



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

Master Minimum Equipment List (MMEL)

Revision: 4
Date: 02/28/2017

Boeing MD-10

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MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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FEDERAL AVIATION ADMINISTRATION			
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HIGHLIGHTS OF CHANGE			

EFFECTIVE ABOVE DATE, the MD-10 Master Minimum Equipment List (MMEL) has been revised to reflect Revision 4. The changes in this revision were made to align with FAA Policy Letters and increase dispatch flexibility. All changes are reflected in the highlights of change listed below and are indicated by revision bars. Please replace pages of previous lists with Revision 4 for a complete, up-to-date MMEL. Retain this sheet with your MMEL until the next revision is issued.

PAGE NO.	EXPLANATION OF CHANGE
ATA 21	Added 21-22-01, 21-22-02, 21-26-02, 21-26-05
ATA 22	Added 22-23-01, 22-31-01, 22-32
ATA 23	Added 23-10-01, 23-24-01, 23-26-01, 23-31-01, 23-41-01, 23-41-02, 23-41-03, 23-51-03, 23-71-01
ATA 25	Added 25-25-01, 25-26-01, 25-36-01, 25-41-01, 25-42-01, 25-57-02, 25-60-01, 25-62-01, 25-63-02, 25-68-01
ATA 28	Added 28-11-06, 28-13-01, 28-21-06, 28-11-01-1, 28-13-01, 28-22-01-1, 28-22-01-2, 28-22-01-3, 28-22-01-4, 28-22-06-2, 28-30-01, 28-30-02, 28-41-07-2, 28-43-1, 28-43-2, 28-44-01, 28-44-02-1
ATA 31	Added 31-31-04, 31-42-01
ATA 34	Added 34-17-01
ATA 35	Added 35-22-01
ATA 45	Added 45-43-03

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DEFINITIONS			

For the Master Minimum Equipment List, Definitions addendum, refer to the current FAA MMEL Policy Letter PL-25, Policy Concerning MMEL Definitions, as found on the Flight Standards Information Management System (FSIMS) website.

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

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PREAMBLE			

For the Master Minimum Equipment List, Preamble addendum, as 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, as found on the Flight Standards Information Management System (FSIMS) website.

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

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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
08-1	Air System ECON Mode	C	1	0		
08-2	ECON Switchlight OFF Light	C	1	0		
22-1	Condition Air Shutoff Valve					
	1) Combi/Passenger Configuration	C	1	0	(M) May be inoperative provided valve is secured CLOSED.	
	2) Cargo Configuration	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) Main Deck Cargo Compartment temperature control is not required, and c) Conditioned Air Relief Valve remains OPEN.	
					NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	
22-2	Cabin Sidewall Vents					
	1) Combi/Passenger Configuration	C	-	-	(M) One may be inoperative CLOSED.	
	2) Cargo Configuration	C	-	0		
24-1 ***	FWD Cargo Compartment Vent Fan (Series -30)	C	1	0	(M) May be inoperative provided associated Flow Switch is selected OFF.	
					NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	
25-1 ***	Lavatory Ventilation Fan	C	1	0		
25-2 ***	Lavatory Occupant Fan	C	1	0		

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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
26-1	Avionics Compartment Exhaust Fan	C	1	0	(M)(O) May be inoperative provided: a) Avionics Venturi Valve is operative, and b) Limit ground operations of avionics equipment to 2.5 hours.	
26-2	Avionics and Instrument Air Flow Sensors					
	1) Avionics Compartment Exhaust Flow Sensor	C	1	0	(M) May be inoperative provided Avionics Compartment Exhaust Fan provides flow on the ground and is verified operative after each landing.	
	2) Avionics Rack Air Flow Sensor	C	1	0	(M) May be inoperative provided: a) Two Avionics Rack Cooling Fans are verified operative before each departure, and b) Center Instrument Panel Air Flow Sensor is operative.	
					NOTE: Fan 1 must be operative.	
	3) Center Instrument Panel Air Flow Sensor	C	1	0	(M) May be inoperative provided: a) Two Avionics Rack Cooling Fans are verified operative before each departure, and b) Avionics Rack Air Flow Sensor is operative.	
					NOTE: Fan 1 must be operative.	
26-3	Avionics Compartment Exhaust Fan Check Valve	C	1	0	(M) May be inoperative provided Avionics Compartment Exhaust Fan provides flow on the ground.	
26-4	Avionics Venturi Shutoff Valve	C	1	0	(M)(O) May be inoperative provided: a) Affected valve is secured CLOSED, and b) Avionics Compartment Exhaust Fan is operative.	

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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
26-5	Avionics Rack Cooling Fans	B	-	2	May be inoperative provided Avionics Rack Cooling Fan 1 is operative.	
	Fan 1				Deleted, Revision 4.	
26-6	AVNCS FAN FLOW Switchlight	C	1	0		
27-1 ***	FWD Cargo Compartment Ventilation Flow Sensor (Series -30)	C	1	0	NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	
28-1	Center Accessory Compartment Rack Cooling Fans	D	3	2		
28-2	Center Accessory Compartment Rack Flow Sensors	C	2	1		
31-1	Automatic Cabin Pressure Controller (CPC) Systems	C	2	1	(M) One may be inoperative provided Manual Cabin Pressure Control is verified operative.	
33-1	Cabin Pressure Control (CPC) Panel CLOSED Light	C	1	0		
33-2	Cabin Altitude Warning System	C	1	0	(O) May be inoperative provided aircraft remains at or below 10,000 feet MSL.	
33-3	Cabin Pressure Relief Valve Open Indicating System	C	1	0	(M) May be inoperative provided associated sensor is deactivated.	
33-4	Cabin Pressure Outflow Valve Position Indications (OVHD or Synoptic)	C	2	1		
34-1	Cabin Pressure Positive Relief Valves	C	3	2	(M) One may be inoperative provided it is verified CLOSED.	

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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
41-1	Cargo Jet Pump Shutoff Valves	C	3	0	(M) May be inoperative provided affected valve is secured CLOSED. NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	
51-1	Air Conditioning Packs	C	3	2	(M) One may be inoperative provided associated Air Conditioning Pack is secured OFF.	
		C	3	1	(M)(O) Two may be inoperative provided: a) Associated Air Conditioning Packs are secured OFF, b) Aircraft remains at or below FL 250, and c) ECON mode is not used. NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	
51-2	Pack Flow Control Valves	C	3	2	(M) One may be inoperative provided associated Air Conditioning Pack is considered inoperative.	
		C	3	1	(M)(O) May be inoperative provided: a) Associated Air Conditioning Packs are considered inoperative, b) Aircraft remains at or below FL 250, and c) ECON mode is not used. NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	

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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
51-3	Pack Discharge Temperature Sensor/Indicating Systems	C	3	2	(M) One may be inoperative provided associated Air Conditioning Pack is considered inoperative.	
		C	3	1	(M)(O) May be inoperative provided: a) Associated Air Conditioning Packs are considered inoperative, b) Aircraft remains at or below FL 250, and c) ECON mode is not used. NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	
52-1	Pack Flow Sensing/ Indicating Systems 1) Pack FLOW Indicators 2) Pack Flow Sensors	C	3	0		
		C	3	0		
52-2	PACK Switchlight OFF Lights	C	3	2	May be inoperative provided pack operation is correctly displayed on the AIR System Synoptic page.	
52-3	PACK TEMP VALVE Position Indicating Systems	C	3	0		
52-4	PACK Indicator Selector Switch	C	1	0		
53-1	TURB INLET Temperature Indicating Systems	C	3	0		

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Sequence No.	Item	1	2	3	4	Change Bar
53-2	Pack Anti-Ice Valves	C	3	2	(M) One may be inoperative provided associated Air Conditioning Pack is considered inoperative.	
		C	3	1	(M)(O) May be inoperative provided: a) Associated Air Conditioning Packs are considered inoperative, b) Aircraft remains at or below FL 250, and c) ECON mode is not used. NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	
54-1	Water Separator and Water Injectors	C	3	2	(M) One may be inoperative provided associated Air Conditioning Pack is considered inoperative.	
		C	3	1	(M)(O) Two may be inoperative provided: a) Associated Air Conditioning Packs are considered inoperative, b) Aircraft remains at or below FL 250, and c) ECON mode is not used. NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	

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Sequence No.	Item	1	2	3	4	Change Bar
54-2	Anti-Ice Screens	C	3	2	(M) One may be inoperative provided associated Air Conditioning Pack is considered inoperative.	
		C	3	1	(M)(O) Two may be inoperative provided: a) Associated Air Conditioning Packs are considered inoperative, b) Aircraft remains at or below FL 250, and c) ECON mode is not used. NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	
55-1	Ram/Turbine Bypass Valve Actuators	C	3	2	(M) One may be inoperative provided associated Air Conditioning Pack is considered inoperative.	
		C	3	1	(M)(O) Two may be inoperative provided: a) Associated Air Conditioning Packs are considered inoperative, b) Aircraft remains at or below FL 250, and c) ECON mode is not used. NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	

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Sequence No.	Item	1	2	3	4	Change Bar
61-1	Trim Air Pressure Regulator Valves	C	2	1	(M) May be inoperative provided: a) Affected valve is inoperative CLOSED, b) Unassociated Flow Control Valve is operative, and c) Unassociated Trim Air Check Valve is operative.	
		C	2	0	(M) May be inoperative provided: a) Affected valve(s) are inoperative CLOSED, and b) Trim Air Switch is in OFF position.	
61-2	Trim Air Check Valves	C	2	1	(M) May be inoperative provided: a) Affected valve is inoperative CLOSED, b) Unassociated Flow Control Valve is operative, and c) Unassociated Trim Air Pressure Regulator Valve is operative.	
		C	2	0	(M) May be inoperative provided: a) Affected valve(s) are inoperative CLOSED, and b) Trim Air Switch is in OFF position.	
61-3	Trim Air Valves	C	3	0	(M) May be inoperative provided affected valve(s) are CLOSED.	
		C	3	0	(M) May be inoperative provided: a) Both Trim Air Pressure Regulator Valves are CLOSED, and b) Trim Air Switch is in OFF position.	

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Sequence No.	Item	1	2	3	4	Change Bar
61-4	TRIM AIR Switchlights					
	1) AVNCS OVHT Light	C	1	0	May be inoperative provided: a) AVNCS COMPT OVHT alert is operative, and b) TRIM AIR OFF alert is operative.	
	2) OFF Light	C	1	0	May be inoperative provided the TRIM AIR OFF alert is operative.	
61-5	Trim Air Valve Position Indications	C	3	0		
62-1	Pack Automatic Temperature Control Systems	C	3	2	(M) One may be inoperative provided associated Air Conditioning Pack is considered inoperative.	
		C	3	1	(M)(O) May be inoperative provided: a) Associated Air Conditioning Packs are considered inoperative, b) Aircraft remains at or below FL 250, and c) ECON mode is not used.	
					NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	

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Sequence No.	Item	1	2	3	4	Change Bar	
62-2	Zone Temperature Selectors (Overhead Panel)						
		1) Automatic Function	C	3	2	May be inoperative provided selectors for Cockpit and Courier temperature are operative. NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	
			C	3	1	May be inoperative provided: a) Selector for Cockpit temperature is operative, and b) No Couriers are carried. NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	
			C	3	0	May be inoperative provided associated Manual function is operative.	
	2) Manual Function	C	3	2	May be inoperative provided selectors for Cockpit and Courier temperature are operative. NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.		
		C	3	1	May be inoperative provided: a) Selector for Cockpit temperature is operative, and b) No Couriers are carried. NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.		
		C	3	0	May be inoperative provided associated Automatic function is operative.		

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Sequence No.	Item	1	2	3	4	Change Bar
62-3	Zone Inlet Over-Temp Switches	C	3	0	May be inoperative provided: a) The associated Automatic Zone Temperature Control System is operative, and b) The associated Duct Temperature Indication is operative.	
		C	3	0	(M) May be inoperative provided the associated Trim Air Valve is CLOSED.	
62-4	Turbine Bypass Valves	C	3	1	(M)(O) Two may be inoperative provided: a) Affected Valve is secured OPEN, b) Associated Pack Ram/Turbine Bypass Valve Actuator is operative, c) Associated Pack Flow Control Valve is operative, d) Associated Pack Anti-Ice Valve is operative, e) Associated Pack Outlet Temperature Sensor is operative, and f) Associated Pack is NOT operated until in flight with total air temperature of 18 degrees C or less.	
62-5	APU and Pack Temperature Demand Controller	C	1	0		

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Sequence No.	Item	1	2	3	4	Change Bar
63-1	Cargo Compartment Temperature Control System	C	1	0	(M) May be inoperative provided system is secured OFF. NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	
***	1) FWD Cargo Temperature Control (Series -30)	C	1	0	May be inoperative provided FWD Cargo Heat System is secured OFF. NOTE: Effects on live animal transport and temperature sensitive cargo should be considered.	
63-2	Cargo Compartment Temperature Indications	C	3	0		
64-1	Duct Temperature Sensing/Indicating Systems	C	3	0	May be inoperative provided the associated automatic Zone Temperature Control System is operative.	
		C	3	0	May be inoperative provided: a) The associated manual Zone Temperature Control System is operative, and b) Associated Zone Temperature Indication is operative.	
64-2	Zone Temperature Sensing/Indicating Systems	C	3	0	May be inoperative provided the associated automatic Zone Temperature Control System is operative.	
		C	3	0	May be inoperative provided: a) The associated manual Zone Temperature Control System is operative, and b) Associated Duct Temperature Indication is operative.	
71-1 ***	OZONE Converters	C	3	0	As required by FAR.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
01-1	Stall Warning Systems (Computation)	C	2	1		
01-2	Windshear Alert and Guidance Systems (WAGS)	C	2	1		
		C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive Windshear) is operative.	
		B	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
	1) Guidance Function	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
01-3	Windshear Alert Systems				Deleted, Revision 2. Refer to item 22-01-2.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
10-1	Autopilot Systems	C	2	1	(M)(O) One may be inoperative provided approach minimums do not require its use.	
		B	2	0	(M)(O) May be inoperative provided: a) Flight does not exceed 3 flight-hours, b) Aircraft remains at or below 25,000 feet MSL, and c) Approach minimums do not require its use.	
	1) Speed Select/Hold Mode	C	2	1	May be inoperative provided approach minimums do not require its use.	
	2) Heading Select/Hold Mode	C	2	1	May be inoperative provided approach minimums do not require its use.	
	3) Altitude Select/Hold Mode	C	2	1	May be inoperative provided enroute or approach minimums do not require its use.	
	4) Vertical Speed Mode	C	2	1	May be inoperative provided approach minimums do not require its use.	
10-2	Autopilot Release Buttons (Control Wheel)	C	2	1	One may be inoperative provided: a) Autopilots are not used below 1,500 feet AGL, and b) Approach minimums do not require use of autopilot.	
		B	2	0	May be inoperative provided both autopilots are not used.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
10-3	Automatic Landing System (AUTOLAND)	C	2	0	May be inoperative provided approach minimums do not require its use.	
15-1	Flight Control Panel Speed Control Functions					
	1) Flight Control Panel IAS/MACH Mode Selector Pushbutton	C	1	0	May be inoperative provided airspeed bug is in IAS Mode on each PFD.	
	2) Flight Control Panel IAS/MACH Display	C	1	0	May be inoperative provided airspeed bug is operative on each PFD.	
	3) Flight Control Panel Speed Hold Mode Functions (Push Knob)	C	1	0		
	4) Flight Control Panel Speed Preselect Functions				Deleted, Revision 1. Refer to item 22-10-1.	
	5) Flight Control Panel Speed Select Functions (Pull Knob)				Deleted, Revision 1. Refer to item 22-10-1.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
15-2	Flight Control Panel Heading Control Functions					
	1) Flight Control Panel HDG/TRK Mode Selector Pushbutton	C	1	0	May be inoperative provided Heading Mode is displayed on each ND.	
	2) Flight Control Panel HDG/TRK Display	C	1	0	May be inoperative provided Heading and Track Mode information is displayed on each ND.	
	3) Flight Control Panel HDG/TRK Hold Mode Functions (Push Knob)	C	1	0		
	4) Flight Control Panel HDG/TRK Preselect Functions				Deleted, Revision 1. Refer to item 22-10-1.	
	5) Flight Control Panel HDG/TRK Select Functions (Pull Knob)				Deleted, Revision 1. Refer to item 22-10-1.	
	6) Flight Control Panel Bank Angle Limit Select Functions (Select Knob)	C	1	0	May be inoperative provided selector remains in Auto position.	

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Sequence No.	Item	1	2	3	4	Change Bar
15-3	Flight Control Panel Altitude Control Functions					
	1) Flight Control Panel FEET/METER Mode Selector Pushbutton	C	1	0	May be inoperative provided: a) Altitude Display on each PFD is in FEET, and b) Altitude Select Display on each PFD is operative.	
	2) Flight Control Panel Altitude Display	C	1	0	May be inoperative provided: a) PROF Mode is not used, and b) Altitude Select Display on each PFD is operative.	
	3) Flight Control Panel Altitude Hold Mode Functions (Push Knob)	C	1	0	May be inoperative provided enroute operations do not require its use.	
	4) Flight Control Panel Altitude Preselect Functions				Deleted, Revision 1. Refer to item 22-10-1.	
	5) Flight Control Panel Altitude Select Functions (Pull Knob)				Deleted, Revision 1. Refer to item 22-10-1.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
15-4	Flight Control Panel Pitch Control Functions					
	1) Flight Control Panel V/S - FPA Mode Selector Pushbutton	C	1	0	May be inoperative provided selected vertical speed indications on both PFDs are operative.	
	2) Flight Control Panel V/S - FPA Display	C	1	0	May be inoperative provided selected vertical speed indications on both PFDs are operative.	
	3) Flight Control Panel Vertical Speed Functions (V/S Wheel)				Deleted, Revision 1. Refer to item 22-10-1.	
	4) Flight Control Panel Flight Path Angle Functions (FPA Wheel)	C	1	0		
22-1	Auto Pitch Trim Systems	C	2	1	One may be inoperative provided associated Autopilot is not used.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
23-1	Yaw Damper Channels	C	4	2	(M) Two channels may be inoperative provided: a) Both Channels are on one FCC, b) Approach minimums do not require the use of the Takeoff, Go-Around, or Land Modes of the associated Autopilot, and c) Associated Autopilot Cruise Mode is operative.	
		C	4	2	(M) Two Channels may be inoperative provided: a) Both Channels are on one FCC, and b) Associated Autopilot is not used.	
30-1	Autothrottle/Speed Control Systems	C	2	0	(O) May be inoperative provided approach minimums do not require use of the autothrottles.	
31-1	Go-Around (GA) Switch	A	1	0	(O) May be inoperative provided: a) Thrust levers are operated manually for go-around, b) Autopilot is not used below 500 feet or MDA, whichever is higher, c) Flight Director is not used during approach below 500 feet or MDA, whichever is higher, d) Approach minimums do not require its use, and e) Repairs are made within 2 flight days.	
31-2	Autothrottle Disconnect Switches	C	2	1	One may be inoperative.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
10-1	Radio Communications Systems					
	1) VHF					
	a) Extended Overwater Operations	D	-	2	One Radio is required to be operative on Left Emergency DC Bus and one on Right Emergency DC Bus.	
	b) Domestic Operations	D	-	1	One Radio is required to be operative on Left Emergency DC Bus.	
	2) HF	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		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 an LRCS over the intended route, 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.	
					NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
10-2	Communication Radio Panels	C	3	2	(M) May be inoperative provided: a) Captain's Panel (CRP-1) is operative, and b) Affected CRP is deactivated.	
22-1	Selective Call System (SELCAL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
	1) Channels	D	1	0	May be inoperative provided procedures do not require its use.	
		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
24-1 ***	ARINC Communications Addressing and Reporting System (ACARS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
	1) Printer System	D		0	Refer to item 31-32-1.	
	2) DATA Mode				Moved to item 23-26-1 in Revision 4.	
	3) VOICE Mode				Moved to item 23-26-1 in Revision 4.	
	4) SECAL Mode				Refer to item 23-22-1.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar	
26-1 ***	Satellite Communication System (SATCOM)	C	-	0	(O) May be inoperative provided alternate communication procedures are established and used.		
		D	-	0	May be inoperative provided procedures do not require its use.		
		NOTE: Any mode which operates normally may be used.					
		D	-	0	(O) May be inoperative provided procedures do not require its use.		
	1) DATA Mode	D	-	0	(O) May be inoperative provided procedures do not require its use.		
	2) Voice Mode	D	-	0	(O) May be inoperative provided procedures do not require its use.		

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
31-1	Passenger Address System					
	1) Combi/Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant chime and call light operate normally. NOTE: Any station function(s) that operate normally may be used.	
		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.	
	a) Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use. (Continued)	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
31-1	Passenger Address System (Cont'd)					
	2) All Cargo Configuration Passenger Address System (Courier/Supernumerary Address System)	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
		D	1	0	May be inoperative procedures do not require its use. NOTE: Any function that is operative may be used.	
	a) Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
41-1	Service Interphone/Call System					
	1) Passenger Configuration					
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of cabin handsets, and b) Alternate communications procedures between affected flight attendant stations(s) are established and used.	
	b) Flight Deck to Ground, Ground to Flight Deck Functions				NOTE: Any station function(s) that operate normally may be used.	
	i. Airplanes Operating under Part 121	C	1	0	(O) Flight Interphone flight deck to ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward door fuselage service interphone jack operates normally.	
		C	1	0	(O) Service Interphone flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward door fuselage service interphone jack operates normally.	
		B	-	0	May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
41-1	Service Interphone/Call System (Cont'd)					
	1) Passenger Configuration (Cont'd)					
	b) Flight Deck to Ground, Ground to Flight Deck Functions (Cont'd)					
	ii. Other Operations	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
	c) Maintenance Interphone Jacks	C	-	0		
	2) Cargo Configuration					
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
	i. Airplanes Operating under Part 121	C	1	0	(O) Flight Interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward door fuselage service interphone jack operates normally.	
		D	1	0	May be inoperative provided procedures do not require its use.	
	B	-	0	May be inoperative provided alternate procedures are established and used.		
				(Continued)		

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
41-1	Service Interphone/Call System (Cont'd)					
	2) Cargo Configuration (Cont'd)					
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions (Cont'd)					
	ii. Other Operators	C	-	0	(O) May be inoperative provided procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
	b) Maintenance Interphone Jacks	C	-	0		
	3) Aural and Visual Alerting Systems				Moved to item 23-41-3 in Revision 4.	
4) Headsets				Moved to item 23-41-2 in Revision 4.		

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
41-2	Crewmember Interphone Handset System(s)					
	1) Passenger Configuration					
	a) Flight Deck	C	-	0	May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate communications procedures are established and used.	
	b) Cabin	D	-	0	May be inoperative provided procedures do not require its use.	
		B	-	-	(O) May be inoperative provided: a) 50% of cabin handsets operate normally, b) One handset must operate normally at each pair of exit doors, and c) Alternate communications procedures between affected flight attendant stations(s) are established and used.	
					NOTE 1: An operative handset ay an inoperative flight attendant seat shall not be counted to satisfy the 50% requirement.	
					NOTE 2: Any handset(s) function(s) that operate normally may be used.	
		D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
					(Continued)	

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Sequence No.	Item	1	2	3	4	Change Bar
41-2	Crewmember Interphone Handset System(s) (Cont'd)					
	2) All Cargo Configuration					
	a) Flight Deck	C	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
		D	-	0	May be inoperative provided procedures do not require its use.	
	b) Courier/Supernumerary	D	-	1		
		D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
41-3	Crewmember Interphone Alerting Systems (Audio/Visual)					
	1) Passenger Configuration					
	a) Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided the flight deck audio alerting system operates normally.	
					NOTE: The flight deck audio alerting must always be operative.	
					(Continued)	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
41-3	Crewmember Interphone Alerting Systems (Audio/Visual) (Cont'd)					
	1) Passenger Configuration (Cont'd)					
	b) Flight Attendant Visual Alerting System	B	1	0	May be inoperative provided: a) PA system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio/visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used.	
	c) Flight Attendant Audio Alerting System	B	1	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio/visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used.	
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Sequence No.	Item	1	2	3	4	Change Bar
41-3	Crewmember Interphone Alerting Systems (Audio/Visual) (Cont'd)					
	1) Passenger Configuration (Cont'd)					
	c) Flight Attendant Audio Alerting System (Cont'd)				NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF).	
					NOTE 2: Any visual alerting system functions that operate normally may be used.	
	2) Cargo Configuration					
	a) Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided the flight deck audio alerting system operates normally.	
		D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
					(Continued)	

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Sequence No.	Item	1	2	3	4	Change Bar
41-3	Crewmember Interphone Alerting Systems (Audio/Visual) (Cont'd)					
	2) Cargo Configuration (Cont'd)					
	b) Courier/Supernumerary Visual Alerting System	B	1	0	May be inoperative provided: a) Courier/supernumerary address operates normally, and b) Alternate procedures are established and used.	
		D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any visual alerting system function(s) that operate normally may be used.	
	c) Courier/Supernumerary Audio Alerting System	B	1	0	(O) May be inoperative provided: a) Courier/supernumerary address operates normally, and b) Alternate procedures are established and used.	
		D	-	0	May be inoperative provided courier/supernumerary compartment remains empty. NOTE: Any visual alerting system function(s) that operate normally may be used.	

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Sequence No.	Item	1	2	3	4	Change Bar
51-1	Flight Interphone System	C	1	0	(O) May be inoperative provided: a) Service Interphone is operative, b) Courier seats are not occupied, and c) Alternate procedures are established and used.	
	1) Nose Gear Flight Interphone Jack	C	1	0	(O) May be inoperative provided Flight Interphone Jack on ground service panel is operative.	
		C	1	0	(O) May be inoperative provided Service Interphone is operative.	
	2) Ground Service Panel Flight Interphone Jack	C	1	0	(O) May be inoperative provided Flight Interphone Jack on nose landing gear is operative.	
		C	1	0	(O) May be inoperative provided Service Interphone is operative.	

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Sequence No.	Item	1	2	3	4	Change Bar
51-2	Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
51-3	Audio Control Panels					
	1) Primary Observer Seat Audio Control Panel				Deleted, Revision 4. Refer to item 25-11-02-2.	
***	2) Avionics Compartment Audio Control Panel	D	1	0		
51-4	Cockpit Communication Speakers	C	2	0	May be inoperative provided: a) Procedures do not require its use, and b) Headsets are installed and operative.	
51-5	Handheld Microphones	C	-	0	May be inoperative or missing provided associated Boom Microphone(s) are operative.	
***	1) Dual Tone Multifrequency Microphone (DTMF)	D	-	0	May be inoperative provided Voice Mode is operative.	
		D	-	0	May be inoperative or missing provided associated Handheld or Boom Microphone(s) are operative for each required crewmember.	
51-6	Oxygen Mask Microphones					
	1) Courier Seats	C	-	0		

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
51-7	Capt/FO Push To Talk (PTT) Switches					
	1) Control Wheel	C	2	0	(M) May be inoperative provided: a) Associated INT/RADIO Switch on the Audio Control Panel is operative, and b) Affected Switch is deactivated OPEN.	
		C	2	0	(M) May be inoperative provided: a) Associated PTT Switch on the Lighting Control Panel is operative, and b) Affected Switch is deactivated OPEN.	
	2) INT/RADIO Switches on the Audio Control Panel	C	2	0	(M) May be inoperative provided: a) Associated PTT Switch on the Control Wheel is operative, and b) Affected Switch is verified failed OPEN.	
		C	2	0	(M) May be inoperative provided: a) Associated PTT Switch on the Lighting Control Panel is operative, and b) Affected Switch is verified failed OPEN.	
	3) Lighting Control Panel	C	2	0	(M) May be inoperative provided: a) Associated PTT Switch on the Control Wheel is operative, and b) Affected Switch is deactivated OPEN.	
		C	2	0	(M) May be inoperative provided: a) Associated INT/RADIO Switch on the Audio Control Panel is operative, and b) Affected Switch is deactivated OPEN.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
51-8	Headsets	D	-	-	Any in excess of those required for each person on flight deck duty may be inoperative or missing.	
		C	-	0	May be inoperative provided Cockpit Communication Speakers are operative.	
71-1	Cockpit Voice Recorder (CVR) System	A	1	0	May be inoperative provided:	
	For a Holder of an Air Carrier or Commercial Operator Certificate				a) Flight Data Recorder (FDR) System is operative, and b) Repairs are made within 3 flight days.	
					NOTE: This relief is for the CVR system and is therefore applicable to the CVR function of the CVFDR unit that is installed in place of the CVR.	
	1) Independent Power Source	C	1	0		
	Cockpit Voice Recorder (CVR) System	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
	For Other Than a Holder of an Air Carrier or Commercial Operator Certificate.					
***	1) Independent Power Source	C	1	0		

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
08-1	Electrical Power System Controller Automatic Mode	C	1	0	May be inoperative provided FUEL and HYD System Controllers are operated in the Automatic Mode.	
08-2	Electrical Power System Controller Switchlights					
	1) SELECT Light	C	1	0		
	2) MANUAL Light	C	1	0		
08-3	Emergency Power Indicating System					
	1) EMER PWR OFF Light	C	1	0	May be inoperative provided EMER PWR SW OFF Alert on EAD is operative.	
	2) EMER PWR ON Light	C	1	0	May be inoperative provided EMER PWR ON Alert on EAD is operative.	
11-1	GEN Switchlights					
	1) ARM Lights	C	3	2	One may be inoperative provided associated GEN OFF Light is operative.	
	2) OFF Lights	C	3	2	One may be inoperative provided: a) Associated GEN ARM Light is operative, and b) Generators with operative OFF Lights are operative.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
11-2	GEN Drive Switchlights					
	1) DISC Lights	C	3	2	One may be inoperative provided the Electrical System Synoptic Page is operative.	
	2) FAULT Lights	C	3	2	One may be inoperative provided the Electrical System Synoptic Page is operative.	
11-3	Constant Speed Drive (CSD) Heat Exchangers	B	3	2	(M) One may be inoperative provided: a) All indicators and warning lights are operative for two remaining Engine Driven Generators, b) Associated Engine Driven Generator System is considered inoperative, c) Associated CSD is disconnected, and d) Approach minimums do not require its use.	
21-1	Engine Driven Generator Systems (CSD, Generator)	B	3	2	(M) May be inoperative provided: a) All indicators and warning lights are operative for the two remaining Engine Driven Generators, b) Associated CSD is disconnected, and c) Approach minimums do not require its use.	
21-2	AC BUS OFF Lights (1, 2, 3, and GND)	C	4	0	May be inoperative provided the Electrical System Synoptic Page is operative.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
21-3	AC TIE Switchlights					
	1) ARM Lights	C	3	0	May be inoperative provided affected bus tie relay indication on the Electrical System Synoptic Page is operative.	
	2) OFF Lights	C	3	0	May be inoperative provided affected bus tie relay indication on the Electrical System Synoptic Page is operative.	
21-4	APU Generator	C	1	0	(M)(O) May be inoperative provided it is verified no bearing failure exists in APU Generator.	
		C	1	0	(M) May be inoperative provided APU is not used.	
21-5	APU Generator Control Unit	C	1	0	(M) May be inoperative provided APU Generator is considered inoperative.	
21-6	APU PWR Switchlights					
	1) On Light	C	1	0	(O) May be inoperative provided the Electrical System Synoptic Page is operative.	
	2) AVAIL Light	C	1	0	(O) May be inoperative provided the Electrical System Synoptic Page is operative.	
21-7	APU GEN RESET Switchlight OFF Light	C	1	0	(O) May be inoperative provided the Electrical System Synoptic Page is operative.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
31-1	Transformer Rectifier (TR) Units TR-2A and TR-2B	B	2	1	(M)(O) One may be inoperative provided alternate procedures are established and used.	
31-2	GEN BUS FAULT RESET Switchlights BUS FAULT Lights	C	3	2	One may be inoperative provided the Electrical System Synoptic Page is operative.	
31-3	DC TIE Switchlights OFF Lights	C	2	0	May be inoperative provided the Electrical System Synoptic Page is operative.	
31-4	DC BUS OFF Lights (1, 2, 3, and GND)	C	4	0	May be inoperative provided the Electrical System Synoptic Page is operative.	
32-1	Battery OFF Indicating System BAT Switchlight OFF Light	C	1	0	May be inoperative provided BAT SWITCH OFF Alert on the EAD is operative.	
40-1	External Power Indicating System					
	1) EXT PWR Switchlight ON Light	C	1	0	May be inoperative provided the Electrical System Synoptic Page is operative.	
	2) EXT PWR Switchlight AVAIL Light	C	1	0	May be inoperative provided the Electrical System Synoptic Page is operative.	
41-1	Main External Power System	C	1	0	(M) May be inoperative provided: a) It is verified that no electrical feeder cable short exists, and b) External Power is not used.	
52-1	CAB BUS Switchlight OFF Light	C	1	0		

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
11-1	Flightcrew Seats					
	1) Power Adjustment Systems	D	2	0	(M) May be inoperative provided Manual Adjustment Systems are Operative.	
	2) Manual Adjustment Systems					
	a) Recline Systems	A	2	0	(M) May be inoperative provided: a) Seat is secured in an upright position that does not limit fore/aft and lateral movement and is acceptable to the affected crewmember, and b) Repairs are made within 2 flight days.	
	b) 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.	
	c) Lumbar/Thigh Supports	C	4	0	May be inoperative provided seat is acceptable to the affected crewmember.	
	d) Headrests	C	2	0	May be inoperative provided seat is acceptable to the affected crewmember.	
11-2	Observer Seats					
	1) Primary Observer Seat Power Adjustment System	D	1	0	(M) May be inoperative provided Manual Adjustment System is operative.	
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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
11-2	Observer Seats (Cont'd)					
	2) Primary Observer Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A courier seat is made available to an FAA inspector for performance of official duties, and b) Repairs are made within 2 flight days.	
		A	1	0	May be inoperative provided: a) A secondary observer's seat is available to an FAA inspector for performance of official duties, and b) Repairs are made within 2 flight days.	
		A	1	0	May be inoperative provided: a) Primary observer's seat is available with required minimum safety equipment (oxygen and safety belt) and acceptable to FAA inspector for performance of official duties, and b) 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 (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.</p>						
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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
11-2	Observer Seats (Cont'd)					
	2) Primary Observer Seat (Including Associated Equipment) (Cont'd)				NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
	3) Additional Observer Seat(s) (Including Associated Equipment)	D	-	0	NOTE 1: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s). NOTE 2: Associated equipment is defined as all systems or components used in support of or in conjunction with the seat (i.e., audio control panel, oxygen system, microphone, headset, lights).	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
11-3 ***	Courier Seats (Including Associated Equipment)	D	-	0	(M) May be inoperative provided: a) Seat is not required for the operation conducted, b) Affected seat is secured or deactivated and does not block the aisle or exit, and c) Affected seat is blocked using an accepted procedure and placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, AND LANDING".	
	1) Recline Function	D	-	0	(M) May be inoperative provided the seat is secured in the upright and locked position.	
	2) Leg Rest Function	D	-	0	(M) May be inoperative provided the leg rest is stowed and locked.	
21-1	"Fasten Seat Belt While Seated" Signs or Placards (Unlighted)	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied courier/passenger seat.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
22-1	Convenience/NEF Items					
***	1) Convenience Items (Expires on December 31, 2007)		-	0	Deleted, Revision 4.	
***	2) Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that item(s) is deferred in accordance with operator's NEF deferral program. NEF program, procedures, and processes are outlined in operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flightcrew and included in operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
22-2	Storage Bin(s)/Cabin and Galley Storage Compartments/Closets	C	-	-	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Procedures are established to secure the affected bin, compartment or closet in the closed position, b) Associated bin, compartment, or closet is prominently placard "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.	
		C	-	-	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> 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 placard "DO NOT USE", e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and f) Passengers are briefed that affected bin, compartment, or closet is not to be used. 	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
22-2	Storage Bin(s)/Cabin and Galley Storage Compartments/Closets (Cont'd)				NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.	
					NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.	
	1) Storage Compartment Key Locks	D	-	0	May be inoperative in the unlocked position provided doors can be secured by other means.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
23-1	Flight Attendant Seat Assembly	B	2	1	<p>(M)(O) One seat position may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected seat position is not occupied, b) Flight Attendant displaced by inoperative seat occupies a passenger seat which is most accessible to the inoperative seat so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmembers' manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to Flight Attendant is placard "FOR FLIGHT ATTENDANT ONLY". <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p>	
	1) All Cargo Configuration	D	-	-		

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-1	Passenger Seats	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative 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.	
	1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.	
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-1	Passenger Seats (Cont'd)					
	2) Under Seat Baggage Restraining Bars	C	-		(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placard "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.	
	3) Armrest					
	a) Armrest with Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.	
	b) Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle.	
26-1	Cabin Emergency Flashlights and/or Holders	C	-	0	May be inoperative or missing provided crewmember assigned to the affected position has an operative flashlight readily available.	

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
36-1	Galley Waste Receptacles Access/Covers	C	-	-	(M)(O) May be inoperative provided: a) Container is empty and access is secured to prevent waste introduction into compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.	
41-1	Lavatory Waste Receptacle Access Doors/Covers	C	-	-	(M) May be inoperative provided associated waste container is empty and access is secured to prevent waste introduction into waste container.	
42-1	Exterior Lavatory Door Ashtray					
	1) Aircraft with Multiple Lavatories	A	2	-	(M) Up to 50% may be inoperative or missing provided: a) 50% of the inoperative or missing are replaced within 3 calendar-days, and b) Remaining inoperative or missing is replaced within 10 calendar-days.	
	2) Aircraft with Single Lavatory	A	1	0	May be inoperative or missing provided replacement is made within 10 calendar-days.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
56-1	Lower Cargo Compartment Lining	C	-	0	(O) May be inoperative, damaged, or missing provided procedures are established and used to ensure the compartment remains empty or is verified to contain only empty handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
56-2 ***	Lower Cargo Compartment Barrier Curtains	C	-	0		
57-1 ***	Cargo Handling Systems	D	-	0	NOTE: Any portion of system(s) that operates normally may be used.	
57-2 ***	Cargo Restraint Systems	A	-	-	(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo loading Manual, Cargo Handling Manual, or Weight and Balance Document) are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	
		C	-	-	May be inoperative or missing provided cargo compartment remains empty.	

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
59-1 ***	Smoke Barrier Curtain (Main Cargo Deck)	C	1	0	(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. NOTE 2: Courier Seats may be occupied.	
60-1	Emergency Locator Transmitter (ELT)					
	1) Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
	2) Fixed ELTs	A	-	0	(M) May be inoperative or missing provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	May be inoperative or missing provided repairs are made within 90 days.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
61-1	Evacuation Slide Remote Pressure Press-to-Test Indicating System	C	-	0	(M) May be inoperative provided associated slide system is verified adequately charged once each flight day.	
62-1	Emergency Medical Equipment					
	1) Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	May be incomplete, missing, or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight cycle.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. NOTE: Not required for all-cargo operations.	
	2) First Aid Kit (FAK) and/or Associated Equipment	A	-	0	May be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight cycle.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
63-2	Megaphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing. NOTE: Not required for all-cargo operations.	

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
64-1 ***	10 (or 7) Man Life Raft	D	1	0	May be inoperative or missing provided the flight is not operated on Extended Overwater Flight.	
64-2	Flotation Equipment	D	-	-	Any in excess of that required by FAR may be inoperative or missing.	
68-1	Cockpit Smoke Vision System (CSVS)/ Emergency vision Assurance System (EVAS) (STC ST00892LA)	D	-		May be inoperative or missing.	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
11-1	Engine Fire Detection Systems					
	1) Fire Detection Loops	C	6	3	(M) One complete Loop (A or B) on each engine may be inoperative provided remaining Loop is verified operative.	
	2) Test Circuits Loops	C	6	3	(M) May be inoperative on an inoperative Loop provided: a) The system is operated on the Loop that has a functional Test Circuit, and b) The integrity of the operative Loop is verified prior to each flight.	
11-2	Fuel Lever Light Bulbs	C	6	3	May be inoperative provided one bulb in each lever is operative.	
11-3	Engine Fire Handle Light Bulbs	C	6	3	May be inoperative provided one bulb in each handle is operative.	
12-1	APU Fire Detection Systems					
	1) Fire Detection Loops	C	2	1	(M)(O) One complete Loop (A or B) may be inoperative provided remaining Loop is verified operative.	
		C	2	0	(O) Both Loops (A and B) may be inoperative provided: a) APU is not used, and b) APU Bleed Valve is verified CLOSED.	

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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
12-2	APU Fire Handle Light Bulbs (Overhead Panel)	C	4	1	(O) Three may be inoperative provided "APU FIRE" Alert is verified operative.	
		C	4	0	May be inoperative provided APU is not used.	
14-1	Cargo Fire Test Switch - Test Function	C	1	0	(M) May be inoperative provided: a) An alternate procedure is used to ensure system integrity, and b) Test is conducted before each departure.	
14-2	CARGO SMOKE Lights	C	2	0	(M) May be inoperative provided Master Warning Light System is verified operative.	
		C	2	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
14-3 ***	FWD CARGO HEAT Light (Series -30)	C	1	0	(M) May be inoperative provided Master Warning Light System is verified operative.	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
14-4 ***	FWD Cargo Heat Detector (Series -30)	C	1	0	(M) May be inoperative provided Master Warning Light System is verified operative.	
14-5	Cargo Fire Test Automatic Mode	C	1	0	(O) May be inoperative provided a Manual Cargo Fire Test is performed before each departure.	
17-1	Cargo Compartment Smoke Detectors					
	1) Fwd Cargo Compartment	C	4	2	Two may be inoperative provided no two adjacent Smoke Detectors are inoperative.	
		C	4	0	(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
17-1	Cargo Compartment Smoke Detectors (Cont'd)					
	2) Center and Aft Cargo Compartment (Airplanes Without Aft Auxiliary Fuel Tanks)	C	4	2	Every other Smoke Detector may be inoperative provided ventilation barrier is installed in FORWARD position (Station 1781 or 1784).	
		C	4	2	Every other Smoke Detector may be inoperative provided Forward and Aft barriers are not installed.	
		C	4	2	Every other Smoke Detector may be inoperative except No. 4 provided ventilation barrier is installed in AFT position (Station 1841).	
		C	4	0	(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
17-1	Cargo Compartment Smoke Detectors (Cont'd)					
	3) Main Deck Cargo Compartment Centerline	C	12	6	(O) Six may be inoperative provided: a) No two adjacent Smoke Detectors are inoperative, and b) At least one detector is operative for position 2 (L, R, or Centerline) and position 3 (L, R, or Centerline).	
		C	12	0	(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
17-1	Cargo Compartment Smoke Detectors (Cont'd)					
	4) Main Deck Cargo Compartment Left (2L and 3L) and Right (2R and 3R)	C	4	2	(O) Two may be inoperative provided: a) One is operative on each side, and b) At least one detector is operative for position 2 (L, R, or Centerline) and position 3 (L, R, or Centerline).	
		C	4	0	(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
21-1	APU Agent Discharge (Fire Handle)	C	2	0	May be inoperative provided APU is not used.	
21-2	APU Ground Control Fire Detection and Extinguishing Panel	C	1	0	May be inoperative provided APU Fire Warning System is monitored in flight compartment during APU operation.	

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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
22-1	Lower Cargo Compartment Fire Extinguisher Systems					
	1) Extinguisher Cylinder No. 2 and Agent Discharge System	C	1	0	(O) May be inoperative provided: a) Extinguisher Cylinder No. 1 and Agent Discharge System is operative, and b) Flight is operated within 90 minutes of a suitable landing field.	
	2) Extinguisher Cylinder No. 1 and Agent Discharge System	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. (O) May be inoperative provided: a) Extinguisher Cylinder No. 2 and Agent Discharge System is operative, and b) Flight is operated within 42 minutes of a suitable landing field.	
					(Continued)	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
22-1	Lower Cargo Compartment Fire Extinguisher Systems (Cont'd)					
	2) Extinguisher Cylinder No. 1 and Agent Discharge System (Cont'd)	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved from inclusion in the Fly Away Kits and which materials can be used as ballast.	
24-1	Portable Fire Extinguishers	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	
	1) Main Deck Cargo Compartment Cylinders (DG Fire Extinguishers)	C	3	0	(O) May be inoperative or missing provided each affected Dangerous Goods (DG) Can remains empty or is not carried.	

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4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
14-1	Aileron Position Indicating System	C	1	0	(M)(O) May be inoperative provided correct aileron movement is verified before each departure.	
25-1	Rudder Position Indicating System	C	1	0	(M)(O) May be inoperative provided correct rudder movement is verified before each departure.	
32-1	Elevator Load Feel Systems					
	1) Automatic Channels	C	2	1	May be inoperative provided both Manual Channels are operative.	
	2) Manual Channels	C	2	1	May be inoperative provided both Automatic Channels are operative.	
34-1	Elevator Position Indicating System	C	1	0	(M)(O) May be inoperative provided correct elevator movement is verified before each departure.	
43-1	Control Wheel Trim Switch Systems	B	2	1	(M)(O) May be inoperative provided: a) Pilot Flying has operative Trim Switch System, b) Primary Horizontal Stabilizer Trim System (Suitcase Handles) is operative, and c) Approach minimums do not require its use.	

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4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
43-2	Horizontal Stabilizer Trim Motor Rate Control Systems					
	1) Trim Motor No. 1 High Rate	C	1	0	(M) May be inoperative provided: a) Associated valve is verified in the shutoff (de-energized) position, b) Low Trim Rate is verified operative, and c) Trim Motor No. 2 operates normally.	
	2) Trim Motor No. 2 High Rate	C	1	0	(M) May be inoperative provided: a) Associated valve is verified in the shutoff (de-energized) position, b) Low Trim Rate is verified operative, and c) Trim Motor No. 1 operates normally.	
54-1	Flap Position Indications	C	4	3	(M)(O) May be inoperative provided: a) Flap operation and symmetry are verified prior to each departure, b) Flap Handle Position from both FCCs are operative, and c) Left Outboard Flap Position Secondary Indication to the AIU is operative.	

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4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
54-2	Flap Handle Position Indicating System				Deleted, Revision 4.	
56-1	Flap Limit Systems					
	1) Automatic Channels	C	2	1	May be inoperative provided both Manual Override Channels are operative.	
	2) Manual Channels	C	2	1	May be inoperative provided both Automatic Channels are operative.	
63-1	Auto Ground Spoiler (AGS) System	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Auto Ground Spoiler Actuator is verified in the retracted position.	
	1) Control Channels	C	2	1		
66-1	Spoiler Position Indicating System	C	1	0	(M)(O) May be inoperative provided correct spoiler movement is verified before each departure.	

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4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
01-1	Main Tank Fuel Quantity Indications	A	3	2	(M)(O) May be inoperative provided: a) All engine Fuel Flow Indications are operative, b) All engine Fuel Used Indications are operative, c) Fuel Quantity in tank with inoperative indication is checked by fuel level sticks after each refueling or affected tank is fueled to a known quantity, d) The flight does not require fuel dumping for the enroute engine out driftdown procedures, e) All Fuel Pumps and Fill Valve for the affected tank are operative, f) Fuel System Controller is operated in the Manual mode, g) ELEC and HYD System Controllers are operated in the Automatic Mode, h) Affected tank on the Synoptic Display has an Amber "X" in lieu of a quantity indication, i) When aircraft's intended track takes it farther than 120 minutes from a suitable airport and trip reserve fuel is less than 23,000 lbs., add a maximum of 5,300 lbs. of fuel or until reserve fuel equals 23,000 lbs., j) Associated Jet Pump Transfer System is operative, and k) Repairs are made within 3 flight days.	

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4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
01-2	Auxiliary Tank Fuel Quantity Indication (Series -30)	B	1	0	(M)(O) May be inoperative provided: a) Fuel is not carried in any AUX Tank, b) Both Upper and Lower AUX Tanks are verified empty with fuel level sticks after each refueling, c) All Main Tank Fuel Quantity Indications are operative, and d) AUX Tank on Synoptic Display has an Amber "X" in lieu of a quantity indication.	
		A	1	0	(M)(O) May be inoperative provided: a) Fuel in the AUX Tanks is considered USABLE, b) Both Upper and Lower AUX Tanks are checked with fuel level sticks after each refueling, c) All Fuel Pumps in the Upper and Lower AUX Tanks are operative, d) All Main Tank Fuel Quantity Indications are operative, e) Fuel System Controller is operated in the Manual Mode, f) ELEC and HYD System Controllers are operated in the Automatic Mode, g) AUX Tank on Synoptic Display has an Amber "X" in lieu of quantity indication, and h) Repairs are made within 3 flight days.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
01-4	Main Tank FILL Switchlights					
	1) FILL Lights	C	3	2	(M) May be inoperative provided affected Fill Valve Indication on Fuel System Synoptic Page is verified operative.	
	2) ARM Lights	C	3	2	(M) May be inoperative provided affected Fill Valve Indication on Fuel System Synoptic Page is verified operative.	
01-6	Main Tank XFEED Switchlights					
	1) ON Lights	C	3	2	(M) May be inoperative provided Fuel System Synoptic Page is verified operative.	
	2) DISAG Lights	C	3	2	(M) May be inoperative provided Fuel System Synoptic Page is verified operative.	
01-7	Main Tank TRANS Switchlights					
	1) ON Lights	C	3	2	(M) May be inoperative provided Fuel System Synoptic Page is verified operative.	
	2) LOW Lights	C	3	2	(M) May be inoperative provided Fuel System Synoptic Page is verified operative.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
01-8	Auxiliary Tank TRANS Switchlights (Series -30)					
	1) ON Lights	C	2	1	(M) May be inoperative provided Fuel System Synoptic Page is verified operative.	
	2) LOW Lights	C	2	1	(M) May be inoperative provided Fuel System Synoptic Page is verified operative.	
01-12	MANF DRAIN Switchlight	C	1	0	(M) May be inoperative provided associated valves are verified operative.	
08-1	Fuel System Controller (FSC)					
	1) Automatic Mode	A	1	0	(O) May be inoperative provided: a) The FSC MODE FAULT Alert is not displayed when FSC is selected to Manual Mode, b) ELEC and HYD System Controllers are operated in the Automatic Mode, and c) Repairs are made within 3 flight days.	
	2) Controller Channels	C	2	1		
08-2	Fuel System Controller Switchlights					
	1) MANUAL Light	C	1	0		
	2) SELECT Light	C	1	0		

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
11-6	Lower Auxiliary Flexible Fuel Cell/Tank (Series -30)	A	1	0	(M) May be inoperative provided: a) Tank is deactivated, b) Tank is inspected, c) Lower Auxiliary Tank is sumped after each refueling of the Upper Auxiliary Tank, and d) Repairs are made prior to the completion of the next heavy maintenance check.	
12-1	No. 2 Tank Left Compartment Manifold Drain Float Valve	C	1	0	(M) May be inoperative provided: a) Valve is verified CLOSED, and b) 450 lbs. of fuel is added to the flight planned fuel requirement.	
13-1	Tanks 1 and 3 Outboard Compartment Gravity Transfer Systems	C	2	1	(M)(O) May be inoperative provided: a) Affected Transfer System is verified CLOSED, b) Affected Tank Fill Valve is operative, c) Fuel Quantity Synoptic Indication for the affected tank is operative, d) 9,700 lbs. of fuel is added to the flight planned fuel requirement, and e) With FSC in Automatic Mode, Fuel LRU INOP Alert is displayed on the SD Status Page.	
		C	2	1	(M)(O) May be inoperative provided: a) Affected Transfer System is verified CLOSED, b) Affected Tank Fill Valve is operative, c) Fuel Quantity Synoptic Indication for the affected tank is operative, d) 11,600 lbs. of fuel is added to the flight planned fuel requirement, and e) With FSC in Automatic Mode, Fuel LRU INOP Alert is displayed on the SD Status Page.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
13-1	Tanks 1 and 3 Outboard Compartment Gravity Transfer Systems (Cont'd)	A	2	0	(M)(O) May be inoperative provided: a) Affected Transfer System is verified OPEN, b) FSC is operated in the Auto Mode, c) Affected system is verified inoperative OPEN via CFDS FSC LRU/Reset, d) Both Manifold Drain-Outboard Fill Valves are operative, and e) Repairs are made within 3 flight days.	
13-2	Main Tank Continuous Scavenging Systems	C	6	5	(M) May be inoperative provided associated Tank Sumps are drained once each flight day.	
21-1	Refuel/Defuel Adapter and Defuel Control Valves					
	1) Pressure Adapters	C	4	2	(M) May be inoperative provided: a) Associated Defuel Control Valve is verified CLOSED, and b) There is no evidence of fuel leakage.	
	2) Defuel Control Valves	C	4	0	May be inoperative provided associated Pressure Adapter is operative.	
21-2 ***	Pressure Refueling Adapter Caps	D	-	0	May be inoperative or missing.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
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21-3	Main Tank Fill Valve Shutoff Control Systems					
	1) Tanks 1 and 3	C	2	1	(M) May be inoperative provided: a) Affected Fill Valve System is verified CLOSED after each refueling, b) Associated Crossfeed Valve is verified operative, c) Fill Valve Systems in other two Main Tanks are operative, d) Fuel Quantity Indicating System is operative for all Tanks containing fuel, e) If associated Manifold Drain-Outboard Fill Valve is inoperative, Maximum Takeoff Gross Weight is limited to 350,000 lbs. for Series -10 aircraft and 406,000 lbs. for Series -30 aircraft, f) Main Tank Fuel Boost Pumps are verified operative, g) If FSC is operated in Automatic Mode, a cockpit initiated FUEL SYSTEM TEST is run after each refueling, h) Associated Jet Pump Transfer System is operative, and i) Associated Gravity Transfer System is operative. NOTE: If fuel is greater than 120,000 lbs., consider operating FSC in Manual Mode during taxi.	
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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
21-3	Main Tank Fill Valve Shutoff Control Systems (Cont'd)					
	2) Tank 2	C	1	0	(M)(O) May be inoperative provided: a) Affected Fill Valve System is verified CLOSED after each refueling, b) Associated Crossfeed Valve is verified operative, c) Fill Valve Systems in other two Main Tanks are operative, d) Fuel Quantity Indicating System is operative for all Tanks containing fuel, e) Main Tank Fuel Boost Pumps are verified operative, and f) If FSC is operated in Automatic Mode, a cockpit initiated FUEL SYSTEM TEST is run after each refueling.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
21-6	Tanks 1 and 3 Jet Pump Transfer Systems	C	2	1	(M)(O) May be inoperative provided: a) Affected Transfer System is verified CLOSED, b) Affected Tank Fill Valve is operative, c) Fuel Quantity Synoptic Indication for affected tank is operative, d) 9,700 lbs. of fuel is added to flight planned fuel requirement, and e) With FSC in Automatic Mode, Fuel LRU INOP Alert is displayed on the SD Status Page.	
		C	2	0	(M)(O) May be inoperative provided: a) Affected Transfer System is verified CLOSED, b) Affected Tank Fill Valve is operative, c) Fuel Quantity Synoptic Indication for affected tank is operative, d) 11,600 lbs. of fuel is added to flight planned fuel requirement, and e) With FSC in Automatic Mode, Fuel LRU INOP Alert is displayed on the SD Status Page.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
21-7	Auxiliary Tank Fill Valve Shutoff Control Systems (Series -30)					
	1) Upper Auxiliary Tank	C	1	0	(M)(O) May be inoperative provided: a) FSC is operated in Automatic Mode, b) Upper Auxiliary Tank Fill Valve is verified CLOSED after each refueling, c) AUX Tank Fill Isolation Valve is verified operative, and d) A cockpit initiated FUEL SYSTEM TEST is run after each refueling.	
	2) Lower Auxiliary Tank	C	1	0	(M)(O) May be inoperative provided: a) FSC is operated in Automatic Mode, b) Lower Auxiliary Tank Fill Shutoff System is verified CLOSED after each refueling, and c) A cockpit initiated FUEL SYSTEM TEST is run after each refueling.	
		A	1	0	(M)(O) May be inoperative provided: a) FSC is operated in Manual Mode, b) ELEC and HYD System Controllers are operated in Automatic Mode, c) Upper Auxiliary Tank Fill Valve is verified CLOSED after each refueling, d) Lower AUX Tank is verified empty after each refueling, and e) Repairs are made within 3 flight days.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
21-9	Auxiliary Tank Fill Isolation Valve (Series -30)	C	1	0	(M) May be inoperative provided: a) Affected Valve is secured CLOSED, b) Auxiliary Tank Fuel Quantity Synoptic Indication System is operative, and c) Upper AUX Tank Fill Valve Shutoff Control System is operative.	
21-16	High Level Shutoff Float Test Solenoid Valve	C	-	0		

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
22-1	Main Tank Pumps					
	1) Tank 1 and 3 Aft	C	2	1	(M)(O) May be inoperative provided: a) FSC is operated in Automatic Mode, b) 2,000 lbs. of fuel is added to flight planned fuel requirement, c) A cockpit initiated FUEL SYSTEM TEST is run after each refueling, d) All Main Tank Fill Valves are operative, e) Remaining Main Tank Pumps (all three main tanks, six pumps total) are operative, f) Associated Main Tank Transfer Pump is operative, and g) Appropriate AFM performance penalties are applied.	
		A	2	1	(M)(O) May be inoperative provided: a) 2,000 lbs. of fuel is added to flight planned fuel requirement, b) All Main Tank Fill Valves are operative, c) Remaining Main Tank Pumps (all three main tanks, six pumps total) are operative, d) Associated Main Tank Transfer Pump is operative, e) FSC is operated in Manual Mode, f) ELEC and HYD System Controllers are operated in Automatic Mode, g) Appropriate AFM Performance Penalties are applied, and h) Repairs are made within 3 flight days.	
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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
22-1	Main Tank Pumps (Cont'd)					
	2) Tank 2 Aft	C	2	1	(M)(O) May be inoperative provided: a) FSC is operated in Automatic Mode, b) 2,000 lbs. of fuel is added to flight planned fuel requirement, c) Aircraft is not operated with Tank 2 Left Aft Pump inoperative when aircraft's intended track takes it further than 120 minutes from a suitable airport, d) A cockpit initiated FUEL SYSTEM TEST is run after each refueling, e) All Main Tank Fill Valves are operative, f) Remaining Main Tank Pumps (all three main tanks, six pumps total) are operative, g) No. 2 Tank Transfer Pump is operative, and h) Appropriate AFM Performance Penalties are applied.	
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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
22-1	Main Tank Pumps (Cont'd)					
	2) Tank 2 Aft (Cont'd)	A	2	1	(M)(O) May be inoperative provided: a) 2,000 lbs. of fuel is added to flight planned fuel requirement, b) Aircraft is not operated with Pump 2 Left Aft inoperative when aircraft's intended track takes it further than 120 minutes from a suitable airport, c) All Main Tank Fill Valves are operative, d) Remaining Main Tank Pumps (all three main tanks, six pumps total) are operative, e) No. 2 Tank Transfer Pump is operative, f) FSC is operated in Manual Mode, g) ELEC and HYD System Controllers are operated in Automatic Mode, h) Appropriate AFM Performance Penalties are applied, and i) Repairs are made within 3 flight days.	
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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
22-1	Main Tank Pumps (Cont'd)					
	3) Tank 2 Forward	C	2	1	(M)(O) May be inoperative provided: a) FSC is operated in Automatic Mode, b) 900 lbs. of fuel is added to flight planned fuel requirement, c) A cockpit initiated FUEL SYSTEM TEST is run after each refueling, d) All Main Tank Fill Valves are operative, e) Remaining Main Tank Pumps (all three main tanks, six pumps total) are operative, f) No. 2 Main Tank Transfer Pump is operative, and g) Appropriate AFM Performance Penalties are applied.	
		A	2	1	(M)(O) May be inoperative provided: a) 900 lbs. of fuel is added to flight planned fuel requirement, b) All Main Tank Fill Valves are operative, c) Remaining Main Tank Pumps (all three main tanks, six pumps total) are operative, d) No. 2 Main Tank Transfer Pump is operative, e) FSC is operated in Manual Mode, f) ELEC and HYD System Controllers are operated in Automatic Mode, g) Appropriate AFM Performance Penalties are applied, and h) Repairs are made within 3 flight days.	
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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
22-1	Main Tank Pumps (Cont'd)					
	4) Tank 1 and 3 Forward	C	2	1	(M)(O) May be inoperative provided: a) FSC is operated in Automatic Mode, b) A cockpit initiated FUEL SYSTEM TEST is run after each refueling, c) All Main Tank Fill Valves are operative, d) Remaining Main Tank Pumps are operative, e) Remaining Main Tank Pumps (all three main tanks, six pumps total) are operative, and f) Appropriate AFM Performance Penalties are applied.	
		A	2	1	(M)(O) May be inoperative provided: a) All Main Tank Fill Valves are operative, b) Remaining Main Tank Pumps are operative, c) Associated Main Tank Transfer Pump is operative, d) FSC is operated in Manual Mode, e) ELEC and HYD System Controllers are operated in Automatic Mode, f) Remaining Main Tank Pumps (all three main tanks, six pumps total) are operative, and g) Repairs are made within 3 flight days.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
22-2	Main Tank Transfer Pumps (Tanks 1, 2, and 3)	A	3	2	(M)(O) May be inoperative provided: a) Associated Crossfeed Valve remains OPEN, b) Associated FWD and AFT Tank Pumps are operative, c) Fuel symmetry is monitored during fuel dumping, d) Associated Main Tank Transfer Check Valve is operative, e) FSC is operated in Manual Mode, f) ELEC and HYD System Controllers are operated in the Automatic Mode, g) Main Tank Fuel Quantity Synoptic Indication System is operative, h) Appropriate AFM Performance Penalties are applied, and i) Repairs are made within 3 flight days.	
22-3	Main Tank Pump Check Valves (FWD and AFT)	C	7	6	(M) May be inoperative provided: a) Affected Valve is verified OPEN, b) Associated Pump is ON and operating, c) Associated Main Tank Fuel Quantity Synoptic Indication System is operative, d) Associated Main Tank Fill Valve is operative, and e) All Fuel Pumps in associated Main Tank are operative.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
22-4	Main Tank Transfer Pump Check Valves	A	3	2	(M)(O) May be inoperative provided: a) Affected Valve is verified OPEN, b) Associated Pump is ON and operating any time manifold is pressurized, c) Associated Main Tank Fuel Quantity Synoptic Indication System is operative, d) 450 lbs. of fuel is added to flight planned fuel requirement, e) FSC is operated in Manual Mode, f) ELEC and HYD System Controllers are operated in Automatic Mode, and g) Repairs are made within 3 flight days.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
22-6	Auxiliary Tank Pumps (Series -30)					
	1) Lower Auxiliary Tank Pumps	C	2	1	(M) One may be inoperative provided: a) Associated Pump is deactivated when operating FSC in Automatic Mode, and b) If FSC is operated in Automatic Mode, a cockpit initiated FUEL SYSTEM TEST is run after each refueling.	
		C	2	0	(M) May be inoperative provided: a) Lower Auxiliary Tank remains empty, b) Associated Pump is deactivated when operating FSC in Automatic Mode, and c) If FSC is operated in Automatic Mode, a cockpit initiated FUEL SYSTEM TEST is run after each refueling.	
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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
22-6	Auxiliary Tank Pumps (Series -30) (Cont'd)					
	2) Upper Auxiliary Tank Pumps	C	2	1	(M)(O) May be inoperative provided: a) Associated Fuel Tank Quantity Synoptic Indication System is operative, b) If FSC is operated in Manual Mode, Lower Auxiliary Tank is verified empty after each refueling, c) Associated Pump is deactivated when operating FSC in Automatic Mode, and d) If FSC is operated in Automatic Mode, a cockpit initiated FUEL SYSTEM TEST is run after each refueling.	
		C	2	0	(M) May be inoperative provided: a) Tank is considered unusable, b) If FSC is operated in Manual Mode, Lower Auxiliary Tank is verified empty after each refueling, c) Associated Pump is deactivated when operating FSC in Automatic Mode, and d) If FSC is operated in Automatic Mode, a cockpit initiated FUEL SYSTEM TEST is run after each refueling.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
22-8	Crossfeed Valves	A	3	2	(M)(O) May be inoperative provided: a) Affected Valve is deactivated in OPEN position, b) Fuel System Controller is operated in Manual Mode, c) 450 lbs. of fuel is added to flight planned fuel requirement, d) All Main Tank Fill Valves are operative, e) All Main Tank Pumps are operative, f) All Main Tank Transfer Pumps are operative, g) Fuel Dump Shutoff Float Switch for affected tank is operative, h) ELEC and HYD System Controllers are operated in Automatic Mode, and i) Repairs are made within 3 flight days.	
23-1	APU Start Pump	C	1	0	(M)(O) May be inoperative provided Main Tank 2 Pumps are used to supply fuel to the APU.	
23-2	APU Start Pump Check Valve	C	1	0	(O) May be inoperative provided Main Tank 2 Pumps are used to supply fuel for APU start.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
23-3	APU Fire Shutoff Valves					
	1) FWD Valve	C	1	0	(M) May be inoperative provided Valve is verified CLOSED.	
	2) AFT Valve	C	1	0	(M) May be inoperative provided: a) APU is not used, and b) Valve is verified CLOSED.	
24-1	Manifold Drain/ Outboard Fill Valves	C	2	1	(M) May be inoperative provided: a) Affected Valve is verified CLOSED, b) Associated Main Tank Fill Shutoff Valve is operative, and c) 450 lbs. of fuel is added to flight planned fuel requirement.	
		C	2	0	(M)(O) May be inoperative provided: a) Affected Valve is verified CLOSED, and b) Maximum Takeoff Gross Weight is limited to 350,000 lbs. for Series -10 and 406,000 lbs. for Series -30 aircraft.	
24-2	Manifold Drain Float Valve	C	1	0	(M) May be inoperative provided: a) Affected Valve is verified CLOSED, and b) 450 lbs. of fuel is added to flight planned fuel requirement.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
30-1	Fuel Dump Valves	C	2	1	(M)(O) May be inoperative provided: a) Affected Fuel Dump Valve is secured CLOSED, b) All Fuel Dump Shutoff Float Switches are operative, and c) Procedures are established to assure airplane performance requirements are satisfied, including Approach Climb and Landing Climb, based on no fuel dump.	
		C	2	0	(M)(O) May be inoperative provided: a) Both Fuel Dump Valves are secured CLOSED, and b) Procedures are established to assure airplane performance requirements are satisfied, including Approach Climb and Landing Climb.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
30-2	Fuel Dump Shutoff Float Switches	C	3	2	(M)(O) May be inoperative provided: a) All Fuel Quantity Synoptic Indications are operative, b) All Crossfeed Valves are operative, c) Switch is verified failed ABOVE, d) Procedures are established to assure airplane performance requirements are satisfied, including Approach Climb and Landing Climb, based on no fuel dump, and e) Fuel quantities and lateral balance are monitored during dump, and fuel dump is terminated by flightcrew when the fuel quantity in Tank 1, 2, or 3 reaches 15,500 lbs.	
		C	3	0	(M)(O) May be inoperative provided: a) Both Fuel Dump Valves are considered inoperative and are secured CLOSED, and b) Procedures are established to assure airplane performance requirements are satisfied, including Approach Climb and Landing Climb.	
30-3	Fuel Dump Check Valves	C	2	0	(M)(O) May be inoperative provided: a) Associated Fuel Dump Valve(s) is considered inoperative and secured CLOSED, and b) Procedures are developed to assure airplane performance requirements are satisfied, including Approach Climb and Landing Climb, based on both valves considered inoperative.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
40-1	Refuel Panel Indicators	C	-	0	(M) May be inoperative provided an alternate procedure is used to verify fuel quantity.	
41-1	FUEL LEVEL SHUTOFF TEST System	C	1	0	(M) May be inoperative provided: a) Preselect Fuel Loading System is not used, and b) Alternate refueling procedures are developed and used.	
41-7	Fuel Quantity Compensators					
	1) Main Tanks 1 and 3	C	2	1		
	2) Main Tank 2	C	2	1		
	3) Upper Aux Tank (Series -30)	C	2	1		
		A	2	0	(M)(O) May be inoperative provided: a) Additional 3% of Upper Aux Tank fuel is added to flight planned fuel requirement, and b) Fuel quantity in affected tank is checked by fuel level sticks or affected tank is fueled to a known quantity.	
41-10	Fuel Quantity Processor Unit Channels (A and B)	C	2	1	(M) One channel may be inoperative provided: a) Total fuel on board is verified after each refueling, and b) Operative channel is selected.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
42-1	Fuel Level Sticks					
	1) Main Tank Fuel Level Sticks	C	11	0	(M) May be inoperative provided: a) There is no evidence of fuel leakage, and b) An alternate procedure is used to verify the amount of fuel in associated tank(s) before each departure.	
	2) Auxiliary Tank Fuel Level Sticks (Series -30)	C	2	0	(M) May be inoperative provided: a) There is no evidence of fuel leakage, and b) An alternate procedure is used to verify the amount of fuel in associated tank(s) before each departure.	
43-1	Number 2 Main Tank Fuel Transfer Float Switch	C	1	0	May be inoperative provided Fuel System Controller is operated in Automatic Mode.	
		C	1	0	(M)(O) May be inoperative provided: a) Tank 2 excess fuel transfer is manually controlled, b) All Main Tank Fuel Quantity Synoptic Indications are operative, c) FSC is operated in Manual Mode, and d) ELEC and HYD System Controllers are operated in Automatic Mode.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
43-2	Main Tank Full Float Switches	C	5	2	(M) One may be inoperative in each main tank provided the associated Fill Valve is verified operative.	
		C	5	0	(O) May be inoperative provided: a) FSC is operated in Manual Mode, and b) ELEC and HYD System Controllers are operated in the Automatic Mode.	
43-3	Aux Tank Full Float Switches (Series -30)	C	2	0	(M) May be inoperative provided the associated Fill Valve is verified operative.	
43-4	Tanks 1 and 3 Outboard Filled Float Switches	C	2	0	(M)(O) May be inoperative in FULL position provided affected Gravity Transfer System is considered inoperative CLOSED.	
		A	2	0	(M)(O) May be inoperative in NOT FULL position provided: a) Affected Gravity Transfer System is considered inoperative OPEN, and b) Repairs are made within 3 flight days.	

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4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
44-1	Main Tank Boost/ Transfer Pump Low Pressure Switches	C	10	7	(M)(O) One may be inoperative in each Main Tank provided: a) Fuel System Controller is operated in the Automatic Mode, b) Only one Aft Boost Pump Low Pressure Switch may be inoperative, c) Tank 2 Transfer Pump Low Pressure Switch is operative, d) One Transfer Pump Low Pressure Switch for Tank 1 or Tank 3 is operative, e) A manually initiated FSC preflight test is run prior to each flight and all non-associated Main Tank Pumps pass the test, and f) Pump Low Pressure Switches are designated inoperative via FSC LRU INOP/RESET.	
		C	10	7	(M)(O) One may be inoperative in each Main Tank provided: a) FSC is operated in Manual Mode, b) Only one Aft Boost Pump Low Pressure Switch may be inoperative, c) Only one Transfer Pump Low Pressure Switch may be inoperative, d) All pumps in affected tank are verified operative, and e) ELEC and HYD System Controllers are operated in the Automatic Mode.	

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4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
44-2	Auxiliary Tank Pump Low Pressure Switches					
	1) Upper AUX Tank	C	2	1	(M) One may be inoperative provided: a) FSC is operated in Automatic mode, b) A manually initiated FSC preflight test is run prior to each flight and pumps in affected tank pass test, and c) Affected Pump Low Pressure Switches are designated inoperative via FSC LRU INOP RESET.	
		C	2	1	(M) One may be inoperative provided: a) FSC is operated in Manual Mode, b) ELEC and HYD System Controllers are operated in Automatic Mode, and c) All pumps in affected tank are verified operative	
		C	2	0	(M) May be inoperative provided: a) FSC is operated in Automatic Mode, b) Affected Pump Low Pressure Switches are designated inoperative via FSC LRU INOP RESET, and c) Upper AUX Tank and Lower AUX Tank are verified empty after each refueling.	
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4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
44-2	Auxiliary Tank Pump Low Pressure Switches (Cont'd)					
	1) Upper AUX Tank (Cont'd)	A	2	0	(M) May be inoperative provided: a) FSC is operated in Manual Mode, b) ELEC and HYD System Controllers are operated in Automatic Mode, c) Upper AUX Tank and Lower AUX Tank are verified empty after each refueling, and d) Repairs are made within 3 flight days.	
	2) Lower AUX Tank	C	2	1	(M) May be inoperative provided: a) FSC is operated in Automatic Mode, b) Affected Pump Low Pressure Switch is designated inoperative via FSC LRU INOP RESET, and c) Both Lower AUX Tank Pumps are verified operative prior to any flight where Lower AUX Tank contains fuel.	
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4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
44-2	Auxiliary Tank Pump Low Pressure Switches (Cont'd)					
	2) Lower AUX Tank (Cont'd)	A	2	1	(M) May be inoperative provided: a) FSC is operated in Manual Mode, b) ELEC and HYD System Controllers are operated in Automatic Mode, c) Both Lower AUX Tank Pumps are verified operative prior to any flight where Lower AUX Tank contains fuel, and d) Repairs are made within 3 flight days.	
		C	2	0	(M) May be inoperative provided: a) FSC is operated in Automatic Mode, b) Affected Pump Low Pressure Switches are designated inoperative via FSC LRU INOP RESET, and c) Lower AUX Tank is verified empty after each refueling.	
		A	2	0	(M) May be inoperative provided: a) FSC is operated in Manual Mode, b) ELEC and HYD System Controllers are operated in Automatic Mode, c) Lower AUX Tank is verified empty after each refueling, and d) Repairs are made within 3 flight days.	

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4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
45-1	Tank 3 Fuel Temperature Indication	C	1	0	(O) May be inoperative provided flightcrew monitors TAT to climb or descend as necessary to maintain fuel temperature above the fuel freeze point.	
48-1	Manifold Pressure Transducers	C	2	1		
		A	2	0	May be inoperative provided: a) FSC is operated in Manual Mode, b) ELEC and HYD System Controllers are operated in the Automatic Mode, and c) Repairs are made within 3 flight days.	

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
08-1	Hydraulic System Controller (HSC)					
	1) Automatic Mode	C	1	0	(O) May be inoperative provided: a) Reversible Motor Pumps are ON for takeoff, approach, and landing, b) All components and indicating systems of at least five engine driven pumps are operative, and c) ELEC and FUEL System Controllers are operated in Automatic Mode.	
2) Controller Channels	C	2	1			
08-2	Hydraulic System Controller Switchlights					
	1) SELECT Light	C	1	0		
	2) MANUAL Light	C	1	0		
11-1	Engine Driven Pumps (EDP)	C	6	5	(M)(O) May be inoperative provided affected pump is deactivated and removed.	
	1) Depressurization Function	C	6	5		(M)(O) One may be inoperative provided affected pump is deactivated.

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
12-1	Engine Driven Pump (EDP) Pressure Low Switches					
	1) Right Switch	C	3	2	(M)(O) One may be inoperative provided: a) Depressurization function of associated pump is operative, b) All Left Pump Pressure Low Switches are operative, c) Associated Hydraulic Quantity Sensing and Indicating System is operative, d) Associated Hydraulic Pressure Sensing and Indicating System is operative, and e) Case Drain Temperature High Switches on both pumps of affected system are operative.	
	2) Left Switch	C	3	2	(M)(O) One may be inoperative provided: a) All Right Pump Pressure Low Switches are operative, b) Associated Hydraulic Quantity Sensing and Indicating System is operative, c) Associated Hydraulic Pressure Sensing and Indicating System is operative, d) Hydraulic System Controller is operated in Manual Mode, e) ELEC and FUEL System Controllers are operated in Automatic Mode, and f) Affected Switch is deactivated or verified in Low position.	

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
12-2	Engine Driven Pump (EDP) Hydraulic Case Drain TEMP HI Switches	C	6	5	(M) One may be inoperative provided: a) Hydraulic System Temperature Indicating System is operative for affected system, b) Affected switch is deactivated, and c) Right Engine Driven Pump (EDP) Pressure Low Switch for affected system is operative.	
12-3	Engine Driven Pump FAULT and OFF Switchlights					
	1) FAULT Lights	C	6	4	Two may be inoperative provided: a) The HYD Synoptic Page is operative, and b) Automatic Mode is operative.	
	2) OFF Lights	C	6	4	Two may be inoperative provided: a) The HYD Synoptic Page is operative, and b) Automatic Mode is operative.	
13-1	Hydraulic System Return Filters Differential Pressure Pop-Up Indicators	A	3	2	(M) One may be inoperative provided repairs are made within 3 flight days.	
21-1	Auxiliary (AUX) Hydraulic Pumps	C	2	1	(M) One may be inoperative provided the ADG is connected to the operative Auxiliary Hydraulic Pump.	

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
22-1	Reversible Motor Pump Switchlights					
	1) DISAG Lights (Lights Only)	C	2	1	(O) One may be inoperative provided associated HYD RMP DISAG Alert is operative.	
	2) ON Lights (Lights Only)	C	2	1	(M) One may be inoperative provided associated HYD RMP ON Alert is verified operative.	
30-1	Auxiliary Hydraulic Pump 1 ON Indicating System Lights					
	1) Hydraulic System Panel (OVHD) AUX PUMP 1 (ADG) ON Light	C	1	0	May be inoperative provided the HYD Synoptic Page is operative.	
	2) Pedestal AUX HYD PUMP 1 ON Light	C	1	0	May be inoperative provided the HYD Synoptic Page is operative.	
30-2	Auxiliary Hydraulic Pump 2 ON Indicating System					
	1) Hydraulic System Panel (OVHD) AUX PUMP 2 ON Light	C	1	0	May be inoperative provided HYD Synoptic Page is operative.	
	2) System Display Synoptic Indication	C	1	0	(M) May be inoperative provided Aux Pump 2 is deactivated OFF.	

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
31-1	Hydraulic Pressure Sensing and Indicating Systems					
	1) Pressure Transmitter	C	3	2	(M)(O) One may be inoperative provided: a) Engine Driven Pump Low Pressure Switches for associated pump are operative, b) Reservoir Temperature Sensor is operative, and c) Associated Hydraulic Quantity Indication System is operative.	
2) OVHD Sys PRESS Light	C	3	2			
33-1	Hydraulic Quantity Indicating System Reservoir Transmitter	C	3	2	(M)(O) One may be inoperative provided: a) Associated Pressure Transmitter and Engine Driven Pump Low Pressure Indicating Systems are operative, b) Associated fluid quantity is verified before each departure, and c) Associated Reservoir Temperature Sensor is operative.	
33-2	Hydraulic System Temperature Indicators	B	3	0	(M) May be inoperative provided the Engine Driven HYD Pump Case Drain Temperature High Switches for each affected system are operative.	

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4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
11-1	Wing Anti-Ice Shutoff Valves	C	2	0	(M)(O) May be inoperative provided: a) Affected Valve is secured CLOSED, and b) Aircraft is not operated in known or forecast icing conditions.	
		C	2	1	(M)(O) May be inoperative provided: a) Affected Valve is secured OPEN, b) Associated Pneumatic System is depressurized on the ground except for periods of 1 minute or less for engine start, and c) Applicable AFM performance penalties are applied.	
11-3	WING ANTI-ICE Switchlights					
	1) ON Light	C	1	0		
	2) DISAG Light	C	1	0		

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
22-1	Engine Nose Cowl Anti-Ice Shutoff and Regulator Valves					
	1) Engine 1, 2, and 3 Valves	C	3	2	(M)(O) One may be inoperative provided: a) Affected Valve is CLOSED, and b) Aircraft is not operated in known or forecast icing conditions.	
	2) Engine 1 and 3 Valves	C	2	0	(M)(O) May be inoperative provided: a) Affected Valve is secured OPEN, and b) Applicable AFM performance penalties are applied.	
	3) Engine 2 Valve	A	1	0	(M)(O) May be inoperative provided: a) Affected Valve is secured OPEN, b) Applicable AFM performance penalties are applied, and c) Repair is completed within 25 flight-hours on aircraft with an inoperative #2 Cowl Duct Leak Detection System.	
		A	1	0	(M)(O) May be inoperative provided: a) Affected Valve is secured OPEN, b) Applicable AFM performance penalties are applied, and c) Repair is completed within 50 flight-hours on aircraft with an operative #2 Cowl Duct Leak Detection System.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
22-2	Engine Cowl Anti-Ice Valve Position Monitoring Systems					
	1) Engine 1, 2, and 3 Valves	C	3	2	(M)(O) May be inoperative provided: a) Affected Valve is secured CLOSED, and b) Aircraft is not operated in known or forecast icing conditions.	
	2) Engine 1 and 3 Valves	C	2	0	(M)(O) May be inoperative provided: a) Affected Valve is secured OPEN, and b) Applicable AFM performance penalties are applied.	
	3) Engine 2 Valve	A	1	0	(M)(O) May be inoperative provided: a) Affected Valve is secured OPEN, b) Applicable AFM performance penalties are applied, and c) Repair is completed within 25 flight-hours on aircraft with an inoperative #2 Cowl Duct Leak Detection System.	
		A	1	0	(M)(O) May be inoperative provided: a) Affected Valve is secured OPEN, b) Applicable AFM performance penalties are applied, and c) Repair is completed within 50 flight-hours on aircraft with an operative #2 Cowl Duct Leak Detection System.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
22-3 ***	Number 2 Cowl Duct Leak Detection Thermal Switch System	A	1	0	(M) May be inoperative provided repair is completed within 25 flight-hours.	
22-4	ENG ANTI-ICE Switchlights					
	1) ON Lights	C	3	1	Two may be inoperative provided all remaining alerts are operative.	
		C	3	0	(M) May be inoperative provided associated alert is verified operative.	
	2) DISAG Lights	C	3	1	Two may be inoperative provided all remaining alerts are operative.	
		C	3	0	(M) May be inoperative provided associated alert is verified operative.	
23-1	Engine 2 Drain Hose Heater	C	1	0	(M) May be inoperative provided Engine 2 Intake is cleared of ice accumulation before each departure.	
30-1	Air Data Heater Systems					
	1) Pitot Heater Elements	C	6	3	One heater element may be inoperative in each pitot tube.	
	2) Pitot Heaters ON/OFF Switching	C	3	0	(M) May be inoperative provided heater has failed in the ON position.	
	3) Static Port Heaters	C	4	2		
	4) Static Port Heaters ON/OFF Switching	C	4	0	(M) May be inoperative provided heater has failed in ON position.	
	5) Total Air Temperature (TAT) Probe Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
	6) Angle of Attack Sensor Heaters	C	2	1	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
		C	2	0	(M) May be inoperative provided heater has failed in ON position.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
41-1	Left and Right Windshield Anti-Ice Systems	C	2	0	(M) May be inoperative provided: a) Associated Windshield Anti-Icing System is deactivated, and b) Aircraft is not operated in known or forecast icing conditions.	
***	1) Sensors	A	-	2	(M) One may be inoperative on each windshield provided: a) Associated Windshield Anti-Icing System remains operative, and b) Repairs are made prior to the completion of the next heavy maintenance check.	
41-2	WINDSHIELD ANTI-ICE System Switchlights					
	1) ON Lights	C	2	0	(O) May be inoperative provided associated alert is operative.	
	2) HIGH Light	C	1	0	(O) May be inoperative provided associated alert is operative.	
	3) NORM Light	C	1	0	(O) May be inoperative provided associated alert is operative.	
42-1	Windshield and Window Defogging System					
	1) Main Windshields	C	2	0	(M)(O) May be inoperative provided: a) Affected Windshield Defogging System is deactivated, and b) Associated Windshield Anti-Icing System is operative.	
	2) Clearview Windows	C	2	0	(M) May be inoperative provided affected system is secured OFF.	
42-2	WINDSHIELD DEFOG Switchlight System OFF Light	C	1	0	(O) May be inoperative provided Windshield Defog System is operative.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
43-1	Windshield Wiper Systems	C	2	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
	1) FAST Speed	C	2	0	May be inoperative provided: a) Associated SLOW Speed is operative, and b) Approach minimums do not require its use.	
	2) SLOW Speed	C	2	0	May be inoperative provided associated FAST Speed is operative.	
71-1	Fresh Water Service Fill Drain Heater System (Series -30)	D	1	0		
71-2	Potable Water System Drain Heater (Series -30)	D	1	0		
72-1	Drain Mast Heater	C	-	0	(M) May be inoperative provided: a) Associated lavatory, galley, and service center basins are not used, and b) Associated basin water shutoff valves, if installed, are secured CLOSED.	
74-1	Waste Drain Heater	C	1	0		

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
21-1	ND Clocks					
	1) UTC Function	C	2	1		
	2) Clock Timer Switches	C	2	1		
31-1	Flight Data Recorder (FDR) System(s)	C	-	-	Any in excess of those required by FAR may be inoperative.	
	INSTALLED FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
	Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR)	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 operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until next designated airport where repairs must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days.	
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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
31-1	Flight Data Recorder (FDR) System(s) (Cont'd)					
	INSTALLED FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE (Cont'd)					
	Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR) (Cont'd)					
	1) FDR Recording Parameters Required by FAR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
	2) FDR Recording Parameters not Required by FAR	A	-	-	May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.	
31-1	Flight Data Recorder (FDR) System(s)	C	-	1	Any in excess of those required by FAR may be inoperative.	
	INSTALLED FOR AN OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	A	-	0	May be inoperative provided repairs are made in accordance with applicable FARs.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
31-2 ***	Auxiliary Data Acquisition System (ADAS)	D	1	0	(M) May be inoperative provided: a) Flight Data Recorder parameters required by FAR are being recorded, and b) Maintenance program required parameters are being recorded or verified from alternate procedures.	
31-4	Aircraft Condition Monitoring System (ACMS)	D	1	0		
32-1 ***	Multifunction Printer	D	1	0		
42-1	Miscellaneous Systems Controller (MSC) Automatic Mode				Deleted, Revision 4.	
51-1	Central Aural Warning System (CAWS) Alerts					
	1) Slat Overspeed Aural and Voice Warning	C	1	0	May be inoperative provided Maximum Allowable Airspeed Placard is attached near Slat Handle.	
	2) Altitude Voice Advisory	C	1	0	May be inoperative provided procedures do not require its use.	
	3) Cockpit Timer Alert	C	1	0		
	4) Cabin Altitude Alert	C	1	0	May be inoperative provided Visual Cabin Alert is operative.	
52-1	Master Warning Lights	C	2	1	One may be inoperative provided the Central Aural Warning System (CAWS) is operative.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
52-2	Master Caution Lights	C	2	1	One may be inoperative provided the Central Aural Warning System (CAWS) is operative.	
61-1	Electronic Instrument Systems (EIS)					
	1) Remote Light Sensor	C	1	0	May be inoperative provided DU brightness is acceptable to the flightcrew.	
	2) EIS Source Lights					
	a) CAPT ON AUX	C	2	1		
	b) CAPT ON 2	C	2	1		
	c) F/O ON AUX	C	2	1		
	d) F/O ON 1	C	2	1		
	3) DU No. 4 (System Display)	A	1	0	(M) May be inoperative provided: a) Associated displays are available on the appropriate Navigation Display (ND), and b) Affected display is repaired within 25 flight-hours.	
61-2	Versatile Integrated Avionics (VIA) Unit No. 3	C	1	0	(O) May be inoperative provided: a) The Captain and First Officer's instruments are driven by independent VIAs, and b) All EIS Source Switches are operative.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
61-3	Aircraft Interface Unit (AIU) No. 3	B	1	0	(M)(O) May be inoperative provided: a) Air Conditioning Pack No. 3 is considered inoperative, b) Eng 3 Oil Quantity is considered inoperative, c) No. 3 Oil Tank is filled to maximum recommended capacity before each flight, d) There is no evidence of excessive oil consumption or leakage, e) Forecast oil consumption for flying time does not exceed 50% of Oil Tank capacity, f) No. 3 Oil Temperature and Oil Pressure Indicating Systems are operative, g) Eng 1 and Eng 2 Oil Quantity Indicating Systems are operative, h) Cabin Automatic Zone Temperature System is operative, i) Center Gear Brake Indication (if installed) is considered inoperative, j) AFM Quick Turnaround Limitations are observed, k) No. 3 Pneumatic Temperature Synoptic Indication is considered inoperative, and l) No. 3 Engine Fuel Pressure Indicating System is considered inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
61-4 ***	HUD/EFVS (STC ST03557AT)					
	1) HUD System	D	1	0	(O) May be inoperative provided takeoff and/or approach minimums do not require its use. NOTE: Any mode which operates normally may be used.	
	a) HUD Normal/Declutter Functions (Control Wheel Switch)	D	1	0		
	b) NO TAKEOFF Annunciator	D	1	0	May be inoperative provided takeoff procedures do not require its use.	
	2) Enhanced Flight Vision System (EFVS)	D	1	0	(M) May be inoperative provided takeoff and/or approach minimums do not require its use.	
	a) EFVS Hide/Show Functions (Control Wheel Switch)	D	1	0	(M)(O) May be inoperative provided: a) EFVS is considered inoperative, and b) Takeoff and/or approach minimums do not require use of EFVS.	
					(Continued)	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
61-4 ***	HUD/EFVS (STC ST03557AT) (Cont'd)					
	3) HUD Control Panel Functions					
	a) HUD Automatic/ Manual Brightness Function (AUTO/MAN)	D	1	0	AUTO function may be inoperative provided manual function operates normally.	
	b) EFVS Brightness/ Contrast Function (BRT/CONT)	D	1	0	May be inoperative provided brightness/contrast is set at a usable level.	
	c) HUD Brightness Function (BRT)	D	1	0	May be inoperative provided brightness is set at a usable level.	
***	4) HUD Combiner Cover	D	1	0	May be inoperative or missing.	
65-1	Multifunction Control Display Unit (MCDU) No. 3	C	1	0		
71-1	Proximity Sensing System (PSEU) Subsystem B	C	1	0	(M)(O) May be inoperative provided: a) All PSEU Subsystem A Landing Gear Sensors are operative, and b) All Visual Gear Viewing Systems are accessible and usable.	
***		C	1	0	(M)(O) May be inoperative provided: a) All PSEU Subsystem A Landing Gear Sensors are operative, and b) The Tertiary Position Indication System is operative.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
30-1	Landing Gear Retract Function					
	1) Nose and Main Gear (Series -10)	C	3	0	(M)(O) May be inoperative provided: a) No failure exists in load carrying portions of any landing gear, b) Both nose gear steering hydraulic systems are operative, and c) AFM performance penalties are applied.	
	2) Nose, Main, and Center Gear (Series -30)	C	4	0	(M)(O) May be inoperative provided: a) No failure exists in load carrying portions of any landing gear, b) Both nose gear steering hydraulic systems are operative, and c) AFM performance penalties are applied.	
30-2	Center Landing Gear (Series -30)	C	1	0	(M)(O) May be inoperative provided: a) Center Landing Gear is retracted, b) Lock links are verified to be stowed overcenter, c) At least one Center Gear Downlock/Uplock Spring is installed, d) At least one tire is inflated, and e) AFM performance penalties are applied.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
30-3 ***	Main Landing Gear Trim Cylinder Fuse	C	1	0	(M) May be inoperative provided: a) Associated Fuse Bypass Handle is secured OPEN, and b) Bogie Trim Interlock Cylinder Crank Assembly Hook is secured OPEN.	
30-4 ***	Bogie Trim Interlock Cylinder	D	1	0	(M) May be inoperative provided: a) Associated Fuse Bypass Handle, if installed, is secured OPEN, and b) Bogie Trim Interlock Cylinder Crank Assembly Hook is secured OPEN.	
38-1 ***	Center Main Gear Strut Pressure Gauge	C	1	0	(M)(O) May be inoperative provided Center Main Gear is not extended.	
		C	1	0	(M) May be inoperative provided procedures are developed to verify that the strut pressure is within limits.	
38-2 ***	Center Gear Downlock Springs	C	2	1	(M) May be inoperative provided affected spring is removed or secured using an alternate procedure.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
43-1	Wheel Brake Assemblies					
	1) Main Wheel (Series -10)	C	8	7	(M)(O) May be inoperative provided: a) Anti-skid and braking capability of all remaining wheel brakes is operative, b) Appropriate wheel brake inoperative procedures are performed, and c) AFM performance penalties are applied.	
	2) Main Wheel (Series -30)	C	8	7	(M)(O) May be inoperative provided: a) Anti-skid and braking capability of all remaining wheel brakes is operative, b) Center Landing Gear is used, c) Appropriate wheel brake inoperative procedures are performed, and d) AFM performance penalties are applied.	
	3) Center Wheel (Series -30)	C	2	1	(M)(O) May be inoperative provided: a) Anti-skid and braking capability of all remaining wheel brakes is operative, b) Appropriate wheel brake inoperative procedures are performed, and c) AFM performance penalties are applied.	
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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
43-1	Wheel Brake Assemblies (Cont'd)					
	4) Center Wheel (Series -30)	C	2	0	(M)(O) May be inoperative provided: a) Center Landing Gear remains retracted, b) Anti-skid and braking capability of all main wheel brakes is operative, c) Appropriate procedures are taken to terminate any leaks in Center Landing Gear brakes, and d) AFM performance penalties are applied.	
	5) Adjuster Pins (Series -10) (Steel Brakes Only)	C	64	48	(M) Two of eight on each wheel brake may be loose (Slipping Grippers) provided: a) Loose pins are not adjacent to each other, and b) A daily inspection is made to ensure that additional pins have not loosened.	
	6) Adjuster Pins (Series -30) (Steel Brakes Only)	C	80	60	(M) Two of eight on each wheel brake may be loose (Slipping Grippers) provided: a) Loose pins are not adjacent to each other, and b) A daily inspection is made to ensure that additional pins have not loosened.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
44-1	Parking Brake ON Indicating Systems					
	1) Steel Brakes					
	a) Pedestal PARK Light	C	1	0	(M) May be inoperative provided: a) EAD PARK BRAKE ON Alert is operative, and b) Parking brake shutoff valves are verified operative once each flight day.	
	b) EAD PARK BRAKE ON Alert	C	1	0	May be inoperative provided Pedestal PARK Light is operative.	
	2) Carbon Brakes					
	a) Pedestal PARK Light	C	1	0	May be inoperative provided EAD PARK BRAKE ON Alert is operative.	
44-2	Parking Brake Shutoff Valves	C	2	1	(M)(O) May be inoperative provided: a) Affected Valve is secured OPEN, and b) Remaining Valve is verified operative once each flight day.	
		C	2	0	(M)(O) May be inoperative provided: a) Affected Valves are secured OPEN, and b) Anti-Skid System remains ON.	
		NOTE: When hydraulic system is pressurized, parking brake may be used normally. For aircraft with steel brakes, the parking brake pedestal light will not illuminate when parking brake is set.				

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Sequence No.	Item	1	2	3	4	Change Bar
45-1	Anti-Skid System	C	1	0	(O) May be inoperative provided operations are conducted in accordance with the AFM.	
	1) Anti-Skid Control Valves (Series -10)	C	16	15	(M)(O) One may be inoperative provided: a) Anti-skid and braking capability of all remaining wheel brakes is operative, b) Appropriate wheel brake inoperative procedures are performed, and c) AFM performance penalties are applied.	
	2) Anti-Skid Control Valves (Series -30)	C	20	19	(M)(O) One may be inoperative provided: a) Anti-skid and braking capability of all remaining wheel brakes is operative, b) Center Landing Gear is used, c) Appropriate wheel brake inoperative procedures are performed, and d) AFM performance penalties are applied.	
	3) Wheel Speed Transducers a) Output to Anti-Skid Control Unit (Series -10)	C	8	7	(M)(O) May be inoperative provided: a) Anti-skid and braking capability of all remaining wheel brakes is operative, b) Appropriate wheel brake inoperative procedures are performed, and c) AFM performance penalties are applied.	
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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
45-1	Anti-Skid System (Cont'd)					
	3) Wheel Speed Transducers (Cont'd)					
	b) Output to Anti-Skid Control Unit (Series -30)	C	10	9	(M)(O) May be inoperative provided: a) Anti-skid and braking capability of all remaining wheel brakes is operative, b) Center Landing Gear is used, c) Appropriate wheel brake inoperative procedures are performed, and d) AFM performance penalties are applied.	
	c) Output to FCC (Aft Four Wheels)	C	4	3	(O) May be inoperative provided Autoland System is not required.	
45-2 ***	Brake Anti-Skid Return Line Accumulators	C	4	0		
46-1 ***	Brake Temperature Monitoring System	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) AFM Quick Turnaround Limitations are observed.	
	1) Brake Temperature Indications	C	-	0	(M)(O) May be inoperative provided: a) Associated Brake Temperature Sensor is deactivated, and b) AFM Quick Turnaround Limitations are observed.	
47-1	Brake Supply Pressure Indicating Systems	C	2	1	(M) May be inoperative provided Hydraulic Systems 1 and 3 Pressure Indicating Systems are operative.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
48-1 ***	Autobrake System	C	1	0	(M)(O) May be inoperative provided both Number 1 solenoid valves are CLOSED.	
61-1	Landing Gear Position Indicating System Synoptic Display	C	1	0	(M)(O) May be inoperative provided all Visual Gear Viewing Systems are accessible and usable.	
	1) Nose Gear Position Indication	C	1	0	(M)(O) May be inoperative provided Visual Nose Gear Viewing System is accessible and usable.	
		C	1	0	(O) May be inoperative provided Tertiary Position Indication System is operative.	
	2) Left Main Gear Position Indication	C	1	0	(M)(O) May be inoperative provided Visual Left Main Gear Viewing System is accessible and usable.	
		C	1	0	(O) May be inoperative provided Tertiary Position Indication System is operative.	
	3) Right Main Gear Position Indication	C	1	0	(M)(O) May be inoperative provided Visual Right Main Gear Viewing System is accessible and usable.	
		C	1	0	(O) May be inoperative provided Tertiary Position Indication System is operative.	
***	4) Center Gear Position Indication (Series -30)	C	1	0		

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
61-2	Landing Gear Position Indication Sensors					
	1) Nose Gear Down Sensors	C	2	1	(M)(O) May be inoperative provided Visual Nose Gear Viewing Systems are accessible and usable.	
		C	2	1	(O) May be inoperative provided the Tertiary Position Indication System is operative.	
	2) Nose Gear Locked Sensors	C	2	1	(M)(O) May be inoperative provided Visual Nose Gear Viewing Systems are accessible and usable.	
		C	2	1	(O) May be inoperative provided the Tertiary Position Indication System is operative.	
	3) Left Main Gear Up/Latched Sensors	C	2	1	(M)(O) May be inoperative provided Visual Left Main Gear Viewing Systems are accessible and usable.	
	4) Left Main Gear Down/Locked Sensors	C	2	1	(M)(O) May be inoperative provided Visual Left Main Gear Viewing Systems are accessible and usable.	
		C	2	1	(O) May be inoperative provided the Tertiary Position Indication System is operative.	
	5) Right Main Gear Up/Latched Sensors	C	2	1	(M)(O) May be inoperative provided Visual Right Main Gear Viewing Systems are accessible and usable.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
61-2	Landing Gear Position Indication Sensors (Cont'd)					
	6) Right Main Gear Down/Locked Sensors	C	2	1	(M)(O) May be inoperative provided Visual Right Main Gear Viewing Systems are accessible and usable.	
		C	2	1	(O) May be inoperative provided the Tertiary Position Indication System is operative.	
***	7) Center Landing Gear Down Sensors	C	2	1		
***	8) Center Landing Gear Locked Sensors	C	2	1		

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
61-3 ***	Landing Gear Tertiary Position Indication System					
	1) Nose Gear	C	1	0	May be inoperative provided the associated Synoptic Display is operative.	
		C	1	0	(M)(O) May be inoperative provided the associated Visual Gear Viewing System is accessible and usable.	
	2) Left Main Gear	C	1	0	May be inoperative provided the associated Synoptic Display is operative.	
		C	1	0	(M)(O) May be inoperative provided the associated Visual Gear Viewing System is accessible and usable.	
	3) Right Main Gear	C	1	0	May be inoperative provided the associated Synoptic Display is operative.	
		C	1	0	(M)(O) May be inoperative provided the associated Visual Gear Viewing System is accessible and usable.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
61-4	Landing Gear Position Indication Visual Viewing System					
	1) Overwing Pins	C	2	0	May be inoperative provided the associated Synoptic Display is operative.	
		C	2	0	(O) May be inoperative provided the associated Tertiary Position Indication System is operative.	
	2) Nose Gear Down and Locked Viewing System	C	1	0	May be inoperative provided the associated Synoptic Display is operative.	
		C	1	0	(O) May be inoperative provided the associated Tertiary Position Indication System is operative.	
62-1	Landing Gear Aural Warning Airspeed Inhibit Function	C	1	0	(M) May be inoperative provided Gear Horn Off Manual Function is verified operative.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
10-1	Cabin Interior Illumination	C	-	-	Individual lights may be inoperative provided sufficient lighting remains for cabin attendants/cargo couriers to perform their duties.	
11-1	Cockpit and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.	
29-1	Passenger Warning Signs and Control System (No Smoking, Fasten Seatbelt, and Return to Cabin Signs)	D	1	0		
31-1	Cargo Compartment Lights	D	-	0		
32-1	Gear Wheel Well Dome Lights (Maintenance)	D	6	0		

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
32-2	Wheel Well Spotlights					
	1) Main Gear	C	2	1		
		C	2	0	Relief provided in compliance with 14 CFR.	
		C	2	0	May be inoperative provided Center Panel and Synoptic gear position indications are operative.	
	2) Nose Gear	C	1	0	Relief provided in compliance with 14 CFR.	
		C	1	0	May be inoperative provided Center Panel and Synoptic gear position indications are operative.	
41-1	Landing and Taxi Lights					
	1) Nose Gear Landing Light Systems	C	2	0	May be inoperative provided both Fuselage Landing Lights are operative.	
		C	2	0	Relief provided in compliance with 14 CFR.	
	2) Nose Gear Taxi Light Systems	C	2	0	May be inoperative provided both Nose Gear Landing Lights are operative.	
		C	2	0	May be inoperative provided both Fuselage Landing Lights are operative.	
		C	2	0	Relief provided in compliance with 14 CFR.	
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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
41-1	Landing and Taxi Lights (Cont'd)					
	3) Fuselage Landing Light Systems	C	2	0	May be inoperative provided both Nose Gear Landing Lights are operative.	
		C	2	0	Relief provided in compliance with 14 CFR.	
	4) Fuselage Landing Light Extend System	C	2	0	May be inoperative provided associated Light is retracted and considered inoperative.	
		C	2	0	(O) May be inoperative provided: a) Associated Light is fully extended, and b) AFM performance penalty is applied.	
43-1	Runway Turn-Off Lights	C	2	0		
44-1	Navigation Position Lights	C	8	4	Four may be inoperative provided one bulb is operative in each Position Light Assembly.	
		C	8	0	Relief provided in compliance with 14 CFR.	
		C	8	2	Six may be inoperative provided: a) One red wing tip bulb is operative, b) One green wing tip bulb is operative, and c) Aft-facing white high intensity strobe lights are installed on wing tips and operate normally.	
46-1	Wing Illumination Lights	C	2	0	(O) May be inoperative provided ground deicing procedures do not require their use.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
47-1	Red Beacon Lights (Anti-Collision)	C	-	0	Relief provided in compliance with 14 CFR.	
	1) DIRCM Not Installed	C	-	1	May be inoperative provided White High Intensity Lights are operative.	
***	2) DIRCM Installed (STC ST03245AT)	C	3	2	Upper beacon may be inoperative provided: a) Lower FWD and AFT beacons are operative, and b) White High Intensity Lights are operative.	
		C	3	1	One or both lower beacons may be inoperative provided: a) Upper beacon is operative, and b) White High Intensity Lights are operative.	
47-2	White High Intensity Lights (Anti-Collision)	C	6	0	Relief provided in compliance with 14 CFR.	
		C	6	0	May be inoperative provided: a) Red Beacon Lights (Anti-Collision) are operative, and b) Spare Engine Pod is not installed.	
48-1 ***	Logo Lights	D	2	0		
50-1	Emergency Lighting System Test Function	C	1	0	(M) May be inoperative provided alternate means are used to verify operation of Emergency Lighting.	
50-2	Emergency Lighting System	C	1	0		

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
11-1	Standby Altimeter					
	1) Vibrator	C	1	0		
***	2) Metric Mode Select Switch (ME Button)	C	1	0	May be inoperative provided the altimeter display is in the IN. HG. (inches of mercury) mode.	
16-1	Air Data Inertial Reference Units (ADIRU)					
	1) Air Data Function	C	3	2	(M) May be inoperative provided CADC Switch is configured to provide both flightcrew members with an independent and operative Air Data source.	
	2) AUX Inertial Reference Function	C	1	0	(M)(O) May be inoperative provided enroute operations and/or approach minimums do not require its use.	
16-2	Air Data Select Switchlights (Source Lights)					
	1) CADC - CAPT ON 2	C	2	1		
	2) CADC - F/O ON 1	C	2	1		

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Sequence No.	Item	1	2	3	4	Change Bar
17-1	Altitude Alerting Systems	A	2	0	(O) May be inoperative provided: a) An autopilot Altitude Hold Mode altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require their 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 for at least one system are made within 3 flight days.	
	1) Aural Alert	C	-	1		
	2) Visual Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and, b) Autopilot with altitude hold and altitude capture operates normally.	
		C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	

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Sequence No.	Item	1	2	3	4	Change Bar
24-1	Flight Director Systems	C	2	1	(O) One may be inoperative provided: a) Each Pilot has a FLT DIR display, and b) Approach minimums do not require use of the inoperative Flight Director.	
		C	2	0	(M)(O) Both may be inoperative provided: a) Approach minimums do not require use of the inoperative Flight Director(s), and b) Both Autopilots are operative.	
24-2	Flight Director Select Switchlights (Source Lights)					
	1) FLT DIR-CAPT ON 2	C	2	1		
	2) FLT DIR - F/O ON 1	C	2	1		
	3) FLT DIR - OFF	C	2	0	May be inoperative provided associated Flight Director System is operative.	
27-1	Non-Stabilized Magnetic Compass (Standby)	B	1	0	(O) May be inoperative provided three Inertial Reference Units are operative.	
		B	1	0	(O) May be inoperative provided: a) Any combination of two stabilized directional indicators are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.	
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Inertial Reference Units are operative and used in conjunction with Free Gyro Navigation Techniques.	

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Sequence No.	Item	1	2	3	4	Change Bar
28-1	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by FAR.	
		B	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
31-1	Marker Beacon System	C	1	0	May be inoperative provided approach minimums do not require its use.	
32-1	Approach Select Switches	C	2	1	One may be inoperative provided approach minimums do not require its use.	
32-2	Approach Select Switchlights (Source Lights)					
	1) APPR - CAPT ON 2	C	2	1		
	2) APPR - F/O ON 1	C	2	1		

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Sequence No.	Item	1	2	3	4	Change Bar
32-3	Multi-Mode Receiver					
	1) Instrument Landing System (ILS)	C	3	1	Two may be inoperative provided each PFD has an ILS display.	
***	2) Global Positioning System (GPS)	C	2	0	May be inoperative provided alternate procedures are established and used.	
		D	2	0	May be inoperative provided enroute or approach procedures do not require its use.	
41-1	Weather Radar Systems	D	2	-	Any in excess of those required by FAR may be inoperative.	
***	1) Windshear Detection and Avoidance System (Predictive Windshear)	C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Alert and Guidance System (WAGS) is operative.	
		B	2	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
42-1	Radio Altimeter Systems					
	1) System No. 1 and No. 2	C	2	1	(M) May be inoperative provided approach minimums or operating procedures do not require its use.	
	2) System No. 3	C	1	0	(M) May be inoperative provided approach minimums or operating procedures do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
43-1	IRS Select Switchlights (Source Lights)					
	1) IRS - CAPT ON AUX	C	2	1		
	2) IRS - F/O ON AUX	C	2	1		
43-2	IRS NAV OFF Lights	C	3	0		
43-3	Inertial Aural Warning	C	1	0	May be inoperative provided: a) All three Aircraft Interface Units (AIU) are operative, and b) AVNCS AIR FLOW OFF Alert is not displayed.	
45-1	Ground Proximity Warning System (GPWS)					
	1) GPWS Function	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
	a) Modes 1 thru 4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
	b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
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Sequence No.	Item	1	2	3	4	Change Bar
45-1	Ground Proximity Warning System (GPWS) (Cont'd)					
	1) GPWS Function (Cont'd)					
	c) Glideslope Deviation (Mode 5)	C	2	1		
		B	2	0		
	d) Advisory Callouts	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.	
		B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	2) Terrain Awareness and Warning System (TAWS)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
	a) Terrain Displays	C	-	1		
		B	-	0		
	b) Runway Awareness and Advisory System (RAAS)	C	1	0		
51-1	VOR Navigation Systems	D	2	-	Any in excess of those required by FAR may be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
51-2	VOR Select Switchlights (Source Lights)					
	1) VOR - CAPT ON 2	C	2	1		
	2) VOR - F/O ON 1	C	2	1		
52-1	Distance Measuring Equipment (DME) Systems	D	2	-	Any in excess of those required by FAR may be inoperative.	
53-1	Automatic Direction Finding (ADF) Systems	D	2	-	Any in excess of those required by FAR may be inoperative.	
54-1	ATC Transponder and Automatic Altitude Reporting Systems	B	2	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight.	
		D	2	1	Any in excess of those required by FAR may be inoperative.	
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by FAR	A	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.	
54-2 ***	Transponder Interface Unit (TIU) (STC ST03245AT)	D	1	0		

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Sequence No.	Item	1	2	3	4	Change Bar
55-1	Traffic Alert and Collision Avoidance System (TCAS)	B	1	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display Systems	C	2	1	(O) May be inoperative on Pilot Monitoring side provided: a) TA and RA visual display is operative on Pilot Flying side, and b) TA and RA audio function is operative on Pilot Flying side.	
	2) Resolution Advisory (RA) Display Systems	C	2	1	(O) One may be inoperative on Pilot Monitoring side.	
		C	2	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by crew, and c) Enroute or approach procedures do not require its use.	
	3) Traffic Alert (TA) Display Systems	C	2	0	(O) May be inoperative provided: a) Resolution Advisory (RA) visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
	4) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
***	5) Airspace Selection Function	C	-	0		

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Sequence No.	Item	1	2	3	4	Change Bar
63-1	Versatile Integrated Avionics (VIA) Flight Management Function					
	1) Computing Function	C	3	2	May be inoperative provided: a) Associated Flight Management function is not required for operations being conducted, and b) Systems No. 1 and No. 2 are operative.	
		A	3	1	May be inoperative provided: a) Associated Flight Management function is not required for operations being conducted, b) System No. 1 is operative, c) Enroute operations do not require its use, and d) Repairs are made within 3 flight days.	
	2) Navigation Database Currency	C	2	0	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.	
63-2	FMS Switchlights (Source Lights)					
	1) FMS - CAPT ON 2	C	2	1		
	2) FMS - F/O ON 1	C	2	1		
63-4	FMS PROF Mode	C	1	0		
63-5	FMS SPD Mode	C	1	0		

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35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
11-1	Crew Oxygen Cylinders	B	-	-	As required by 14 CFR.	
13-1	Oxygen Mask Not Deployed Indicating System					
	1) EAD NO MASKS Alert	C	1	0	(O) May be inoperative provided aircraft remains at or below 10,000 feet MSL.	
	2) NO MASKS Light on Overhead Panel	C	1	0	May be inoperative provided EAD NO MASKS Alert is operative.	
		C	1	0	(O) May be inoperative provided aircraft remains at or below 10,000 feet MSL.	
14-1	Crew Oxygen Quantity/Line Pressure Indication System	B	-	0	(M) May be inoperative provided: a) Oxygen supply is verified to be above minimum required before each flight, and b) Associated Crew Oxygen Shutoff Valve is verified OPEN.	

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4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
20-1	Lavatory Oxygen System	C	1	0	May be inoperative provided lavatory is considered inoperative, locked CLOSED, and placarded "INOPERATIVE - DO NOT ENTER". NOTE: This proviso is not intended to prohibit lavatory inspection by crewmembers.	
		C	1	0	(M)(O) May be inoperative provided: a) Manual Mask Deployment function is operative, and b) Portable Oxygen Bottle is available for use.	
21-1	Aneroid Switch Mask Deployment Function	C	1	0	(M)(O) May be inoperative provided: a) Manual Mask Deployment function is operative, and b) Aircraft remains at or below FL 250.	
		C	1	0	(M)(O) May be inoperative provided: a) Manual Mask Deployment function is operative, and b) Portable Oxygen Bottle is available for use.	

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35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
22-1	Passenger Oxygen System					
	1) Individual Passenger Oxygen Generator System(s)	B	-	-	(M) May be inoperative provided affected passenger seats are blocked, and placard "DO NOT OCCUPY".	
	2) Automatic Mask Deployment Function	C	1	0	(M) May be inoperative provided: a) Manual Mask Deployment Function is verified operative, and, b) Aircraft remains at or below FL 250.	
	3) Oxygen Compartment Doors	B	-	-	(M) May be inoperative provided: a) Associated Oxygen Door is UNLATCHED and Masks are secured using an acceptable procedure, and b) Associated passenger seats are BLOCKED.	
30-1	Portable Oxygen Dispensing Units	D	-	0		
34-1	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by FAR may be inoperative or removed provided location placarding for the associated unit is removed or obscured.	

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
10-1	Pneumatic System Controllers	C	3	2	(M) May be inoperative provided No. 1 and No. 3 Pneumatic Manifolds can be pressurized.	
		C	3	2	(M)(O) May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
		C	3	1	(M)(O) Two may be inoperative provided: a) Aircraft is operated at or below FL 250, b) Aircraft is not operated in known or forecast icing conditions, and c) AFM procedures are complied with.	
10-2	Pneumatic Supply Systems	C	3	2	(M) May be inoperative provided No. 1 and No. 3 Pneumatic Manifolds can be pressurized.	
		C	3	2	(M)(O) May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
		C	3	1	(M)(O) Two may be inoperative provided: a) Aircraft is operated at or below FL 250, b) Aircraft is not operated in known or forecast icing conditions, and c) AFM procedures are complied with.	

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
11-1	Low Pressure Bleed Check Valves	C	3	2	(M) May be inoperative provided: a) Associated Pressure Regulator Valve is secured CLOSED, b) Associated High Stage Valve is secured CLOSED, c) Associated Pneumatic Supply System is considered inoperative, and d) No. 1 and No. 3 Pneumatic Manifolds can be pressurized.	
		C	3	2	(M)(O) May be inoperative provided: a) Associated Pressure Regulator Valve is secured CLOSED, b) Associated High Stage Valve is secured CLOSED, c) Associated Pneumatic Supply System is considered inoperative, and d) Aircraft is not operated in known or forecast icing conditions.	
		C	3	1	(M)(O) May be inoperative provided: a) Associated Pressure Regulator Valve is secured CLOSED, b) Associated High Stage Valve is secured CLOSED, c) Associated Pneumatic Supply System is considered inoperative, d) Aircraft is operated at or below FL 250, e) Aircraft is not operated in known or forecast icing conditions, and f) AFM procedures are complied with.	

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
11-2	High Pressure Bleed Control Valves	C	3	2	(O) May be inoperative provided associated Pneumatic Supply System is not used for wing anti-icing.	
		C	3	1	(O) Two may be inoperative provided aircraft is not operated in known or forecast icing conditions.	
11-4	Manifold Pressure Sensors	C	3	2	(M) May be inoperative provided: a) Associated Pneumatic Supply System is considered inoperative, and b) No. 1 and No. 3 Pneumatic Manifolds can be pressurized.	
		C	3	2	(M)(O) May be inoperative provided: a) Associated Pneumatic Supply System is considered inoperative, and b) Aircraft is not operated in known or forecast icing conditions.	
		C	3	1	(M)(O) Two may be inoperative provided: a) Each associated Pneumatic Supply System is considered inoperative, b) Aircraft is operated at or below FL 250, c) Aircraft is not operated in known or forecast icing conditions, and d) AFM procedures are complied with.	

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Sequence No.	Item	1	2	3	4	Change Bar
12-1	Pneumatic Pressure Regulator Valves	C	3	2	(M) May be inoperative provided: a) Affected Valve is secured CLOSED, b) Associated Pneumatic Supply System is considered inoperative, and c) No. 1 and No. 3 Pneumatic Manifolds can be pressurized.	
		C	3	2	(M)(O) May be inoperative provided: a) Affected Valve is secured CLOSED, b) Associated Pneumatic Supply System is considered inoperative, and c) Aircraft is not operated in known or forecast icing conditions.	
		C	3	1	(M)(O) May be inoperative provided: a) Affected Valve is secured CLOSED, b) Associated Pneumatic Supply System is considered inoperative, c) Aircraft is operated at or below FL 250, d) Aircraft is not operated in known or forecast icing conditions, and e) AFM procedures are complied with.	I

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
12-2	Overpressure Valves	C	3	2	(M) May be inoperative provided: a) Associated Pressure Regulator Valve (PRV) is secured CLOSED, b) Associated Pneumatic Supply System is considered inoperative, and c) No. 1 and No. 3 Pneumatic Manifolds can be pressurized.	
		C	3	2	(M)(O) May be inoperative provided: a) Associated Pressure Regulator Valve (PRV) is secured CLOSED, b) Associated Pneumatic Supply System is considered inoperative, and c) Aircraft is not operated in known or forecast icing conditions.	
		C	3	1	(M)(O) Two may be inoperative provided: a) Associated Pressure Regulator Valve (PRV) is secured CLOSED, b) Associated Pneumatic Supply System is considered inoperative, c) Aircraft is operated at or below FL 250, d) Aircraft is not operated in known or forecast icing conditions, and e) AFM procedures are complied with.	1

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Sequence No.	Item	1	2	3	4	Change Bar
13-1	Fan Air Valves	C	3	2	(M) One may be inoperative provided: a) Associated Valve is secured CLOSED, b) Associated Pneumatic Supply System is considered inoperative, and c) No. 1 and No. 3 Pneumatic Manifolds can be pressurized.	
		C	3	2	(M)(O) One may be inoperative provided: a) Associated Valve is secured CLOSED, b) Associated Pneumatic Supply System is considered inoperative, and c) Aircraft is not operated in known or forecast icing conditions.	
		C	3	1	(M)(O) Two may be inoperative provided: a) Associated Valve is secured CLOSED, b) Associated Pneumatic Supply System is considered inoperative, c) Aircraft is operated at or below FL 250, d) Aircraft is not operated in known or forecast icing conditions, and e) AFM procedures are complied with.	

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Sequence No.	Item	1	2	3	4	Change Bar
15-1	Isolation Valves "1-2" and "1-3"	C	2	0	(M) One or both may be inoperative provided: a) Affected Valve is CLOSED after engine start, and b) Aircraft is not operated in known or forecast icing conditions.	
15-2	ISOL (1-2, 1-3) Switchlights					
	1) ON Lights	C	2	0	May be inoperative provided Air System Synoptic Page is operative.	
	2) DISAG Lights	C	2	0	May be inoperative provided Air System Synoptic Page is operative.	
15-3	Isolation Valve Disagree Indicating Systems	C	2	1	(M)(O) One may be inoperative provided: a) Pressure Indicating Systems for Systems interconnected by affected Valve are operative, b) Affected ISOL Valve is verified CLOSED, and c) Aircraft is not operated in known or forecast icing conditions.	
16-1	APU Low Pressure Bleed Check Valve	C	1	0	(O) One may be inoperative provided: a) No. 2 Pneumatic System is supplied only by the APU when the APU is operating, b) APU Load Bleed Valve is closed when the APU is not operating, and c) Air Conditioning Pack 1 or 3 is operative.	

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Sequence No.	Item	1	2	3	4	Change Bar
16-2	APU Switchlights (Air Panel)					
	1) ON Light	C	1	0	May be inoperative provided associated indication on Air System Synoptic Page is operative.	
	2) USE ENG AIR Light	C	1	0	May be inoperative provided SEL APU AIR OFF Alert is operative.	
22-1	Pneumatic Temperature Synoptic Indications	C	3	0		
23-1	Manifold Failure Detection Loop Systems	C	3	2	(M)(O) Detection Loop System for Pneumatic System No. 1 or No. 3 may be inoperative provided: a) Pneumatic System associated with the inoperative loop is not pressurized except for engine start, and b) Aircraft is not operated in known or forecast icing conditions.	
		C	3	2	(M)(O) Detection Loop System for Pneumatic System No. 2 may be inoperative provided Pneumatic System 2 is not pressurized except for engine start.	
23-2	Center Accessory Compartment Manifold Failure Sensing Elements	A	2	1	May be inoperative provided: a) All manifold failure detection systems are operative, and b) Repairs are made within 3 flight days.	
23-3	Manifold Fail Detect Loop Selector Switch	C	1	0	(M) May be inoperative in any position provided the test function is operative.	

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4. REMARKS OR EXCEPTIONS

38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
10-1 ***	Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	
		C	1	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to assure that the system is not serviced.	
30-1	Lavatory Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	
		C	1	0	(M) May be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured CLOSED and placarded inoperative. NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

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45. CENTRAL MAINTENANCE SYSTEM

Sequence No.	Item	1	2	3	4	Change Bar
45-1	Centralized Fault Display Interface Unit (CFDIU)	C	1	0	(M) May be inoperative provided alternate maintenance procedures are established.	
45-2	Onboard Maintenance Terminal (OMT)					
	1) Maintenance Access Terminal (MAT)	D	1	0		
	2) Server	D	1	0		
45-3 ***	Onboard Network System (STC ST01307CH)	D	1	0		
	1) Aircraft File Server (STC ST00800CH)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
	2) Access Terminal Cradles (STC ST01166CH)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
	3) GateLink Radio System (STC ST01307CH)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
	4) Maintenance Terminal Printer	C	1	0		

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4. REMARKS OR EXCEPTIONS

46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
20-1 ***	Electronic Flight Bag Systems (EFBs)					
***	1) Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
***	2) Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
***	3) Power Connection (Class 1 and 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
***	4) Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from aircraft, and b) Alternate procedures are established and used.	

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4. REMARKS OR EXCEPTIONS

49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
04-1	APU Start/Stop Switchlights					
	1) ON Light	C	1	0	May be inoperative provided APU indication on Secondary Engine Display is operative.	
	2) OFF Light	C	1	0	May be inoperative provided the associated indication on the Air System Synoptic page is operative.	
17-1	Auxiliary Power Unit Inlet and Exhaust Doors	C	2	0	(M)(O) May be inoperative provided: a) Both doors are secured OPEN, and b) AFM performance penalties are applied. NOTE: Cruise performance will be affected.	
		C	2	0	(M)(O) May be inoperative provided: a) APU is considered inoperative, and b) AFM performance penalties are applied. NOTE: Cruise performance may be affected.	
17-2	APU Door Indicating System					
	1) APU DOOR Light (Overhead Panel)	C	1	0		
	2) APU DOOR Proximity Switch	C	1	0	May be inoperative provided APU is not used.	

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49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
17-3	APU Door OPEN Light (Maintenance Panel)	C	1	0		
20-1	Auxiliary Power Unit (APU)	C	1	0	May be inoperative provided operating procedures do not require its use.	
	1) Pneumatic Function	C	1	0	May be inoperative provided Load Bleed Valve is CLOSED.	
30-1	APU Fuel Pressure Low Indicating Systems					
	1) APU FUEL Light	C	1	0	May be inoperative provided APU FUEL PRESS LO Alert on EAD is operative.	
	2) APU Low Fuel Pressure Sensor	C	1	0	May be inoperative provided APU is not used.	
51-1	APU Load Bleed Valve	C	1	0	(M) May be inoperative provided affected Valve is verified CLOSED.	
		C	1	0	May be inoperative provided: a) APU Low Pressure Bleed Check Valve is operative, and b) APU is not used.	

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49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
60-1	APU Electronic Control Mode					
	1) NORM Mode	C	1	0	(O) May be inoperative provided STBY Mode is operative.	
		C	1	0	May be inoperative provided APU is not used.	
	2) STBY Mode	C	1	0	May be inoperative provided NORM Mode is operative.	
		C	1	0	May be inoperative provided APU is not used.	
60-2	APU Permanent Magnetic Generator (PMG)	C	1	0		
71-1	APU N ₁ RPM Indications (Secondary Engine Display)	C	1	0	May be inoperative provided N ₂ and APU EGT Indications are operative.	
		C	1	0	May be inoperative provided APU is not used.	
71-2	APU N ₂ RPM Indications (Secondary Engine Display)	C	1	0	May be inoperative provided N ₁ and APU EGT Indications are operative.	
		C	1	0	May be inoperative provided APU is not used.	

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49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
72-1	APU Exhaust Gas Temperature (EGT) Indication (Secondary Engine Display)	C	1	0	May be inoperative provided N ₁ and N ₂ Indications are operative.	
		C	1	0	May be inoperative provided APU is not used.	
74-1	APU Fail Indicating System APU FAIL Light (OVHD Panel)	C	1	0	May be inoperative provided all APU indications on Secondary Engine Display are operative.	
		C	1	0	May be inoperative provided APU is not used.	
74-2	APU Fault Indicating System	C	1	0	May be inoperative provided APU is not used.	
93-1	APU Oil Quantity Indication (Secondary Engine Display)	C	1	0	(M) May be inoperative provided Oil Quantity is checked before first flight of each day.	
		C	1	0	May be inoperative provided APU is not used.	

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
10-1	Crew Entry Door Electric Actuators (Doors 1L and 1R)	C	2	1	(M) May be inoperative provided affected door can be opened pneumatically.	
10-2	Crew Entry Door Drive Cables					
	1) Doors 1L and 1R	C	4	3	(M) One may be inoperative provided: a) Inoperative cable is lowering cable, b) Flightcrew is advised that the affected door is to be used for emergency purposes only, and c) Inoperative cable is secured.	
***	2) Doors 4L and 4R	C	4	3	(M) One may be inoperative provided: a) Inoperative cable is lowering cable, b) Flightcrew is advised that the affected door is to be used for emergency purposes only, and c) Inoperative cable is secured.	
10-3	Main Entry Doors/Slides	C	-	1	All Main Entry Doors/Slides may be inoperative or slides missing except for Crew Entrance Door L-1 or R-1.	
30-1	Cargo Door Latch Actuators					
	1) Lower Cargo Doors	C	3	0	(M) May be inoperative provided affected door is CLOSED, LATCHED, and LOCKED manually before each departure.	
	2) Main Deck Cargo Door	C	1	0	(M) May be inoperative provided door is CLOSED, LATCHED, and LOCKED manually before each departure.	

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
30-2	Cargo Door Actuators (Open/Close)					
	1) Lower Cargo Doors	C	3	0	(M) May be inoperative provided the affected door is CLOSED, LATCHED, and LOCKED manually before each departure.	
	2) Main Deck Cargo Door	C	1	0	(M) May be inoperative provided door is CLOSED, LATCHED, and LOCKED manually before each departure.	
30-3	Cargo Door CLOSED READY TO LOCK Lights (Exterior Control Panel)	C	-	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Affected Door is verified CLOSED and LOCKED by visual inspection, b) Cockpit CARGO DOOR TEST is performed successfully, and c) Associated Cargo Door Alerts on EAD indicate that all Doors are CLOSED and LOCKED. 	
30-4	Cargo Door Test Automatic Mode (Cargo Door Test Fail)	C	1	0	(O) May be inoperative provided the manual door test is performed before each departure.	
30-5	Main Deck Cargo Door Electrical Hydraulic Pump	C	-	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Manual hand pump is operative, b) Hydraulic pressure is sufficient to operate the door, and c) An acceptable procedure for use of the manual hand pump is established and used. 	

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
40-1	EAD Door Open Alerting Systems					
	1) Crew Entry Doors (Doors L1 and R1)	C	2	0	(O) May be inoperative provided associated door is CLOSED and ARMED before each departure.	
***	2) Crew Entry Doors (Doors L4 and R4)	C	2	0	(O) May be inoperative provided associated door is CLOSED and ARMED before each departure.	
	3) Avionics Compartment External Access Door	C	1	0	(M) May be inoperative provided it is verified that Avionics Compartment External Access Door is CLOSED and LOCKED before each departure.	
	4) Air Conditioning Doors	C	1	0	(M) May be inoperative provided it is verified that all Air Conditioning Doors are CLOSED and LOCKED before each departure.	
	5) Center Accessory Compartment Door	C	1	0	(M) May be inoperative provided it is verified that Center Accessory Compartment Door is CLOSED and LOCKED before each departure.	
	6) Lower Cargo Door Alerts (A and B)	B	6	5	(M)(O) One may be inoperative provided: a) Master Caution is reset after engine start, b) Associated door is visually verified CLOSED and LOCKED before each departure, and c) Vent door is verified CLOSED before each departure.	
					(Continued)	

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
40-1	EAD Door Open Alerting Systems (Cont'd)					
	7) Main Deck Cargo Door Alerts (A and B)	B	2	1	(M)(O) One may be inoperative provided: a) Master Caution is reset after engine start, b) Door is visually verified CLOSED and LOCKED before each departure, and c) Vent door is verified CLOSED before each departure.	
	8) Avionics Nose Wheel Door	C	1	0	(M) May be inoperative provided it is verified that Avionics Nose Wheel Door is CLOSED and LOCKED before each departure.	
46-1 ***	TAIL CONE UNLOCK Alert	C	1	0	(M) May be inoperative provided: a) Tail Cone is verified UP and LOCKED before each departure, b) Engine access doors are verified CLOSED, and c) Tail Cone Access Door is verified CLOSED.	
54-1 ***	Flight Deck Door Lock System (Not FAR 25.795 Compliant)	C	1	0	(M) May be inoperative provided manual door lock is operative.	
		C	1	0	May be inoperative provided supplemental flight deck door security device is installed and operates normally.	

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
54-2 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant)	C	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door deadbolt operates normally and is used to lock the door, c) Door pressure relief panels are verified operative, and d) Alternate procedures are established and used for locking and unlocking the door using the deadbolt.	
	1) Flight Deck Access Panel System (Keypad, Door Chime)	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
	a) LEDs	C	3	0	(O) May be inoperative provided alternate procedures are established and used.	
***	b) Door Bell Mode	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
	c) Switch Guard	C	1	0	May be inoperative or missing provided the flight deck door LOCK FAIL light is operative.	
	2) Flight Deck Door LOCK FAIL Light	C	1	0	(M) May be inoperative provided automatic lock controls are verified to operate normally.	
	3) Flight Deck Door AUTO UNLK Light	C	1	0	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime operates normally.	
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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
54-2 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant) (Cont'd)					
	4) Flight Deck Door Lock Control Selector	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, b) Automatic lock is verified to operate normally, and c) Alternate procedures are established and used.	
	5) Flight Deck Door Panel Pressure Relief Latches				Moved to item 52-54-4 in Revision 2.	
54-3 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Deadbolt (FAR 25.795 Compliant)	C	1	0	May be inoperative provided automatic lock controls are operative.	
54-4 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Pressure Relief Latches (FAR 25.795 Compliant)	A	2	0	May be inoperative provided: a) Panels are in latched position, b) Automatic locking system is operative, and c) Repairs are made within 2 flight days.	

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
54-7	Flight Deck Door Visual Surveillance Systems					
***	1) Electronic System	C	1	0	(O) May be inoperative provided: a) A flight deck door viewing port is installed and operates normally, and, b) Alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
	a) Cargo Configuration	C	1	0	May be inoperative provided courier/supernumerary compartment remains empty.	
		D	1	0	May be inoperative provided procedures do not require its use.	
***	2) Viewing Ports	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight days.	
		C	1	0	(O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used.	
	a) Cargo Configuration	C	1	0	May be inoperative provided courier/supernumerary compartment remains empty.	
		D	1	0	May be inoperative procedures do not require its use.	

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73. ENGINE FUEL AND CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
13-1	Fuel Vapor Vent Solenoid Valves	C	3	0	(M) May be inoperative provided affected Valve remains CLOSED.	
21-1	Engine Ground and Flight Idle Control Systems					
	1) Ground and Flight Idle Solenoids	C	3	2	(M)(O) May be inoperative provided: a) Affected engine remains in Flight (high) Idle, b) Caution is exercised during engine start and taxi due to high idle thrust, and c) If either the Number 1 or Number 3 Ground/Flight Idle Solenoid is inoperative, the associated Fan Reverser must be operative.	
***	2) Ground Idle Descent System	C	1	0	(M) May be inoperative provided all engines remain in Flight (high) Idle during descent.	
30-1	Fuel Used Indications (Fuel System Synoptic)	C	3	0	May be inoperative provided associated Main Tank Fuel Quantity Synoptic Indication is operative.	
31-1	Fuel Flow Indications (EAD)	C	3	2	One may be inoperative provided: a) All Fuel Quantity Synoptic Indications are operative, and b) Associated engine N ₂ Indication is operative.	
31-2	Fuel Filter Alert System	C	3	2	(M) One may be inoperative provided: a) The malfunction is verified to be in the Caution System, and b) A check is made once each flight day for strainer clogging.	
33-1	Engine Fuel Pressure Indicating Systems	D	3	0		

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4. REMARKS OR EXCEPTIONS

74. IGNITION

Sequence No.	Item	1	2	3	4	Change Bar
00-1	Ignition Systems (A and B)					
	1) System A Exciters and Ignitors	C	3	0	(O) May be inoperative provided: a) System B is operative on associated engine, and b) Ignition power supply transfer procedures are followed for wing engines.	
	2) System B Exciters and Ignitors	C	3	0	May be inoperative provided System A is operative for associated engine.	
00-2	Ignition Indicating Systems					
	1) System A and B Ignition Lights	C	2	0	(M) May be inoperative provided: a) ENG IGN OFF Light is verified operative, and b) ENG IGN NOT ARMED Alert is verified operative.	
	2) Ignition OFF Light	C	1	0	May be inoperative provided: a) Both System A and B Ignition Lights are operative, and b) OVRD ON Light is operative.	
	3) MANUAL Lights	C	2	0	(M) May be inoperative provided ENG IGN MANUAL Alert on EAD is verified operative.	
	4) OVRD ON Light	C	1	0	May be inoperative provided ENG IGN OVRD ON Alert on EAD is operative.	
00-3	Auto Ignition System (MSC Function)	C	1	0	(O) May be inoperative provided Ignition OVRD is manually selected ON when required.	

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76. ENGINE CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
11-1	Autothrottle Drive Clutches	C	3	0	(M) May be inoperative provided: a) Manual throttle operation is not affected, and b) Both Autothrottle Systems are considered inoperative.	

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78. ENGINE EXHAUST

Sequence No.	Item	1	2	3	4	Change Bar
30-1	Thrust Reversers					
	1) Series -10	C	3	2	(M)(O) May be inoperative provided: a) The affected Thrust Reverser is deactivated and secured in the STOWED position, b) If either the Number 1 or Number 3 Thrust Reverser is inoperative, the associated Ground/Flight Idle Solenoid is operative, and c) Appropriate AFM performance penalties are applied.	
	2) Series -30	C	3	2	(M)(O) May be inoperative provided: a) The affected Thrust Reverser is deactivated and secured in the STOWED position, and b) If either the Number 1 or Number 3 Thrust Reverser is inoperative, the associated Ground/Flight Idle Solenoid is operative.	
30-2	Reverser Throttle Interlock Systems	C	3	2	(M)(O) May be inoperative provided affected Thrust Reverser is considered inoperative.	
30-3 ***	Fan Reverser Circumferential Latch Indicators	D	3	0	(M) May be inoperative provided affected Cowl is verified secured prior to each flight.	

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78. ENGINE EXHAUST

Sequence No.	Item	1	2	3	4	Change Bar
34-1	Reverser Unlock Indications (Amber U/L)	C	3	2	(M) May be inoperative provided: a) Affected indication is inoperative OFF, b) Reverse Thrust Indication (Green REV) is operative, and c) Associated Thrust Reverser is verified STOWED before each flight.	
34-2	Reverse Thrust Indications (Green REV)	C	3	0	(M) May be inoperative provided: a) Reverser Unlock (Amber U/L) Indication is operative for associated engine, b) Associated Thrust Reverser is operative, c) The associated Reverser Throttle Interlock System is operative, and d) The associated Thrust Reverser is operated through the full cycle and checked for proper operation and stowage prior to each flight.	
34-3	Reverser Pressure Indicating System (REV _ FAULT Alert)	C	3	2	(M)(O) May be inoperative provided the associated Thrust Reverser is considered inoperative.	

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79. ENGINE OIL

Sequence No.	Item	1	2	3	4	Change Bar
30-1	Engine Oil Filter Bypass Detection Systems	C	3	2	(M) May be inoperative provided: a) Malfunction is in Caution System, and b) Associated Oil Strainer is checked once each flight day.	
31-1	Oil Quantity Indicating Systems	B	3	2	(M)(O) May be inoperative provided: a) Associated Oil Tank is filled to maximum recommended capacity before each flight, b) There is no evidence of excessive oil consumption or leakage, c) Forecast oil consumption for flying time does not exceed 50% of Oil Tank capacity, and d) Associated Oil Temperature and Oil Pressure Indicating Systems are operative.	
33-1	OIL PRESSURE LOW Alert Systems	C	3	2	(M) May be inoperative provided the associated Oil Pressure Low Switch is deactivated.	

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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
00-1	Engine Starter Valve Open Lights (Located on Start Switches)	C	3	0	(M)(O) May be inoperative provided: a) Alternate engine starting procedures are established and used, and b) Affected Starter Valve is verified CLOSED after each engine start.	
00-2	Starter Valves	C	3	2	(M)(O) May be inoperative provided: a) Engine Start Switches are operative on unaffected engines, b) Alternate engine starting procedures are established and used, and c) Affected Starter Valve is verified CLOSED after each engine start.	
00-4	Engine Start Switches	C	3	2	(M)(O) May be inoperative provided: a) Starter Valves are operative on unaffected engines, b) Alternate engine starting procedures are established and used, and c) Affected Starter Valve is verified CLOSED after each engine start.	
	1) Cutoff Circuits	C	3	0	(O) May be inoperative provided: a) Affected engine start switch can be operated manually, and b) Alternate engine starting procedures are established and used.	
	2) Holding Solenoids	C	3	0	(O) May be inoperative provided: a) Affected engine start switch can be operated manually, and b) Alternate engine starting procedures are established and used.	

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MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

97. OPERATOR DEFINED

Sequence No.	Item	1	2	3	4	Change Bar
01-1 ***	DIRCM System (STC ST03245AT)	D	1	0	NOTE: Any mode which operates normally may be used.	
1)	1) Pod	D	1	0		
2)	2) Flight Deck Indicator Unit (FDIU)	D	1	0		
3)	3) Iridium/GPS Antenna	D	1	0		
4)	4) Glareshield Indicator Lights	D	2	0		