory door ash trays are not considered NEF items.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

25-4

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-25-01	Flight Attendant Seat Assembly (Single or Dual Position)					
-25-01-01	Required Flight Attendant Seats (Passenger)					
-25-01-01A		B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded FOR FLIGHT ATTENDANT USE 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.	

(Continued)

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
25-5

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-25-01	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
-25-01-01	Required Flight Attendant Seats (Passenger) (Cont'd)					
-25-01-01A	(Cont'd)				NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that proximity to exits and distribution requirements of the applicable 14 CFRs are met.  NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.	
-25-01-01B		<b>C</b>	<b>-</b>	<b>0</b>	(M)(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, c) Folding type seat stows automatically or is secured in the retracted position, d) Affected seat position or seat assembly is not occupied, and e) Alternate procedures are established and used.  NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.  NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

25-6

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-25-01	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
-25-01-02	Excess Flight Attendant Seats (Passenger)	C	-	-	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position.  NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.  NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
-25-01-03 ***	777F	D	-	-	May be inoperative provided affected seat position or seat assembly is not occupied.	
-25-02	Passenger Seats (Passenger)	D	-	-	(M) May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) Affected seat(s) is blocked and placarded DO NOT OCCUPY.  NOTE 1: A seat with an inoperative or missing seat belt is considered inoperative.  NOTE 2: Inoperative seats do not affect the required number of flight attendants.  NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

25-7

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-02</b>	Passenger Seats (Passenger) (Cont'd)					
<b>-25-02-01</b>	Recline Mechanism					
<b>-25-02-01A</b>		<b>D</b>	-	-	(M) May be inoperative and seat occupied provided seat is secured in the full up-right position.	
<b>-25-02-01B</b>		<b>D</b>	-	-	May be inoperative and seat occupied provided seat back is immovable in the full up-right position.	
<b>-25-02-02</b>	Underseat Baggage Restraining Bars	<b>C</b>	-	-	(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.	
<b>-25-02-03</b>	Armrests					
<b>-25-02-03-01</b>	Armrest With Recline Mechanism	<b>D</b>	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main airplane aisle, and c) If armrest is missing, seat is secured in the full upright position.	
<b>-25-02-03-02</b>	Armrest Without Recline Mechanism	<b>D</b>	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main airplane aisle.	
(Continued)						

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
25-8

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-25-02	Passenger Seats (Passenger) (Cont'd)					
-25-02-04 ***	Seat Belt Air Bag Restraint Systems					
-25-02-04-01	Seat Belt Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded DO NOT OCCUPY.	
-25-02-04-02	Seat Belt Air Bags Not Required by 14 CFR	D	-	-	May be inoperative or disconnected provided seat belt operates normally.	
-25-02-05 ***	Delethalization Pads	D	-	-	May be inoperative or missing provided affected seat is blocked and placarded DO NOT OCCUPY.	
-25-03	Supernumerary Seats (777F)	D	-	0	(M) May be inoperative provided: a) Seat is not occupied, and b) Affected seat(s) is blocked and placarded DO NOT OCCUPY.  NOTE: A seat with an inoperative seat belt is considered inoperative.	
-25-03-01	Recline Mechanism					
-25-03-01A		D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the full up-right position.	
-25-03-01B		D	-	-	May be inoperative and seat occupied provided seat back is immovable in the full up-right position.	
-25-03-02	Armrests	D	-	0	(M) May be inoperative provided armrest is stowed in retracted position or removed.	
-25-03-03	Leg Rests	D	-	0	(M) May be inoperative and seat occupied provided leg rest is stowed in retracted position or removed.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

25-9

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-04</b> ***	Crew/Attendant Rest Seats	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided: a) Seat is not occupied, and b) Affected seat(s) is blocked and placarded DO NOT OCCUPY.  NOTE: A seat with an inoperative seat belt is considered inoperative.	
<b>-25-04-01</b>	Recline Mechanism					
<b>-25-04-01A</b>		<b>D</b>	-	-	(M) May be inoperative and seat occupied provided seat is secured in the full up-right position.	
<b>-25-04-01B</b>		<b>D</b>	-	-	May be inoperative and seat occupied provided seat back is immovable in the full up-right position.	
<b>-25-04-02</b>	Armrests	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided armrest is stowed in retracted position or removed.	
<b>-25-04-03</b>	Leg Rests	<b>D</b>	-	<b>0</b>	(M) May be inoperative and seat occupied provided: a) Leg rest is stowed in the retracted position. b) Seat is acceptable to the affected crewmember.	
<b>-25-05</b> ***	First Class Suites	<b>D</b>	-	<b>0</b>	May be inoperative provided the associated suite(s) is unoccupied.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

25-10

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-28-01	Storage Bin(s)/Cabin, Galley and Lavatory Storage Compartments/ Closets					
-28-01A		C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment or closet in the closed position, b) Associated bin, compartment or closet is prominently placarded DO NOT USE, c) Any emergency equipment located in affected bin, compartment or closet is considered inoperative, and d) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed.  NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

25-11

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-28-01	Storage Bin(s)/Cabin, Galley and Lavatory Storage Compartments/Closets (Cont'd)					
-28-01B		C	-	-	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment or closet is not used for storage of any items, except those permanently affixed, d) Affected bin, compartment or closet is prominently placarded DO NOT USE, e) Procedures are established and used to alert crew members and passengers of inoperative bins, compartments or closets, and f) Passengers are briefed that affected bin, compartment or closet is not to be used.  NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.  NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.	
-28-01-01	Multi Latch/Quarter Turn Lug Installations	C	-	-	One latch/lug per compartment may be inoperative provided: a) Remaining latch(es)/lug(s) on affected compartments operates normally, and b) If affected compartment is used for a galley cart, the cart remains empty.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

25-12

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-28-01</b>	Storage Bin(s)/Cabin, Galley and Lavatory Storage Compartments/Closets (Cont'd)					
<b>-28-01-02</b> ***	Storage Compartment Key Locks	<b>D</b>	-	<b>0</b>	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
<b>-28-02</b> ***	Overhead Cross Aisle Stowage (OCAS) System	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided affected OCAS is deactivated closed.	
<b>-28-02-01</b>	Electric Extend/Retract Function	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided associated electric motor is deactivated.	
<b>-29-01</b> ***	Flight Crew Rest (FCR) Door					
<b>-29-01A</b>		<b>C</b>	-	<b>0</b>	May be inoperative provided associated FCR is considered inoperative.	
<b>-29-01B</b>		<b>C</b>	-	<b>0</b>	(M) May be inoperative provided associated FCR door is removed.	
<b>-29-01-01</b>	Door Lock	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided: a) Associated FCR door lock is deactivated in the unlocked position, and b) Associated FCR door opens and closes normally.	
<b>-29-02</b> ***	Main Deck Crew Rest (MDCR)/Main Deck Flight Crew Rest (MDFCR) Door					
<b>-29-02A</b>		<b>C</b>	-	<b>0</b>	May be inoperative provided MDCR/MDFCR is considered inoperative.	
<b>-29-02B</b>		<b>C</b>	-	<b>0</b>	(M) May be inoperative provided MDCR/MDFCR door is removed.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

25-13

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-29-02</b> ***	Main Deck Crew Rest (MDCR)/Main Deck Flight Crew Rest (MDFCR) Door (Cont'd)					
<b>-29-02-01</b>	Door Lock	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided: a) Associated MDCR/MDFCR door lock is deactivated in the unlocked position, and b) Associated MDCR/MDFCR door opens and closes normally.	
<b>-29-03</b> ***	Overhead Flight Crew/Attendant Rest Door (Includes FSI Installation)	<b>C</b>	-	<b>0</b>	May be inoperative provided associated crew/attendant rest is considered inoperative.	
<b>-29-03-01</b>	Door Lock	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided: a) Associated OFCR/OFAR door lock is deactivated in the unlocked position, and b) Associated OFCR/OFAR door opens and closes normally.	
<b>-29-04</b> ***	Crew/Attendant Rests (OFCR, OFAR, FCR, MDCR, MDFCR, LLAR)					
<b>-29-04A</b>	Deactivated Closed	<b>C</b>	-	<b>0</b>	(M)(O) May be inoperative provided: a) Associated crew/attendant rest is deactivated closed, and For Flight Crew Rest (OFCR, FCR, MDFCR) inoperative: b) Appropriate adjustments to flightcrew FDP times are applied.  NOTE: This provision is not intended to prohibit crew/attendant rest inspections by crewmembers.	
<b>-29-04B</b>	Procedures Do Not Require Its Use	<b>C</b>	-	<b>0</b>	May be inoperative provided procedures do not require their use.	
<b>-29-04-01</b>	Bunks	<b>C</b>	-	<b>0</b>	May be inoperative provided bunk is not occupied.  NOTE: A bunk with an inoperative or missing restraint system is considered inoperative.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

25-14

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-29-05</b> ***	Lower Lobe Attendant Rest (LLAR) Entrance Enclosure Door	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided LLAR is considered inoperative.	
<b>-29-05-01</b>	Door Lock	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) LLAR entrance enclosure door lock is deactivated in the unlocked position, and b) LLAR entrance enclosure door opens and closes normally.	
<b>-30-01</b>	Galley/Cabin Waste Container Access Door/Covers	<b>C</b>	-	-	(M)(O) May be inoperative provided: a) Associated waste container is empty and access is secured to prevent waste introduction into the waste container, and b) Procedures are established to ensure that sufficient galley/cabin waste containers are available to accommodate all waste that may be generated on a flight.	
<b>-41-01</b>	Exterior Lavatory Door Ashtrays					
<b>-41-01-01</b>	Passenger	<b>A</b>	-	-	Fifty percent may be inoperative or missing provided repairs are made within 10 calendar days.	
<b>-41-01-02</b>	777F	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative or missing provided repair is made within 10 calendar days.	

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
25-15

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-41-02	Lavatory Waste Container Flapper/Access Doors	C	-	-	(M) May be inoperative provided: a) Associated waste container is empty and access is secured to prevent waste introduction into the waste container, b) Lavatory is used only by crewmembers, and c) Associated lavatory entrance door is locked closed and placarded, INOPERATIVE – DO NOT ENTER.  NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers.	
-52-01	Lower Cargo Compartment Lining (Forward and Aft)	C	-	-	(O) May be damaged or missing provided procedures are established and used to verify the associated cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-53-01	Lower Cargo Handling Systems	D	-	0	NOTE: Any portion of the system which operates normally may be used.	

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
25-16

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-53-02	Lower Cargo Restraint Systems					
-53-02A		A	-	-	(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source, i.e., an approved Cargo Loading Manual or Weight and Balance Manual, are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	
-53-02B		C	-	-	May be inoperative or missing provided associated cargo compartment remains empty.	
-57-01	Main Deck Cargo Handling Systems (777F)	D	-	0	NOTE: Any portion of the system which operates normally may be used.	
-58-01	Main Deck Cargo Restraint Systems (777F)					
-58-01A		A	-	-	(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source, i.e., an approved Cargo Loading Manual or Weight and Balance Manual, are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	
-58-01B		C	-	-	May be inoperative or missing provided associated cargo compartment remains empty.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

25-17

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-59-01	Main Deck Cargo Compartment Lining (777F)	C	-	-	(O) May be damaged or missing provided procedures are established and used to verify the main deck cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-63-01 ***	Emergency Evacuation Signal System	C	1	0	(O) May be inoperative provided alternate procedures are used as primary means of initiating an emergency evacuation.	
-63-02	FASTEN SEAT BELT WHILE SEATED 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.	
-63-03 ***	Portable Emergency Locator Transmitter (ELT)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

25-18

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-64-01	Megaphones (Passenger)					
-64-01A		D	-	2	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from passenger cabin, b) Its associated placard is removed or obscured, and c) Required distribution is maintained.	
-64-01B		C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are established and used.	
-64-02	Flashlight Holder Assemblies (Including Flashlight)	C	-	-		
-64-02A		C	-	-	May be inoperative or missing provided crewmember has a flashlight of equivalent characteristics readily available.	
-64-02B		C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are established and used.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

25-19

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-64-03	Emergency Medical Equipment					
-64-03-01	First Aid Kit (FAK) and/or Associated Equipment					
-64-03-01A		<b>A</b>	-	-	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
-64-03-01B		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.	
-64-03-02 ***	Emergency Medical Kit (EMK) and/or Associated Equipment					
-64-03-02A		<b>A</b>	-	<b>0</b>	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
-64-03-02B		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.	
(Continued)						

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
25-20

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-64-03	Emergency Medical Equipment (Cont'd)					
-64-03-03 ***	Automated External Defibrillators (AED) and/or Associated Equipment					
-64-03-03A		A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
-64-03-03B		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.	
-64-04 ***	Smoke Vision System (SVS)	D	2	0	May be inoperative or missing.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Engine Fire Detector Loops					
-11-01-01	PW & GE	C	4	2	One per engine may be inoperative.	
-11-01-02	RR					
-11-01-02-01	SB 777-26-0011 (PRR 61202-38) and SB 777-26-0014 (PRR 61202-39) Incorporated	C	4	2	One per engine may be inoperative.	
-11-01-02-02	All Others	B	4	2	One per engine may be inoperative.	
-11-02	Engine Overheat Circuits	C	4	0		
-13-01	Lavatory Smoke Detection Systems					
-13-01-01	Passenger					
-13-01-01A		C	-	-	(M)(O) For each lavatory, may be inoperative provided associated: a) Lavatory waste container is empty, b) Lavatory door is locked closed and placarded, INOPERATIVE – DO NOT ENTER, and c) Lavatory is used only by crewmembers.  NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers.	
-13-01-01B		D	-	0	Any in excess of that required by 14 CFR may be inoperative.	
-13-01-01-01	Lavatory Call Light Smoke Detected Function	C	-	0	NOTE: Attendant call and occupancy indications are considered NEF.	
-13-01-02	777F	D	1	0		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-2

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-13-02 ***	Overhead Cross Aisle Stowage (OCAS) Smoke Detection System (Detector, Horn and Light)	D	-	0		
-14-01 ***	Lower Lobe Attendant Rest (LLAR) Smoke Detection System	C	1	0	(M) May be inoperative provided: a) LLAR shutoff valve is deactivated closed, and b) LLAR is considered inoperative.	
-14-01-01	Remote Smoke Detector Channels	C	2	1	One channel may be inoperative provided both aft cargo compartment smoke detector channels operate normally.	
-14-02 ***	Flight Crew Rest (FCR) Smoke Detection Systems	C	-	0	(M) May be inoperative provided: a) Associated FCR smoke detection system is deactivated, and b) Associated FCR is considered inoperative.	
-14-02-01	Two Bunk FCR - Bunk Smoke Detectors	C	2	1	(M)(O) One may be inoperative provided: a) Associated bunk is not used and personal items are removed, and b) A conspicuous barrier strap or rope is placed across the associated bunk with a placard attached stating that the bunk is not to be used.	
-14-02-02	Single Bunk FCR - Smoke Detectors	C	-	1	May be inoperative and the bunk used provided one smoke detector operates normally in the associated FCR.	
-14-02-03	Seat Only FCR - Smoke Detectors	C	2	1		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-3

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-14-03 ***	Main Deck Crew Rest (MDCR)/Main Deck Flight Crew Rest (MDFCR) Smoke Detection System	C	1	0	(M) May be inoperative provided: a) Smoke detection system is deactivated, and b) MDCR/MDFCR is considered inoperative.	
-14-03-01	Bunk Smoke Detectors (MDCR)	C	4	2	(M)(O) May be inoperative provided: a) Associated bunk is not used and personal items are removed, and b) A conspicuous barrier strap or rope is placed across the associated bunk with a placard attached stating that the bunk is not to be used.	
-14-04 ***	Overhead Flight Crew/Attendant Rest Smoke Detection Systems	C	2	0	(M) May be inoperative provided: a) Inoperative smoke detection system is deactivated, and b) Associated crew rest is considered inoperative.	
-14-04-01	Bunk Smoke Detectors	C	-	0	May be inoperative provided: a) Adjacent aisle/common area smoke detector(s) operate normally, and b) For bunk curtain installed, associated curtain is secured open or removed.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-4

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-14-04</b> ***	Overhead Flight Crew/Attendant Rest Smoke Detection Systems (Cont'd)					
<b>-14-04-02</b>	Common Area Smoke Detectors					
<b>-14-04-02-01</b>	Overhead Flight Crew Rest (OFCR)	<b>C</b>	-	<b>0</b>	May be inoperative provided: a) Bunk smoke detector(s) operate normally, and b) For common area or bunk curtain(s) installed, curtain(s) is secured open or removed.	
<b>-14-04-02-02</b>	Overhead Flight Attendant Rest (OFAR)	<b>C</b>	-	<b>1</b>	May be inoperative provided no more than one bunk smoke detector in adjacent bunk area(s) is inoperative.	
<b>-14-04-03</b> ***	Aisle Smoke Detectors (OFAR)	<b>C</b>	-	-	May be inoperative provided adjacent aisle/common area smoke detector(s) operates normally.	
<b>-14-04-04</b> ***	Closet Smoke Detector(s)	<b>C</b>	-	<b>0</b>	(M)(O) May be inoperative provided: a) Closet is not used and personal items are removed, and b) A conspicuous barrier strap or rope is placed across the closet door with a placard attached stating the closet is not to be used.	
<b>-14-04-05</b> ***	Vanity Module (Includes Sink With Drink Storage Area) Smoke Detector (OFCR)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) All common area smoke detectors operate normally, b) Stairwell smoke detector operates normally, and c) For common area curtain installed, common area curtain is secured open or removed.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-5

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-14-04 ***	Overhead Flight Crew/Attendant Rest Smoke Detection Systems (Cont'd)					
-14-04-06	Stairwell Smoke Detector					
-14-04-06-01 ***	OFCR Without Lavatory	C	1	0	May be inoperative provided: a) All common area smoke detectors operate normally, and b) For common area curtain installed, common area curtain is secured open or removed.	
-14-04-06-02 ***	OFCR With Lavatory	C	1	0	(M) May be inoperative provided: a) All common area smoke detectors operate normally, b) For common area curtain installed, common area curtain is secured open or removed, and c) Waste container is empty and access is secured to prevent waste introduction into the waste container.	
-14-04-06-03	OFAR	C	1	0	May be inoperative provided: a) All common area smoke detectors operate normally, and b) For common area curtain installed, common area curtain is secured open or removed.	
-14-04-07 ***	Changing Area Smoke Detector (OFAR)	C	1	0	May be inoperative provided: a) All common area smoke detectors operate normally, b) Stairwell smoke detector operates normally, and c) For changing area curtain installed, changing area curtain is secured open or removed.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-6

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-14-04 ***	Overhead Flight Crew/Attendant Rest Smoke Detection Systems (Cont'd)					
-14-04-08 ***	Lavatory Smoke Detector (OFCR)	C	1	0	May be inoperative provided: a) All common area smoke detectors operate normally, b) Stairwell smoke detector operates normally, and c) For common area curtain installed, common area curtain is secured open or removed.	
-14-05 ***	Overhead Flight Crew/Attendant Rest Smoke Detection Systems (FSI Installation)	C	2	0	(M)(O) May be inoperative provided: a) Inoperative smoke detection system is deactivated, and b) Associated crew rest is deactivated closed.  <b>NOTE: These provisions are not intended to prohibit crew rest inspections by crewmembers.</b>	
-14-05-01	Bunk Smoke Detectors					
-14-05-01-01	Overhead Flight Crew Rest (OFCR)	C	2	0	(M)(O) May be inoperative provided: a) Common area smoke detection system operates normally, and b) Bunk curtains remain open.	
-14-05-01-02	Overhead Attendant Rest (OHAR) Forward and Aft Bunks	C	2	0	(M)(O) May be inoperative provided: a) Common area smoke detection system operates normally, b) Forward and aft bunks (1, 2, 7 & 8) are not used and personal items are removed, and c) A conspicuous barrier strap or rope is placed across the associated bunk with a placard attached stating that the bunk is not to be used.	
(Continued)						

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
26-7

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-14-05</b> ***	Overhead Flight Crew/Attendant Rest Smoke Detection Systems (FSI Installation) (Cont'd)					
<b>-14-05-02</b>	Common Area Smoke Detector					
<b>-14-05-02-01</b>	Overhead Flight Crew Rest (OFCR)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided OFCR is considered inoperative.	
<b>-14-05-02-02</b>	Overhead Attendant Rest (OHAR)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided OHAR is deactivated closed.  NOTE: This provision is not intended to prohibit OHAR inspections by crewmembers.	
<b>-14-05-03</b>	Vestibule Smoke Detector					
<b>-14-05-03-01</b>	Overhead Flight Crew Rest (OFCR)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided common and bunk area smoke detectors operate normally.	
<b>-14-05-03-02</b>	Overhead Attendant Rest (OHAR)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided common and bunk area smoke detectors operate normally.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-8

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-15-01	APU Fire Detection System					
-15-01A		C	1	0	(O) May be inoperative provided: a) Other procedures do not require use of APU, b) APU selector switch remains in the OFF position, and c) Flight remains within 180 minutes of landing at a suitable airport.	
-15-01B		C	1	0	(M)(O) May be inoperative provided: a) Other procedures do not require use of APU, b) APU is used for ground operations only, c) APU is continuously monitored by ground personnel when operating, d) APU external control system operates normally, e) APU is not used during taxi, and f) Flight remains within 180 minutes of landing at a suitable airport.	
-15-01-01	APU Fire Detector Loops	C	2	1		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-9

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-16-01	Lower Cargo Compartment Smoke Detection Systems (Forward and Aft) (Passenger)	C	2	0	(M)(O) May be inoperative provided: a) Procedures are established and used to verify the associated compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, b) For LLAR installed and aft compartment system inoperative, LLAR is considered inoperative, and c) For FCAC installed and forward compartment system inoperative, FCAC remains OFF.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-16-01-01	Lower Cargo Compartment Smoke Detector Channels	C	4	2	One channel per compartment may be inoperative.	
-16-01-02	Lower Cargo Compartment Smoke Detector Fans	C	4	2	One fan per compartment may be inoperative.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-10

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-16-01	Lower Cargo Compartment Smoke Detection Systems (Forward and Aft) (Passenger) (Cont'd)					
-16-01-03	Lower Cargo Compartment Smoke Detector Zones	<b>C</b>	-	<b>0</b>	(M)(O) Smoke detection in any zone may be inoperative provided: a) Procedures are established and used to verify the associated compartment zone and adjacent compartment zone(s) remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, b) For LLAR installed and aft compartment Zone 2 or Zone 3 detector inoperative, LLAR is considered inoperative, and c) For FCAC installed and any forward compartment system zone detector inoperative, FCAC remains OFF.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-16-01-04	Lower Cargo Compartment Smoke Detector Heaters					
-16-01-04A		<b>C</b>	-	<b>0</b>	May be inoperative provided humid cargo is not carried in the associated compartment.	
-16-01-04B		<b>C</b>	-	<b>0</b>	(O) May be inoperative provided procedures are established and used when humid cargo is carried in the associated compartment.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-11

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-16-02</b>	Lower Cargo Compartment Smoke Detection Systems (777F)					
<b>-16-02-01</b>	Forward	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Procedures are established and used to verify the forward compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and b) FCAC remains OFF.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
<b>-16-02-01-01</b>	Detectors	<b>C</b>	<b>15</b>	<b>12</b>	One detector in each zone may be inoperative provided adjacent smoke detectors operate normally.	
<b>-16-02-01-02</b>	Detector Zones	<b>C</b>	<b>3</b>	<b>-</b>	(M)(O) May be inoperative provided: a) All detectors in a loaded zone operate normally, and b) Procedures are established and used to verify the associated compartment zone remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-12

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-16-02</b>	Lower Cargo Compartment Smoke Detection Systems (777F) (Cont'd)					
<b>-16-02-02</b>	Aft	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Procedures are established and used to verify the aft compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and b) For ACAC installed, ACAC remains OFF.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
<b>-16-02-02-01</b>	Detectors	<b>C</b>	<b>15</b>	<b>12</b>	One detector in each zone may be inoperative provided adjacent smoke detectors operate normally.	
<b>-16-02-02-02</b>	Detector Zones	<b>C</b>	<b>3</b>	<b>-</b>	(M)(O) May be inoperative provided: a) All detectors in a loaded zone operate normally, and b) Procedures are established and used to verify the associated compartment zone remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-13

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-16-03</b>	Main Deck Cargo Compartment Smoke Detection Systems (777F)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided procedures are established and used to verify the main deck compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
<b>-16-03-01</b>	Detectors	<b>C</b>	<b>46</b>	<b>38</b>	One detector in each zone may be inoperative provided adjacent smoke detectors operate normally.	
<b>-16-03-02</b>	Detector Zones	<b>C</b>	<b>8</b>	<b>-</b>	(M)(O) May be inoperative provided: a) All detectors in a loaded zone operate normally, and b) Procedures are established and used to verify the associated compartment zone remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-14

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-16-04</b>	Cargo Smoke Detection (CSD) System Controller (777F)					
<b>-16-04-01</b>	CSD Controller Power Bus	<b>C</b>	<b>2</b>	<b>1</b>		
<b>-16-04-02</b>	CSD Controller Channels	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided warning electronics system channels operate normally.	
<b>-16-04-03</b>	CSD Controller Area Network Bus	<b>C</b>	<b>8</b>	<b>4</b>		
<b>-17-01</b>	Wheel Well Fire Detection System					
<b>-17-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided BTMS operates normally.  NOTE: Avoid the possibility of retracting an overheated wheel by monitoring brake temperature indications.	
<b>-17-01B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided an accepted procedure is used to ensure brakes are cool before engine start.  NOTE 1: Avoid the possibility of retracting an overheated wheel by leaving landing gear extended for ten minutes after takeoff.  NOTE 2: In case of engine failure after V1, landing gear should be retracted until takeoff obstacles are cleared.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-15

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-18-01	Wing Duct Leak Detector Loops	C	4	2	One per side may be inoperative.	
-18-02	Body Duct Leak Detector Loops	C	2	1	One may be inoperative provided both ASG cards in the opposite cardfile operate normally.	
-18-03	Strut Overheat Detector Loops	C	4	2	One per side may be inoperative.	
-18-04	Engine Fan Case Overheat Detection Systems					
-18-04-01	PW & GE	C	2	1	One may be inoperative provided: a) Associated engine anti-ice selector remains OFF, b) Airplane is not operated in known or forecast icing conditions, and c) Flight remains within 120 minutes of landing at a suitable airport.	
-18-04-02	RR	C	2	1	One may be inoperative provided one engine overheat circuit operates normally on the associated engine.	
-19-01	E/E Cooling Smoke Detector Channels	C	2	1		

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
26-16

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-19-02</b>	Equipment Cooling Smoke Detectors (777F)					
<b>-19-02-01</b>	Supply Smoke Detector	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Equipment cooling vent fan operates normally, and b) Equipment cooling exhaust smoke detector operates normally.	
<b>-19-02-02</b>	Exhaust Smoke Detector	<b>C</b>	<b>1</b>	<b>0</b>		(M) May be inoperative provided: a) Equipment cooling vent fan is deactivated, b) Equipment cooling supply smoke detector operates normally, and c) For ground operations with OAT 30 degrees C or higher, both packs are selected on or airplane is supplied with conditioned air.
<b>-21-01</b>	Fire BTL DISCH Lights (Engine, APU, Cargo)	<b>C</b>	<b>4</b>	<b>0</b>		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-17

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-21-02	Fire Extinguishing Squib Test System	C	1	0	(M) May be inoperative provided squib electrical continuity is verified once each flight day.	
-21-02-01	Cargo Squib Test System	C	1	0	(M)(O) May be inoperative provided: a) Procedures are established and used to verify lower cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and b) For LLAR installed, LLAR is considered inoperative.	
-21-02-02 ***	Lower Lobe Attendant Rest (LLAR) Squib Test System				NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-21-02-02A		C	1	0	(M) May be inoperative provided squib electrical continuity is verified once each flight day using LLAR Smoke Test switch.	
-21-02-02B		C	1	0	(M) May be inoperative provided: a) LLAR shutoff valve is deactivated closed, and b) LLAR is considered inoperative.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-18

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	APU Fire Extinguisher System	C	1	0	(O) May be inoperative provided: a) Other procedures do not require use of APU, b) APU selector switch remains in the OFF position, and c) Flight remains within 180 minutes of landing at a suitable airport.	
-22-02	APU Auto Discharge	C	1	0	(M) May be inoperative provided APU is monitored during APU ground operations for fire warning.	
-23-01	Lower Cargo Compartment Fire Extinguisher Bottles					
-23-01-01	Without LLAR Installed	C	-	0	(O) May be inoperative provided procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.  NOTE 1: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

(Continued)

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
26-19

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-23-01</b>	Lower Cargo Compartment Fire Extinguisher Bottles (Cont'd)					
<b>-23-01-02</b>	With LLAR Installed	<b>C</b>	-	<b>0</b>	(M)(O) May be inoperative provided: a) LLAR shutoff valve is deactivated closed. b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and c) LLAR is considered inoperative.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
<b>-23-01-03</b>	Metered Bottles	<b>C</b>	-	<b>1</b>	(M)(O) May be inoperative provided: a) Bottles 1A and 1B operate normally, b) Metered bottle 2A operates normally, c) Associated Bottle is deactivated, d) Airplane is operated pressurized, and e) Appropriate flight planning adjustments are applied to account for remaining fire suppression capability.	
<b>-23-01-04</b>	Bottle Pressure Switches	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided: a) Associated bottle is verified full, and b) Associated bottle squib firing circuit is verified operating normally before each departure.	



AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-21

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-23-02	Lower Cargo Compartment Fire Extinguisher Flow Valves (Forward or Aft) (Cont'd)					
-23-02B		C	2	0	(M)(O) May be inoperative provided: a) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and b) For LLAR installed, LLAR is considered inoperative.	
					NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
26-22

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-24-01	Lavatory Fire Extinguisher Systems					
-24-01-01	Passenger					
-24-01-01A		C	-	-	May be inoperative for each lavatory provided associated lavatory smoke detection system operates normally.	
-24-01-01B		C	-	-	(M)(O) May be inoperative for each lavatory provided associated: a) Lavatory waste container is empty, b) Lavatory door is locked closed and placarded, INOPERATIVE – DO NOT ENTER, and c) Lavatory is used only by crewmembers.  NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers.	
-24-01-01C		D	-	0	Any in excess of that required by 14 CFR may be inoperative.	
-24-01-02	777F	D	1	0		
-25-01 ***	Lower Lobe Attendant Rest (LLAR) Fire Extinguisher Bottle	C	1	0	(M) May be inoperative provided: a) LLAR shutoff valve is deactivated closed, and b) LLAR is considered inoperative.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-23

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-26-01	Portable Fire Extinguishers	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installation location, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.	
-27-01 ***	Main Deck Cargo Fire Suppression System (FSS) (STC ST02375LA)	C	1	0	(M) May be inoperative.	
-27-01-01	Fire Control Hub	C	1	0	(M) May be inoperative provided FSS is considered inoperative.	
-27-01-02	Fire Control Panel	C	1	0	(M) May be inoperative provided surfactant tank and argon tank capacities are verified by an alternative method.	
-27-01-02-01	Surfactant Tank – Quantity Indication					
-27-01-02-01A		C	1	0	(M) May be inoperative provided FSS is considered to have reduced capability.	
-27-01-02-01B		C	1	0	(M) May be inoperative provided FCP status light is operative.	
-27-01-02-01C		C	1	0	(M) May be inoperative provided surfactant level is verified once each flight day.	
-27-01-02-02	Inert Gas Cylinder (Argon) Pressure Indication-Electrical Function					
-27-01-02-02A		C	1	0	(M) Electrical function may be inoperative provided FSS is considered inoperative.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

26-24

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>27-01</b> ***	Main Deck Cargo Fire Suppression System (FSS) (STC ST02375LA) (Cont'd)					
<b>-27-01-02-02B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M) Electrical function may be inoperative provided: a) Mechanical indicator is operative, and b) Pressure is verified once each flight day.	
<b>-27-01-03</b>	Fire Control Unit	<b>C</b>	<b>13</b>	<b>0</b>	May be inoperative provided FSS is considered inoperative for the affected position.	
<b>-27-01-04</b>	Fire Detection Unit	<b>C</b>	<b>47</b>	<b>0</b>	May be inoperative provided FSS is considered inoperative for the affected position.	
<b>-27-01-05</b>	Storage and Release System					
<b>-27-01-05-01</b>	Surfactant Tank	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided FSS is considered to have reduced capability.	
<b>-27-01-05-02</b>	Inert Gas Cylinder (Argon) Pressure Indication – Mechanical Indicator					
<b>-27-01-05-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided FSS is considered inoperative.	
<b>-27-01-05-02B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided FSS is considered inoperative for affected position.	
<b>-27-01-05-03</b>	Penetrator Modules	<b>C</b>	<b>13</b>	<b>0</b>	May be inoperative provided FSS is considered inoperative for affected position.	
<b>-27-01-06</b>	Lower Forward Instrument Panel FSS DISCH Annunciator	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative.	

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

27-1

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**27. FLIGHT CONTROLS**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Flight Controls Synoptic Display	C	1	0		
-02-01	Bank Angle Protection					
-02-01-01	Without Standby Attitude Indicator P/N S231W120-4 or Equivalent Installed	C	1	0	May be inoperative provided flight is conducted in day VMC only.	
-02-01-02	With Standby Attitude Indicator P/N S231W120-4 or Equivalent Installed	C	1	0		
-02-02	Primary Flight Computer (PFC) Lanes	C	9	7		
-02-03	Primary Flight Computer (PFC) Channels	A	3	2	(M) One may be inoperative deactivated provided: a) Operations are limited to three flights before repairs are made, and b) Approach minimums do not require its use.	
-02-04	PFCS Interface	C	1	0	(M) May be inoperative provided landing gear truck tilt pressure is verified to be normal before each departure.	
-02-05	Actuator Pressure Sensors	B	7	6	One flaperon or rudder sensor may be inoperative.	
-02-06	Flight Control Hydraulic Shutoff Valve Systems	C	6	3	(M) May be inoperative provided the associated valve is deactivated open.	
-02-07	Primary Flight Computer DISC Light	C	1	0		

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

27-2

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**27. FLIGHT CONTROLS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-02-08</b>	Thrust Asymmetry Compensation (TAC) Function (Except -200LR/GE90-115B and 777F/GE90-115B)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-02-08-01</b>	THRUST ASYM COMP Switch Lights					
<b>-02-08-01-01</b>	OFF Light	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-02-08-01-02</b>	AUTO Light	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-03-01</b>	Flap/Slat Control Lanes	<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided: a) Flap lever control position sensor is verified to operate normally, and b) Alternate control is verified to operate normally before each departure.	
<b>-03-02</b>	Flap Secondary Control	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided Slat Secondary Control is verified to operate normally.	
<b>-03-03</b>	Slat Secondary Control	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided Flap Secondary Control is verified to operate normally.	
<b>-11-01</b>	Aileron Trim System	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative deactivated provided: a) Aileron trim system is verified to be centered before departure, and b) Autopilot roll modes operate normally.	
<b>-11-02</b>	Control Wheel Position Transducers	<b>C</b>	<b>6</b>	<b>5</b>		

AIRCRAFT: BOEING B777	REVISION NO. 21 DATE: 09/30/2015	PAGE NO. 27-3
--------------------------	-------------------------------------	------------------

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY
		2. NUMBER INSTALLED
		3. NUMBER REQUIRED FOR DISPATCH
		4. REMARKS OR EXCEPTIONS

**27. FLIGHT CONTROLS**

Sequence No.	Item	1	2	3	4	Change Bar
-11-03	Aileron Power Control Units (PCUs)					
-11-03-01	Passenger (With PRRs 61384-15 and 62200 or Equivalent Installed)	A	4	3	(M) One may be inoperative provided: a) Inoperative PCU is deactivated in the bypass mode, b) Inoperative PCU blocking mode is verified to operate normally, c) Ailerons are verified to operate normally, and d) Repairs are made within 3 flight days.	
-11-03-02	777F	A	4	3	(M)(O) One may be inoperative provided: a) Inoperative PCU is deactivated in the bypass mode, b) Inoperative PCU blocking mode is verified to operate normally, c) Ailerons are verified to operate normally, d) Appropriate performance adjustments are applied, and e) Repairs are made within 3 flight days.	
-11-04	Flaperon Power Control Units (PCUs)					
-11-04-01	Passenger (With PRRs 61384-15 and 62200, or Equivalent Installed)	A	4	3	(M) One may be inoperative provided: a) Inoperative PCU is deactivated in the bypass mode, b) Flaperons are verified to operate normally, and c) Repairs are made within 3 flight days.	
-11-04-02	777F	A	4	3	(M) One may be inoperative provided: a) Inoperative PCU is deactivated in the bypass mode, b) Flaperons are verified to operate normally, and c) Repairs are made within 3 flight days.	

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

27-4

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**27. FLIGHT CONTROLS**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Rudder Trim System					
-21-01-01	Rudder Trim Control High Rate Function	C	1	0		
-21-01-02	Rudder MANUAL TRIM CANCEL Switch	C	1	0		
-21-02	Rudder Trim Indicator	C	1	0	(O) May be inoperative provided rudder trim is verified centered before each departure.	
-31-01	Control Column Position Transducers	C	6	5		
-32-01	Stall Warning Systems	C	2	1		
-32-01-01	Stick Shakers	C	2	1		
-41-01	Control Wheel Pitch Trim Switches	C	2	1		
-41-02	Alternate Pitch Trim Position Switches	C	6	5	One may be inoperative provided both control wheel pitch trim switches operate normally.	
-41-03	Stabilizer Trim Rate Solenoid Valves	C	2	1		
-48-01	STAB Position Indicators	C	2	1	(O) One may be inoperative provided it is blanked or covered.	
-48-02	Stabilizer Position Transducer Modules	C	3	2		
-48-03 ***	Nose Gear Pressure Switch	C	1	0	(O) May be inoperative provided stabilizer trim position is verified to be properly set before each departure.	
-48-04 ***	Nose Gear Pressure Transducer	C	1	0	(O) May be inoperative provided stabilizer trim position is verified to be properly set before each departure.	

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

27-5

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**27. FLIGHT CONTROLS**

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Inboard Flap, Outboard Support Mechanism Springs (No. 3 & No. 6 Supports)	A	4	2	(M) One may be broken or missing on each support provided: a) Broken springs are removed, b) Remaining spring on each support is verified in place and not broken before each departure, and c) Operations are limited to fifteen departures before repairs are made.	
-51-02	ALTN FLAPS ARM Switch ALTN Light	C	1	0		
-59-01	Flap/Slat Skew Sensors	C	28	14		
-61-01	Speedbrake Lever Position Transducers	C	4	3		
-61-02	Spoiler Auxiliary Retract Device (SARD) (-300/-300ER)	A	2	1	One may be inoperative provided: a) Associated passenger entry door three is considered inoperative, and b) Repairs are made within 1 flight day.	

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

27-6

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**27. FLIGHT CONTROLS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-03</b>	Spoiler Power Control Units (PCUs)					
<b>-61-03-01</b>	Passenger (With PRRs 61384-15 and 62200, or Equivalent Installed)	<b>A</b>	<b>14</b>	<b>12</b>	(M)(O) One symmetrical pair (except 4/11) may be inoperative provided: a) Symmetrical pair is deactivated in the retracted position, b) Remaining spoilers are verified to operate normally, c) Appropriate performance adjustments are applied, and d) Repairs are made within 3 flight days.	
<b>-61-03-02</b>	777F	<b>A</b>	<b>14</b>	<b>12</b>	(M)(O) One symmetrical pair (except 4/11) may be inoperative provided: a) Symmetrical pair is deactivated in the retracted position, b) Remaining spoilers are verified to operate normally, c) Appropriate performance adjustments are applied, and d) Repairs are made within 3 flight days.	
<b>-62-01</b>	Automatic Speedbrake Function	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative deactivated provided: a) Landing gear truck tilt pressure is verified to be normal before each flight, and b) Appropriate performance adjustments are applied.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

28-1

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Sump Drain Valves					
-11-01-01	Surge Tanks	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided there is no evidence of leakage.	
-11-01-02	Main and Center Tanks	<b>C</b>	<b>4</b>	<b>3</b>	(M) One may be inoperative provided: a) There is no evidence of leakage, and b) Alternate procedures are used to prevent water accumulation in associated tank.	
-11-01-03 ***	Auxiliary Tank(s)					
-11-01-03A		<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided: a) There is no evidence of leakage, and b) Alternate procedures are used to prevent water accumulation in associated tank(s).	
-11-01-03B		<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided all auxiliary tanks remain empty.	
-14-01 ***	Auxiliary Tank Fuel Vent Valves					
-14-01A		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Inoperative valve is deactivated open, b) Auxiliary tank fuel pump transfer system operates normally, c) Auxiliary tank fuel quantity indication operates normally, and d) Maximum zero fuel weight limit is reduced by the weight of auxiliary tank fuel.	
-14-01B		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided all auxiliary tanks remain empty.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

28-2

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
-14-02 ***	Auxiliary Tank Refuel Isolation Valves					
-14-02A		C	2	1		
-14-02B		D	2	0	May be inoperative provided all auxiliary tanks remain empty.	
-14-03 ***	Auxiliary Tank Refuel Transfer Valve(s)					
-14-03A		C	-	0	(M)(O) May be inoperative provided: a) Inoperative valve is deactivated closed, b) Auxiliary tank fuel pump transfer system operates normally, c) Auxiliary tank fuel quantity indication operates normally, and d) Maximum zero fuel weight limit is reduced by the weight of the associated auxiliary tank fuel.	
-14-03B		D	-	0	May be inoperative provided all auxiliary tanks remain empty.	
-14-04 ***	Auxiliary Tank Fuel Pump(s)					
-14-04A		C	-	0	(M)(O) May be inoperative provided: a) Inoperative auxiliary tank fuel pump is deactivated, b) Auxiliary tank fuel backup transfer system operates normally, c) Auxiliary tank fuel quantity indication operates normally, and d) Maximum zero fuel weight limit is reduced by the weight of the associated auxiliary tank fuel.	
-14-04B		D	-	0	(M) May be inoperative provided: a) Inoperative auxiliary tank fuel pump is deactivated, and b) All auxiliary tanks remain empty.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

28-3

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
-14-05 ***	Auxiliary Tank Fuel Pump Isolation Valve(s)					
-14-05A		C	-	0	(M)(O) May be inoperative provided: a) Inoperative valve is deactivated closed, b) Associated auxiliary tank fuel pump is deactivated, c) Auxiliary tank fuel backup transfer system operates normally, d) Auxiliary tank fuel quantity indication operates normally, and e) Maximum zero fuel weight limit is reduced by the weight of the associated auxiliary tank fuel.	
-14-05B		D	-	0	(M) May be inoperative provided: a) Inoperative valve is deactivated closed, b) Associated auxiliary tank fuel pump is deactivated, and c) All auxiliary tanks remain empty.	
-14-06 ***	Auxiliary Tank Fuel Transfer Valves					
-14-06A		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative valve is deactivated closed, and b) Maximum zero fuel weight limit is reduced by the weight of auxiliary tank fuel.	
-14-06B		D	2	0	(M) May be inoperative provided: a) Inoperative valve is deactivated closed, and b) All auxiliary tanks remain empty.	

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
28-4

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
-14-07 ***	Auxiliary Tank Fuel Backup Transfer System					
-14-07A		C	1	0	(M)(O) May be inoperative provided: a) Associated auxiliary tank fuel backup transfer PRSOV is deactivated, b) Auxiliary tank fuel vent valves operate normally, c) Auxiliary tank fuel pump transfer system operates normally, and d) Maximum zero fuel weight limit is reduced by the weight of auxiliary tank fuel.	
-14-07B		D	1	0	May be inoperative provided: a) Auxiliary tank fuel vent valves operate normally, and b) All auxiliary tanks remain empty.	
-14-08 ***	Auxiliary Tank Fuel Pressure Hold Mode					
-14-08A		C	1	0	(O) May be inoperative provided: a) There is no evidence of fuel leaking from the drain mast, b) Auxiliary tank fuel pump transfer system operates normally, and c) Maximum zero fuel weight limit is reduced by the weight of auxiliary tank fuel.	
-14-08B		D	1	0	May be inoperative provided all auxiliary tanks remain empty.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

28-5

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Pressure Fueling System					
-21-01-01	Refuel Valves					
-21-01-01A		C	6	0	(M) May be inoperative closed provided alternate procedures are used for refueling.	
-21-01-01B		C	6	5	(M) One main tank refuel valve may be inoperative open provided: a) Fuel jettison system is considered inoperative, b) Alternate procedures are used for refueling.	
-21-01-02	Integrated Refuel Panel					
-21-01-02-01	Fuel Quantity Indicators	C	4	0	(M) May be inoperative provided alternate procedures are used for refueling.	
-21-01-02-02	Load Select System	C	1	0	(M) May be inoperative provided alternate procedures are used for refueling.	
					NOTE: Any function which operates normally may be used.	
-21-01-02-03	Refuel Valve Lights	C	6	0	(M) May be inoperative provided: a) Overfill function operates normally, and b) Associated refuel valve is verified closed after each refueling.	
-21-01-02-04	Overfill Function (Normal/Reset Switch, Light and Test)	C	1	0	(M) May be inoperative provided: a) Refuel valve lights operate normally, and b) Verify refuel valves close when appropriate during refueling.	
-21-01-02-05	Defuel Valve Function (Switch and Open Light)	C	1	0	May be inoperative provided defuel valve is considered inoperative.	
-21-01-02-06	Power Switch - BATT Position	C	1	0		
(Continued)						

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
28-6

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Pressure Fueling System (Cont'd)					
-21-01-02	Integrated Refuel Panel (Cont'd)					
-21-01-02-07	Test Functions (Indication and System)	C	2	0		
-21-01-02-08	Refuel Valve Switches	C	3	0	May be inoperative provided: a) Load select system operates normally, and b) Overfill function operates normally.	
-21-02 ***	Auxiliary Tank Fuel Quantity Indication (Auxiliary Refuel Panel)					
-21-02A		C	1	0	(M) May be inoperative provided alternate procedures are used for refueling.	
-21-02B		D	1	0	May be inoperative provided all auxiliary tanks remain empty.	
-21-03	Refuel Adapters	C	4	2	(M) One at each refuel station may be inoperative provided there are no fuel leaks.	
-22-01	Main Tank Fuel Pumps	C	4	3	(M) One may be inoperative deactivated provided: a) Both main tank quantity indications operate normally, and b) Flight remains within 120 minutes of landing at a suitable airport.	
-22-01-01	PUMPS Switch PRESS Lights	C	4	0		
-22-01-02	PUMPS Switch ON Lights	C	4	0		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

28-7

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
-22-02	Center Tank Fuel Override/Jettison Pumps					
-22-02A		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative pump is deactivated, b) Center tank quantity indication operates normally, c) With center tank fueled, fuel quantity remaining in main wing tanks is adequate to reach a suitable airport if remaining center pump fails at any time, and d) Center tank fuel is accounted for in the airplane weight and balance in the event center tank fuel cannot be used.	
-22-02B		C	2	0	(M)(O) May be inoperative provided: a) Pumps are deactivated. b) Center tank quantity indication operates normally, and c) Center tank fuel is considered unusable and is accounted for in the airplane weight and balance.  NOTE: AFM fuel loading and usage limitations are for usable fuel.	
-22-02-01	PUMPS Switch PRESS Lights	C	2	0		
-22-02-02	PUMPS Switch ON Lights	C	2	0		
-22-03	Fuel Crossfeed Valves	C	2	1	(M)(O) One may be inoperative deactivated closed provided remaining valve is verified to operate normally before each departure.	
-22-03-01	CROSSFEED Switch VALVE Lights	C	2	0		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

28-8

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
-22-04	Fuel Scavenge Systems	C	2	0	(O) May be inoperative provided: a) Center tank quantity indication operates normally, and b) Appropriate amount of center tank fuel is considered unusable and is accounted for in the airplane weight and balance.  NOTE: AFM fuel loading and usage limitations are for usable fuel.	
-22-05	Fuel Crossfeed VALVE Lights				Dispatch relief for this equipment moved to item 28-22-03-01 in revision 21.	
-22-06	Fuel Shutoff Valve Battery	C	1	0		
-22-07	Fuel Scavenge Shutoff Valves (Without PRR 62777-79S or Equivalent Installed)					
-22-07A		C	4	3	(M) One valve may be inoperative open provided: a) Fuel quantity system operates normally, and b) Remaining valve on that side is verified to operate normally.	
-22-07B		C	4	0	(M) May be inoperative open provided: a) Center tank remains empty, and b) Center tank quantity indication operates normally.	
-22-08 ***	Auxiliary (AUX) Fuel Switch	D	1	0	May be inoperative OFF provided all auxiliary tanks remain empty.	
-22-08-01	PRESS Light	D	1	0		
-22-08-02	ON Light	D	1	0		
-25-01	APU DC Fuel Pump	C	1	0	(M) May be inoperative deactivated.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

28-9

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
-25-02	APU Fuel Shutoff Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is deactivated closed, b) Other procedures do not require the use of the APU, and c) Flight remains within 180 minutes of landing at a suitable airport.	
-25-03	APU Fuel Isolation Valve	C	1	0	(M) May be inoperative deactivated closed.	
-26-01	Defuel Valve	C	1	0	(M) May be inoperative secured closed.	
-31-01	Fuel Jettison System					
-31-01-01	Without PRR 62777-79S or Equivalent Installed	C	1	0	(M)(O) May be inoperative provided: a) Jettison system is deactivated, b) Jettison nozzle valves are secured closed, and c) Appropriate performance adjustments are applied.	
-31-01-01-01	ARM Switch FAULT Light	C	1	0		
-31-01-01-02	ARM Switch ARMED Light	C	1	0		
-31-01-02	With PRR 62777-79S or Equivalent Installed	C	1	0	(M)(O) May be inoperative provided: a) Jettison system is deactivated, b) Jettison nozzle valves are secured closed, c) Fuel scavenge system is considered inoperative, and d) Appropriate performance adjustments are applied.	
-31-01-02-01	ARM Switch FAULT Light	C	1	0		
-31-01-02-02	ARM Switch ARMED Light	C	1	0		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

28-10

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-31-02</b>	Center Tank Jettison Isolation Valves					
<b>-31-02-01</b>	-200	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided inoperative valve is secured closed.	
<b>-31-02-02</b>	-200ER/-200LR/-300/ -300ER/777F (Without PRR 62777-79S or Equivalent Installed)					
<b>-31-02-02A</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) Inoperative valve is secured closed, b) Fuel jettison system is considered inoperative, and c) Appropriate performance adjustments are applied.	
<b>-31-02-02B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Inoperative valve is secured closed, and b) Appropriate gross weight and center-of-gravity adjustments are applied.	
<b>-31-02-03</b>	-200ER/-200LR/-300/ -300ER/777F (With PRR 62777-79S or Equivalent Installed)					
<b>-31-02-03A</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) Inoperative valve is secured closed, b) Fuel jettison system is considered inoperative, c) Fuel scavenge system is considered inoperative, and d) Appropriate performance adjustments are applied.	
(Continued)						

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
28-11

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Center Tank Jettison Isolation Valves (Cont'd)					
-31-02-03	-200ER/-200LR/-300/-300ER/777F (With PRR 62777-79S or Equivalent Installed) (Cont'd)					
-31-02-03B		C	2	0	(M)(O) May be inoperative provided: a) Inoperative valve is secured closed, and b) Appropriate gross weight and center-of-gravity adjustments are applied.	
-31-03	Main Tanks Jettison Pumps					
-31-03-01	Without PRR 62777-79S or Equivalent Installed	C	2	0	(M)(O) May be inoperative provided: a) Inoperative pump is deactivated, and b) Appropriate performance adjustments are applied.	
-31-03-02	With PRR 62777-79S or Equivalent Installed	C	2	0	(M)(O) May be inoperative provided: a) Inoperative pump is deactivated, b) Fuel scavenge system is considered inoperative, and c) Appropriate performance adjustments are applied.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

28-12

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-31-04</b>	Fuel Jettison Nozzle Valves					
<b>-31-04-01</b>	Without PRR 62777-79S or Equivalent Installed					
<b>-31-04-01A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative secured closed.	
<b>-31-04-01B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Both jettison nozzle valves are secured closed, b) Jettison system is deactivated, and c) Appropriate performance penalties are applied.	
<b>-31-04-01-01</b>	Switch VALVE Lights	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-31-04-01-02</b>	Switch ON Lights	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-31-04-02</b>	With PRR 62777-79S or Equivalent Installed					
<b>-31-04-02A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative secured closed.	
<b>-31-04-02B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Both jettison nozzle valves are secured closed, b) Jettison system is deactivated, c) Fuel scavenge system is considered inoperative, and d) Appropriate performance penalties are applied.	
<b>-31-04-02-01</b>	Switch VALVE Lights	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-31-04-02-02</b>	Switch ON Lights	<b>C</b>	<b>2</b>	<b>0</b>		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

28-13

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Fuel Synoptic Display	C	1	0	May be inoperative provided individual fuel quantity indications required for dispatch operate normally.	
-41-01	Fuel Quantity Indications (Flight Deck)					
-41-01-01	Center Tank	B	1	0	(M)(O) May be inoperative provided: a) Main tank fuel quantity indications operate normally, b) Fuel quantity in center tank is verified by an alternate procedure, c) All pumps for the center tank operate normally, d) Fuel flow indications operate normally, e) FMC FUEL is initialized with the known total fuel quantity, f) Flight remains within 180 minutes of landing at a suitable airport, and g) For -200ER, -200LR, 777F, -300 and -300ER, appropriate gross weight and center-of-gravity adjustments are applied.	
-41-01-02	Main Tanks					
-41-01-02-01	Without PRR 62777-79S or Equivalent Installed	B	2	1	(M)(O) One may be inoperative provided: a) Center tank fuel quantity indication operates normally, b) Fuel quantity in associated tank is verified by an alternate procedure, c) All pumps for the associated tank operate normally, d) Fuel flow indications operate normally, e) FMC FUEL is initialized with the known total fuel quantity, f) Flight remains within 180 minutes of landing at a suitable airport, and g) For -200ER, -200LR, 777F, -300 and -300ER, appropriate gross weight and center-of-gravity adjustments are applied.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

28-14

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	Fuel Quantity Indications (Flight Deck) (Cont'd)					
-41-01-02	Main Tanks (Cont'd)					
-41-01-02-02	With PRR 62777-79S or Equivalent Installed	<b>B</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Center tank fuel quantity indication operates normally, b) Fuel quantity in associated tank is verified by an alternate procedure, c) All pumps for the associated tank operate normally, d) Fuel flow Indications operate normally, e) FMC FUEL is initialized with the known total fuel quantity, f) Flight remains within 180 minutes of landing at a suitable airport, g) Fuel scavenge system is considered inoperative, and h) For -200ER, -200LR, 777F, -300 and -300ER, appropriate gross weight and center-of-gravity adjustments are applied.	
-41-01-03 ***	Auxiliary Tank(s)	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Center and main tank fuel quantity indications operate normally, b) Fuel quantity in auxiliary tank(s) is verified by an alternate procedure, c) Auxiliary tank fuel pump transfer system operates normally, d) Auxiliary tank fuel backup transfer system operates normally, e) Fuel flow indications operate normally, f) FMC FUEL is initialized with the known total fuel quantity, g) Flight remains within 180 minutes of landing at a suitable airport, and h) Appropriate gross weight and center-of-gravity adjustments are applied.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

28-15

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
-41-02	Fuel Quantity Processor Input/Output (I/O) Channels	B	2	1	(O) One channel may be inoperative provided: a) All flight deck fuel indications operate normally, b) Fuel flow indications operate normally, and c) FMC TOTALIZER FUEL quantity agrees with fuel quantity indications.	
-41-03	Item Moved				Revision 17 moved dispatch relief for this equipment to item 28-21-1.	
-41-04	Total Fuel Quantity Indication	C	1	0	(O) May be inoperative provided: a) Fuel flow indications operate normally, b) FMC FUEL is initialized with the known total fuel quantity, and c) Flight remains within 180 minutes of landing at a suitable airport.	
-42-01	Fuel Pump Low PRESS Lights				Dispatch relief for this equipment moved to items 28-22-01-01 and 28-22-02-01 in revision 21.	
-42-02 ***	Auxiliary Tank Fuel Pump Pressure Transducer(s)					
-42-02A		C	-	0	(M)(O) May be inoperative provided: a) Associated auxiliary tank fuel pump is deactivated, b) Auxiliary tank fuel backup transfer system operates normally, c) Auxiliary tank fuel quantity indication operates normally, and d) Maximum zero fuel weight limit is reduced by the weight of the associated auxiliary tank fuel.	
-42-02B		D	-	0	(M) May be inoperative provided: a) Associated auxiliary tank fuel pump is deactivated, and b) All auxiliary tanks remain empty.	

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
28-16

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
-43-01	Fuel Temperature Indicating System	C	1	0	(O) May be inoperative provided Total Air Temperature (TAT) is used as an indication of fuel temperature.	
-44-01	Measuring Sticks	C	-	0	May be inoperative provided fuel quantity is determined by other acceptable means.	
-45-01 ***	Auxiliary Tank Fuel Cell Pressure Transducer(s)	D	-	0	May be inoperative provided all auxiliary tanks remain empty.	
-45-01-01	Auxiliary Tank 1	C	1	0	(O) May be inoperative provided: a) Auxiliary tank fuel pump transfer system operates normally, b) Auxiliary tank fuel quantity indication operates normally, and c) Maximum zero fuel weight limit is reduced by the weight of the associated auxiliary tank fuel.	
-45-01-02 ***	Auxiliary Tank 2	C	1	0		
-45-01-03 ***	Auxiliary Tank 3	C	1	0		

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

29-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**29. HYDRAULIC POWER**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Engine Driven Pumps (EDP) (Depressurization Function)	C	2	1		
-11-02	Center System Primary Alternating Current Motor Pumps (ACMP)	C	2	1	(M) One may be inoperative provided: a) Inoperative center ACMP is deactivated, and b) Both center ADPs operate normally.	
-11-03	Center System Demand Air Driven Pumps (ADP)					
-11-03A		C	2	1	(M)(O) One may be inoperative selected OFF provided: a) Both center system ACMPs operate normally, b) Remaining ADP heater operates normally, c) Remaining ADP AUTO function operates normally, d) Associated pump is verified not running when selected OFF, e) APU is used as ADP air source during takeoff, and f) Appropriate performance adjustments are applied.	
-11-03B		C	2	1	(M)(O) One may be inoperative selected OFF provided: a) Both center system ACMPs operate normally, b) Associated pump is verified not running when selected OFF, c) Remaining ADP is selected ON for the entire flight, d) APU is used as ADP air source during takeoff, and e) Appropriate performance adjustments are applied.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

29-2

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**29. HYDRAULIC POWER**

Sequence No.	Item	1	2	3	4	Change Bar
-11-03	Center System Demand Air Driven Pumps (ADP) (Cont'd)					
-11-03-01	ADP Auto/Heater Function (-200/-200ER With PRR 61570 or SB 777-29-0004 Incorporated, and -200LR/-300/-300ER/777F)					
-11-03-01A		C	2	1	(M)(O) One may be inoperative provided: a) Remaining ADP operates normally, b) Associated ADP ON and OFF selector positions are verified to operate normally, and c) Associated ADP is selected ON for the entire flight.	
-11-03-01B		C	2	1	(M)(O) One may be inoperative provided: a) Both center system ACMPs operate normally, b) Associated ADP ON and OFF selector positions are verified to operate normally, c) Associated ADP is selected ON for the entire flight, d) APU is used as ADP air source during takeoff, and e) Appropriate performance adjustments are applied.	
-11-03-01C		C	2	0	(M)(O) May be inoperative provided: a) Both center system ACMPs operate normally, b) ADP ON and OFF selector positions are verified to operate normally for both pumps, c) One ADP is selected ON for the entire flight, d) APU is used as ADP air source during takeoff, and e) Appropriate performance adjustments are applied.	

AIRCRAFT:  
BOEING B777

REVISION NO. 21  
DATE: 09/30/2015

PAGE NO.  
29-3

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**29. HYDRAULIC POWER**

Sequence No.	Item	1	2	3	4	Change Bar
-11-04	Demand Pump Selectors					
-11-04-01	Center System AUTO Position	C	2	0	May be inoperative provided associated demand ADP auto function is considered inoperative.	
-11-04-02	Left & Right System AUTO Position	C	2	0	(O) May be inoperative provided: a) ON and OFF positions operate normally, and b) Associated pump selector is ON for takeoff and landing.	
-11-04-03	ON Position	C	4	0	May be inoperative provided the AUTO and OFF positions for associated pump operate normally.	
-11-05	Hydraulic Interface Module (HYDIM) Cards	C	4	3	(M) One may be inoperative provided: a) Inoperative card is in the HYDIM center right (HCR) card position, b) Individual center system pump pressure indications operate normally, and c) Center system demand ADP C1 auto function is considered inoperative.	
-11-06	Center Hydraulic Isolation System	C	1	0	(M) May be inoperative deactivated open.	
-18-01	Reservoir Quantity Gage (Remote)	C	1	0		
-18-02	Hydraulic System Accumulators	C	-	0		
-18-02-01	Charging Valves	C	3	0		
-18-02-02	Charging Gages	C	3	0		

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

29-4

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**29. HYDRAULIC POWER**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-21-01</b>	RAT Heater System					
<b>-21-01-01</b>	-200/-200ER With PRR 61570 or SB 777-29-0004 Incorporated, and -200LR/-300/-300ER/777F	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided repairs are made within 3 flight days.	
<b>-21-01-02</b>	-200/-200ER Without PRR 61570 or SB 777-29-0004 Incorporated	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Both center system ACMPs operate normally, b) One ADP is selected ON for the entire flight. c) APU is used as ADP air source during takeoff, d) Appropriate performance adjustments are applied, and e) Repairs are made within 3 flight days.	
<b>-21-02</b>	RAM AIR TURBINE Switch Lights					
<b>-21-02-01</b>	UNLKD Light	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-21-02-02</b>	PRESS Light	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-30-01</b>	Hydraulic Pump Lights					
<b>-30-01-01</b>	FAULT Lights	<b>C</b>	<b>8</b>	<b>5</b>	One in each system may be inoperative.	
<b>-30-01-02</b>	ON Lights	<b>C</b>	<b>4</b>	<b>0</b>		
<b>-30-02</b>	Hydraulic Synoptic Display	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-31-01</b>	Hydraulic System Pressure Transducers	<b>C</b>	<b>3</b>	<b>0</b>	May be inoperative provided all associated system pump pressure indications operate normally.	

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

29-5

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**29. HYDRAULIC POWER**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-31-02</b>	Pump Pressure Indication Systems					
<b>-31-02-01</b>	Left & Right Systems	<b>C</b>	<b>4</b>	<b>2</b>	(M) One in each system may be inoperative provided: a) Associated system pressure transducer operates normally, and b) Associated pump operation is verified normal before each departure.	
<b>-31-02-02</b>	Center System					
<b>-31-02-02A</b>		<b>C</b>	<b>4</b>	<b>3</b>	(M) One may be inoperative provided: a) Associated system pressure transducer operates normally, and b) Associated pump operation is verified normal before each departure.	
<b>-31-02-02B</b>		<b>C</b>	<b>4</b>	<b>3</b>	One may be inoperative for an associated inoperative pump.	
<b>-32-01</b>	Pump Temperature Indications					
<b>-32-01-01</b>	Left & Right Systems	<b>C</b>	<b>4</b>	<b>2</b>	(M) One in each system may be inoperative provided: a) Associated pump pressure indications operate normally, and b) Associated pump operation is verified normal before each departure.	
<b>-32-01-02</b>	Center System					
<b>-32-01-02A</b>		<b>C</b>	<b>4</b>	<b>3</b>	(M) One may be inoperative provided: a) Associated pump pressure indications operate normally, and b) Associated pump operation is verified normal before each departure.	
<b>-32-01-02B</b>		<b>C</b>	<b>4</b>	<b>3</b>	One may be inoperative for an associated inoperative pump.	

AIRCRAFT:  
BOEING B777

REVISION NO. 21  
DATE: 09/30/2015

PAGE NO.  
29-6

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**29. HYDRAULIC POWER**

Sequence No.	Item	1	2	3	4	Change Bar
-33-01	Hydraulic Fluid Quantity Indications (Flight Deck)	C	3	1	(M) Two may be inoperative provided: a) Reservoir level is verified normal before each departure, b) Associated system pressure indication operates normally, and c) For the center system indication inoperative, center hydraulic isolation system is deactivated.	

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
30-1

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Wing Anti-Ice Systems	C	2	0	(M) May be inoperative provided: a) Associated valve is locked closed, b) Wing anti-ice control switch remains OFF, and c) Airplane is not operated in known or forecast icing conditions.	
-11-02	Wing Anti-Ice Control (Card and Switch)	C	1	0	(M) May be inoperative provided: a) Both wing anti-ice valves are locked closed, b) Wing anti-ice control switch remains OFF, and c) Airplane is not operated in known or forecast icing conditions.	
-11-03	Wing Anti-Ice Indications (WAI)	C	2	0		
-21-01	Engine Anti-Ice Systems	C	2	1	(M) One may be inoperative provided: a) Valve is locked closed, b) Associated engine anti-ice control switch remains OFF, c) Airplane is not operated in known or forecast icing conditions, and d) Flight remains within 120 minutes of landing at a suitable airport.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

30-2

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Engine Anti-Ice Systems (Cont'd)					
-21-01-01	PW and RR					
-21-01-01A		C	2	1	(M)(O) For operations at ambient temperature 38 degrees C or below, one may be inoperative provided: a) Valve is deactivated open using deactivation kit, b) Engine fan case overheat detection system operates normally, and c) Appropriate performance adjustments are applied.	
-21-01-01B		C	2	1	(M)(O) For operations at ambient temperature 38 degrees C or below, one may be inoperative provided: a) Valve is electrically disconnected and verified open, b) Engine fan case overheat detection system operates normally, c) Associated EAI pressure sensor system operates normally, d) Associated EAI card operates normally, and e) Appropriate performance adjustments are applied.	
-21-01-01C		A	2	1	(M)(O) For operations at ambient temperature above 38 degrees C, one may be inoperative provided: a) Valve is deactivated open using deactivation kit, b) Engine fan case overheat detection system operates normally, c) Appropriate performance adjustments are applied, and d) Repairs are made within 3 flight days.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

30-3

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Engine Anti-Ice Systems (Cont'd)					
-21-01-01	PW and RR (Cont'd)					
-21-01-01D		A	2	1	(M)(O) For operations at ambient temperature above 38 degrees C, one may be inoperative provided: a) Valve is electrically disconnected and verified open, b) Engine fan case overheat detection system operates normally, c) Associated EAI pressure sensor system operates normally, d) Associated EAI card operates normally, e) Appropriate performance adjustments are applied, and f) Repairs are made within 3 flight days.	
-21-01-02	GE					
-21-01-02A		C	2	1	(M)(O) For operations at ambient temperature 38 degrees C or below, one may be inoperative provided: a) Valve is deactivated open using deactivation kit, b) Engine fan case overheat detection system operates normally, c) Turbine case cooling air flow systems operate normally, d) Appropriate performance adjustments are applied, and e) Except for GE90-100 series, EECs must be operated in the normal mode.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

30-4

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Engine Anti-Ice Systems (Cont'd)					
-21-01-02	GE (Cont'd)					
-21-01-02B		C	2	1	(M)(O) For operations at ambient temperature 38 degrees C or below, one may be inoperative provided: a) Valve is electrically disconnected and verified open, b) Engine fan case overheat detection system operates normally, c) Associated EAI pressure sensor system operates normally, d) Associated EAI card operates normally, e) Turbine case cooling air flow systems operate normally, f) Appropriate performance adjustments are applied, and g) Except for GE90-100 series, EECs must be operated in the normal mode.	
-21-01-02C		A	2	1	(M)(O) For operations at ambient temperature above 38 degrees C, one may be inoperative provided: a) Valve is deactivated open using deactivation kit, b) Engine fan case overheat detection system operates normally, c) Turbine case cooling air flow systems operate normally, and d) Appropriate performance adjustments are applied, e) Repairs are made within 3 flight days, and f) Except for GE90-100 series, EECs must be operated in the normal mode.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

30-5

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Engine Anti-Ice Systems (Cont'd)					
-21-01-02	GE (Cont'd)					
-21-01-02D		A	2	1	(M)(O) For operations at ambient temperature above 38 degrees C, one may be inoperative provided: a) Valve is electrically disconnected and verified open, b) Engine fan case overheat detection system operates normally, c) Associated EAI pressure sensor system operates normally, d) Associated EAI card operates normally, e) Turbine case cooling air flow systems operate normally, f) Appropriate performance adjustments are applied, g) Repairs are made within 3 flight days, and h) Except for GE90-100 series, EECs must be operated in the normal mode.	
-21-02	Engine Anti-Ice Indications (EAI)	C	2	0		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

30-6

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Pitot Probe Heater Systems					
-31-01-01	Right Pitot Heater	B	1	0	(M) May be inoperative provided: a) Right pitot air data module is deactivated, b) Left and center pitot air data modules operate normally, c) Left and center pitot probe heater systems operate normally, d) Left static air data module operates normally, e) Standby airspeed indication operates normally, f) Right AIR DATA/ATT instrument source switch operates normally, g) Approach minimums do not require its use, h) SAARU data is verified to be available to the right PFD before each departure, and i) Left and center pitot probes are inspected before each departure.	
-31-01-02	Left Pitot Heater	B	1	0	(M) May be inoperative provided: a) Left pitot air data module is deactivated, b) Right and center pitot air data modules operate normally, c) Right and center pitot probe heater systems operate normally, d) Right static air data module operates normally, e) Standby airspeed indication operates normally, f) Left AIR DATA/ATT instrument source switch operates normally, g) Approach minimums do not require its use, h) SAARU data is verified to be available to the left PFD before each departure, and i) Right and center pitot probes are inspected before each departure.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

30-7

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Pitot Probe Heater Systems (Cont'd)					
-31-01-03	Center Pitot Heater	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Left and right pitot air data modules operate normally, b) Left and right pitot probe heater systems operate normally, c) Standby airspeed indication operates normally, d) Approach minimums do not require its use, e) Airplane is not operated in known or forecast icing conditions or visible moisture, f) Left and right pitot probes are inspected before each departure, and g) Flight remains within 120 minutes of landing at a suitable airport.	
-33-01	Total Air Temperature (TAT) Probe Heater System					
-33-01-01	Single TAT System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Flight remains within 120 minutes of landing at a suitable airport.	
-33-01-02 ***	Dual TAT System					
-33-01-02A		<b>C</b>	<b>2</b>	<b>1</b>		
-33-01-02B		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Flight remains within 120 minutes of landing at a suitable airport.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

30-8

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-34-01</b>	Engine PT2/TT2 Probe Heater Systems (PW & RR)					
<b>-34-01-01</b>	PW	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) Both engines must be operated in the alternate (ALTN) mode, and b) Appropriate performance adjustments are applied.	
<b>-34-01-02</b>	RR	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) N2 indication on associated engine operates normally, b) Both engines must be operated in the alternate (ALTN) mode, and c) Appropriate performance adjustments are applied.	
<b>-41-01</b>	Flight Deck Forward Window Primary Heater Systems	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) Associated window backup heater operates normally, b) Both left and right side (No. 2) window heaters operate normally, c) Airplane is not operated in known or forecast icing conditions, d) Associated switch remains OFF, and e) Flight remains within 120 minutes of landing at a suitable airport.	
<b>-41-02</b>	Flight Deck Side (No. 2) Window Heater Systems	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) Both forward window primary heaters operate normally, and b) Associated switch remains OFF.	
<b>-41-03</b>	Flight Deck Aft (No. 3) Window Heater Systems	<b>D</b>	<b>2</b>	<b>0</b>		
<b>-41-04</b>	WINDOW HEAT Switch Lights					
<b>-41-04-01</b>	INOP Lights	<b>C</b>	<b>4</b>	<b>0</b>		
<b>-41-04-02</b>	ON Lights	<b>C</b>	<b>4</b>	<b>0</b>		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

30-9

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-42-01	Windshield Wipers	C	2	0	May be inoperative provided: a) Airplane is not operated in precipitation within 5 statute miles of the airport of departure or intended landing, and b) Approach minimums do not require its use.	
-42-01-01	Low Speed Functions	C	2	0	May be inoperative provided associated high speed function operates normally.	
-42-01-02	High Speed Functions					
-42-01-02A		C	2	1	One may be inoperative provided associated low speed function operates normally.	
-42-01-02B		C	2	0	May be inoperative provided: a) Both low speed functions operate normally, and b) Airplane is not operated in known or forecast precipitation of moderate or greater intensity within 5 statute miles of the airport of departure or intended landing.	
-42-01-03	Intermittent Functions	C	2	0		
-71-01	Drain Mast Heaters	C	2	0	(M) May be inoperative provided: a) Associated galley service and lavatory sinks are not used, and b) Associated galley and lavatory sink water supply shutoff valves are closed.	
-81-01	Ice Detectors	C	2	0	(O) May be inoperative provided engine and wing anti-ice systems are operated manually.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

31-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
-09-01	Systems Cardfile ARINC Signal Gateway (ASG) Cards	C	4	2	(O) Two ASG cards and/or the associated ARINC 629 couplers may be inoperative provided: a) One inoperative ASG card and/or associated ARINC 629 coupler is in the left systems cardfile, b) One inoperative ASG card and/or associated ARINC 629 coupler is in the right systems cardfile, c) Left and right hydraulic demand pump ON and OFF selectors operate normally, d) Left and right hydraulic demand pump selectors are ON for takeoff and landing, and e) Center system hydraulic demand pump C1 or C2 is ON for takeoff and landing.	
-09-01-01	Left Systems Cardfile ASG Cards	C	2	1	(O) One ASG card and/or the associated ARINC 629 coupler may be inoperative in the left systems cardfile provided: a) Left hydraulic demand pump ON and OFF selector operates normally, b) Left hydraulic demand pump selector is ON for takeoff and landing, and c) Both right systems cardfile ASG cards operate normally.	
-09-01-02	Right Systems Cardfile ASG Cards	C	2	1	(O) One ASG card and/or the ARINC 629 coupler may be inoperative in the right systems cardfile provided: a) Right hydraulic demand pump ON and OFF selector operates normally, b) Right hydraulic demand pump selector is ON for takeoff and landing, and c) Both left systems cardfile ASG cards operate normally.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

31-2

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-09-02</b>	Systems Cardfile Power Supplies					
<b>-09-02-01</b>	Left Systems Cardfile (LSCF) Power Supplies	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One power supply may be inoperative deactivated.	
<b>-09-02-02</b>	Right Systems Cardfile (RSCF) Power Supplies					
<b>-09-02-02A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M) Power supply 2 may be inoperative deactivated.	
<b>-09-02-02B</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M) Power supply 1 may be inoperative deactivated provided left air/ground system operates normally.	
<b>-20-01</b> ***	Countdown Timer	<b>D</b>	<b>1</b>	<b>0</b>		
<b>-25-01</b> ***	Clocks	<b>C</b>	<b>2</b>	<b>1</b>		
<b>-25-02</b>	Clock Switches	<b>C</b>	<b>2</b>	<b>1</b>		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

31-3

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Flight Data Record (FDR) System					
-31-01A		C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
-31-01B		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or a series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days.	
-31-01-01	FDR Recording Parameters Required by 14 CFR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.	
-31-01-02	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

31-4

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
-33-01	Airborne Printer (Flight Deck)					
-33-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-33-01B		D	1	0	May be inoperative provided procedures do not require its use.	
-33-01-01	Miscellaneous Features	D	-	-		
-35-01 ***	Quick Access Recorder	D	1	0		
-35-02 ***	Airplane Condition Monitoring Function (ACMF)	D	1	0		
-41-01	DELETED (AIMS Cabinet Hot Battery Bus Power Inputs)				Revision 18 deleted item.	
-41-02	DELETED (AIMS Core Processor Module/Graphics Generator (CPM/GG) Channels (AIMS BP-01 or Later Not Installed))				Revision 18 deleted item.	
-41-03	Airplane Information Management System (AIMS)					
-41-03-01 ***	AIMS-2 Cabinet Bus	C	1	0	May be dispatched with AIMS CABINET BUS faults.	
-51-01	Master Warning Lights (Glareshield)	C	2	1	One may be inoperative provided the aural for the master warning system operates normally.	
-51-02	Master Caution Lights (Glareshield)	C	2	1	One may be inoperative provided the aural for the master caution system operates normally.	
-51-03	Aural Warning Speaker Systems	C	2	1	One may be inoperative provided master warning and master caution lights operate normally.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

31-5

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-04</b>	Warning Electronics System (WES) Channels					
<b>-51-04-01</b>	Passenger					
<b>-51-04-01A</b>		<b>C</b>	<b>4</b>	<b>3</b>	One may be inoperative provided: a) Both stabilizer position indicators operate normally, and b) SPEED LIM flag is not displayed adjacent to the airspeed indication on either PFD.	
<b>-51-04-01B</b>		<b>C</b>	<b>4</b>	<b>3</b>	(M) One may be inoperative deactivated.	
<b>-51-04-02</b>	777F					
<b>-51-04-02A</b>		<b>C</b>	<b>4</b>	<b>3</b>	One may be inoperative provided: a) CSD controller channels operate normally, b) All ASG cards operate normally, c) Both stabilizer position indicators operate normally, and d) SPEED LIM flag is not displayed adjacent to the airspeed indication on either PFD.	
<b>-51-04-02B</b>		<b>C</b>	<b>4</b>	<b>3</b>	(M) One may be inoperative provided: a) Inoperative channel is deactivated, b) CSD controller channels operate normally, and c) All ASG cards operate normally.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

31-6

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-05</b>	Warning Electronic System (WES) Autopilot Disconnect Warning Function	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Autopilots are not used, b) Approach minimums do not require use of the autopilots, c) Number of flight segments and segment duration is acceptable to flight crew, d) Enroute operations do not require use of the autopilots, and e) Flight remains within 180 minutes of landing at a suitable airport.	
<b>-51-05-01</b>	WES Autopilot Interfaces	<b>C</b>	<b>3</b>	<b>2</b>	(O) One may be inoperative provided the WES autopilot disconnect warning function is verified to operate normally.	
<b>-51-06</b> ***	TAKEOFF Configuration CHECK Switch					
<b>-51-06A</b>		<b>C</b>	<b>1</b>	<b>0</b>		
<b>-51-06B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-61-01</b>	Display Units (DU)	<b>C</b>	<b>6</b>	<b>5</b>	One may be inoperative in the lower center DU position.	
<b>-61-02</b>	Cursor Control Devices (CCD)					
<b>-61-02A</b>		<b>C</b>	<b>2</b>	<b>1</b>		
<b>-61-02B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-61-02-01</b>	Cursor Location Lights	<b>C</b>	<b>6</b>	<b>0</b>		
<b>-61-02-02</b>	Cursor Location Switch Lights	<b>C</b>	<b>6</b>	<b>0</b>		
<b>-61-03</b>	Remote Light Sensor (RLS) System	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided all manual display brightness controls operate normally.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

31-7

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-04</b>	Display Select Panel (DSP)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided the left and right CDU DSP backup features are verified to operate normally.	
<b>-61-04-01</b>	Multifunction Display Lights	<b>C</b>	<b>3</b>	<b>0</b>		
<b>-61-04-02</b>	Illuminated Switch Lights					
<b>-61-04-02-01</b>	-200/-200ER/ -200LR/777F	<b>C</b>	<b>15</b>	<b>0</b>		
<b>-61-04-02-02</b>	-300/-300ER	<b>C</b>	<b>16</b>	<b>0</b>		
<b>-61-05</b>	EICAS Status Messages					
<b>-61-05A</b>		<b>C</b>	<b>-</b>	<b>0</b>	(M)(O) May be inoperative provided an acceptable procedure is used before each flight to verify that associated equipment operates normally.	
<b>-61-05B</b>		<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided associated equipment is considered inoperative.	
<b>-61-06</b>	Inboard Display Selector Positions	<b>B</b>	<b>8</b>	<b>7</b>	(M)(O) One may be inoperative provided: a) Lower center display unit operates normally, b) Remaining positions are verified to operate normally on associated selector, and c) Alternate procedures are used when required.	
<b>-61-07</b>	Electronic Checklist (ECL) System	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided electronic checklist is deactivated and established paper checklist procedures are used.	
<b>-61-07-01</b>	ECL Closed Loop Switch Indications	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided ECL line item override procedures are used when required to complete checklists.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

31-8

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-08</b>	EFIS Control Panels	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided the associated CDU EFIS control panel backup feature is verified to operate normally.	
<b>-61-08-01</b>	Map Switch Lights	<b>C</b>	<b>14</b>	<b>0</b>		
<b>-61-09</b>	Instrument Source Switches					
<b>-61-09-01</b>	NAV and DSPL CTRL Switches	<b>C</b>	<b>5</b>	<b>0</b>	May be inoperative provided associated switches are not moved in flight.	
<b>-61-09-02</b>	AIR DATA/ATT Switches					
<b>-61-09-02A</b>		<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided the associated switch is not moved in flight.	
<b>-61-09-02B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) One AIR DATA/ATT switch is in the normal position, b) Associated display units are verified to operate from selected sources, and c) Associated switches are not moved in flight.	
<b>-61-10</b>	Ground Maneuver Camera System (-300/-300ER)	<b>D</b>	<b>1</b>	<b>0</b>		
<b>-61-11</b>	Heading Reference (HDG REF) Switch					
<b>-61-11-01</b>	TRUE Function	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided enroute procedures do not require its use.	
<b>-61-11-02</b>	Switch Lights					
<b>-61-11-02-01</b>	TRUE Light	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-61-11-02-02</b>	NORM Light	<b>C</b>	<b>1</b>	<b>0</b>		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

31-9

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-12</b>	Head-Up Display (HUD)/Enhanced Flight Vision System (EFVS) (STC ST03981AT)					
<b>-61-12-01</b>	Head-Up Display (HUD) System					
<b>-61-12-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided takeoff and approach minimums do not require its use.  NOTE: Any mode which operates normally may be used.	
<b>-61-12-01B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-61-12-01-01</b>	HUD Normal/Declutter Functions (Control Wheel Switch)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-61-12-01-02</b>	HUD Guidance Annunciator					
<b>-61-12-01-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided takeoff minimums do not require its use.	
<b>-61-12-01-02B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-61-12-02</b>	Enhanced Flight Vision System (EFVS)					
<b>-61-12-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided takeoff and approach minimums do not require its use.  NOTE: Any mode which operates normally may be used.	
<b>-61-12-02B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

31-10

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-12</b>	Head-Up Display (HUD)/Enhanced Flight Vision System (EFVS) (STC ST03981AT) (Cont'd)					
<b>-61-12-02</b>	Enhanced Flight Vision System (EFVS) (Cont'd)					
<b>-61-12-02-01</b>	EFVS Hide/Show Functions (Control Wheel Switch)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided EFVS is considered inoperative.	
<b>-61-12-03</b>	HUD Combiner Control Panel Functions					
<b>-61-12-03-01</b>	HUD Brightness Functions (BRT)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided brightness is set at a usable level that is acceptable to the affected crew member.	
<b>-61-12-03-02</b>	HUD Automatic/Manual Brightness Functions (AUTO/MAN)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided brightness is set at a usable level that is acceptable to the affected crew member.	
<b>-61-12-03-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>	AUTO function may be inoperative provided MAN function operates normally.	
<b>-61-12-03-02B</b>		<b>C</b>	<b>1</b>	<b>0</b>	MAN function may be inoperative provided AUTO function operates normally.	
<b>-61-12-03-03</b>	EFVS Brightness/Contrast Functions (BRT/CONT)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided brightness/contrast is set at a usable level that is acceptable to the affected crew member.	
<b>-61-12-04</b>	EFVS Window Heater	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided takeoff and approach minimums do not require use of the EFVS in known or forecast icing conditions.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

32-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Landing Gear Synoptic Display	C	1	0		
-08-01	Proximity Sensor Electronic Unit (PSEU) Channels					
-08-01A		C	4	3		
-08-01B		C	4	2	(M)(O) One may be inoperative in each PSEU provided: a) PSEU 1 transmission is verified on the left ARINC 629 systems bus, and b) PSEU 2 transmission is verified on the right ARINC 629 systems bus.	
-08-01C		C	4	2	(M)(O) One may be inoperative in each PSEU provided: a) PSEU 1 transmission is verified on the right ARINC 629 systems bus, b) PSEU 2 transmission is verified on the left ARINC 629 systems bus, c) After takeoff, gear remains down for two minutes before retraction, and d) Takeoff performance is based on landing gear extended.	
-08-01D		C	4	2	(M)(O) One may be inoperative in each PSEU provided: a) Landing gear are secured in the down position, and b) Airplane is dispatched in accordance with the appropriate AFM Gear Extended Appendix.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

32-2

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-09-01</b>	Air/Ground System - Weight on Wheels					
<b>-09-01-01</b>	Left System	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Associated system is deactivated, b) Right air/ground system operates normally, and c) Right system cardfile power supply 1 operates normally.	
<b>-09-01-02</b>	Right System	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Associated system is deactivated, b) Left air/ground system operates normally, and c) All galley/lavatory water supply shutoff valves are closed.	
<b>-11-01</b>	Nose Landing Gear Strut Upper Air Chamber Pressure Indicator (-300ER)	<b>D</b>	<b>1</b>	<b>0</b>		
<b>-30-01</b>	Landing Gear Actuation System	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Inoperative components are properly secured by an accepted procedure, b) Landing gear is secured in the down position, and c) Airplane is dispatched in accordance with the appropriate AFM Gear Extended Appendix.	
<b>-30-02</b>	Semi-Lever Gear (SLG) System (-300ER)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) SLG system is deactivated, and b) Appropriate performance adjustments are applied.	
<b>-31-01</b>	Landing Gear Lever Lock Solenoid	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided solenoid is in the locked position.	
<b>-31-02</b>	Landing Gear Selector Valve Electrical Control Circuits	<b>C</b>	<b>2</b>	<b>1</b>	(M) One UP/DOWN electrical control circuit may be inoperative provided the remaining UP/DOWN circuit is verified to operate normally each flight day.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

32-3

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
-32-01	Main Gear Door Uplock Spring Assemblies	B	4	2	(M)(O) One spring on each door uplock mechanism may be missing and gear retraction allowed provided 270 KIAS/.82 Mach is not exceeded during flight.	
-32-01-01	Spring Retention Cords	C	4	0		
-32-02	Main Gear Uplock Springs	B	4	3	(M)(O) One spring on one main gear uplock mechanism may be missing and gear retraction allowed provided 270 KIAS/.82 Mach is not exceeded during flight.	
-32-03	Main Gear Side Brace Springs (PRR 61350-34 Not Incorporated)	B	4	3	(M)(O) One main gear side brace spring may be missing provided airspeed is limited to 250 knots when extending landing gear using alternate gear extend system.	
-35-01	Landing Gear Alternate Extend System	B	1	0	(M)(O) May be inoperative provided: a) Landing gear are secured in the down position, b) Alternate extend system is deactivated, and c) Airplane is dispatched in accordance with the appropriate AFM Gear Extended Appendix.	
-35-01-01	Alternate Extend Hydraulic Pressure Switch	B	1	0	(M) May be inoperative open provide landing gear doors are verified to open using the alternate extend system.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

32-4

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
-35-02	Ground Door Release Control System	C	1	0	(M) May be inoperative provided: a) Both door open control switches are verified to be open, b) Landing gear doors are verified to open using the alternate extend system, and c) Landing gear doors are closed before each departure.	
-35-02-01	Door Open Control Switches	B	2	0	(M)(O) May be inoperative closed provided: a) Landing gear are secured in the down position, b) Landing gear alternate extend system is deactivated, and c) Airplane is dispatched in accordance with the appropriate AFM Gear Extended Appendix.	
-41-01	Brake Accumulator Pressure Indicator (Wheel Well)	D	1	0	May be inoperative provided flight deck brake accumulator pressure indicator operates normally.	
-41-02	Brake Accumulator Pressure Indicator (Flight Deck)	C	1	0	(M) May be inoperative provided brake accumulator charge is verified normal once each flight day.	
-41-03	BRAKE SOURCE Indication System	A	1	0	(M)(O) May be inoperative provided: a) Flight deck brake accumulator pressure indicator operates normally, b) Normal and alternate brake systems are verified to operate normally, c) Brake accumulator isolation valve is verified to operate normally, d) Alternate procedures are established and used, and e) Repairs are made within 3 flight days.	
-41-03-01	BRAKE SOURCE Light	C	1	0	May be inoperative provided the BRAKE SOURCE alerting message operates normally.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

32-5

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-42-01</b>	Normal Antiskid Valves					
<b>-42-01A</b>		<b>C</b>	<b>12</b>	<b>10</b>	(M)(O) One valve per each six wheel truck may be inoperative provided: a) Associated brake is deactivated using the deactivation assembly, and b) AFM performance decrements for brake(s) deactivated are applied.	
<b>-42-01B</b>		<b>C</b>	<b>12</b>	<b>10</b>	(M)(O) One valve per each six wheel truck may be inoperative provided: a) Associated brake is deactivated by capping the brake line, b) After takeoff, gear remains down for two minutes before retraction, c) AFM performance decrements for brake(s) deactivated are applied, and d) Takeoff performance is based on landing gear extended.	
<b>-42-02</b>	Antiskid Wheelspeed Transducers	<b>C</b>	<b>12</b>	<b>10</b>	(O) One transducer per each six wheel truck may be inoperative provided: a) AFM performance decrements for brake(s) deactivated are applied, and b) No other brakes are deactivated on that truck.	
<b>-42-03</b>	Alternate Antiskid Valves	<b>C</b>	<b>8</b>	<b>0</b>	(M) May be inoperative provided manual braking capability on the alternate brake system is verified to operate normally.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

32-6

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
-42-04	Autobrake System (Including Autobrake Solenoid Valve)					
-42-04A		C	1	0	(M) May be inoperative provided: a) Autobrake solenoid valve is verified closed, and b) Autobrake selector remains in the OFF position.	
-42-04B		C	1	0	(M) May be inoperative provided: a) Autobrake hydraulic control module is deactivated, and b) Autobrake selector remains in the OFF position.	
-44-01	Brake Status Lights (On Nose Gear)					
-44-01A		C	3	0	(O) May be inoperative provided alternate procedures are established and used.	
-44-01B		D	3	0	May be inoperative provided procedures do not require their use.	
-44-02	Gear Retraction Braking System	C	1	0	(O) Maybe inoperative provided: a) After takeoff, gear remains down for two minutes before retraction, and b) Takeoff performance is based on landing gear extended.	
-44-03	Parking Brake Set Indication System (Flight Deck)	C	1	0	(M)(O) May be inoperative provided: a) Alternate procedures are established and used, b) Parking brake valve is verified to operate normally once each flight day, c) Parking brake and brake antiskid interface indication is verified to operate normally once each flight day, and d) Parking brake takeoff configuration warning system is verified to operate normally.	

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
32-7

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
-45-01	Wheel Brakes					
-45-01A		C	12	10	(M)(O) One per each six wheel truck may be inoperative provided: a) Associated brake is deactivated with a deactivation assembly, and b) AFM performance decrements for brakes deactivated are applied.	
-45-01B		C	12	10	(M)(O) One per each six wheel truck may be inoperative provided: a) Associated brake is deactivated by capping the brake line, b) After takeoff, gear remains down for two minutes before retraction, c) AFM performance decrements for brakes deactivated are applied, and d) Takeoff performance is based on landing gear extended.	
-45-01C		C	12	10	(M)(O) One per each six wheel truck may be removed from the center axle only provided: a) Associated brake line is capped, b) After takeoff, gear remains down for two minutes before retraction, c) AFM performance decrements for brakes deactivated are applied, and d) Takeoff performance is based on landing gear extended.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

32-8

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
-45-02	Wheel Tie Bolts	A	-	-	(M) One per wheel may be broken or missing provided: a) Affected wheel is removed, checked for broken parts or damage, and replaced if broken parts or damage is found, b) Associated brake is checked for broken parts or damage, and is replaced or deactivated if broken parts or damage is found, c) After each landing, wheel is inspected for additional broken or missing tie bolts, and d) Operations are limited to five departures before repairs are made.	
-45-03 ***	Integral Tire Pressure Indicators	D	-	0		
-45-04	Nose Gear Spin Brake	C	2	0	(O) May be inoperative or missing provided after takeoff, gear remains down for two minutes before retraction.  NOTE: In the event of engine failure after V1, retract landing gear after takeoff.	
-46-01	Brake Temperature Indication System	C	1	0	(O) May be inoperative provided AFM Maximum Quick Turnaround Weight limitations are observed.  For brake cooling fans installed: NOTE 1: Brake cooling fans will be inoperative when all brake temperature indications are inoperative.  NOTE 2: Any portion of the system that operates normally may be used.	
-47-01 ***	Brake Cooling Fans	D	12	0	(M) May be inoperative provided associated fan shrouds are removed.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

32-9

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
-49-01 ***	Tire Pressure Indication System					
-49-01A		C	1	0	May be inoperative provided alternate procedures are established and used.  NOTE: Any portion of the system that operates normally may be used.	
-49-01B		D	1	0	May be inoperative provided procedures do not require its use.	
-53-01	Main Gear Steering System (Including Indication)	C	1	0	(M) May be inoperative provided: a) Main gear steering actuators are verified locked in the center position, and b) Main gear steering system is deactivated.	
-61-01	Landing Gear Position Indication Systems	B	2	0	(M)(O) May be inoperative provided: a) Landing gear are secured in the down position, and b) Airplane is dispatched in accordance with the appropriate AFM Gear Extended Appendix.	
-61-01-01	Truck Tilt Sensors	C	4	0	(M)(O) May be inoperative provided the nose gear lock, nose gear down, main gear side brace and main gear drag brace sensors are verified to operate normally each flight day.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

32-10

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
-61-01	Landing Gear Position Indication Systems (Cont'd)					
-61-01-02	Nose Gear Not-Compressed Sensors					
-61-01-02-01	PSEU-1	C	1	0	(M) May be inoperative provided: a) Nose gear lock, nose gear down, main gear side brace and main gear drag brace sensors are verified to operate normally each flight day, and b) PSEU-2 operates normally.	
-61-01-02-02	PSEU-2	C	1	0	(M) May be inoperative provided: a) Nose gear lock, nose gear down, main gear side brace and main gear drag brace sensors are verified to operate normally each flight day, b) Left equipment cooling controller operates normally, and c) PSEU-1 operates normally.	
-61-02	Landing Gear Door Position Sensors	C	6	3	(M) One per gear (nose, left main, right main) may be inoperative provided sensor is failed in the door not closed position.	
-61-03	Landing Gear Uplock Position Sensors	C	6	3	(M) One per gear may be inoperative provided the sensor is failed in the unlocked position and the associated landing gear door position sensors operate normally.	
-71-01	Tail Strike Detector Channels					
-71-01-01	One Inoperative	C	2	1		
(Continued)						

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
32-11

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
-71-01	Tail Strike Detector Channels (Cont'd)					
-71-01-02	Both Inoperative	C	2	0	(M)(O) May be inoperative provided: a) Tail section is visually inspected for damage before each departure, b) Alternate tail strike detection procedures are established and used, and c) TAIL STRIKE caution message is disabled.	
-72-01	Tail Skid (-300/-300ER)	C	1	0		
-72-01-01	-300	C	1	0	(M)(O) May be inoperative provided: a) Tail skid is secured in the extended position, b) Water supplies associated with aft drain mast are secured off, and c) Appropriate performance adjustments are applied.	
-72-01-02 ***	-300ER	C	1	0	(M)(O) May be inoperative provided: a) Tail skid is secured in the extended position, b) Water supplies associated with aft drain mast are secured off, and c) Appropriate performance adjustments are applied.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

32-12

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-72-02</b>	Tail Skid Position Sensing System (-300/-300ER)					
<b>-72-02-01</b>	-300					
<b>-72-02-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided tail skid extend/retract function is verified to operate normally once each flight day.	
<b>-72-02-01B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Tail skid is secured in the extended position, b) Water supplies associated with aft drain mast are secured off, and c) Appropriate performance adjustments are applied.	
<b>-72-02-02</b> ***	-300ER					
<b>-72-02-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided tail skid extend/retract function is verified to operate normally once each flight day.	
<b>-72-02-02B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Tail skid is secured in the extended position, b) Water supplies associated with aft drain mast are secured off, and c) Appropriate performance adjustments are applied.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

33-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Flight Compartment and Instrument Lighting System	C	-	-	Individual lights or light controls may be inoperative provided: a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flight crew eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) Captain's emergency dome light operates normally.  NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	
-11-01-01	STORM Switch ON Light	C	1	0		
-13-01	Master Brightness Control	C	1	0	May be inoperative provided the master brightness control switch is selected off.	
-16-01	Master Dim and Test System	B	1	0	Dim function may be inoperative provided: a) TEST and BRT functions operate normally, and b) Light intensity is acceptable to the flight crew.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

33-2

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Cabin Interior Illumination					
-21-01-01	Passenger					
-21-01-01-01	With Powered Floor Proximity Emergency Escape Path Lighting System	C	-	-	Individual lights may be inoperative provided: a) Sufficient lighting remains for crew members to perform their duties, and b) For night operations beyond 60 minutes of landing at a suitable airport, at least 75% of the standby lights operate normally.	
-21-01-01-02	With Photoluminescent Floor Proximity Emergency Escape Path Marking System	C	-	-	Four total ceiling and sidewall lamps may be inoperative in each cabin zone provided: a) No more than two lamps are inoperative in each cabin zone aisle, b) A minimum of two lamps must operate normally between inoperative lamps, and c) Inoperative ceiling and sidewall lamps may not be adjacent.  NOTE: A cabin zone is the passenger cabin area between two sets of main entry door pairs.	
-21-01-02	777F	C	-	-	Individual lights may be inoperative provided sufficient lighting remains for supernumeraries/cargo couriers to perform their duties.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

33-3

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
-24-01	Passenger Information Signs (Passenger)					
-24-01A		C	-	0	(M) May be inoperative provided: a) Associated passenger seat, or lavatory is not occupied from which a Passenger Information sign is not readily legible, and b) Associated seat or lavatory must be blocked and placarded - DO NOT OCCUPY.	
-24-01B		C	-	0	(O) May be inoperative and the associated passenger seat or lavatory may be occupied provided: a) PA system operates normally and can be clearly heard throughout the cabin during flight, and b) PA system is used to alert the cabin crew and to notify passengers when seat belts should be fastened, when smoking is prohibited, and when passengers should return to seats.	
-24-01C		C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are established and used.	
-24-01-01	Flight Deck Automatic Function	C	1	0	(O) May be inoperative provided: a) Manual control function operates normally, and b) Alternate procedures are established and used.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

33-4

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
-24-01	Passenger Information Signs (Cont'd)					
-24-01-02 ***	Crew/Attendant Rest Areas	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-24-01-03	Aural Tone Function	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-24-02	Supernumerary/Courier Area Lighted Information Signs (777F)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-24-02-01	Flight Deck Automatic Function	C	1	0	(O) May be inoperative provided: a) Manual control function operates normally, and b) Alternate procedures are established and used.	
-28-01 ***	Sterile Flight Compartment Light System					
-28-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-28-01B		D	1	0	May be inoperative provided procedures do not require its use.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

33-5

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Main Wheel Well and Nose Wheel Well Service Area Lights					
-31-01A		C	-	0	NOTE: Relief for the Air Conditioning Compartment, APU Compartment, Stabilizer Compartment and Electrical Equipment Center Service Area Lights was moved to MMEL Item 25-20-01.	
-31-01B		D	-	0	May be inoperative provided operations are not conducted at night.  NOTE: Relief for the Air Conditioning Compartment, APU Compartment, Stabilizer Compartment and Electrical Equipment Center Service Area Lights was moved to MMEL Item 25-20-01.	
-31-02	Cargo Loading Area Lights					
-31-02-01	Passenger	D	11	0		
-31-02-02	777F	D	12	0		
-37-01	Cargo Compartment Lights	C	-	-	Individual lights may be inoperative provided sufficient lighting remains for ground personnel to perform their duties.	
-37-02	Main Deck Alert System (777F)					
-37-02A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any visual and aural alert system functions that operate normally may be used.	
-37-02B		D	1	0	May be inoperative provided procedures do not require its use.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

33-6

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	Wing Illumination Lights	C	2	0	May be inoperative provided ground de-icing procedures do not require their use.	
-41-01-01	WING Switch ON Light	C	1	0		
-42-01	Taxi Lights	C	2	0		
-42-02	Landing Lights					
-42-02A		C	4	2	Two may be inoperative for night operations.	
-42-02B		C	4	0	May be inoperative provided operations are not conducted at night.	
-42-02-01	Dim Function	C	2	0		
-42-03	Runway Turnoff Lights	C	2	0		
-43-01	Position Lights					
-43-01A		C	8	4	For night operations, all except the following minimum may be inoperative: a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white bulb per wingtip.	
-43-01B		C	8	0	May be inoperative between sunrise and sunset.	
-43-01-01	NAV Switch ON Light	C	1	0		
-43-02	Tail Lights	D	2	0		
***						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

33-7

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
-44-01	Anti-Collision Lights					
-44-01-01	Red Upper and Lower Fuselage Beacon Lights					
-44-01-01A		C	2	1	May be inoperative provided white tail and wing tip strobe lights operate normally.	
-44-01-01B		C	2	0	May be inoperative provided: a) At least one white tail or wing tip strobe light operates normally, and b) Operations are not conducted at night.	
-44-01-02	White Tail and Wing Tip Strobe Lights					
-44-01-02A		C	3	0	May be inoperative provided red upper and lower fuselage beacon lights operate normally.	
-44-01-02B		C	3	0	May be inoperative provided: a) At least one red fuselage beacon light operates normally, and b) Operations are not conducted at night.	
-44-01-03	BEACON Switch ON Light	C	1	0		
-45-01	LOGO Lights	D	4	0		
-45-01-01	LOGO Switch ON Light	D	1	0		
-51-01	Interior Emergency Lights	C	-	-	A random 25% of lights/signs may be inoperative provided: a) Inoperative area illumination lights are not adjacent, b) Not more than one overhead area light or exit sign at each door is inoperative, c) Cross-aisle exit signs operate normally, and d) Flight deck emergency dome light operates normally.	
					NOTE: Lights associated with an inoperative door or slide/raft are not required.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

33-8

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
-51-02	Exterior Emergency Slide Lights	C	-	0	May be inoperative provided operations are not conducted at night.	
-51-02-01	-200/-200ER/-200LR	A	8	7	One may be inoperative provided: a) Associated passenger entry door is considered inoperative, and b) Repairs are made within 1 flight day.	
-51-02-02	-300/-300ER					
-51-02-02-01	Doors 1L, 1R, 2L, 2R, 4L, 4R, 5L and 5R	A	8	7	One may be inoperative provided: a) Associated passenger entry door is considered inoperative, b) Exterior emergency slide lights for doors 3L and 3R operate normally, and c) Repairs are made within 1 flight day.	
-51-02-02-02	Doors 3L and 3R	A	6	3	Lights associated with one door may be inoperative provided: a) Associated passenger entry door is considered inoperative, b) All remaining door exterior emergency slide lights operate normally, and c) Repairs are made within 1 flight day.	
-51-02-03	777F	A	2	1	One may be inoperative provided: a) Associated passenger entry door is considered inoperative, and b) Repairs are made within 1 flight day.	

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
33-9

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-03</b>	Floor Proximity Emergency Lighting Systems (Passenger)					
<b>-51-03-01</b>	Powered Escape Path Lighting System	<b>C</b>	-	-	A random 25% of lights may be inoperative provided inoperative floor proximity lights are not adjacent.  NOTE: Lights associated with an inoperative door slide/raft are not required.	
<b>-51-03-02</b>	Photoluminescent Escape Path Marking System	<b>C</b>	-	-	Four 10-inch segments of photoluminescent strip may be inoperative in each cabin zone provided: a) No more than two 10-inch segments of photoluminescent strip are inoperative in each cabin zone aisle, b) A minimum of 72 inches of photoluminescent strip must operate normally between inoperative segments, and c) Inoperative segments of photoluminescent strip must not be laterally adjacent in an aisle.  NOTE 1: Photoluminescent strips associated with an inoperative door slide/raft are not required.  NOTE 2: A cabin zone is the passenger cabin area between two sets of main entry door pairs.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

34-1

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Mach Indications					
-12-01A		<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided flight descends to FL 290 or below, if failure of the second indication occurs in flight.	
-12-01B		<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided flight remains at or below FL 290.	
-12-02	True Airspeed Indications	<b>C</b>	<b>2</b>	<b>0</b>		
-13-01	Standby Airspeed Indicator System (Non-ISFD System)	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) All ARINC 629 pitot air data modules operate normally, b) All ARINC 629 static air data modules operate normally, c) All pitot probe heater systems operate normally, d) Both AIR DATA/ATT instrument source switches operate normally, and e) SAARU data is verified available to both PFDs before each departure.	
-16-01	Altitude Alerting System	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations do not require its use, c) Airplane does not depart from 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.	
-16-01-01	Aural Alert	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
-16-01-02	Visual Alert	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
34-2

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01 ***	Dual Total Air Temperature (TAT) Systems	C	2	1		
-21-02	Static Air Temperature (SAT) Indication	C	1	0		
-21-03	Air Data Inertial Reference Unit (ADIRU)					
-21-03-01	ADIRU Faults					
-21-03-01A		B	1	0	(M) May be dispatched with faults indicated by ADIRU status message provided: a) Adequate ground navigation facilities are available, b) Non-stabilized magnetic compass operates normally, c) Approach minimums do not require use of triple channel autoland, and d) SAARU data is verified available to both PFDs before each departure.	
-21-03-01B		B	1	0	(M) May be dispatched with faults indicated by ADIRU status message provided: a) Both GPS receivers operate normally, b) Both FMCs operate normally, c) Non-stabilized magnetic compass operates normally, d) Approach minimums do not require use of triple channel autoland, and e) SAARU data is verified available to both PFDs before each departure.	
-21-03-02	ON BAT Light	C	1	0		

(Continued)

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
34-3

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
-21-03	Air Data Inertial Reference Unit (ADIRU) (Cont'd)					
-21-03-03	ADIRU Switch Lights					
-21-03-03-01	OFF Light	<b>C</b>	<b>1</b>	<b>0</b>		
-21-03-03-02	ON Light	<b>C</b>	<b>1</b>	<b>0</b>		
-21-04	Pitot Air Data Modules (Primary – ARINC 629)					
-21-04-01	Right Pitot Air Data Module	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Left and center pitot probe heater systems operate normally, b) Left and center pitot air data modules operate normally, c) Left static air data module operates normally, d) Standby airspeed indication operates normally, e) Right AIR DATA/ATT instrument source switch operates normally, f) SAARU data is verified to be available to the right PFD before each departure, g) Left and center pitot probes are inspected before each departure, and h) Approach minimums do not require its use.	

(Continued)

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
34-4

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-21-04</b>	Pitot Air Data Modules (Primary - ARINC 629) (Cont'd)					
<b>-21-04-02</b>	Left Pitot Air Data Module	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Right and center pitot probe heater systems operate normally, b) Right and center pitot air data modules operate normally, c) Right static air data module operates normally, d) Standby airspeed indication operates normally, e) Left AIR DATA/ATT instrument source switch operates normally, f) SAARU data is verified to be available to the left PFD before each departure, g) Right and center pitot probes are inspected before each departure, and h) Approach minimums do not require its use.	
<b>-21-04-03</b>	Center Pitot Air Data Module	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Left and right pitot probe heater systems operate normally, b) Left and right pitot air data modules operate normally, c) Left and right static air data modules operate normally, d) Standby airspeed indication operates normally, e) Both AIR DATA/ATT instrument source switches operate normally, f) SAARU data is verified to be available to both PFDs before each departure, g) Left and right pitot probes are inspected before each departure, and h) Approach minimums do not require its use.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

34-5

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
-21-05	Static Air Data Modules (Primary - ARINC 629)					
-21-05-01	Right Static Air Data Module	C	1	0	(M) May be inoperative provided: a) Left and center static air data modules operate normally, b) Left pitot air data module operates normally, c) Right AIR DATA/ATT instrument source switch operates normally, d) Standby airspeed indication operates normally, e) SAARU data is verified to be available to the right PFD before each departure, and f) Approach minimums do not require its use.	
-21-05-02	Left Static Air Data Module	C	1	0	(M) May be inoperative provided: a) Right and center static air data modules operate normally, b) Right pitot air data module operates normally, c) Left AIR DATA/ATT instrument source switch operates normally, d) Standby airspeed indication operates normally, e) SAARU data is verified to be available to the left PFD before each departure, and f) Approach minimums do not require its use.	
(Continued)						

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
34-6

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
-21-05	Static Air Data Modules (Primary - ARINC 629) (Cont'd)					
-21-05-03	Center Static Air Data Module	C	1	0	(M) May be inoperative provided: a) Left and right static air data modules operate normally, b) Left and right pitot air data modules operate normally, c) Both AIR DATA/ATT instrument source switches operate normally, d) SAARU data is verified to be available to both PFDs before each departure, e) Standby airspeed indication operates normally, and f) Approach minimums do not require its use.	
-21-06	Angle of Attack (AOA) Vane Systems	C	2	1		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

34-7

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
-21-07	Secondary Attitude Air Data Reference Unit (SAARU)					
-21-07-01	Without Integrated Standby Flight Display (ISFD) Installed	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Operations are conducted in Day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, c) ADIRU operates normally, d) Left, right and center pitot air data modules operate normally, e) Left, right and center static air data modules operate normally, f) Standby airspeed indicator operates normally, g) One GPS receiver operates normally, and h) Non-stabilized magnetic compass operates normally.	
-21-07-02	With Integrated Standby Flight Display (ISFD) Installed	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Approach minimums do not require the use of the SAARU, b) ADIRU operates normally, c) Left, right and center pitot air data modules operate normally, d) Left, right and center static air data modules operate normally, e) ISFD operates normally, f) One GPS receiver operates normally, and g) Non-stabilized magnetic compass operates normally.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

34-8

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-21-08</b> ***	Integrated Standby Flight Display (ISFD)					
<b>-21-08-01</b>	Attitude Indication	<b>B</b>	<b>1</b>	<b>0</b>	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.	
<b>-21-08-02</b>	Airspeed Indication	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) All ARINC 629 pitot air data modules operate normally, b) All ARINC 629 static air data modules operate normally, c) All pitot probe heater systems operate normally, d) Both AIR DATA/ATT instrument source switches operate normally, and e) SAARU data is verified available to both PFDs before each departure.	
<b>-21-08-03</b>	Approach Mode	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-21-08-04</b>	Heading Display	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-21-08-05</b>	Switch Lights	<b>C</b>	<b>5</b>	<b>0</b>		
<b>-23-01</b>	Non-Stabilized Magnetic Compass (Standby)	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided ADIRU operates normally.	
<b>-24-01</b> ***	Standby Attitude Indicator (Non-ISFD System)	<b>B</b>	<b>1</b>	<b>0</b>	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.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

34-9

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Instrument Landing System (ILS)	D	3	-	Any in excess of those required by 14 CFR may be inoperative provided approach minimums do not require their use.	
-31-02	Glideslope Antenna Switching	D	3	-	Any in excess of those required by 14 CFR may be inoperative provided approach minimums do not require use of the associated ILS receiver.	
-31-03	Localizer Antenna Switching	D	3	-	Any in excess of those required by 14 CFR may be inoperative provided approach minimums do not require use of the associated ILS receiver.	
-32-01	Marker Beacon System	C	1	0	May be inoperative provided approach minimums do not require its use.	
-33-01	Radio Altimeter Systems	B	3	2	One may be inoperative provided approach minimums or operating procedures do not require its use.	
-34-01 ***	Microwave Landing System	D	1	0		
-35-01 ***	Para Visual Displays	D	-	0	May be inoperative provided procedures do not require their use.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

34-10

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
-43-01	Weather Radar System					
-43-01A		C	-	0	(O) May be inoperative provided: a) Weather radar is not required by 14 CFR, b) Reactive windshear alert (GPWS Mode 7) operates normally, and c) Alternate procedures are established and used.	
-43-01B		B	-	0	(O) May be inoperative provided: a) Weather radar is not required by 14 CFR, and b) Alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
-43-01C		D	2	1		
-43-01-01	Predictive Windshear Function					
-43-01-01A		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Reactive windshear alert (GPWS Mode 7) operates normally.	
-43-01-01B		B	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
-43-01-02 ***	Auto Tilt Function	C	1	0	May be inoperative provided manual tilt function operates normally.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

34-11

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-45-01</b>	Traffic Collision and Avoidance System (TCAS)	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
<b>-45-01-01</b>	Resolution Advisory (RA) Display Systems					
<b>-45-01-01A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative on the non-flying pilot side.	
<b>-45-01-01B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions operate normally, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
<b>-45-01-02</b>	Traffic Alert (TA) Display Systems	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) RA visual display and audio functions operate normally, and b) Enroute or approach procedures do not require its use.	
<b>-45-01-03</b>	Audio Functions	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
<b>-45-01-04</b> ***	Airspace Selection Function	<b>C</b>	<b>-</b>	<b>0</b>		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

34-12

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-46-01</b>	Ground Proximity Warning System (GPWS)					
<b>-46-01-01</b>	GPWS Function	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
<b>-46-01-01-01</b>	Modes 1-4	<b>A</b>	<b>4</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
<b>-46-01-01-02</b>	Glideslope Deviation (Mode 5)	<b>B</b>	<b>1</b>	<b>0</b>		
<b>-46-01-01-03</b>	Advisory Callouts (Mode 6)					
<b>-46-01-01-03A</b>		<b>B</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-46-01-01-03B</b>		<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) Advisory callouts are not required by 14 CFR, and b) Alternate procedures are established and used.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

34-13

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
-46-01	Ground Proximity Warning System (GPWS) (Cont'd)					
-46-01-02	Windshear Alert Mode Function (Reactive) (Mode 7)					
-46-01-02A		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Predictive windshear operates normally.	
-46-01-02B		<b>B</b>	<b>1</b>	<b>0</b>	(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.	
-46-01-03	Terrain Awareness Function	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
-46-01-03-01	Terrain Display Functions					
-46-01-03-01A		<b>C</b>	<b>2</b>	<b>1</b>		
-46-01-03-01B		<b>B</b>	<b>2</b>	<b>0</b>		
-46-01-04 ***	Runway Awareness and Advisory System (RAAS)	<b>C</b>	<b>1</b>	<b>0</b>		
-51-01	VOR Navigation Systems	<b>D</b>	<b>2</b>	<b>-</b>	Any in excess of those required by 14 CFR may be inoperative.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

34-14

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-53-01</b>	ATC Transponder/ Automatic Altitude Reporting Systems					
<b>-53-01A</b>		<b>D</b>	<b>2</b>	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
<b>-53-01B</b>		<b>B</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
<b>-53-01-01</b> ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR	<b>A</b>	<b>-</b>	<b>0</b>	May be inoperative provided: a) Enroute operations do not require their use, and b) Repairs are made prior to completion of next heavy maintenance visit.	
<b>-53-01-02</b> ***	ADS-B Squitter Transmissions					
<b>-53-01-02A</b>		<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any ADS-B Out function which operates normally may be used.	
<b>-53-01-02B</b>		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided enroute operations do not require its use.	
<b>-55-01</b>	Distance Measuring Equipment (DME)	<b>D</b>	<b>2</b>	<b>-</b>	Any in excess of those required by 14 CFR may be inoperative.	
<b>-57-01</b> ***	ADF Systems	<b>D</b>	<b>2</b>	<b>-</b>	Any in excess of those required by 14 CFR may be inoperative.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

34-15

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
-58-01	Global Positioning Systems					
-58-01A		C	2	0	May be inoperative provided: a) Enroute operations do not require their use, and b) SAARU operates normally.	
-58-01B		D	2	1	One may be inoperative provided enroute operations do not require its use.	
-61-01	Flight Management Computing Systems (FMCS)					
-61-01-01	With AIMS-1	C	2	1	(M) One may be inoperative provided: a) Remaining FMC is verified to operate normally, b) Enroute operations do not require its use, and c) Flight remains within 180 minutes of landing at a suitable airport.	
-61-01-02	With AIMS-2	C	2	1	(M) One may be inoperative provided: a) Remaining FMC is verified to operate normally, and b) Enroute operations do not require its use.	
-61-01-03	Navigation Databases	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight days.  NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
34-16

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
-61-02	FMC Selector	C	1	0		
-61-03	Control Display Units (CDU)					
-61-03-01	Passenger	C	3	2	(O) Center CDU may be inoperative.	
					NOTE: Any function that operates normally may be used.	
-61-03-01-01	DSPY, MSG, OFST and EXEC Lights	C	12	0		
-61-03-01-02	Line Select Lights, Function Lights, Execute Lights, Alpha/Numeric Lights and Miscellaneous Key Lights	C	-	0		
-61-03-02	777F	C	3	2	Center CDU may be inoperative.	
					NOTE: Any function that operates normally may be used.	
-61-03-02-01	DSPY, MSG, OFST and EXEC Lights	C	12	0		
-61-03-02-02	Line Select Lights, Function Lights, Execute Lights, Alpha/Numeric Lights and Miscellaneous Key Lights	C	-	0		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

35-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**35. OXYGEN**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Crew Oxygen System					
-11-01-01	Crew Oxygen Pressure Indication System	B	1	0	(M) May be inoperative provided: a) Oxygen supply is verified to be above minimum required before each departure, and b) Crew oxygen shutoff valve(s) is verified open.	
-11-01-01-01	Overboard Discharge Indicator Disc	B	1	0	May be damaged or missing.	
-11-01-02	Crew Oxygen Solenoid Bleed Valve	B	1	0	(M) May be inoperative provided: a) Solenoid bleed valve is deactivated closed, and b) Crew oxygen shutoff valve(s) is verified open.	
-21-01	Passenger Oxygen System (Chemical or Gaseous) (Passenger)	B	1	0	(O) May be inoperative provided: a) Altitude limitations comply with 14 CFR, b) Portable oxygen supplies comply with 14 CFR, c) Both air conditioning packs operate normally, d) Pressurization system operates normally, e) Both engine bleed systems operate normally, and f) Passengers are appropriately briefed.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

35-2

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**35. OXYGEN**

Sequence No.	Item	1	2	3	4	Change Bar
-21-02	Passenger Oxygen Service Units (Passenger)					
-21-02A		B	-	0	(M) May be inoperative provided: a) Associated seats are blocked and placarded to prevent occupancy, b) Associated flight attendant seat is considered inoperative, and c) Associated lavatory door is locked closed and placarded, INOPERATIVE - DO NOT ENTER.	
-21-02B		B	-	0	(O) May be inoperative provided: a) Altitude limitations comply with 14 CFR, b) Portable oxygen supplies comply with 14 CFR, c) Both air conditioning packs operate normally, d) Pressurization system operates normally, e) Both engine bleed systems operate normally, and f) Passengers are appropriately briefed.	
-21-03	Passenger/Supernumerary Oxygen Automatic Presentation System	B	1	0	(O) May be inoperative provided: a) Manual deployment system operates normally, and b) Flight remains at or below FL 300.	
-21-04 ***	Passenger Oxygen ON Light	C	1	0		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

35-3

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**35. OXYGEN**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-21-05</b> ***	Crew/Attendant Rest Oxygen Modules (Passenger)					
<b>-21-05-01</b>	Seat Modules	<b>B</b>	-	-	(M) May be inoperative provided associated seat is blocked and placarded to prevent occupancy.	
<b>-21-05-02</b>	Bunk Modules	<b>B</b>	-	-	(M) May be inoperative provided a conspicuous barrier strap or rope is placed across the associated bunk with a placard attached stating the bunk is not be used.	
<b>-21-05-03</b> ***	Vanity Module (Includes Sink With Drink Storage Area)	<b>B</b>	-	-	(M) May be inoperative provided a conspicuous barrier strap or rope is placed across the associated vanity entrance with a placard attached stating the vanity is not to be used.	
<b>-21-06</b> ***	Supernumerary Seats/Crew Rest/Lavatory Gaseous Oxygen System (777F)	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Supernumerary seats and crew rest bunks are blocked and placarded DO NOT OCCUPY, b) An adequate portable oxygen dispensing unit (bottle and mask) is available in the lavatory, c) Personnel address system operates normally, and d) Crew members/supernumeraries are appropriately briefed.	
<b>-21-06-01</b>	Left Circuit	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Left supernumerary seat is blocked and placarded DO NOT OCCUPY, b) Each crew rest bunk without an adequate portable oxygen dispensing unit (bottle and mask) is blocked and placarded DO NOT OCCUPY, c) For crew rest used, personnel address system operates normally, and d) Crew members/supernumeraries are appropriately briefed.	
(Continued)						

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
35-4

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**35. OXYGEN**

Sequence No.	Item	1	2	3	4	Change Bar
-21-06 ***	Supernumerary Seats/Crew Rest/Lavatory Gaseous Oxygen System (777F) (Cont'd)					
-21-06-02	Center Circuit	B	1	0	(M)(O) May be inoperative provided: a) Each center supernumerary seat is blocked and placarded DO NOT OCCUPY, b) An adequate portable oxygen dispensing unit (bottle and mask) is available in the lavatory, c) Personnel address system operates normally, and d) Crew members/supernumeraries are appropriately briefed.	
-21-06-03	Right Circuit	B	1	0	(M)(O) May be inoperative provided: a) Right supernumerary seat is blocked and placarded DO NOT OCCUPY, and b) Crew members/supernumeraries are appropriately briefed.	
-21-07 ***	Supernumerary Seats (Only) Gaseous Oxygen System (777F)	B	-	0	(M)(O) May be inoperative provided: a) Affected supernumerary seat is blocked and placarded DO NOT OCCUPY, and b) Crew members/supernumeraries are appropriately briefed.	
-21-08 ***	Lavatory Chemical Oxygen System (777F)	B	1	0	(O) May be inoperative provided: a) An adequate portable oxygen dispensing unit (bottle and mask) is available in the lavatory, b) Personnel address system operates normally, and c) Crew members/supernumeraries are appropriately briefed.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

35-5

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**35. OXYGEN**

Sequence No.	Item	1	2	3	4	Change Bar
-21-09 ***	Crew Rest Chemical Oxygen Systems (777F)	B	-	0	(M)(O) May be inoperative provided: a) Each crew rest bunk without an adequate portable oxygen dispensing unit (bottle and mask) is blocked and placarded DO NOT OCCUPY, b) For crew rest used, personnel address system operates normally, and c) Crew members/supernumeraries are appropriately briefed.	
-22-01 ***	Passenger/Supernumerary Oxygen Pressure Indication System (Gaseous)	C	1	0	(M) May be inoperative provided: a) Oxygen supply is verified to be above minimum required before each departure, and b) Associated oxygen shutoff valves are verified open before each departure.	
-22-01-01	Overboard Discharge Indicator Disc	B	1	0	May be damaged or missing.	
-31-01	Portable Oxygen Dispensing Units (Or Equivalent) (Bottle and Mask)	D	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout the airplane, b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility, and c) Location placarding for the associated inoperative bottle is removed or obscured.	
-31-02	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Air Supply and Cabin Pressure Controllers (ASCPC)					
-00-01-01	Primary (Digital) Controllers	C	2	1	(M)(O) Right Primary ASCPC may be inoperative deactivated provided: a) Both ASCPC backup (analog) controllers are verified to operate normally, b) Both right CTC channels are verified to operate normally once each flight day, c) Left engine bleed system operates normally, d) Center system hydraulic demand pump on left side operates normally, e) Right isolation valve indications are considered inoperative, f) APU bleed air shutoff valve indications are considered inoperative, and g) Appropriate performance adjustments are applied.	

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
36-2

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
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-11-01	Pressure Regulating and Shutoff Systems (PRSOV, PRSOVC)					
-11-01-01	-200/-200ER (Without PRR 61980 or Equivalent Incorporated)	C	2	1	(M)(O) One valve (PRSOV) and/or the associated controller (PRSOVC) may be inoperative provided: a) Associated PRSOV is locked closed, b) Opposite engine bleed system operates normally, c) Associated engine bleed air switch remains OFF, d) Left and right bleed isolation systems operate normally, e) Center bleed isolation system operates normally, f) Both packs operate normally, g) Both outflow valves operate normally, h) Airplane remains at or below FL 350, i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and j) Appropriate performance adjustments are applied.	

(Continued)

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
36-3

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Pressure Regulating and Shutoff Systems (PRSOV, PRSOVC) (Cont'd)					
-11-01-02	-200/-200ER (With PRR 61980 or Equivalent Incorporated)	C	2	1	(M)(O) One valve (PRSOV) and/or the associated controller (PRSOVC) may be inoperative provided: a) Associated PRSOV is locked closed, b) Opposite engine bleed system operates normally, c) Associated engine bleed air switch remains OFF, d) Left and right bleed isolation systems operate normally, e) Center bleed isolation system operates normally, f) Both packs operate normally, g) Both outflow valves operate normally, h) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and i) Appropriate performance adjustments are applied.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-4

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Pressure Regulating and Shutoff Systems (PRSOV, PRSOVC) (Cont'd)					
-11-01-03	-300 (Without SB 777-25-0227 and ASCPC SW P/N 3670-GRS-012-00 or later Installed) Or (Without PRR 61980 or Equivalent Incorporated)	C	2	1	(M)(O) One valve (PRSOV) and/or the associated controller (PRSOVC) may be inoperative provided: a) Associated PRSOV is locked closed, b) Opposite engine bleed system operates normally, c) Associated engine bleed air switch remains OFF, d) Left and right bleed isolation systems operate normally, e) Center bleed isolation system operates normally, f) Both packs operate normally, g) Both outflow valves operate normally, h) Procedures are established and used to verify forward cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and j) Appropriate performance adjustments are applied.  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)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-5

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Pressure Regulating and Shutoff Systems (PRSOV, PRSOVC) (Cont'd)					
-11-01-04	-300 (With SB 777-25-0227 and ASCPC SW P/N 3670-GRS-012-00 or later Installed) Or (With PRR 61980 or Equivalent Incorporated)	C	2	1	(M)(O) One valve (PRSOV) and/or the associated controller (PRSOVC) may be inoperative provided: a) Associated PRSOV is locked closed, b) Opposite engine bleed system operates normally, c) Associated engine bleed air switch remains OFF, d) Left and right bleed isolation systems operate normally, e) Center bleed isolation system operates normally, f) Both packs operate normally, g) Both outflow valves operate normally, h) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and i) Appropriate performance adjustments are applied.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-6

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Pressure Regulating and Shutoff Systems (PRSOV, PRSOVC) (Cont'd)					
-11-01-05	-200LR/-300ER	C	2	1	(M)(O) One valve (PRSOV) and/or the associated controller (PRSOVC) may be inoperative provided: a) Associated PRSOV is locked closed, b) Opposite engine bleed system operates normally, c) Associated engine bleed air switch remains OFF, d) Left and right bleed isolation systems operate normally, e) Center bleed isolation system operates normally, f) Both packs operate normally, g) Both outflow valves operate normally, h) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and i) Appropriate performance adjustments are applied.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-7

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Pressure Regulating and Shutoff Systems (PRSOV, PRSOVC) (Cont'd)					
-11-01-06	777F	C	2	1	(M)(O) One valve (PRSOV) and/or the associated controller (PRSOVC) may be inoperative provided: a) Associated PRSOV is locked closed, b) Opposite engine bleed system operates normally, c) Associated engine bleed air switch remains OFF, d) Left and right bleed isolation systems operate normally, e) Center bleed isolation system operates normally, f) Both packs operate normally, g) Both outflow valves operate normally, h) Both recirculation fans operate normally, i) Both ECSMCs operate normally, j) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and k) Appropriate performance adjustments are applied.	
-11-01-07	ENG Bleed Air Switch Lights					
-11-01-07-01	OFF Lights	C	2	0		
-11-01-07-02	ON Lights	C	2	0		

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
36-8

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	High Pressure Shutoff Valves (HPSOV)					
-11-02-01	-200/-200ER (Without PRR 61980 or Equivalent Incorporated)					
-11-02-01A		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative HPSOV is locked closed, b) Opposite engine bleed system operates normally, c) Both outflow valves operate normally, d) Airplane remains at or below FL 350, and e) Associated engine bleed air is cycled OFF, then ON at 55% N1 or greater before takeoff.	
-11-02-01B		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) Airplane remains at or below FL 350, j) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and k) Appropriate performance adjustments are applied.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-9

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	High Pressure Shutoff Valves (HPSOV) (Cont'd)					
-11-02-02	-200/-200ER (With PRR 61980 or Equivalent Incorporated)					
-11-02-02A		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative HPSOV is locked closed, b) Opposite engine bleed system operates normally, c) Both outflow valves operate normally, and d) Associated engine bleed air is cycled OFF, then ON at 55% N1 or greater before takeoff.	
-11-02-02B		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and j) Appropriate performance adjustments are applied.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-10

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	High Pressure Shutoff Valves (HPSOV) (Cont'd)					
-11-02-03	-300 (Without SB 777-25-0227 and ASCPC SW P/N 3670-GRS-012-00 or later Installed) Or (Without PRR 61980 or Equivalent Incorporated)					
-11-02-03A		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative HPSOV is locked closed, b) Opposite engine bleed system operates normally, c) Both outflow valves operate normally, d) Procedures are established and used to verify forward cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and e) Associated engine bleed air is cycled OFF, then ON at 55% N1 or greater before takeoff.  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)

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
36-11

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	High Pressure Shutoff Valves (HPSOV) (Cont'd)					
-11-02-03	-300 (Without SB 777-25-0227 and ASCPC SW P/N 3670-GRS-012-00 or later Installed) Or (Without PRR 61980 or Equivalent Incorporated) (Cont'd)					
-11-02-03B		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) Procedures are established and used to verify forward cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, j) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and k) Appropriate performance adjustments are applied.  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)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-12

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	High Pressure Shutoff Valves (HPSOV) (Cont'd)					
-11-02-04	-300 (With SB 777-25-0227 and ASCPC SW P/N 3670-GRS-012-00 or later Installed) Or (With PRR 61980 or Equivalent Incorporated)					
-11-02-04A		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative HPSOV is locked closed, b) Opposite engine bleed system operates normally, c) Both outflow valves operate normally, and d) Associated engine bleed air is cycled OFF, then ON at 55% N1 or greater before takeoff.	
-11-02-04B		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and j) Appropriate performance adjustments are applied.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-13

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	High Pressure Shutoff Valves (HPSOV) (Cont'd)					
-11-02-05	-200LR/-300ER					
-11-02-05A		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative HPSOV is locked closed, b) Opposite engine bleed system operates normally, c) Both outflow valves operate normally, and d) Associated engine bleed air is cycled OFF, then ON at 55% N1 or greater before takeoff.	
-11-02-05B		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and j) Appropriate performance adjustments are applied.	

(Continued)

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
36-14

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	High Pressure Shutoff Valves (HPSOV) (Cont'd)					
-11-02-06	777F					
-11-02-06A		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative HPSOV is locked closed, b) Opposite engine bleed system operates normally, c) Both outflow valves operate normally, and d) Associated engine bleed air is cycled OFF, then ON at 55% N1 or greater before takeoff.	
-11-02-06B		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) Both recirculation fans operate normally, j) Both ECSMCs operate normally, k) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and l) Appropriate performance adjustments are applied.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-15

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-03	Intermediate Pressure Check Valves (IPCV)					
-11-03-01	-200/-200ER (Without PRR 61980 or Equivalent Incorporated)	C	-	-	(M)(O) May be inoperative open provided: a) Associated HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) Airplane remains at or below FL 350, j) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and k) Appropriate performance adjustments are applied.	

(Continued)

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
36-16

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-03	Intermediate Pressure Check Valves (IPCV) (Cont'd)					
-11-03-02	-200/-200ER (With PRR 61980 or Equivalent Incorporated)	C	-	-	(M)(O) May be inoperative open provided: a) Associated HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and j) Appropriate performance adjustments are applied.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-17

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-03	Intermediate Pressure Check Valves (IPCV) (Cont'd)					
-11-03-03	-300 (Without SB 777-25-0227 and ASCPC SW P/N 3670-GRS-012-00 or later Installed) Or (Without PRR 61980 or Equivalent Incorporated)	C	-	-	(M)(O) May be inoperative open provided: a) Associated HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) Procedures are established and used to verify forward cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, j) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and k) Appropriate performance adjustments are applied.  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)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-18

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-03	Intermediate Pressure Check Valves (IPCV) (Cont'd)					
-11-03-04	-300 (With SB 777-25-0227 and ASCPC SW P/N 3670-GRS-012-00 or later Installed) Or (With PRR 61980 or Equivalent Incorporated)	C	-	-	(M)(O) May be inoperative open provided: a) Associated HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and j) Appropriate performance adjustments are applied.	

(Continued)

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
36-19

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-03	Intermediate Pressure Check Valves (IPCV) (Cont'd)					
-11-03-05	-200LR/-300ER	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative open provided: a) Associated HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and j) Appropriate performance adjustments are applied.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-20

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-11-03	Intermediate Pressure Check Valves (IPCV) (Cont'd)					
-11-03-06	777F	C	2	1	(M)(O) One may be inoperative open provided: a) Associated HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) Both recirculation fans operate normally, j) Both ECSMCs operate normally, k) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and l) Appropriate performance adjustments are applied.	
-11-04	Precoolers	C	2	1	(M)(O) Airplane may be operated with damage to one precooler provided: a) It is verified that precooler airflow is not completely blocked, b) Precooler bleed air leakage is verified within normal limits, and c) Opposite engine bleed system operates normally.	
-11-05	Fan Air Modulation Valves (FAMV)	C	2	1	(M)(O) One may be inoperative provided: a) Valve is locked full open, b) Opposite engine bleed system operates normally, and c) Appropriate performance adjustments are applied.	

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-21

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Left and Right Isolation Systems (Valve and/or Indication)					
-12-01A		C	2	1	(M)(O) One may be inoperative provided: a) Valve is locked closed after engine start, b) Associated valve switch remains in the CLOSED position, c) Center bleed isolation system operates normally, d) Both engine bleed systems operate normally, e) Isolation valve on opposite side is selected CLOSED for takeoff and landing, and selected AUTO with flaps up, and f) APU is used as air source for center system hydraulic demand pumps for takeoff and landing.	
-12-01B		C	2	1	(M)(O) One may be inoperative locked open provided: a) Both center system hydraulic demand pumps operate normally, and b) Appropriate performance adjustments are applied.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-22

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Left and Right Isolation Systems (Valve and/or Indication) (Cont'd)					
-12-01-01	ISLN Switch Lights					
-12-01-01-01	CLOSED Lights	C	2	0		
-12-01-01-02	AUTO Lights	C	2	0		
-12-02	Center Isolation System (Valve and/or Indication)					
-12-02A		C	1	0	(M)(O) May be inoperative provided: a) Valve is locked closed after engine start, b) Both center system hydraulic demand pumps operate normally, c) Left and right isolation valves operate normally, d) Both engine bleed systems operate normally, and e) Appropriate performance adjustments are applied.	
-12-02B		C	1	0	(M)(O) May be inoperative provided: a) Valve is locked open, b) Left and right isolation valves are selected CLOSED for takeoff and landing, c) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and d) Left or right isolation valve is selected AUTO with flaps up.	
-12-02-01	ISLN Switch Light					
-12-02-01-01	CLOSED Light	C	1	0		
-12-02-01-02	AUTO Light	C	1	0		

AIRCRAFT: BOEING B777	REVISION NO. 22 DATE: 01/30/2018	PAGE NO. 36-23
--------------------------	-------------------------------------	-------------------

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY
		2. NUMBER INSTALLED
		3. NUMBER REQUIRED FOR DISPATCH
		4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-12-03	APU Bleed Air Shutoff System (Valve and/or Indications)	C	1	0	(M)(O) May be inoperative provided: a) Other procedures do not require APU as a pneumatic source, b) Valve is locked closed, c) APU bleed switch remains OFF, and d) Flight remains within 180 minutes of landing at a suitable airport.  NOTE: APU may be used for electrical power.	
-12-03-01	Valve Indications					
-12-03-01A		C	1	0	(M)(O) May be inoperative provided: a) Other procedures do not require use of the APU, b) APU bleed air valve is verified to operate normally, and c) Flight remains within 180 minutes of landing at a suitable airport.	
-12-03-01B		C	1	0	(M)(O) May be inoperative provided: a) Other procedures do not require APU as a pneumatic source, b) APU bleed air valve is verified to operate normally before each departure, c) APU bleed switch remains OFF for flight, and d) Flight remains within 180 minutes of landing at a suitable airport.  NOTE: APU may be used for electrical power and for pneumatic power for ground operations only.	
-12-03-02	APU Switch Light					
-12-03-02-01	OFF Light	C	1	0		
-12-03-02-02	AUTO Light	C	1	0		
-20-01	Air Synoptic Display	C	1	0		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-24

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-20-02	Engine Bleed Air Valve OFF Lights				Dispatch relief for this equipment moved to item 36-11-01-07-01 in revision 21.	
-20-03	Bleed Air Isolation Valve CLOSED Lights				Dispatch relief for this equipment moved to items 36-12-01-01-01 and 36-12-02-01-01 in revision 21.	
-20-04	APU Bleed Air Valve OFF Light				Dispatch relief for this equipment moved to item 36-12-03-02-01 in revision 21.	
-21-01	Manifold Pressure/Flow Sensing Systems	C	2	1	One may be inoperative provided the associated pack flow control valve inlet pressure sensor operates normally.	
-21-02	Intermediate Pressure Sensing Systems	C	2	1		
-22-01	Manifold Temperature Sensing Systems					
-22-01-01	-200/-200ER (Without PRR 61980 or Equivalent Incorporated)					
-22-01-01A		C	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV is locked closed, b) Opposite engine bleed system operates normally, c) Both outflow valves operate normally, d) Airplane remains at or below FL 350, e) Associated engine bleed air switch is cycled OFF, then ON at 55% N1 or greater before takeoff, and f) Appropriate performance adjustments are applied.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-25

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Manifold Temperature Sensing Systems (Cont'd)					
-22-01-01	-200/-200ER (Without PRR 61980 or Equivalent Incorporated) (Cont'd)					
-22-01-01B		C	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) Airplane remains at or below FL 350, j) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and k) Appropriate performance adjustments are applied.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-26

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Manifold Temperature Sensing Systems (Cont'd)					
-22-01-02	-200/-200ER (With PRR 61980 or Equivalent Incorporated)					
-22-01-02A		C	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV is locked closed, b) Opposite engine bleed system operates normally, c) Both outflow valves operate normally, d) Associated engine bleed air switch is cycled OFF, then ON at 55% N1 or greater before takeoff, and e) Appropriate performance adjustments are applied.	
-22-01-02B		C	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and j) Appropriate performance adjustments are applied.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-27

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Manifold Temperature Sensing Systems (Cont'd)					
-22-01-03	-300 (Without SB 777-25-0227 and ASCPC SW P/N 3670-GRS-012-00 or later Installed) Or (Without PRR 61980 or Equivalent Incorporated)					
-22-01-03A		C	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV is locked closed, b) Opposite engine bleed system operates normally, c) Both outflow valves operate normally, d) Procedures are established and used to verify forward cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, e) Associated engine bleed air switch is cycled OFF, then ON at 55% N1 or greater before takeoff, and f) Appropriate performance adjustments are applied.  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)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-28

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Manifold Temperature Sensing Systems (Cont'd)					
-22-01-03	-300 (Without SB 777-25-0227 and ASCPC SW P/N 3670-GRS-012-00 or later Installed) Or (Without PRR 61980 or Equivalent Incorporated) (Cont'd)					
-22-01-03B		C	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) Procedures are established and used to verify forward cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, j) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and k) Appropriate performance adjustments are applied.  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)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-29

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Manifold Temperature Sensing Systems (Cont'd)					
-22-01-04	-300 (With SB 777-25-0227 and ASCPC SW P/N 3670-GRS-012-00 or later Installed) Or (With PRR 61980 or Equivalent Incorporated)					
-22-01-04A		C	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV is locked closed, b) Opposite engine bleed system operates normally, c) Both outflow valves operate normally, d) Associated engine bleed air switch is cycled OFF, then ON at 55% N1 or greater before takeoff, and e) Appropriate performance adjustments are applied.	
-22-01-04B		C	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and j) Appropriate performance adjustments are applied.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-30

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Manifold Temperature Sensing Systems (Cont'd)					
-22-01-05	-200LR/-300ER					
-22-01-05A		C	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV is locked closed, b) Opposite engine bleed system operates normally, c) Both outflow valves operate normally, d) Associated engine bleed air switch is cycled OFF, then ON at 55% N1 or greater before takeoff, and e) Appropriate performance adjustments are applied.	
-22-01-05B		C	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and j) Appropriate performance adjustments are applied.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

36-31

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Manifold Temperature Sensing Systems (Cont'd)					
-22-01-06	777F					
-22-01-06A		C	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV is locked closed, b) Opposite engine bleed system operates normally, c) Both outflow valves operate normally, d) Associated engine bleed air switch is cycled OFF, then ON at 55% N1 or greater before takeoff, and e) Appropriate performance adjustments are applied.	
-22-01-06B		C	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV is locked closed, b) Associated PRSOV is locked closed, c) Opposite engine bleed system operates normally, d) Associated engine bleed air switch remains OFF, e) Left and right bleed isolation systems operate normally, f) Center bleed isolation system operates normally, g) Both packs operate normally, h) Both outflow valves operate normally, i) Both recirculation fans operate normally, j) Both ECSMCs operate normally, k) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and l) Appropriate performance adjustments are applied.	

AIRCRAFT:

BOEING B777

REVISION NO. 20

DATE: 04/14/2014

PAGE NO.

38-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**38. WATER/WASTE**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Potable Water Systems					
-10-01A		<b>C</b>	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.  NOTE: Any portion of system which operates normally may be used.	
-10-01B		<b>C</b>	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
-10-01-01	Potable Water Indication System	<b>D</b>	-	-		
-30-01	Lavatory Waste Systems					
-30-01A		<b>C</b>	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.  NOTE: Any portion of system which operates normally may be used.	
-30-01B		<b>C</b>	-	-	(M) Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is locked closed and placarded, INOPERATIVE - DO NOT ENTER.  NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

AIRCRAFT:  
BOEING B777

REVISION NO. 19  
DATE: 05/31/2013

PAGE NO.  
45-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**45. CENTRAL MAINTENANCE SYSTEM**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Central Maintenance Computing System (CMCS)	C	1	0		
-11-01	Maintenance Access Terminal (MAT)	D	1	0		
-13-01 ***	Side Displays	D	-	0	(M) May be inoperative deactivated.	

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

46-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**46. INFORMATION SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01 ***	Onboard Network System (ONS)					
-11-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any function which operates normally may be used.	
-11-01B		D	1	0	May be inoperative provided procedures do not require its use.	
-11-02 ***	Electronic Flight Bag (EFB) System					
-11-02-01 ***	Class 3 EFB (Boeing)					
-11-02-01A		C	2	1	NOTE: Any function, program, or document which operates normally may be used.	
-11-02-01B		C	2	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any function, program, or document which operates normally may be used.	
-11-02-01C		D	2	0	May be inoperative provided procedures do not require its use.	
(Continued)						

AIRCRAFT:  
BOEING B777

REVISION NO. 21  
DATE: 09/30/2015

PAGE NO.  
46-2

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**46. INFORMATION SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02 ***	Electronic Flight Bag (EFB) System (Cont'd)					
-11-02-02 ***	Class 2 EFB					
-11-02-02-01	Data Connectivity					
-11-02-02-01A		<b>C</b>	-	-	(O) May be inoperative provided alternate procedures are established and used.	
-11-02-02-01B		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
-11-02-02-02	Power Connection					
-11-02-02-02A		<b>C</b>	-	-	(O) May be inoperative provided alternate procedures are established and used.	
-11-02-02-02B		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
(Continued)						

AIRCRAFT:  
BOEING B777

REVISION NO. 21  
DATE: 09/30/2015

PAGE NO.  
46-3

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

**46. INFORMATION SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02 ***	Electronic Flight Bag (EFB) System (Cont'd)					
-11-02-02 ***	Class 2 EFB (Cont'd)					
-11-02-02-03	Mounting Device					
-11-02-02-03A		<b>C</b>	-	-	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed, and b) Alternate procedures are established and used.	
-11-02-02-03B		<b>D</b>	-	<b>0</b>	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed, and b) Procedures do not require its use.	
-11-02-03 ***	Class 1 EFB					
-11-02-03-01	Power Connection					
-11-02-03-01A		<b>C</b>	-	-	(O) May be inoperative provided alternate procedures are established and used.	
-11-02-03-01B		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

46-4

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**46. INFORMATION SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02 ***	Electronic Flight Bag (EFB) System (Cont'd)					
-11-02-04 ***	Class 3 EFB (STC ST00751DE)					
-11-02-04-01 ***	Display Unit (DU)					
-11-02-04-01A		C	4	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any function, program or document which operates normally may be used.	
-11-02-04-01B		D	4	0	May be inoperative provided procedures do not require its use.	
-11-02-04-02 ***	Remote Processor Unit (RPU)					
-11-02-04-02A		C	4	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any function, program or document which operates normally may be used.	
-11-02-04-02B		D	4	0	May be inoperative provided procedures do not require its use.	
(Continued)						

AIRCRAFT:  
BOEING B777

REVISION NO. 21  
DATE: 09/30/2015

PAGE NO.  
46-5

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**46. INFORMATION SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02 ***	Electronic Flight Bag (EFB) System (Cont'd)					
-11-02-04 ***	Class 3 EFB (STC ST00751DE) (Cont'd)					
-11-02-04-03 ***	Cabin Wireless LAN Unit (CWLU)					
-11-02-04-03A		C	2	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any function, program or document which operates normally may be used.	
-11-02-04-03B		D	2	0	May be inoperative provided procedures do not require its use.	
-11-02-04-04 ***	Aircraft Interface Device - Ethernet Switch (AID-ES)					
-11-02-04-04A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any function, program or document which operates normally may be used.	
-11-02-04-04B		D	1	0	May be inoperative provided procedures do not require its use.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

46-6

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**46. INFORMATION SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02 ***	Electronic Flight Bag (EFB) System (Cont'd)					
-11-02-04 ***	Class 3 EFB (STC ST00751DE) (Cont'd)					
-11-02-04-05 ***	Graphical Printer (GPRI)					
-11-02-04-05A		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any function, program or document which operates normally may be used.	
-11-02-04-05B		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
-11-03 ***	Terminal Wireless LAN Unit (TWLU)					
-11-03A		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
-11-03B		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
-11-04 ***	Aircraft Wireless LAN Unit (AWLU)					
-11-04A		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
-11-04B		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	

AIRCRAFT:  
BOEING B777

REVISION NO. 18b  
DATE: 06/13/2012

PAGE NO.  
47-1

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

**47. INERT GAS SYSTEM**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01 ***	Nitrogen Generation System (NGS)	A	1	0	(M) May be inoperative provided: a) NGS shutoff valve is deactivated closed, and b) Repairs are made within 10 flight days.	
-11-01-01	Nitrogen Generation Performance	C	1	0		

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**49. AIRBORNE AUXILIARY POWER**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Auxiliary Power Unit (APU)	C	1	0	(O) APU may be inoperative provided: a) Other procedures do not require its use, and b) Flight remains within 180 minutes of landing at a suitable airport.	
-15-01	APU Air Inlet Door Actuation System					
-15-01A		C	1	0	(O) May be inoperative with door in any position provided: a) Other procedures do not require the use of the APU, b) APU is not used, and c) Flight remains within 180 minutes of landing at a suitable airport.	
-15-01B		C	1	0	(M)(O) May be inoperative provided door is deactivated in the full open position.	
-15-01-01	APU Air Inlet Door Actuator Position Indication Switch	C	1	0	(M) May be inoperative provided: a) APU inlet door is verified to operate normally before each departure, and b) Both ELMS P310 panel channels operate normally.	
-42-01	APU Starting System (Includes Electric Starter)					
-42-01A		C	1	0	(O) May be dispatched with APU START SYS faults provided APU is started before departure and operated continuously throughout the flight.	
-42-01B		C	1	0	(O) May be dispatched with APU START SYS faults provided: a) Other procedures do not require use of the APU, and b) Flight remains within 180 minutes of landing at a suitable airport.	

AIRCRAFT:

BOEING B777

REVISION NO. 18b

DATE: 06/13/2012

PAGE NO.

49-2

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**49. AIRBORNE AUXILIARY POWER**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-43-01</b>	APU Air Turbine Starter	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided electric starter operates normally.	
<b>-52-01</b>	APU Bleed Air System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Other procedures do not require use of the APU as a pneumatic source, and b) Flight remains within 180 minutes of landing at a suitable airport.  NOTE: The APU may be used as an electrical power source.	
<b>-52-02</b>	APU Bleed Air Check Valve	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) APU bleed air switch remains OFF except for main engine start, b) Other procedures do not require use of the APU as a pneumatic source, and c) Flight remains within 180 minutes of landing at a suitable airport.  NOTE: The APU may be used for electrical power. Air Turbine Starter is not available with APU bleed air shutoff valve closed.	
<b>-61-01</b>	APU Controller	<b>C</b>	<b>1</b>	<b>0</b>	May be dispatched with APU CONTROL faults.	
<b>-61-02</b>	APU Ground Control Panel	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-70-01</b>	APU FAULT Light	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-71-01</b>	APU EGT Indication	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-73-01</b>	APU RPM Indication	<b>C</b>	<b>1</b>	<b>0</b>		

AIRCRAFT:  
BOEING B777

REVISION NO. 18b  
DATE: 06/13/2012

PAGE NO.  
49-3

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

**49. AIRBORNE AUXILIARY POWER**

Sequence No.	Item	1	2	3	4	Change Bar
-94-01	APU OIL QTY Indication					
-94-01A		C	1	0	(M) May be inoperative provided APU oil quantity is verified adequate once each flight day.	
-94-01B		C	1	0	(O) May be inoperative provided: a) Other procedures do not require use of APU, and b) Flight remains within 180 minutes of landing at a suitable airport.	
-94-02	APU OIL PRESS Indication	C	1	0		

AIRCRAFT:  
BOEING B777

REVISION NO. 21  
DATE: 09/30/2015

PAGE NO.  
52-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Door Synoptic Display	C	1	0		
-09-01	Rigid Cargo Barrier (RCB) Door Seals (777F)	C	2	0	(M) (O) May be inoperative provided: a) Procedures are established and used to verify the main deck compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and b) Associated door is closed and placarded, INOPERATIVE - DO NOT USE.	

AIRCRAFT:  
BOEING B777

REVISION NO. 21  
DATE: 09/30/2015

PAGE NO.  
52-2

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Main Entry Doors/Slides					
-11-01-01	Passenger					
-11-01-01A		<b>A</b>	-	-	(M)(O) One door/slide may be inoperative or slide missing provided: a) All other main entry doors are fully operational, b) Affected door is not used for passenger loading, c) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door, d) Emergency exit sign and floor proximity lights associated with the inoperative exit must be covered to obscure the sign and lights, e) Passengers must be briefed not to use affected door, f) All passenger seats halfway to the next exit in each direction from the inoperative door, across the entire width of the airplane, shall be blocked off with conspicuous tapes or ropes that contrast with the airplane interior before loading passengers. Only the seats in these areas shall be blocked; main passenger aisles, cross aisles and exit areas must not be blocked. (For an inoperative forward door/side, the blocked seating area shall extend from the forward cabin end, rearward to a line halfway between the inoperative forward door and the next set of doors aft of the inoperative one. For an inoperative rear door/slide, the blocked seating area shall extend forward from the aft cabin end to a line halfway between the inoperative door and the next set of doors forward of the inoperative one),	

(Continued)

AIRCRAFT:  
BOEING B777

REVISION NO. 21  
DATE: 09/30/2015

PAGE NO.  
52-3

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Main Entry Doors/Slides (Cont'd)					
-11-01-01	Passenger (Cont'd)					
-11-01-01A (Cont'd)					g) Conspicuous signs and placards shall be placed in appropriate locations to indicate seats are not to be occupied by passengers, h) Seated capacity must not exceed rated capacity of remaining pairs of exits, i) For extended overwater operations, occupancy shall not exceed the normal rated capacity of the slide/rafts, or the remaining slide/rafts, or the rated overload capacity of the slide/rafts remaining after loss of one additional slide/raft of greatest capacity, whichever is least, j) Blocked seating layouts and evacuation procedures must be developed and approved by the FAA certificate holding office for inclusion in the operator's manual, and k) Repairs are made within 1 flight day.  NOTE 1: Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed.  NOTE 2: Cabin attendants may be stationed in the vicinity of each door within blocked areas.  NOTE 3: A door with an inoperative EPAS must be considered inoperative.	
(Continued)						

AIRCRAFT:  
BOEING B777

REVISION NO. 21  
DATE: 09/30/2015

PAGE NO.  
52-4

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Main Entry Doors/Slides (Cont'd)					
-11-01-01	Passenger (Cont'd)					
-11-01-01B		C	-	1	(M)(O) May be inoperative or slides missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, c) Affected door is not used for passenger loading, d) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door, e) Emergency exit sign and floor proximity lights associated with the inoperative exit must be covered to obscure the sign and lights, f) Each person carried has unobstructed access from their seat to an operative door, g) Safety briefing includes location of inoperative doors and instructions not to use them, and h) Alternate procedures are established and used.	
-11-01-02	777F	C	2	1	One door/slide may be inoperative or slide missing.	

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

52-5

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	Main Entry Doors Pressure Stop Assemblies	C	-	-	(M)(O) One forward or aft stop per door (total of 8 stops per -200 airplane, or 10 stops per -300 airplane, or 2 stops per 777F) may be missing or inoperative provided: a) There are no visible defects on remaining stops for the affected door(s), b) Both cabin altitude auto controllers operate normally, c) For inoperative or missing pressure stops 1, 2, 7 and 8, limit maximum cabin differential pressure to 2.5 psi, and d) For inoperative or missing pressure stops 3, 4, 5 and 6, limit maximum cabin differential pressure to 5.4 psi.	
-11-03	Main Entry Doors Hold-Open Mechanisms					
-11-03-01	-200/-200ER/-200LR	C	8	4		
-11-03-02	-300/-300ER	C	10	6	May be inoperative provided doors 3L and 3R hold-open mechanisms operate normally.	
-11-03-03	777F	C	2	1		

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

52-6

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-11-04</b>	Main Entry Doors Hold-Open Release Handles					
<b>-11-04-01</b>	-200/-200ER/-200LR	<b>C</b>	<b>8</b>	<b>4</b>		
<b>-11-04-02</b>	-300/-300ER					
<b>-11-04-02-01</b>	Doors 1L, 1R, 2L, 2R, 4L, 4R, 5L and 5R	<b>C</b>	<b>8</b>	<b>4</b>		
<b>-11-04-02-02</b>	Doors 3L and 3R	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided supplemental raft is not installed in the associated door bustle.	
<b>-11-04-03</b>	777F	<b>C</b>	<b>2</b>	<b>1</b>		
<b>-11-05</b>	Main Entry Door Flight Lock Systems					
<b>-11-05-01</b>	Passenger	<b>C</b>	<b>-</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Each affected door is verified to be capable of being unlatched and opened before each departure, and b) A person employed by the operator is designated to monitor the affected door handle(s) when cabin differential pressure is less than 1.5 psi.	
<b>-11-05-02</b>	777F	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided each affected door is verified to be capable of being unlatched and opened before each departure.	

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

52-7

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
-32-01	Main Deck Cargo Door (777F)					
-32-01-01	Cargo Door Lift System (Manual and Electric)	C	1	0	(M) May be inoperative provided: a) An alternate procedure is used to close the door, and b) Door is verified closed, latched and locked before each departure.	
-32-01-02	Cargo Door Hook/Latch System (Electric)	C	1	0	(M) May be inoperative provided: a) Manual function operates normally, b) There is no damage to hook/latch mechanism, c) There is no damage to lock mechanism, d) An alternate procedure is used to latch the door, and e) Door is verified closed, latched and locked before each departure.	
-32-01-03	Cargo Door Lock System (Electric)	C	1	0	(M) May be inoperative provided: a) Manual function operates normally, b) There is no damage to hook/latch mechanism, c) There is no damage to lock mechanism, d) An alternate procedure is used to lock the door, and e) Door is verified closed, latched and locked before each departure.	
-32-02	Main Deck Cargo Door Control Panel Lights (OPENED, CLOSED, LATCHED, UNLOCKED, LOCKED & ARMED) (777F)	C	12	0	(M) May be inoperative provided the main deck cargo door is verified to be closed, latched and locked before each departure.	
-34-01	Forward Cargo Door Hook/Latch System (Electric Mode)	C	1	0	(M) May be inoperative provided: a) Manual mode operates normally, b) There is no damage to the hook/latch mechanism, and c) Door is manually latched and locked using the maintenance manual procedure.	

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

52-8

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-34-02</b>	Forward Cargo Door Lift System (Electric Mode)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Manual mode operates normally, b) There is no damage to the door lift system, and c) Door is manually closed, latched and locked using the maintenance manual procedure.	
<b>-34-03</b>	Forward Cargo DOOR LATCHED Light	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided the forward cargo door is verified to be closed, latched and locked before each departure.	
<b>-35-01</b> ***	Aft Small Cargo Door Lift/Latch System	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided the associated door is verified to be closed, latched and locked before each departure.	
<b>-35-01-01</b>	Electric Mode	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided manual mode operates normally.	
<b>-35-02</b> ***	Aft Small Cargo Door Hinge System (Electric Mode)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Manual mode operates normally, b) There is no damage to the hinge system, and c) Door is manually operated using the maintenance manual procedure.	
<b>-35-03</b> ***	Aft Small Cargo DOOR LATCHED Light	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Aft small cargo door indication system operates normally, and b) Aft small cargo door is verified to be closed, latched and locked before each departure.	
<b>-35-04</b> ***	Aft Small Cargo Door Arming Relay/Control Switch	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Associated arming control circuit is deactivated, and b) Aft small cargo door is verified to be closed, latched and locked before each departure.	
<b>-36-01</b>	Bulk Cargo Door Counterbalance Mechanism	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided a safety hold open device is used when door is in the open position.	

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

52-9

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-37-01</b> ***	Aft Large Cargo Door Hook/Latch System (Electric Mode)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Manual mode operates normally, b) There is no damage to the hook/latch mechanism, and c) Door is manually latched and locked using the maintenance manual procedure.	
<b>-37-02</b> ***	Aft Large Cargo Door Lift System (Electric Mode)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Manual mode operates normally, b) There is no damage to the door lift system, and c) Door is manually closed, latched and locked using the maintenance manual procedure.	
<b>-37-03</b> ***	Aft Large Cargo DOOR LATCHED Light	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided the aft large cargo door is verified to be closed, latched and locked before each departure.	
<b>-51-01</b> ***	Flight Deck Door Lock Automatic System (Not 14 CFR 25.795 Compliant)					
<b>-51-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Door automatic locking electric solenoid is deactivated in the extended position, and b) Door is verified to lock and unlock manually.	
<b>-51-01B</b>		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided supplemental flight deck door security device is installed and operates normally.	

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

52-10

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>51-02</b>	Boeing Enhanced Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Passenger)	<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the door using the dead bolt, and d) Repairs are made within 2 flight days.	
<b>-51-02-01</b>	Flight Deck Access System (Keypad, Door Chime)	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
<b>-51-02-01-01</b>	LEDs	<b>C</b>	<b>3</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-51-02-01-02</b> ***	Door Bell Mode	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-51-02-01-03</b>	Switch Guard	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative or missing provided the flight deck door LOCK FAIL light operates normally.	
<b>-51-02-02</b>	Flight Deck Door LOCK FAIL Light	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided automatic lock controls are verified to operate normally.	
<b>-51-02-03</b>	Flight Deck Door AUTO UNLK Light	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime operates normally.	
<b>-51-02-04</b>	Flight Deck Door Lock Control Selector	<b>B</b>	<b>1</b>	<b>0</b>	(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.	

AIRCRAFT:  
BOEING B777

REVISION NO. 21  
DATE: 09/30/2015

PAGE NO.  
52-11

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>51-02</b>	Boeing Enhanced Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Passenger) (Cont'd)					
<b>-51-02-05</b>	Pressure Rate-of-Change Sensing Module	<b>A</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Pressure sensing module is deactivated, and b) Repairs are made within 2 flight days.	
<b>-51-03</b>	Boeing Enhanced Flight Deck Security Door Dead Bolt (14 CFR 25.795 Compliant) (Passenger)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided automatic lock controls operate normally.	
<b>-51-04</b> ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Mechanical catch (latch) pin lock operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking the flight deck door using the mechanical catch (latch) pin lock.	
<b>51-04-01</b>	Door Automatic Locking Solenoids	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided the remaining locking solenoid operates normally.	
<b>51-04-02</b>	Door Warning System					
<b>-51-04-02-01</b> ***	Speakers	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided remaining speaker is verified to operate normally once each flight day.	
<b>-51-04-02-02</b> ***	LED (Green Indicator Lights)	<b>C</b>	<b>2</b>	<b>0</b>		
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

52-12

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-04</b> ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)					
<b>51-04-02</b>	Door Warning System (Cont'd)					
<b>-51-04-02-03</b>	Aural Warning System	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Door AUTO UNLK light is verified to operate normally, and b) Alternate procedures are established and used.	
<b>-51-04-03</b>	Door Control Panel					
<b>-51-04-03-01</b> ***	Door LOCK FAIL Light	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative OFF provided automatic lock controls are verified to operate normally.	
<b>-51-04-03-02</b> ***	Door AUTO UNLK Light	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative OFF provided: a) Automatic lock controls are verified to operate normally, b) Aural warning system operates normally, and c) Alternate procedures are established and used.	
<b>-51-04-03-03</b> ***	Door HARD LOCK Light	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Alternate procedures are established and used.	
<b>-51-04-03-04</b> ***	Door UNLKD Switch/UNLK Switch Position	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Door can be opened manually from the flight deck, b) Remaining automatic lock controls are verified to operate normally, and c) Alternate procedures are established and used.	
(Continued)						

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

52-13

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
-51-04 ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)					
-51-04-03	Door Control Panel (Cont'd)					
-51-04-03-05 ***	Door UNLKD Light	C	1	0	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Aural warning system operates normally.	
-51-04-03-06 ***	Door EMRG ENTRY ACTIVE Light	C	1	0	(M) May be inoperative provided the door aural warning system is verified to operate normally.	
-51-04-03-07 ***	Door OPEN Light	C	1	0	(M)(O) May be inoperative provided automatic lock controls are verified to operate normally.	
-51-04-04 ***	FLIGHT DECK DOOR Warning/Caution Light	C	1	0		
-51-04-05	Cabin Pushbutton Entry Pad/Keypad	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-51-04-05-01 ***	Keypad Indicator Lights	C	3	0	(M)(O) May be inoperative provided: a) Keypad is verified to operate normally, and b) Alternate procedures are established and used.	

AIRCRAFT:

BOEING B777

REVISION NO. 21

DATE: 09/30/2015

PAGE NO.

52-14

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
-51-05 ***	JAMCO Flight Deck Security Door Mechanical Catch (Latch) Pin Lock (14 CFR 25.795 Compliant)	C	1	0	(M) May be inoperative provided automatic locking system operates normally.	
-51-06	Flight Deck Door Viewing Port (Passenger)					
-51-06-01	Without Electronic Visual Surveillance System	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight days.	
-51-06-02	With Electronic Visual Surveillance System					
-51-06-02A		A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight days.	
-51-06-02B		C	1	0	(O) May be inoperative provided: a) A flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used.	
-71-01	Door Indication Systems	C	-	0	(M) May be inoperative provided associated door is verified closed, latched and locked before each departure.	
-71-02 ***	Main Entry Door Status Annunciation and Alerting Systems (Flight Attendant)					
-71-02A		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-71-02B		D	-	0	May be inoperative provided procedures do not require their use.	

AIRCRAFT:  
BOEING B777

REVISION NO. 18b  
DATE: 06/13/2012

PAGE NO.  
56-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**56. WINDOWS**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Flight Deck Window Indication Systems (Side - No. 2)	C	2	0		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

73-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**73. ENGINE AND FUEL CONTROL**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Engine Idle Selection Systems	C	2	0	(O) May be inoperative provided appropriate performance adjustments are applied.	
-21-02	Electronic Engine Controls (EEC) Normal Mode					
-21-02-01	PW	C	2	0	(O) Normal (NORM) mode may be inoperative provided: a) Autothrottle system operates normally, b) Both engines are operated in the alternate (ALTN) mode, and c) Appropriate performance adjustments are applied.	
-21-02-02	GE					
-21-02-02-01	All (Except GE90-100 Series)	B	2	0	(O) Normal (NORM) mode may be inoperative provided: a) Autothrottle system operates normally, b) LPT Turbine Case Cooling Air Flow Systems on both engines operate normally, c) Both engine are operated in the alternate (ALTN) mode, and d) Engine anti-ice valve may not be inoperative open.	
-21-02-02-02	GE90-100 Series	B	2	0	(O) Normal (NORM) mode may be inoperative provided: a) Autothrottle system operates normally, b) LPT Turbine Case Cooling Air Flow Systems on both engines operate normally, c) Both engine are operated in the alternate (ALTN) mode, and d) Appropriate performance adjustments are applied.	

(Continued)

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

73-2

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**73. ENGINE AND FUEL CONTROL**

Sequence No.	Item	1	2	3	4	Change Bar
-21-02	Electronic Engine Controls (EEC) Normal Mode (Cont'd)					
-21-02-03	RR	C	2	0	(O) Normal (NORM) mode may be inoperative provided: <ul style="list-style-type: none"> <li>a) Autothrottle system operates normally,</li> <li>b) N2 indication on affected engine operates normally,</li> <li>c) Both engines are operated in the alternate (ALTN) mode, and</li> <li>d) Appropriate performance adjustments are applied.</li> </ul>	
-21-03	Electronic Engine Controls (EEC) Mode Switch Lights					
-21-03-01	ALTN Lights	C	2	0		
-21-03-02	NORM Lights	C	2	0		
-21-04	EEC C1 Faults	A	2	0	May be dispatched with C1 faults provided repairs are made in accordance with times established by engine manufacturer.	
-21-05	Turbine Overspeed Systems (RR)	C	2	1		
-21-06	Engine Fuel Shutoff Valve Indication Systems	C	2	1	(M) One may be inoperative provided the associated valve is verified to operate normally each flight day.	
-21-07	Engine Thrust Control Malfunction Accommodation (TCMA) Functions (GE90-100 Series)	C	2	1		

AIRCRAFT:  
BOEING B777

REVISION NO. 22  
DATE: 01/30/2018

PAGE NO.  
73-3

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

**73. ENGINE AND FUEL CONTROL**

Sequence No.	Item	1	2	3	4	Change Bar
-21-08	Engine Fuel High Pressure Shut Off Valve (HPSOV) Run Solenoid (GE)	B	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV solenoid is deactivated in the open position, b) Associated fuel spar valve is verified to operate normally before each departure, c) Associated HMU FMV Shutdown function is verified to operate normally before each departure, d) Autostart system operates normally, e) EEC C1/C2 faults are not present on the associated engine, f) Airplane is not operated in areas of known or forecast volcanic ash contamination, g) A flight attendant is seated at each exit aft of the wing during taxi, takeoff, and landing, and h) Flight attendants are appropriately briefed before each departure.	
-31-01	Fuel Flow Indications	C	2	1	One may be inoperative provided: a) Flight deck fuel tank quantity indicating systems operate normally, and b) Flight remains within 180 minutes of landing at a suitable airport.	
-34-01	Engine Fuel Filter Bypass Warning Systems					
-34-01-01	PW & RR	C	2	1	(M) One may be inoperative provided: a) It is verified that the malfunction is in the alerting system, and b) Fuel is drained from filter plug and checked for contaminants before each departure.	
-34-01-02	GE	C	2	1	(M) One may be inoperative provided fuel is drained from filter plug and checked for contaminants before each departure.	

AIRCRAFT:  
BOEING B777

REVISION NO. 18b  
DATE: 06/13/2012

PAGE NO.  
74-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**74. IGNITION**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Ignition Systems					
-00-01A		B	4	3	One may be inoperative provided associated engine anti-ice system operates normally.	
-00-01B		B	4	3	One may be inoperative provided associated engine anti-ice system is inoperative with valve deactivated open.	

AIRCRAFT:

BOEING B777

REVISION NO. 19

DATE: 05/31/2013

PAGE NO.

75-1

**MMEL TABLE KEY**SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**75. BLEED AIR**

Sequence No.	Item	1	2	3	4	Change Bar
-23-01	Nacelle Zone Ventilation Valves (PW)	C	2	0	(M) May be inoperative locked open.	
-23-02 ***	Core Compartment Cooling Valves (GE)	C	2	0	(M) May be inoperative locked open.	
-24-01	Turbine Case Cooling Air Flow Systems (PW & GE)					
-24-01-01	PW					
-24-01-01-01	HPT Systems	C	2	0	(M)(O) May be inoperative provided associated turbine case cooling air valve is deactivated in the closed position.	
-24-01-01-02	LPT Systems	C	2	0	(M)(O) May be inoperative provided: a) Associated turbine case cooling air valve is deactivated in the closed position, and b) Appropriate performance adjustments are applied.	
-24-01-02	GE					
-24-01-02-01	LPT Systems	C	2	0	(M)(O) May be inoperative provided: a) Associated LPT ACC valve is locked in the closed position, and b) Both EECs operate in the normal mode.	
-24-02	Turbine Cooling Air Systems (PW)					
-24-02A		C	2	1	(M) One may be inoperative provided associated Turbine Vane and Blade Cooling (TVBC) air shutoff valves are deactivated in the open position.	
-24-02B		C	2	0	(M)(O) May be inoperative provided Turbine Vane and Blade Cooling (TVBC) air shutoff valves are deactivated in the open position.	

AIRCRAFT:  
BOEING B777

REVISION NO. 18b  
DATE: 06/13/2012

PAGE NO.  
77-1

**MMEL TABLE KEY**

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

**77. ENGINE INDICATING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-11-01</b>	Engine Pressure Ratio Indicating Systems (PW and RR)					
<b>-11-01-01</b>	PW	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) Both engines must be operated in the alternate (ALTN) mode, and b) Appropriate performance adjustments are applied.	
<b>-11-01-02</b>	RR	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) N2 indication on affected engine operates normally, b) Both engines must be operated in the alternate (ALTN) mode, and c) Appropriate performance adjustments are applied.	
<b>-12-01</b>	N2 Tachometer Systems (RR)	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative provided EPR and Fuel Flow operate normally.	
<b>-21-01</b>	Pyrometer Exhaust Gas Temperature (EGT) Indication System (GE Except GE90-100 Series)	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) Inoperative EGT pyrometer indication system is deactivated, and b) Associated engine EGT indications are verified to be normal.	
<b>-22-01</b>	Engine Turbine Overheat Sensors (RR)	<b>C</b>	<b>4</b>	<b>2</b>	One per engine may be inoperative.	
<b>-31-01</b>	Engine Vibration Monitor Systems	<b>C</b>	<b>2</b>	<b>1</b>		

AIRCRAFT:

BOEING B777

REVISION NO. 22

DATE: 01/30/2018

PAGE NO.

78-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**78. ENGINE EXHAUST**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-31-01</b>	Thrust Reversers					
<b>-31-01-01</b>	-200/-200ER/-300	<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided: a) Both sync locks are verified in the locked position, b) One locking actuator on each sleeve is verified in the locked position, and c) Inoperative reverser is secured in the forward thrust position.	
<b>-31-01-02</b>	-200LR/-300ER/777F	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Both sync locks are verified in the locked position, b) One locking actuator on each sleeve is verified in the locked position, c) Inoperative reverser is secured in the forward thrust position, and d) Appropriate performance adjustments are applied.	
<b>-34-01</b>	Reverse Thrust Lever Interlocks					
<b>-34-01A</b>		<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative released.	
<b>-34-01B</b>		<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative retracted provided appropriate performance adjustments are applied.	
<b>-36-01</b>	Reverser Proximity Sensors	<b>C</b>	<b>14</b>	<b>12</b>	One per engine may be inoperative.	

AIRCRAFT:

BOEING B777

REVISION NO. 18b

DATE: 06/13/2012

PAGE NO.

79-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**79. ENGINE OIL**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Engine Air/Oil Heat Exchanger Valves (RR)	C	2	0	(M)(O) May be inoperative provided: a) Associated valve is locked in the open position, and b) Appropriate minimum fuel temperature is maintained during flight.	
-21-02	Engine Fuel/Oil Cooler Bypass Valves (PW)	C	2	0	May be inoperative in the closed position.	
-31-01	Engine Oil Quantity Indicating Systems	A	2	1	(M) One may be inoperative provided: a) It is verified before each departure that the oil tank is filled to the recommended capacity, b) Oil consumption is within limits, and c) Repairs are made within 3 flight days.	
-35-01	Engine Oil Filter Bypass Warning Systems					
-35-01-01	PW	C	2	1	(M) One may be inoperative provided associated master chip detector is checked for contaminants before each departure.	
-35-01-02	GE	C	2	1		
-35-01-03	RR	C	4	2	(M) One per engine may be inoperative provided: a) It is verified that the malfunction is in the alerting system, and b) Associated master chip detector is checked for contaminants before each departure.	

AIRCRAFT:  
BOEING B777

REVISION NO. 21  
DATE: 09/30/2015

PAGE NO.  
80-1

**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**80. STARTING**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Engine Start Valves	C	2	1	(M)(O) One may be inoperative closed provided alternate starting procedures are established and used.	
-11-02	Autostart System	C	1	0	(O) May be inoperative provided manual start procedures are established and used.	
-11-02-01	Autostart Switch Position Indication	C	1	0	May be inoperative provided engine autostart switch is selected ON.	
-11-02-02	AUTOSTART Switch Lights					
-11-02-02-01	OFF Light	C	1	0		
-11-02-02-02	ON Light	C	1	0		
-11-03	Start Selector Holding/Cutout Systems	C	2	0	(O) May be inoperative provided alternate start procedures are used.	