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

Master Minimum Equipment List (MMEL)

Revision: 19
Date: XX/XX/XXXX

Boeing 787
All Models

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AIRCRAFT:
Boeing 787

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79	Engine Oil	79-1	17	11/23/2020
80	Starting	80-1	14	08/10/2017

LOG OF REVISIONS

REV NO.	DATE
ORIGINAL	09/01/2011
1	10/24/2011
2	01/25/2012
3	02/29/2012
4	05/10/2012
5	06/22/2012
6	11/21/2012
7	03/22/2013
7a	06/20/2013
8	11/25/2013
9	01/24/2014
10	05/26/2014
11	02/15/2015
11a	05/04/2015
12	09/30/2015
13	03/31/2016
14	08/10/2017
15	12/15/2017
15a	04/10/2018
16	06/21/2019
17	11/23/2020
18	08/31/2023
19	XX/XX/XXXX

The following changes are the Highlights of Changes for **Revision 19**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections and formatting changes were made throughout the document, indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
ATA 21	Air Conditioning
21-52	Item 21-54-04 – Added a new proviso to provide further clarification of dispatch configuration.
21-56	Item 21-72-01 – Added "***" to annotate system is an optional equipment and revised dispatch interval to "D" to align with humification system. System is longer offered in production airplane starting at LN 950. There's also no flight deck effect whether system is installed or not.
ATA 22	Autoflight
22-1	Item 22-11-02A – Added new proviso regarding bank angle for further clarification.
ATA 24	Electrical Power
24-14	Item 24-31-02A – In proviso f), the reference "Right ASG system" is not a correct description of the system. It should be "Right ASG generator".
ATA 25	Equipment/Furnishings
25-1	Item 25-10-01 – Dispatch relief for this item has been deleted.
ATA 30	Ice and Rain Protection
30-7	Item 30-32-01 – Deleted relief from MMEL. Item is no longer considered appropriate.
ATA 31	Indicating/Recording System
31-8	Item 31-61-13 – Revised relief to align with PL-98.

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 32	Landing Gear
32-13	Item 32-51-02-02B – Error in item number only. The sub-item should be “-02B” instead of “0B” currently shown in R18.
ATA 34	Navigation
34-3	Item 34-12-03 - Deleted relief from MMEL. Item is no longer considered appropriate. Item 34-12-03-01B – Revised provisos to require verification of AOA heaters to complete system check Item 34-12-03-01B - Deleted relief from MMEL. Item is no longer considered appropriate. Item 34-12-03-01C – Added a dispatch configuration for a single resolver inop to ensure correct MMEL application.
ATA 46	Information Systems
46-2	Item 46-12-01 – This item was inadvertently removed from the MMEL.
ATA 52	Door
52-12	Item 52-51-04 – Added new item “Installed Physical Secondary Barrier”.

Definitions

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL and MEL Definitions, in accordance PL-25 Appendix B.

The 14 CFR regulatory requirements applicable to specific MMEL chapters can be found in PL-25 Appendix A. Regulatory requirements must be incorporated into each specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

Preamble

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL). For operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR Part 91, refer to the current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble.

GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

(M) and (O) Procedures are based on the Maintenance and Operational Procedures published in the Boeing 787 Dispatch Deviations Guide (DDG).

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1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Air Synoptic Display	C	1	0		
-21-01	Alternate Ventilation System (787-8)	C	1	0	(M) May be inoperative provided: a) Alternate ventilation inlet valve is deactivated closed, and b) Air conditioning packs operate normally.	
-21-01-01	Item Moved				Dispatch relief for this equipment moved to Item 21-21-02-01, AVS VENTILATION Switch, ALTN Light	
-21-01-02	Item Moved				Dispatch relief for this equipment moved to Item 21-21-02-02, AVS VENTILATION Switch, NORM Light	
-21-02	AVS VENTILATION Switch					
-21-02-01	ALTN Light	C	1	0		
-21-02-02	NORM Light	C	1	0		
-22-01	Flight Deck Boost Fan	C	1	0	(M) May be inoperative provided: a) Fan is deactivated, and b) Air conditioning packs operate normally.	
-22-02	Flight Deck Boost Isolation Valve	C	1	0	(M) May be inoperative provided: a) Flight deck boost isolation valve is deactivated closed, and b) Air conditioning packs operate normally.	

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Sequence No.	Item	1	2	3	4	Change Bar
-25-01	Recirculation Fans					
-25-01-01	787-8					
-25-01-01-01	Upper Recirculation Fan	C	1	0	(M) May be inoperative deactivated.	
-25-01-01-02	Lower Recirculation Fans	C	2	1	(M) One may be inoperative provided: a) Fan is deactivated, b) Air conditioning packs operate normally, c) At least one left cabin air compressor operates normally, and d) At least one right cabin air compressor operates normally.	
-25-01-02	787-9					
-25-01-02-01	Upper Recirculation Fan	C	1	0	(M) May be inoperative provided: a) Fan is deactivated, b) Air conditioning packs operate normally, c) At least one left cabin air compressor operates normally, and d) At least one right cabin air compressor operates normally.	
-25-01-02-02	Lower Recirculation Fans	C	2	1	(M) One may be inoperative provided: a) Inoperative fan is deactivated, b) Air conditioning packs operate normally, c) At least one left cabin air compressor operates normally, and d) At least one right cabin air compressor operates normally.	

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Sequence No.	Item	1	2	3	4	Change Bar
-25-01-03	787-10					
-25-01-03-01	Upper Recirculation Fan	C	2	1	(M) May be inoperative provided: a) Inoperative fan is deactivated, b) Air conditioning packs operate normally, c) At least one left cabin air compressor operates normally, and d) At least one right cabin air compressor operates normally.	
-25-01-03-02	Lower Recirculation Fan	C	2	1	(M) May be inoperative provided: a) Inoperative fan is deactivated, b) Air conditioning packs operate normally, and c) All cabin air compressors operate normally.	
-25-01-04	RECIRC FANS Switch ON Lights	C	2	0		

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Sequence No.	Item	1	2	3	4	Change Bar
-25-02	Lavatory/Galley Crown Temperature Sensor System	C	1	0		
-26-01	Lavatory/Galley Ventilation Fans	C	2	1	(M) One may be inoperative deactivated.	
-26-02	Lavatory/Galley Flow and Temperature Sensor	C	1	0	(M) May be inoperative deactivated.	
-26-03	Lavatory/Galley Ventilation PECS Liquid Heat Exchanger Barrier Filter	C	1	0	(M) May be inoperative provided lavatory/galley flow and temperature sensor is deactivated.	
-27-01	Forward EE Cooling Supply Barrier Filter	C	1	0	(M) May be inoperative provided filter is removed.	
-27-02	Forward EE Cooling Exhaust Fan					
-27-02-01	Airplanes Without FCAC Installed	C	1	0	(M)(O) May be inoperative provided: a) Fan is deactivated, b) Flight is conducted pressurized, c) Forward equipment cooling supply fan smoke detector operates normally, d) For ground operations at OAT 30 °C or higher, both packs are selected on or conditioned air is supplied to the airplane, and e) Forward cargo heat remains OFF.	

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Sequence No.	Item	1	2	3	4	Change Bar
-27-02	Forward EE Cooling Exhaust Fan (Cont'd)					
-27-02-02	Airplanes With FCAC Installed	C	1	0	(M)(O) May be inoperative provided: a) Fan is deactivated, b) Flight is conducted pressurized, c) Forward equipment cooling supply fan smoke detector operates normally, and d) For ground operations at OAT 30 °C or higher, both packs are selected on or conditioned air is supplied to the airplane.	
-27-03	Forward EE Cooling Supply Flow/ Temperature Sensors	C	2	1		
-27-04	Forward EE Cooling Exhaust Overboard Vent Valve	C	1	0	(M) May be inoperative deactivated open.	
-27-05	Forward EE Cooling Override/Smoke Clearance Valve Motors	C	2	1	(M) One may be inoperative deactivated.	
-27-06	Forward EE Cooling Supply Fans	C	2	1	(M) One may be inoperative provided: a) Forward equipment cooling supply fan is deactivated, and b) Flight is conducted pressurized.	

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Sequence No.	Item	1	2	3	4	Change Bar
-27-07	Forward EE Cooling Smoke Detectors					
-27-07-01	Supply Fan Smoke Detector	C	1	0	May be inoperative provided: a) Forward equipment cooling exhaust fan operates normally, and b) Forward equipment cooling exhaust fan smoke detector operates normally.	
-27-07-02	Exhaust Fan Smoke Detector	C	1	0	May be inoperative provided forward equipment cooling supply fan smoke detector operates normally.	
-27-08	Forward EQUIP COOLING Switch Lights					
-27-08-01	OVRD Light	C	1	0		
-27-08-02	AUTO Light	C	1	0		
-27-21	Aft EE Cooling Supply Barrier Filter	C	1	0	(M) May be inoperative provided filter is removed.	

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Sequence No.	Item	1	2	3	4	Change Bar
-27-22	Aft EE Cooling Exhaust Fan					
-27-22-01	787-8/-9	C	1	0	(M) May be inoperative provided: a) Fan is deactivated, b) Aft equipment cooling supply fan smoke detector operates normally, c) For ground operations at OAT 30 °C or higher, both packs are selected on or conditioned air is supplied to the airplane, and d) Flight is conducted pressurized.	
-27-22-02	787-10	C	1	0	(M) May be inoperative provided: a) Fan is deactivated, b) Aft cargo heater is deactivated, c) Aft equipment cooling supply fan smoke detector operates normally, d) For ground operations at OAT 30 °C or higher, both packs are selected on or conditioned air is supplied to the airplane, and e) Flight is conducted pressurized.	
-27-23	Aft EE Cooling Flow/Temperature Sensors	C	2	1		
-27-24	Aft EE Cooling Overboard Exhaust (Skin Flush) Valve					

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Sequence No.	Item	1	2	3	4	Change Bar
-27-24-01	787-8	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, b) Aft equipment cooling supply fan smoke detector operates normally, c) For ground operations at pressure altitudes 8,000 ft. or higher, forward and aft outflow valves operate normally, d) For ground operations at OAT 24 °C or higher, aft outflow valve operates normally, and e) For ground operations at OAT 30 °C or higher, both packs are selected on or conditioned air is supplied to the airplane.	
-27-24-02	787-9/-10	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, b) Aft equipment cooling supply fan smoke detector operates normally, c) Forward and aft outflow valves operate normally, and d) For ground operations at OAT 30 °C or higher, both packs are selected on or conditioned air is supplied to the airplane.	

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Sequence No.	Item	1	2	3	4	Change Bar
-27-25	Aft EE Cooling Supply Override/Smoke Clearance Valve Motors	C	2	1	(M) One may be inoperative deactivated.	
-27-26	Aft EE Cooling Supply Fan	C	2	1	(M) One may be inoperative provided: a) Inoperative aft equipment cooling supply fan is deactivated, and b) Flight is conducted pressurized.	
-27-27	Aft EE Cooling Smoke Detectors					
-27-27-01	Supply Fan Smoke Detector	C	1	0	May be inoperative provided: a) Aft equipment cooling exhaust fan operates normally, b) Aft equipment cooling exhaust fan smoke detector operates normally, c) Aft equipment cooling overboard exhaust valve operates normally, and d) Aft cargo heat supply valve operates normally.	
-27-27-02	Exhaust Fan Smoke Detector	C	1	0	May be inoperative provided aft equipment cooling supply fan smoke detector operates normally.	

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Sequence No.	Item	1	2	3	4	Change Bar
-27-28	Aft Cargo Heat Valve					
-27-28-01	787-8/-9	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, b) Aft equipment cooling supply fan smoke detector operates normally, and c) For ground operations at OAT 30 °C or higher, both packs are selected on or conditioned air is supplied to the airplane.	
-27-28-02	787-10	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, b) Aft cargo heater is deactivated, c) Aft equipment cooling supply fan smoke detector operates normally, and d) For ground operations at OAT 30 °C or higher, both packs are selected on or conditioned air is supplied to the airplane.	
-27-29	Aft EQUIP COOLING Switch Lights					
-27-29-01	OVRD Light	C	1	0		
-27-29-02	AUTO Light	C	1	0		
-27-31	Miscellaneous EE Cooling Exhaust Fan (787-8)	C	1	0	(M)(O) May be inoperative provided: a) Fan is deactivated, b) Cabin equipment center is deactivated, and c) Alternate procedures are established and used.	

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Sequence No.	Item	1	2	3	4	Change Bar
-27-32	Miscellaneous EE Cooling Exhaust Fan Smoke Detector (787-8)	C	1	0	May be inoperative provided miscellaneous equipment cooling exhaust fan is considered inoperative.	
-29-01 ***	Overhead Flightcrew Rest (OFCR) Supply Shutoff and Smoke Clearance/Exhaust Valves					
-29-01A		C	2	0	(M)(O) May be inoperative provided: a) Supply shutoff valve is deactivated closed, b) Exhaust valve is deactivated closed, c) OFCR is deactivated closed, and d) Alternate procedures are established and used. NOTE: These provisions are not intended to prohibit OFCR inspections by crewmembers.	
-29-01B		C	2	0	(M)(O) May be inoperative provided: a) Supply shutoff valve is deactivated closed, b) Exhaust valve is deactivated closed, c) OFCR is deactivated closed, and d) Procedures do not require its use. NOTE: These provisions are not intended to prohibit OFCR inspections by crewmembers.	

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Sequence No.	Item	1	2	3	4	Change Bar
-29-02 ***	Overhead Flight Attendant Rest (OFAR) Supply Shutoff and Smoke Clearance/ Exhaust Valves					
-29-02A		C	2	0	(M)(O) May be inoperative provided: a) Supply shutoff valve is deactivated closed, b) Exhaust valve is deactivated closed, c) OFAR is deactivated closed, and d) Alternate procedures are established and used. NOTE: These provisions are not intended to prohibit OFAR inspections by crewmembers.	
-29-02B		D	2	0	(M)(O) May be inoperative provided: a) Supply shutoff valve is deactivated closed, b) Exhaust valve is deactivated closed, c) OFAR is deactivated closed, and d) Procedures do not require its use. NOTE: These provisions are not intended to prohibit OFAR inspections by crewmembers.	

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Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Automatic Cabin Pressure Control Channels					
-31-01A		C	4	2	(M) One control channel in each valve control unit may be inoperative provided manual cabin pressure control is verified to operate normally on both outflow valves before each departure.	
-31-01B		C	4	0	(M)(O) May be inoperative provided: a) For extended overwater flight, manual cabin pressure control is verified to operate normally on both outflow valves, b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and c) Flight is conducted unpressurized. 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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Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Manual Cabin Pressure Outflow Valve Controls (FWD and AFT)					
-31-02A		C	2	1	One may be inoperative provided: a) Automatic cabin pressure control channels on associated valve control unit operate normally, and b) Extended overwater flight is prohibited.	
-31-02B		C	2	0	May be inoperative provided associated outflow valve is considered inoperative.	
-31-03	Forward and Aft Outflow Valves	C	2	0	(M)(O) May be inoperative provided: a) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, b) Flight is conducted unpressurized, and c) Extended overwater flight is prohibited. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

(Continued)

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Sequence No.	Item	1	2	3	4	Change Bar
-31-03	Forward and Aft Outflow Valves (Cont'd)					
-31-03-01	787-8					
-31-03-01-01	Forward Outflow Valve	C	1	0	(M)(O) May be inoperative provided: a) Forward outflow valve is locked in the fixed cruise position, b) Manual cabin pressure control is verified to operate normally on aft outflow valve, c) Aft outflow valve operates normally, d) Air conditioning packs operate normally, e) Verify at least three cabin air compressors operate normally before each departure, f) For ground operations at pressure altitudes 8,000 ft. or higher, aft EE cooling overboard exhaust (skin flush) valve operates normally, and g) For ground operations with forward outflow valve inoperative and OAT 24 °C or higher, both packs are selected on or conditioned air is supplied to the airplane. (Continued)	

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Sequence No.	Item	1	2	3	4	Change Bar
-31-03	Forward and Aft Outflow Valves (Cont'd)					
-31-03-01	787-8 (Cont'd)					
-31-03-01-02	Aft Outflow Valve (OFCR and OFAR Not Installed)	C	1	0	(M)(O) May be inoperative provided: a) Aft outflow valve is locked in the fixed cruise position, b) Manual cabin pressure control is verified to operate normally on forward outflow valve, c) Forward outflow valve operates normally, d) Air conditioning packs operate normally, e) Verify at least three cabin air compressors operate normally before each departure, f) For ground operations at pressure altitudes 8,000 ft. or higher, aft EE cooling overboard exhaust (skin flush) valve operates normally, and g) For ground operations with aft outflow valve inoperative and OAT 24 °C or higher, both packs are selected on or conditioned air is supplied to the airplane. (Continued)	

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Sequence No.	Item	1	2	3	4	Change Bar
-31-03	Forward and Aft Outflow Valves (Cont'd)					
-31-03-01	787-8 (Cont'd)					
-31-03-01-03	Aft Outflow Valve (OFCR or OFAR Installed)	C	1	0	(M)(O) May be inoperative provided: a) Aft outflow valve is locked in the fixed cruise position, b) Crew rest areas are deactivated closed, c) Manual cabin pressure control is verified to operate normally on forward outflow valve, d) Forward outflow valve operates normally, e) Air conditioning packs operate normally, f) Verify at least three cabin air compressors operate normally before each departure, g) For ground operations at pressure altitudes 8,000 ft. or higher, aft EE cooling overboard exhaust (skin flush) valve operates normally, and h) For ground operations with aft outflow valve inoperative and OAT 24 °C or higher, both packs are selected on or conditioned air is supplied to the airplane. (Continued)	

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Sequence No.	Item	1	2	3	4	Change Bar
-31-03	Forward and Aft Outflow Valves (Cont'd)					
-31-03-02	787-9/-10					
-31-03-02-01	Forward Outflow Valve	C	1	0	(M)(O) May be inoperative provided: a) Forward outflow valve is locked in the fixed cruise position, b) Manual cabin pressure control is verified to operate normally on aft outflow valve, c) Passenger entry door vent door springs are verified to operate normally, d) Aft outflow valve operates normally, e) Air conditioning packs operate normally, f) Verify at least three cabin air compressors operate normally before each departure, g) Aft EE cooling overboard exhaust (skin flush) valve operates normally, and h) For ground operations with forward outflow valve inoperative and OAT 24 °C or higher, both packs are selected on or conditioned air is supplied to the airplane. (Continued)	

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Sequence No.	Item	1	2	3	4	Change Bar
-31-03	Forward and Aft Outflow Valves (Cont'd)					
-31-03-02	787-9/-10 (Cont'd)					
-31-03-02-02	Aft Outflow Valve (OFCR and OFAR Not Installed)	C	1	0	(M)(O) May be inoperative provided: a) Aft outflow valve is locked in the fixed cruise position, b) Manual cabin pressure control is verified to operate normally on forward outflow valve, c) Passenger entry door vent door springs are verified to operate normally, d) Forward outflow valve operates normally, e) Air conditioning packs operate normally, f) Verify at least three cabin air compressors operate normally before each departure, g) Aft EE cooling overboard exhaust (skin flush) valve operates normally, and h) For ground operations with aft outflow valve inoperative and OAT 24 °C or higher, both packs are selected on or conditioned air is supplied to the airplane. (Continued)	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-31-03	Forward and Aft Outflow Valves (Cont'd)					
-31-03-02	787-9/-10 (Cont'd)					
-31-03-02-03	Aft Outflow Valve (OFCR or OFAR Installed)	C	1	0	(M)(O) May be inoperative provided: a) Aft outflow valve is locked in the fixed cruise position, b) Crew rest areas are deactivated closed, c) Manual cabin pressure control is verified to operate normally on forward outflow valve, d) Passenger entry door vent door springs are verified to operate normally, e) Forward outflow valve operates normally, f) Air conditioning packs operate normally, g) Verify at least three cabin air compressors operate normally before each departure, h) Aft EE cooling overboard exhaust (skin flush) valve operates normally, and i) For ground operations with aft outflow valve inoperative and OAT 24 °C or higher, both packs are selected on or conditioned air is supplied to the airplane.	

(Continued)

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-31-03	Forward and Aft Outflow Valves (Cont'd)					
-31-03-03	OUTFLOW VALVE Switch MAN Lights	C	2	0		
-31-03-04	OUTFLOW VALVE Switch AUTO Lights	C	2	0		
-31-04	Remote Sensor Units	C	2	1	(M) One may be inoperative deactivated.	
-31-05	Cabin Rate of Climb Indication					
-31-05A		C	1	0	May be inoperative provided automatic cabin pressure control channels operate normally.	
-31-05B		C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. 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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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-31-06	Cabin Differential Pressure Indication					
-31-06A		C	1	0	(O) May be inoperative provided: a) Cabin altitude indication operates normally, and b) A chart is provided to convert cabin altitude to cabin differential pressure.	
-31-06B		C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. 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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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-31-07	Cabin Altitude Indication					
-31-07A		C	1	0	(O) May be inoperative provided: a) Cabin differential pressure indication operates normally, and b) A chart is provided to convert cabin differential pressure to cabin altitude.	
-31-07B		C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-31-08	Outflow Valve Position Indications (787-8)	C	2	0		
-31-09	Auto Cabin Pressure Control Communication System	C	1	0		

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-32-01	Positive Pressure Relief Valves					
-32-01A		C	2	1	(M) One may be inoperative deactivated closed.	
-32-01B		C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. 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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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-32-02	Negative Pressure Relief Valves	C	4	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-41-01 ***	Overhead Flightcrew Rest (OFCR) Duct Heater System	C	1	0	(M) May be inoperative deactivated.	
-41-02 ***	Overhead Flight Attendant Rest (OFAR) Duct Heater System	C	1	0	(M) May be inoperative deactivated.	
-43-01	Forward Cargo Heat Supply Shutoff Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is deactivated closed, and b) Forward EE cooling exhaust overboard vent valve is deactivated open.	
-43-02	Forward Cargo Heat Exhaust System	C	1	0	(M) May be inoperative provided: a) Exhaust shutoff valve is deactivated closed, and b) Exhaust fan is deactivated.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4 Change Bar
-43-03	Forward Cargo Heat Electric Heater				
-43-03-01	787-8	C	1	0	(M) May be inoperative deactivated.
-43-03-02	787-9	C	2	0	(M) May be inoperative deactivated.
-43-03-03	787-10	C	3	0	(M) May be inoperative deactivated.
-43-04 ***	Forward CARGO TEMP Switch Lights				
-43-04-01	OFF Light	C	1	0	
-43-04-02	AUTO Light	C	1	0	
-43-05 ***	Forward Cargo Heat Diverter Valve (787-10)	C	1	0	(M)(O) May be inoperative provided: a) Valve is deactivated closed, and b) Forward cargo air conditioning supply valve is deactivated closed.
-44-01	Bulk Cargo Heat System	C	1	0	(M)(O) May be inoperative provided: a) Bulk cargo heat supply valve is deactivated closed, b) Bulk cargo heat supply fan is deactivated, and c) Bulk cargo electric heater(s) is deactivated.
-44-01-01	Electric Heaters (CN-AA29229 (Part C or D) Incorporated)	C	2	1	(M) One may be inoperative deactivated.
-44-01-02	Bulk CARGO TEMP Switch OFF Light	C	1	0	
-44-01-03	Bulk CARGO TEMP Switch AUTO Light	C	1	0	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-44-02	Item Moved				Dispatch relief for this equipment moved to Item 21-44-01, Bulk Cargo Heat System.	
-44-03	Item Moved				Dispatch relief for this equipment moved to Item 21-44-01, Bulk Cargo Heat System.	
-44-04	Item Moved				Dispatch relief for this equipment moved to Item 21-44-01, Bulk Cargo Heat System.	
-44-05	Aft Cargo Heater (787-10)	C	1	0	(M) May be inoperative provided heater is deactivated.	
-45-01	Flight Deck Foot Rest Surface Heaters	C	4	0	(M) May be inoperative deactivated.	
-45-02	Flight Deck Shoulder Duct Heaters	C	2	0	(M) May be inoperative deactivated.	
-45-03	Galley Area Duct Heaters	C	-	0	(M) May be inoperative deactivated.	
-45-04 ***	Passenger Entry Door Area Floor Panel Surface Heaters	D	8	0	(M) May be inoperative deactivated.	
-45-05	Zonal Duct Heaters	C	2	0	(M) May be inoperative deactivated.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Cabin Air Compressor (CAC) Systems					
-51-01-01	Airplanes Without OFCR and OFAR Installed					
-51-01-01-01	Left CACs					
-51-01-01-01-01	787-8/-9	C	2	1	(M) One may be inoperative provided: a) Inoperative CAC is deactivated, b) Left air conditioning pack operates normally, c) VFSG associated with operating left CAC operates normally, and d) Trim air systems operate normally.	
-51-01-01-01-02	787-10	C	2	1	(M) One may be inoperative provided: a) Inoperative CAC is deactivated, b) Left air conditioning pack operates normally, c) VFSG associated with operating left CAC operates normally, d) Trim air systems operate normally, and e) Both lower recirculation fans operate normally.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Cabin Air Compressor (CAC) Systems (Cont'd)					
-51-01-01	Airplanes Without OFCR and OFAR Installed (Cont'd)					
-51-01-01-01	Left CACs (Cont'd)					
-51-01-01-01-03	787-8/-9	C	2	0	(M) May be inoperative provided: a) Left CACs are deactivated, b) Left air conditioning pack is considered inoperative, c) Right trim air system operates normally, and d) VFSGs associated with right CACs operate normally.	
-51-01-01-01-04	787-10	C	2	0	(M) May be inoperative provided: a) Left CACs are deactivated, b) Left air conditioning pack is considered inoperative, c) Right trim air system operates normally, d) VFSGs associated with right CACs operate normally, e) With forward cargo air conditioning (FCAC) installed, forward cargo air conditioning remains OFF, and f) Both lower recirculation fans operate normally.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Cabin Air Compressor (CAC) Systems (Cont'd)					
-51-01-01	Airplanes Without OFCR and OFAR Installed (Cont'd)					
-51-01-01-02	Right CACs					
-51-01-01-02-01	787-8/-9	C	2	1	(M) One may be inoperative provided: a) Inoperative CAC is deactivated, b) Right air conditioning pack operates normally, c) VFSG associated with operating right CAC operates normally, and d) Trim air systems operate normally.	
-51-01-01-02-02	787-10	C	2	1	(M) One may be inoperative provided: a) Inoperative CAC is deactivated, b) Right air conditioning pack operates normally, c) VFSG associated with operating right CAC operates normally, d) Trim air systems operate normally, and e) Both lower recirculation fans operate normally.	

(Continued)

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Cabin Air Compressor (CAC) Systems (Cont'd)					
-51-01-01	Airplanes Without OFCR and OFAR Installed (Cont'd)					
-51-01-01-02	Right CACs (Cont'd)					
-51-01-01-02-03	787-8/-9	C	2	0	(M) May be inoperative provided: a) Right CACs are deactivated, b) Right air conditioning pack is considered inoperative, c) Left trim air system operates normally, and d) VFSGs associated with left CACs operate normally.	
-51-01-01-02-04	787-10	C	2	0	(M) May be inoperative provided: a) Right CACs are deactivated, b) Right air conditioning pack is considered inoperative, c) Left trim air system operates normally, d) VFSGs associated with left CACs operate normally, e) With forward cargo air conditioning (FCAC) installed, forward cargo air conditioning remains OFF, and f) Both lower recirculation fans operate normally.	

(Continued)

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Cabin Air Compressor (CAC) Systems (Cont'd)					
-51-01-02	Airplanes With OFCR or OFAR Installed					
-51-01-02-01	Left CACs					
-51-01-02-01-01	787-8/-9	C	2	1	(M) One may be inoperative provided: a) Inoperative CAC is deactivated, b) Left air conditioning pack operates normally, c) VFSG associated with operating left CAC operates normally, d) Trim air systems operate normally, and e) For OFCR or OFAR occupied and one opposite side Cabin Air Compressor inoperative, airplane remains at or below FL 350.	
-51-01-02-01-02	787-10	C	2	1	(M) May be inoperative provided: a) Inoperative CAC is deactivated, b) Left air conditioning pack operates normally, c) VFSG associated with operating left CAC operates normally, d) Trim air systems operate normally, e) For OFCR or OFAR occupied and one opposite side Cabin Air Compressor inoperative, airplane remains at or below FL 350, and f) Both lower recirculation fans operate normally.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Cabin Air Compressor (CAC) Systems (Cont'd)					
-51-01-02	Airplanes With OFCR or OFAR Installed (Cont'd)					
-51-01-02-01	Left CACs (Cont'd)					
-51-01-02-01-03	787-8/-9	C	2	0	(M) May be inoperative provided: a) Left CACs are deactivated, b) Left air conditioning pack is considered inoperative, c) Right trim air system operates normally, d) For OFCR or OFAR occupied, airplane remains at or below FL 350, and e) VFSGs associated with right CACs operate normally.	
-51-01-02-01-04	787-10	C	2	0	(M) May be inoperative provided: a) Left CACs are deactivated, b) Left air conditioning pack is considered inoperative, c) Right trim air system operates normally, d) For OFCR or OFAR occupied, airplane remains at or below FL 350, e) VFSGs associated with right CACs operate normally, f) With forward cargo air conditioning (FCAC) installed, forward cargo air conditioning remains OFF, and g) Both lower recirculation fans operate normally.	

(Continued)

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Cabin Air Compressor (CAC) Systems (Cont'd)					
-51-01-02	Airplanes With OFCR or OFAR Installed (Cont'd)					
-51-01-02-02	Right CACs					
-51-01-02-02-01	787-8/-9	C	2	1	(M) One may be inoperative provided: a) Inoperative CAC is deactivated, b) Right air conditioning pack operates normally, c) VFSG associated with operating right CAC operates normally, d) Trim air systems operate normally, and e) For OFCR or OFAR occupied and one opposite side Cabin Air Compressor inoperative, airplane remains at or below FL 350. (Continued)	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Cabin Air Compressor (CAC) Systems (Cont'd)					
-51-01-02	Airplanes With OFCR or OFAR Installed (Cont'd)					
-51-01-02-02	Right CACs (Cont'd)					
-51-01-02-02-02	787-10	C	2	1	(M) One may be inoperative provided: a) Inoperative CAC is deactivated, b) Right air conditioning pack operates normally, c) VFSG associated with operating right CAC operates normally, d) Trim air systems operate normally, e) For OFCR or OFAR occupied and one opposite side Cabin Air Compressor inoperative, airplane remains at or below FL 350, and f) Both lower recirculation fans operate normally. (Continued)	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Cabin Air Compressor (CAC) Systems (Cont'd)					
-51-01-02	Airplanes With OFCR or OFAR Installed (Cont'd)					
-51-01-02-02	Right CACs (Cont'd)					
-51-01-02-02-03	787-8/-9	C	2	0	(M) May be inoperative provided: a) Right CACs are deactivated, b) Right air conditioning pack is considered inoperative, c) Left trim air system operates normally, d) For OFCR or OFAR occupied, airplane remains at or below FL 350, and e) VFSGs associated with left CACs operate normally.	
-51-01-02-02-04	787-10	C	2	0	(M) May be inoperative provided: a) Right CACs are deactivated, b) Right air conditioning pack is considered inoperative, c) Left trim air system operates normally, d) For OFCR or OFAR occupied, airplane remains at or below FL 350, e) VFSGs associated with left CACs operate normally, f) With forward cargo air conditioning (FCAC) installed, forward cargo air conditioning remains OFF, and g) Both lower recirculation fans operate normally.	

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-51-02	Cabin Air Compressor (CAC) Deflector Doors					
-51-02A	Door Retracted	C	2	0	(M) May be inoperative provided: a) Door is deactivated in retracted position, and b) Associated air conditioning pack operates normally.	
-51-02B	Door Extended	C	2	1	(M)(O) May be inoperative provided: a) Door is deactivated in extended position, b) Associated air conditioning pack is considered inoperative, c) Opposite air conditioning pack operates normally, and d) Appropriate performance adjustments are applied.	
-51-03	Cabin Air Compressor (CAC) Inlet Pressure Sensors					
-51-03-01	Left Inlet Pressure Sensors					
-51-03-01A		C	2	1		
-51-03-01B		C	2	0	May be inoperative provided: a) Right CAC inlet pressure sensors operate normally, and b) Left air conditioning pack is considered inoperative.	
-51-03-02	Right Inlet Pressure Sensors					
-51-03-02A		C	2	1		
-51-03-02B		C	2	0	May be inoperative provided: a) Left CAC inlet pressure sensors operate normally, and b) Right air conditioning pack is considered inoperative.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-51-04	Cabin Air Compressor (CAC) Variable Diffusers	C	4	2	May be inoperative provided associated CAC is considered inoperative.	
-51-05	Cabin Air Compressor (CAC) Add Heat Valves	C	4	2	May be inoperative provided associated CAC is considered inoperative.	
-51-06	Cabin Air Compressor (CAC) Outlet Pressure Sensors	C	4	2	May be inoperative provided associated CAC is considered inoperative.	
-51-07	Cabin Air Compressor (CAC) Outlet Temperature Sensor Systems	C	4	2	May be inoperative provided associated CAC is considered inoperative.	
-51-08	Cabin Air Compressor (CAC) Flow Sensors	C	2	1	(M) One may be inoperative provided one of the associated CACs is deactivated.	
-51-09	Pack Control Unit (PCU) Channels					
-51-09-01	Left PCU Channels					
-51-09-01A		C	2	1		
-51-09-01B		C	2	0	May be inoperative provided: a) At least one right PCU channel operates normally, and b) Left air conditioning pack is considered inoperative.	
-51-09-02	Right PCU Channels					
-51-09-02A		C	2	1		
-51-09-02B		C	2	0	May be inoperative provided: a) At least one left PCU channel operates normally, and b) Right air conditioning pack is considered inoperative.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-51-10	Cabin Air Compressor (CAC) Motor Cooling Diverter Valves (787-10)	C	2	0	(M) May be inoperative provided associated valve is deactivated closed.	
-52-01	Air Conditioning Packs					
-52-01-01	Airplanes Without OFCR and OFAR Installed					
-52-01-01-01	787-8/-9	C	2	1	(M)(O) One may be inoperative provided: a) Verify cabin air compressors associated with operating pack operate normally before each departure, b) VFSGs associated with operating CACs operate normally, c) Integrated cooling recirculation air system operates normally, d) Center hydraulic electric motor-driven pumps operate normally, e) Alternate ventilation system operates normally, f) Opposite trim air system operates normally, g) Flight remains within 60 minutes of landing at a suitable airport, and h) Appropriate performance adjustments are applied.	

(Continued)

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-52-01	Air Conditioning Packs (Cont'd)					
-52-01-01	Airplanes Without OFCR and OFAR Installed (Cont'd)					
-52-01-01-02	787-10	C	2	1	(M)(O) One may be inoperative provided: a) Verify cabin air compressors associated with operating pack operate normally before each departure, b) VFSGs associated with operating CACs operate normally, c) Integrated cooling recirculation air system operates normally, d) Center hydraulic electric motor-driven pumps operate normally, e) Alternate ventilation system operates normally, f) Opposite trim air system operates normally, g) For OFCR or OFAR occupied, airplane remains at or below FL 350, h) Flight remains within 60 minutes of landing at a suitable airport, i) Appropriate performance adjustments are applied, j) Both lower recirculation fans operate normally, and For FCAC installed: k) Forward cargo air conditioning system remains off. (Continued)	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-52-01	Air Conditioning Packs (Cont'd)					
-52-01-02	Airplanes With OFCR or OFAR Installed					
-52-01-02-01	787-8/-9	C	2	1	(M)(O) One may be inoperative provided: a) Verify cabin air compressors associated with operating pack operate normally before each departure, b) VFSGs associated with operating CACs operate normally, c) Integrated cooling recirculation air system operates normally, d) Center hydraulic electric motor-driven pumps operate normally, e) Alternate ventilation system operates normally, f) Opposite trim air system operates normally, g) For OFCR or OFAR occupied, airplane remains at or below FL 350, h) Flight remains within 60 minutes of landing at a suitable airport, and i) Appropriate performance adjustments are applied.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-52-01	Air Conditioning Packs (Cont'd)					
-52-01-02	Airplanes With OFCR or OFAR Installed (Cont'd)					
-52-01-02-02	787-10	C	2	1	(M)(O) One may be inoperative provided: a) Verify cabin air compressors associated with operating pack operate normally before each departure, b) VFSGs associated with operating CACs operate normally, c) Integrated cooling recirculation air system operates normally, d) Center hydraulic electric motor-driven pumps operate normally, e) Alternate ventilation system operates normally, f) Opposite trim air system operates normally, g) For OFCR or OFAR occupied, airplane remains at or below FL 350, h) Flight remains within 60 minutes of landing at a suitable airport, i) Appropriate performance adjustments are applied, j) Both lower recirculation fans operate normally, and For FCAC installed: k) Forward cargo air conditioning system remains off.	

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-52-01	Air Conditioning Packs (Cont'd)					
-52-01-03	PACK Switch OFF Lights	C	2	0		
-52-01-04	PACK Switch AUTO Lights	C	2	0		
-52-02	Item Moved				Dispatch relief for this equipment moved to Item 21-52-01, Air Conditioning Packs.	
-52-03	Air Cycle Machines (ACM)					
-52-03A		C	2	1	One may be inoperative provided associated air conditioning pack is considered inoperative.	
-52-03B		C	2	1	(M) One may be inoperative provided: a) Inoperative ACM is deactivated, b) Associated ram air inlet and exit doors operate normally, c) Opposite air conditioning pack operates normally, d) Opposite cabin air compressors operate normally, and e) Opposite trim air system operates normally.	
-52-04	Air Cycle Machine (ACM) Compressor Outlet Temperature Sensor Systems	C	2	1	One may be inoperative provided: a) Associated ram air inlet and exit doors operate normally, b) Opposite air conditioning pack operates normally, c) Opposite cabin air compressors operate normally, and d) Opposite trim air system operates normally.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-52-05	Condenser Inlet Temperature Control Systems					
-52-05-01	Low Limit Valve	C	2	1	(M) One may be inoperative provided: a) Associated low limit valve is deactivated open, b) Opposite condenser inlet temperature sensor system operates normally, c) Opposite air conditioning pack operates normally, d) Opposite cabin air compressors operate normally, and e) Opposite trim air system operates normally.	
-52-05-02	Condenser Inlet Temperature Sensor Systems	C	2	1	(M) One may be inoperative provided: a) Associated low limit valve is deactivated open, b) Opposite low limit valve operates normally, c) Opposite air conditioning pack operates normally, d) Opposite cabin air compressors operate normally, and e) Opposite trim air system operates normally.	
-52-06	Secondary Heat Exchanger Outlet Temperature Sensor Systems	C	2	0	May be inoperative provided associated condenser inlet temperature sensor system operates normally.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-52-07	Pack Outlet Temperature Sensor Systems	C	2	1	One may be inoperative provided: a) Associated flight deck duct temperature sensor operates normally, b) Opposite air conditioning pack operates normally, c) Opposite flight deck zone trim valve operates normally, d) Opposite trim air pressure regulator valve operates normally, and e) Flight remains within 60 minutes of landing at a suitable airport.	
-52-08	Economy Cooling Valves (ECV)	C	2	1	(M) One may be inoperative provided: a) Valve is deactivated open, b) Opposite air conditioning pack operates normally, c) Opposite cabin air compressors operate normally, and d) Opposite trim air system operates normally.	
-52-09	Air Cycle Machine Bypass Valves	C	2	1	One may be inoperative provided the associated air conditioning pack is considered inoperative.	
-52-10	Ram Air Inlet Door Systems	C	2	1	(M)(O) One may be inoperative provided: a) Door is deactivated in open position, b) Associated ram air exit door operates normally, c) Trim air systems operate normally, d) Associated air conditioning pack is considered inoperative, and e) Appropriate performance adjustments are applied.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-52-11	Ram Air Outlet Door Systems					
-52-11A		C	2	1	(M)(O) One may be inoperative provided: a) Associated outlet door is deactivated in fixed position of 17.5 degrees open, b) Associated ram air inlet door operates normally, c) Opposite air conditioning pack operates normally, d) Trim air systems operate normally, e) Airplane remains at or below FL 350, f) Appropriate performance adjustments are applied, and g) Flight remains within 60 minutes of landing at a suitable airport.	
-52-11B		C	2	1	(M)(O) One may be inoperative provided: a) Associated outlet door actuator is deactivated, b) Associated outlet door opens and closes freely, c) Associated ram air inlet door operates normally, d) Opposite air conditioning pack operates normally, e) Trim air systems operate normally, f) Airplane remains at or below FL 350, g) Appropriate performance adjustments are applied, and h) Flight remains within 60 minutes of landing at a suitable airport.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-52-12	Ram Air Fan					
-52-12-01	Left Ram Air Fan	C	1	0	(M)(O) May be inoperative provided: a) Left ram air fan is deactivated, b) Right ram air fan operates normally, c) Right ram air fan motor controller operates normally, d) Right air conditioning pack operates normally, e) Right cabin air compressors operate normally, f) L2 VFSG operates normally, g) R2 VFSG operates normally, h) R1 cabin air compressor CMSC operates normally, i) R2 cabin air compressor CMSC operates normally, j) Center hydraulic pump C2 operates normally, k) Left PECS aft section operates normally, l) Left PECS temperature sensor operates normally, m) APU operates normally, and n) Ground operations are limited to OAT below 49 °C. (Continued)	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-52-12	Ram Air Fan (Cont'd)					
-52-12-02	Right Ram Air Fan	C	1	0	(M)(O) May be inoperative provided: a) Right ram air fan is deactivated, b) Left ram air fan operates normally, c) Left ram air fan motor controller operates normally, d) Left air conditioning pack operates normally, e) Left cabin air compressors operate normally, f) L1 VFSG operates normally, g) R1 VFSG operates normally, h) L1 cabin air compressor CMSC operates normally, i) L2 cabin air compressor CMSC operates normally, j) Center hydraulic pump C1 operates normally, k) Right PECS aft section operates normally, l) Right PECS temperature sensor operates normally, m) APU operates normally, and n) Ground operations are limited to OAT below 49 °C. (Continued)	

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-52-12	Ram Air Fan (Cont'd)					
-52-12-03	Left Ram Air Fan Motor Controller	C	1	0	(M)(O) May be inoperative provided: a) Right ram air fan operates normally, b) Right ram air fan motor controller operates normally, c) L2 cabin air compressor CMSC operates normally, d) L2 VFSG operates normally, e) R2 VFSG operates normally, and f) Left ram inlet door or ram air exit door operates normally.	
-52-12-04	Right Ram Air Fan Motor Controller	C	1	0	(M)(O) May be inoperative provided: a) Left ram air fan operates normally, b) Left ram air fan motor controller operates normally, c) R2 cabin air compressor CMSC operates normally, d) L1 VFSG operates normally, e) R1 VFSG operates normally, and f) Right ram inlet door or ram air exit door operates normally.	
-52-12-05	Ram Air Fan Primary Control					
-52-12-05-01	787-8	C	2	1		
-52-12-05-02	787-9/-10	C	3	1		
-52-12-06	Ram Air Fan Backup Control					
-52-12-06-01	787-8	C	2	0	May be inoperative provided air conditioning packs operate normally.	
-52-12-06-02	787-9/-10	C	3	0	May be inoperative provided air conditioning packs operate normally.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-52-13	Pack Bay Overheat Detection System (ODS)					
-52-13-01	Pack Bay Overheat Detection Channels	C	2	1		
-52-13-02	Loops	C	4	2	ODS loops associated with one air conditioning pack may be inoperative provided pack is considered inoperative.	
-52-14	Mix Manifold Temperature Sensors (787-10)	C	2	0	May be inoperative provided both pack outlet temperature sensor systems operate normally.	
-53-01	Integrated Cooling System (ICS)					
-53-01-01	Recirculation Cooling Air System	C	1	0		
-53-01-02	Individual Components					
-53-01-02A		C	-	0	(M) Integrated cooling system may be inoperative deactivated.	
-53-01-02B		C	-	0	(M) Individual components may be inoperative provided leaking components are isolated. NOTE: Any portion of system that operates normally may be used.	
-53-02	Integrated Cooling System (ICS) Pressure Control/Temperature Sensing System (787-9/-10)	C	1	0		

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-53-03	Integrated Cooling System (ICS) Recirculation Valves (787-9/-10)					
-53-03-01	Upper Recirculation Valve	C	1	0	(M) May be inoperative provided: a) Valve is deactivated in bypass position, b) Air conditioning packs operate normally, c) At least one left cabin air compressor operates normally, and d) At least one right cabin air compressor operates normally.	
-53-03-02	Lower Recirculation Valve	C	1	0	(M) May be inoperative provided: a) Valve is deactivated in bypass position, b) Air conditioning packs operate normally, c) At least one left cabin air compressor operates normally, and d) At least one right cabin air compressor operates normally.	
-53-04	Integrated Cooling System (ICS) Galley Bypass Valve (787-9/-10)	C	1	0	(M) May be inoperative deactivated in closed position.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-54-01 ***	Forward Cargo Air Conditioning (FCAC) System (787-8/-9)	D	1	0	(M) May be inoperative deactivated.	
-54-01-01	Liquid Cooling System	D	1	0	(M) May be dispatched with CARGO A/C FWD LEAK fault provided FCAC is deactivated.	
-54-01-02	Item Moved				Dispatch relief for this equipment moved to Item 21-54-07, Forward Cargo Air Conditioning (FCAC) System OFF Light.	
-54-02 ***	Forward Cargo Air Conditioning (FCAC) Boost Fan (787-8/-9)	C	1	0	(M) May be inoperative provided: a) FCAC boost fan is deactivated, b) Forward cargo electric heater is deactivated, and c) FCAC remains OFF.	
-54-03 ***	Forward Cargo Air Conditioning (FCAC) Bypass Valve (787-8/-9)					
-54-03A		D	1	0	(M) May be inoperative provided bypass valve is deactivated open.	
-54-03B		D	1	0	May be inoperative provided FCAC remains OFF.	
-54-04 ***	Forward Cargo Air Conditioning (FCAC) Compressor Systems (787-8/-9)	D	2	1	One may be inoperative provided Cargo Refrigeration Unit Motor Controller (CRUMC) 2 operates normally.	|
-54-05	Item Moved				Dispatch relief for this equipment moved to Item 21-54-01, Forward Cargo Air Conditioning (FCAC) System (787-8/-9).	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4 Change Bar
-54-06 ***	Forward Cargo Air Conditioning (FCAC) Supply Valve (787-10)	C	1	0	(M)(O) May be inoperative provided: a) Valve is deactivated closed, and b) Forward cargo heat diverter valve is deactivated closed.
-54-07 ***	Forward Cargo Air Conditioning (FCAC) System OFF Light	D	1	0	
-61-01	Flight Deck Zone Trim Valves	C	2	1	(M) One may be inoperative provided: a) Valve is deactivated closed, b) Opposite trim air pressure regulator valve operates normally, and c) Flight remains within 60 minutes of landing at a suitable airport.
-61-02	Flight Deck Zone Duct Temperature Sensor Systems	C	2	1	(M) One may be inoperative provided: a) Associated flight deck trim zone valve is deactivated closed, b) Opposite trim air pressure regulator valve operates normally, c) Opposite flight deck zone trim valve operates normally, and d) Flight remains within 60 minutes of landing at a suitable airport.

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-61-03	Flight Deck Zone Air Temperature Sensor System	C	1	0	(M) May be inoperative provided: a) At least one air conditioning pack operates normally, b) Trim air pressure regulator valve associated with operating pack operates normally, c) Flight deck zone duct temperature sensor system associated with operating pack operates normally, and d) Flight deck zone trim valve associated with operating pack operates normally.	
-61-04	Cabin Zone Trim Valves	C	4	2	(M) May be inoperative provided: a) Valve is deactivated closed, b) Opposite trim air pressure regulator valve operates normally, and c) Flight remains within 60 minutes of landing at a suitable airport.	
-61-05	Cabin Zone Duct Temperature Sensor Systems					
-61-05-01	Zones A1 and B1	C	2	0	(M) May be inoperative provided associated cabin zone heater is deactivated.	
-61-05-02	Zones A2, B2, C, and D					
-61-05-02A		C	4	2	(M) May be inoperative provided: a) Associated zone trim valve is deactivated closed, b) Opposite trim air pressure regulator valve operates normally, and c) Flight remains within 60 minutes of landing at a suitable airport.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-61-05	Cabin Zone Duct Temperature Sensor Systems (Cont'd)					
-61-05-02	Zones A2, B2, C, and D (Cont'd)					
-61-05-02B		C	4	2	May be inoperative provided: a) Opposite trim air pressure regulator valve operates normally, b) For sensor A2 or C inoperative, right trim air switch remains off, c) For sensor B2 or D inoperative, left trim air switch remains off, and d) Flight remains within 60 minutes of landing at a suitable airport.	
-62-01	Trim Air Pressure Regulator Valves	C	2	1	(M)(O) One may be inoperative provided: a) Valve is deactivated closed, b) Opposite flight deck zone trim valve operates normally, and c) Flight remains within 60 minutes of landing at a suitable airport.	
-62-01-01	TRIM AIR Switch FAULT Lights	C	2	0		
-62-01-02	TRIM AIR Switch ON Lights	C	2	0		
-62-02	Trim Air Pressure Sensor Systems	C	2	0		
-62-03	Item Moved				Dispatch relief for this equipment moved to Item 21-62-01, Trim Air Pressure Regulator Valves.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-71-01 ***	Flight Deck Humidification System	D	1	0	(M) May be inoperative provided water supply valve is deactivated closed.	
-71-01-01	HUMID Switch ON Light	D	1	0		
-71-02 ***	Overhead Flightcrew Rest (OFCR) Humidification System	D	1	0	(M) May be inoperative provided water supply valve is deactivated closed.	
-71-03 ***	Overhead Flight Attendant Rest (OFAR) Humidification System	D	1	0	(M) May be inoperative provided water supply valve is deactivated closed.	
-72-01 ***	Zonal Dryer Systems (CN-AA74664 Not Incorporated)	D	2	0	(M) May be inoperative deactivated.	| !
-73-01	Ozone Converters	C	2	-	As required by 14 CFR.	
-81-01	Power Electronics Cooling System (PECS) Aft Section	C	2	1	(M) One may be inoperative provided: a) Leak is verified to be in aft section of the loop, b) Associated isolation valve is deactivated closed, c) Associated fluid level is verified to be adequate, and d) Associated ram air fan operates normally.	
-81-02	Power Electronics Cooling System (PECS) Fluid Level Sensor Systems	C	2	1	(M) One may be inoperative provided: a) Associated PECS loop fluid level is verified to be within limits every 5 flight-days, b) Associated PECS liquid ICS/SCU supply pressure sensor operates normally, and c) Associated PECS liquid cooling temperature sensor operates normally.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-81-03	Power Electronics Cooling System (PECS) Liquid ICS/SCU Supply Shutoff Valve	C	2	1	(M) One may be inoperative deactivated open.	
-81-04	Power Electronics Cooling System (PECS) Liquid ICS/SCU Supply Pressure Sensor Systems	C	2	1	One may be inoperative provided associated PECS fluid level sensor system operates normally.	
-81-05	Power Electronics Cooling System (PECS) Pumps	C	4	3	(M) One may be inoperative deactivated.	
-81-06	Power Electronics Cooling System (PECS) Temperature Control Systems					
-81-06-01	Liquid Cooling Temperature Control Valves	C	2	1	(M) One may be inoperative provided associated temperature control valve is deactivated open.	
-81-06-02	Liquid Cooling Temperature Sensors	C	2	1	(M) One may be inoperative provided associated temperature control valve is deactivated open.	
-81-07	Power Electronics Cooling System (PECS) Liquid Pump Filter	C	2	0		

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Autoflight Function	C	1	0	(M) May be dispatched with AUTOFLIGHT FUNCTION faults provided A/P DISENGAGE bar is verified to operate normally.	
-11-02	Autopilot Backdrive Actuator Systems					
-11-02A		C	3	2	(M)(O) One may be inoperative provided: a) Associated backdrive actuator is deactivated, b) Autopilot disconnect warning indications are verified to operate normally before each departure, and c) For wheel Autopilot Backdrive Actuator inoperative, Bank Angle Protection is considered inoperative.	|
-11-02B		B	3	0	(M) May be inoperative provided: a) Associated backdrive actuator is deactivated, and b) Autopilot disconnect warning indications are verified to operate normally before each departure.	
-11-03	Flight Director Systems	C	2	0	May be inoperative provided procedures do not require their use.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-11-04	Mode Control Panel Windows					
-11-04-01	Airspeed (IAS - MACH)	C	1	0		
-11-04-02	Heading (HDG - TRK)	C	1	0		
-11-04-03	Vertical Speed (V/S - FPA)	C	1	0		
-11-04-04	Altitude (ALTITUDE)	C	1	0		
-11-04-05	Uplink (UL) Windows					
-11-04-05A		C	3	0	(O) May be inoperative provided alternate procedures are established and used.	
-11-04-05B		D	3	0	May be inoperative provided procedures do not require their use.	
-11-04-06	Window Lighting	B	1	0	May be inoperative provided MCP uplink (UL) windows are considered inoperative.	
-11-05	Mode Control Panel Selectors					
-11-05-01	V/S - FPA Selector (DOWN, UP)	C	1	0		
-11-05-02	BANK LIMIT Selector (AUTO, 5, 10, 15, 20, 25, 30)	C	1	0		
-11-05-03	Altitude Increment Selector (AUTO, 1000)	C	1	0	May be inoperative provided AUTO position operates normally.	
-11-05-04	Selector Push Functions					
-11-05-04-01	IAS - MACH	C	1	0		
-11-05-04-02	HDG - TRK SEL	C	1	0		
-11-05-04-03	ALTITUDE	C	1	0		

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22. Autoflight

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

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-11-06	Mode Control Panel Switches (Cont'd)					
-11-06-03	A/T Engage Switch	C	1	0	May be inoperative provided: a) Approach minimums do not require autothrottle use, b) EEC normal mode operates normally, and c) Flight remains within 180 minutes of landing at a suitable airport.	
-11-06-04	F/D Switches	C	2	0	May be inoperative provided procedures do not require flight director use.	
-11-06-05	IAS - MACH Reference Switch	C	1	0	May be inoperative provided IAS is displayed in associated window.	
-11-06-06	HDG - TRK Reference Switch	C	1	0	May be inoperative provided HDG is displayed in associated window.	
-11-06-07	V/S - FPA Reference Switch	C	1	0		
-11-06-08	APP Switch	C	1	0	May be inoperative provided approach minimums do not require use of autopilot or flight director.	
-11-06-09	CLB CON, LNAV, VNAV, FLCH, VS/FPA, Heading/Track HOLD, Altitude HOLD, and LOC/FAC Switches	C	8	0	May be inoperative provided enroute operations do not require their use.	
-11-06-10	Arm/Engage Lights	C	11	0	May be inoperative provided the associated mode indications on both PFDs operate normally.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-11-06	Mode Control Panel Switches (Cont'd)					
-11-06-11	Uplink (UL) XFR Switches					
-11-06-11A		C	3	0	(O) May be inoperative provided alternate procedures are established and used.	
-11-06-11B		D	3	0	May be inoperative provided procedures do not require their use.	
-11-07	Automatic Landing System (Autoland)	C	1	0	May be inoperative provided approach minimums do not require its use.	
-11-07-01	Triple Channel Autoland (LAND 3)	C	1	0	May be inoperative provided approach minimums do not require its use.	
-11-08	Control Wheel Autopilot Disconnect Switches					
-11-08A		C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 ft. AGL, and b) Approach minimums do not require the use of the autopilot.	
-11-08B		B	2	0	May be inoperative provided: a) Autopilot is not used, b) Approach minimums do not require use of the autopilot, c) Number of flight segments and segment duration is acceptable to flightcrew, and d) Enroute operations do not require use of the autopilot.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-11-09	Takeoff/Go-Around (TO/GA) Switches					
-11-09A		C	2	1	One may be inoperative provided approach minimums do not require its use.	
-11-09B		C	2	0	May be inoperative provided: a) EEC normal mode operates normally, b) Both thrust levers are operated manually for takeoff and go-around, and c) Autopilot and flight director are not used below 500 ft. AGL or MDA, whichever is higher.	
-31-01	Autothrottle System	C	1	0	May be inoperative provided: a) EEC normal mode operates normally, b) Approach minimums do not require its use, and c) Flight remains within 180 minutes of landing at a suitable airport. NOTE: Any mode which operates normally may be used.	
-31-02	Autothrottle Servo Motors					
-31-02A		C	2	1	(M)(O) One may be inoperative provided: a) Associated servo motor is deactivated, b) EEC normal mode operates normally, and c) Both thrust levers are manually set for takeoff and go-around thrust.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Autothrottle Servo Motors (Cont'd)					
-31-02B		C	2	0	May be inoperative provided: a) Both servo motors are deactivated, b) EEC normal mode operates normally, c) Approach minimums do not require use of the autothrottles, and d) Flight remains within 180 minutes of landing at a suitable airport.	
-31-03	Autothrottle Disconnect Switches					
-31-03A		C	2	1	One may be inoperative provided both A/T ARM switches operate normally.	
-31-03B		C	2	0	May be inoperative provided: a) EEC normal mode operates normally, b) Autothrottles are not armed, c) Approach minimums do not require use of autothrottles, and d) Flight remains within 180 minutes of landing at a suitable airport.	
-31-04	Takeoff Thrust Disagree Monitor	C	1	0	(O) May be dispatched with T/O THRUST DISAGREE fault.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	High Frequency (HF) Communication Systems					
-11-01A		C	2	1	(O) One 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 of flight, c) The ICAO flight plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
-11-01B		D	2	-	Any in excess of those required by 14 CFR may be inoperative.	
-11-01-01	HF Datalink					
-11-01-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-11-01-01B		D	1	0	May be inoperative provided procedures do not require its use.	
-12-01	VHF Communications Systems	D	3	-	Any in excess of those required by 14 CFR may be inoperative provided left VHF radio operates normally.	
-12-01-01	VHF Datalink					
-12-01-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-12-01-01B		D	1	0	May be inoperative provided procedures do not require its use.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-15-01 ***	Satellite Communication (SATCOM) Systems					
-15-01A		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Flight remains within 180 minutes of landing at a suitable airport.	
-15-01B		D	-	0	May be inoperative provided procedures do not require its use.	
-15-01-01	SATCOM Datalink					
-15-01-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-15-01-01B		D	1	0	May be inoperative provided procedures do not require its use.	
-21-01	Selective Call Function (SELCAL)					
-21-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-21-01B		D	1	0	May be inoperative provided procedures do not require its use.	
-21-01-01	Channels					
-21-01-01A		C	5	0	(O) May be inoperative provided alternate procedures are established and used.	
-21-01-01B		D	5	0	May be inoperative provided procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-24-01	Tuning and Control Panels (TCP)	C	3	2	One may be inoperative provided: a) Left tuning and control panel operates normally, and b) Inoperative tuning and control panel remains OFF.	
-24-01-01	Left TCP Backup Navigation Function	C	1	0		
-24-01-02	Switch Lights, Key Lights, OFF Lights	C	105	0		
-24-02	Emergency Locator Transmitter (ELT) (Fixed)					
-24-02A		A	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	
-24-02B		A	1	0	(M) May be missing provided: a) Placard stating “ELT not installed” is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar-days.	
-24-02C		D	1	0	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
-24-02D		D	1	0	Any in excess of those required by 14 CFR may be missing.	
-24-02-01	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT Switch is placed in the ARMED mode.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-24-03 ***	Low Frequency Underwater Locating Device (LF-ULD)					
24-03A		D	1	0	May be inoperative or missing provided operations do not require its use.	
24-03B		C	1	0	May be inoperative or missing.	
-24-04 ***	Aircraft Autonomous Distress Tracking (ADT) System					
-24-04-01	Emergency Locator Transmitter – Distress Tracking (ELT-DT)					
-24-04-01A		A	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	
-24-04-01B		A	1	0	(M) May be missing provided: a) Placard stating “ELT-DT not installed” is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar-days.	
-24-04-01C		D	1	0	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
-24-04-01D		D	1	0	Any in excess of those required by 14 CFR may be missing.	
-24-04-01-01	Remote ELT Switch	D	1	0	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT-DT Switch is placed in the ARMED mode.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-24-04 ***	Aircraft Autonomous Distress Tracking (ADT) System (Cont'd)					
-24-04-02	ADT Trigger Unit (ATU)					
-24-04-02A		A	1	0	(M) May be inoperative provided: a) System is deactivated, b) ELT-DT is set to fixed ELT mode, and c) Repairs are made within 90 consecutive calendar-days.	
-24-04-02B		A	1	0	(M) May be missing provided: a) ELT-DT is set to fixed ELT mode, b) Placard stating "ATU not installed" is placed in view of the pilot, and c) Repairs are made within 90 consecutive calendar-days.	
-24-04-02C		D	1	0	(M) Any in excess of those required by 14 CFR may be inoperative provided: a) System is deactivated, and b) ELT-DT is set to fixed ELT mode.	
-24-04-02D		D	1	0	(M) Any in excess of those required by 14 CFR may be missing provided ELT-DT is set to fixed ELT mode.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-27-01	Communication Management System (Datalink)					
-27-01A		C	2	1		
-27-01B		C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Flight remains within 180 minutes of landing at a suitable airport.	
-27-01C		D	2	0	May be inoperative provided procedures do not require its use.	
-27-01-01	ACPT/CANC/RJCT Switch Lights	C	6	0		
-41-01	Service Interphone System					
-41-01-01	Nose Gear Jack					
-41-01-01A		C	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Nose gear flight interphone jack operates normally, and b) Alternate procedures are established and used.	
-41-01-01B		B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-41-01-02	Left Main Gear Jack	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
-51-01	Audio Control Panels (ACP)					
-51-01-01	First Officer's Audio Control Panel	C	1	0	(O) First officer's audio control panel may be inoperative provided first observer's audio control panel operates normally. NOTE: Any function that operates normally may be used.	
-51-01-02	First Observer's Audio Control Panel	A	1	0	May be inoperative provided: a) First Officer's audio control panel operates normally, and b) Repairs are made within 2 flight-days. NOTE: Any function that operates normally may be used.	
-51-01-03	Network Channels					
-51-01-03A	Captain and First Officer	C	4	2	One may be inoperative for each audio control panel.	
-51-01-03B	First Observer	D	2	1	One may be inoperative.	
-51-01-04	MIC/CALL Lights					
-51-01-04A	Captain and First Officer	C	36	0		
-51-01-04B	First Observer	D	18	0		
-51-01-05	Receiver Lights					
-51-01-05A	Captain and First Officer	C	26	0	May be inoperative provided procedures do not require its use.	
-51-01-05B	First Observer	D	13	0		

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-51-02 ***	Flight Deck Hand Microphones					
-51-02A		C	-	0	May be inoperative or missing provided associated boom microphone operates normally.	
-51-02B		D	-	0	Any in excess of those required by regulation may be inoperative.	
-51-03	Flight Deck Headsets/Headphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-51-03-01	Headset 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.	
-51-03-02	Headset Earphones/Headphones	C	-	1	Either captain's or first officer's earphones/headphones may be inoperative provided associated flight deck speaker system operates normally.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-51-04	Microphone (MIC)/Interphone Switches					
-51-04-01	Control Wheel MIC/Interphone Switches	C	2	1	(M) One may be inoperative provided: a) Affected switch is deactivated open, and b) Associated audio control panel MIC/interphone switch operates normally.	
-51-04-02	Flightcrew Audio Control Panel MIC/Interphone Switches	C	2	1	(M) One may be inoperative provided: a) Affected switch is verified inoperative open, and b) Associated control wheel MIC/interphone switch operates normally.	
-51-04-03	Glareshield MIC Switches					
-51-04-03A		C	2	0	**(M) May be inoperative provided microphone switch is deactivated open.**	
-51-04-03B		C	2	1	(M) One may be inoperative provided: a) Associated CLOCK/MAP/MIC switch panel is deactivated, b) Associated CLOCK function is considered inoperative, and c) Associated flight compartment illumination system (MAP light) is considered inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-51-05	Flight Deck Speaker Systems	C	2	1	One may be inoperative provided: a) Associated headset earphones or headphones are installed and operate normally, b) Master warning lights operate normally, and c) Master caution lights operate normally.	
-51-06	Audio Gateway Units	C	4	3	(O) Forward right audio gateway unit may be inoperative provided: a) Service interphone nose gear jack is considered inoperative, and b) Alternate procedures are established and used.	
-51-07	Flight Deck Analog Audio Communication	C	1	0		

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-75-01	Flight Deck Door Visual Surveillance Systems					
-75-01-01 ***	Video Surveillance System					
-75-01-01A		A	1	0	(O) May be inoperative and components may be missing provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight-days. NOTE: Any portion of the system which operates normally may be used.	
-75-01-01B		C	1	0	(O) May be inoperative and components may be missing provided: a) Flight deck door viewing port operates normally, and b) Alternate procedures are established and used. NOTE: Any portion of the system which operates normally may be used.	
-75-01-01C		D	1	0	May be inoperative and components may be missing provided procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-75-01	Flight Deck Door Visual Surveillance Systems (Cont'd)					
-75-01-02	Flight Deck Door Viewing Port					
-75-01-02A		A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight-days.	
-75-01-02B		C	1	0	(O) May be inoperative provided: a) Video surveillance system is installed and operates normally, and b) Alternate procedures are established and used.	
-75-02 ***	Direct View Camera System					
-75-02A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-75-02B		D	1	0	May be inoperative provided procedures do not require its use.	
-93-01	Pilots' Overhead Panel Control/Communication Channels	C	22	11	One control/communication channel (A or B) for each overhead control panel may be inoperative.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Electrical Synoptic Display	C	1	0		
-09-01	Primary Power Distribution System (PPDS) Channels	C	8	4	One channel in each primary power distribution panel may be inoperative.	
-11-01	Variable Frequency Starter Generator (VFSG) DRIVE DISC Switch DRIVE Lights	C	4	0		
-11-02	Variable Frequency Starter Generator (VFSG) Air/Oil Heat Exchanger Air Control Valves (RR, Except RR 1000-TEN)	C	4	0	(M)(O) May be inoperative provided: a) Inoperative valve is locked open, and b) Appropriate performance adjustments are applied.	
-11-03	Variable Frequency Starter Generator (VFSG) Surface Air/Oil Heat Exchanger Thermal Bypass Valves (RR 1000-TEN)	C	4	0	May be inoperative provided takeoffs are limited to OAT 39 °C or below. NOTE: OAT restriction does not apply when the associated VFSG is disconnected or inoperative.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-15-01	Common Motor Start Controller (CMSC)					
-15-01-01	Main Engine Start/Cabin Air Compressor	C	4	3	(M)(O) One may be inoperative provided: a) Inoperative CMSC is deactivated, b) Associated VFSG starter system is considered inoperative, c) Associated cabin air compressor is considered inoperative, and d) For CMSC L1 inoperative, left ASG starter is considered inoperative.	
-15-01-02	Center Hydraulic System	C	2	1	One may be inoperative provided associated center hydraulic system electric motor-driven pump is considered inoperative.	
-21-01	Variable Frequency Starter Generator (VFSG) Electronic Chip Detector Systems	C	4	0		

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Variable Frequency Starter Generator (VFSG) Systems					
-22-01-01	RR Package B Without Modification 72-H666 Installed					
-22-01-01A		A	4	3	(M)(O) One may be inoperative provided: a) Inoperative VFSG is connected, b) Verify ELEC GEN DRIVE is not displayed when associated engine is running, c) Verify the associated GEN CTRL indication box shows an amber “X” on the electrical synoptic page, d) Verify the associated Electrical Panel (P5) drive light is illuminated while engine is off, e) Both Left and Right ASG generators operate normally, f) Left APU generator control unit operates normally, g) APU battery operates normally, h) APU battery charger operates normally, i) Associated engine is not started on the ground at OAT above 45 °C unless remaining VFSG oil temperature is at or below 80 °C, (Continued)	

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Variable Frequency Starter Generator (VFSG) Systems (Cont'd)					
-22-01-01A (Cont'd)					j) APU is started before departure and operated continuously throughout the flight, k) For L2 or R2 VFSG inoperative, scheduled flight time does not exceed 6 hours, l) For L2 or R2 VFSG inoperative, associated engine oil quantity is verified to be 18 quarts or greater before each departure, m) Flight remains within 180 minutes of landing at a suitable airport, and n) Repairs are made within 3 flight-days.	

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Variable Frequency Starter Generator (VFSG) Systems (Cont'd)					
-22-01-01B		A	4	3	(M)(O) One may be inoperative provided: a) Inoperative VFSG is disconnected, b) Both Left and Right ASG generators operate normally, c) Left APU generator control unit operates normally, d) APU battery operates normally, e) APU battery charger operates normally, f) Associated engine is not started on the ground at OAT above 45 °C unless remaining VFSG oil temperature is at or below 80 °C, g) APU is started before departure and operated continuously throughout the flight, h) For L2 or R2 VFSG inoperative, scheduled flight time does not exceed 6 hours, i) For L2 or R2 VFSG inoperative, associated engine oil quantity is verified to be 18 quarts or greater before each departure, j) Flight remains within 180 minutes of landing at a suitable airport, and k) Repairs are made within 3 flight-days. (Continued)	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Variable Frequency Starter Generator (VFSG) Systems (Cont'd)					
-22-01-02	All RR Except Package B Without Modification 72-H666 Installed					
-22-01-02A		A	4	3	(M)(O) One may be inoperative provided: a) Inoperative VFSG is connected, b) Verify ELEC GEN DRIVE is not displayed when associated engine is running, c) Verify the associated GEN CTRL indication box shows an amber "X" on the electrical synoptic page, d) Verify the associated Electrical Panel (P5) drive light is illuminated while engine is off, e) Both Left and Right ASG generators operate normally, f) Left APU generator control unit operates normally, g) APU battery operates normally, h) APU battery charger operates normally, i) Associated engine is not started on the ground at OAT above 45 °C unless remaining VFSG oil temperature is at or below 80 °C, (Continued)	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Variable Frequency Starter Generator (VFSG) Systems (Cont'd)					
-22-01-02A (Cont'd)					j) APU is started before departure and operated continuously throughout the flight, k) Flight remains within 180 minutes of landing at a suitable airport, and l) Repairs are made within 3 flight-days.	
-22-01-02B		A	4	3	(M)(O) One may be inoperative provided: a) Inoperative VFSG is disconnected, b) Both Left and Right ASG generators operate normally, c) Left APU generator control unit operates normally, d) APU battery operates normally, e) APU battery charger operates normally, f) Associated engine is not started on the ground at OAT above 45 °C unless remaining VFSG oil temperature is at or below 80 °C, g) APU is started before departure and operated continuously throughout the flight, h) Flight remains within 180 minutes of landing at a suitable airport, and i) Repairs are made within 3 flight-days.	

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Variable Frequency Starter Generator (VFSG) Systems (Cont'd)					
-22-01-03	GE					
-22-01-03A		A	4	3	(M)(O) One may be inoperative provided: a) Inoperative VFSG is connected, b) Verify ELEC GEN DRIVE is not displayed when associated engine is running, c) Verify the associated GEN CTRL indication box shows an amber "X" on the electrical synoptic page, d) Verify the associated Electrical Panel (P5) drive light is illuminated while engine is off, e) Both Left and Right ASG generators operate normally, f) Left APU generator control unit operates normally, g) APU battery operates normally, h) APU battery charger operates normally, i) APU is started before departure and operated continuously throughout the flight, j) Flight remains within 180 minutes of landing at a suitable airport, and k) Repairs are made within 3 flight-days.	

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Variable Frequency Starter Generator (VFSG) Systems (Cont'd)					
-22-01-03B		A	4	3	(M)(O) One may be inoperative provided: a) Inoperative VFSG is disconnected, b) Both Left and Right ASG generators operate normally, c) Left APU generator control unit operates normally, d) APU battery operates normally, e) APU battery charger operates normally, f) APU is started before departure and operated continuously throughout the flight, g) Flight remains within 180 minutes of landing at a suitable airport, and h) Repairs are made within 3 flight-days. (Continued)	

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Variable Frequency Starter Generator (VFSG) Systems (Cont'd)					
-22-01-04	Starter Systems					
-22-01-04-01	RR					
-22-01-04-01A		C	4	2	One starter system on each engine may be inoperative provided associated engine is not started on the ground at OAT above 45 °C.	
-22-01-04-01B		C	4	2	(M) One starter system on each engine may be inoperative provided associated engine is not started on the ground at OAT above 45 °C unless remaining starter VFSG oil temperature is at or below 80 °C.	
-22-01-04-02	GE	C	4	2	One starter system on each engine may be inoperative.	
-22-01-05	GEN CTRL Switch OFF Lights	C	4	0		
-22-01-06	GEN CTRL Switch ON Lights	C	4	0		

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-22-02	APU Starter Generator (ASG) Systems					
-22-02-01		C	2	0	(M)(O) Both may be inoperative provided: a) APU is not used, b) Left AGCU operates normally, c) VFSG systems operate normally, and d) Flight remains within 180 minutes of landing at a suitable airport.	
-22-02-02	Left ASG Generator	C	1	0	(M)(O) May be inoperative provided: a) Left ASG starter is deactivated, b) APU battery operates normally, c) APU SPU operates normally, d) Right ASG generator operates normally, e) Right ASG starter operates normally, f) VFSG systems operate normally, and g) Flight remains within 180 minutes of landing at a suitable airport.	
-22-02-03	Left ASG Starter	C	1	0	May be inoperative provided: a) APU battery operates normally, b) APU SPU operates normally, c) Right ASG generator operates normally, and d) Right ASG starter operates normally.	

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-22-02	APU Starter Generator (ASG) Systems (Cont'd)					
-22-02-04	Right ASG Generator	C	1	0	(M)(O) May be inoperative provided: a) Right ASG starter is deactivated, b) Left AGCU operates normally, c) Left ASG generator operates normally, d) Left ASG starter operates normally, e) VFSG systems operate normally, and f) Flight remains within 180 minutes of landing at a suitable airport.	
-22-02-05	Right ASG Starter	C	1	0	May be inoperative provided: a) Left AGCU operates normally, b) Left ASG generator operates normally, and c) Left ASG starter operates normally.	
-22-02-06	APU GEN Switch OFF Lights	C	2	0		
-22-02-07	APU GEN Switch ON Lights	C	2	0		

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4 Change Bar
-22-03	APU Generator Control Units (AGCU)				
-22-03-01	Left AGCU	C	1	0	(M)(O) May be inoperative provided: a) Left AGCU is deactivated, b) APU operates normally, c) APU battery operates normally, d) APU SPU operates normally, e) Right ASG generator operates normally, f) Right ASG starter operates normally, g) VFSG systems operate normally, and h) Flight remains within 180 minutes of landing at a suitable airport.
-25-01	Galley Autotransformer Unit (GATU)	C	1	0	(M) May be inoperative deactivated.
-28-01	Item Moved				Dispatch relief for this equipment moved to Item 24-22-01, Variable Frequency Starter Generator (VFSG) Systems.
-28-02	Item Moved				Dispatch relief for this equipment moved to Item 24-22-02, APU Starter Generator (ASG) Systems.
-28-03	IFE/PASS SEATS Switch Lights				
-28-03-01	OFF Light	C	1	0	
-28-03-02	ON Light	C	1	0	
-28-04	CABIN/UTILITY Switch Lights				
-28-04-01	OFF Light	C	1	0	
-28-04-02	ON Light	C	1	0	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	APU Battery	C	1	0	(M)(O) May be inoperative provided: a) APU is not used, b) Left AGCU operates normally, c) VFSG systems operate normally, and d) Flight remains within 180 minutes of landing at a suitable airport.	
-31-02	APU Start Power Unit (SPU)					
-31-02A		C	1	0	May be inoperative provided: a) APU operates normally, b) APU battery operates normally, c) Left AGCU operates normally, d) Left ASG generator operates normally, e) Left ASG starter operates normally, and f) Right ASG generator operates normally.	|
-31-02B		C	1	0	(O) May be inoperative provided: a) APU is not used, b) Left AGCU operates normally, c) VFSG systems operate normally, and d) Flight remains within 180 minutes of landing at a suitable airport.	

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TABLE KEY
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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-31-03	APU Battery Charger					
-31-03A		C	1	0	(M) May be inoperative provided: a) APU battery charger is deactivated, b) APU battery voltage is verified to be sufficient for APU start before each departure, c) APU operates normally, d) One ASG starter operates normally, e) Left ASG generator operates normally, and f) Right ASG generator operates normally.	
-31-03B		C	1	0	(M)(O) May be inoperative provided: a) APU battery charger is deactivated, b) APU is not used, c) Left AGCU operates normally, d) VFSG systems operate normally, and e) Flight remains within 180 minutes of landing at a suitable airport.	
-31-04	Main BATTERY Switch Lights					
-31-04-01	OFF Light	C	1	0		
-31-04-02	ON Light	C	1	0		
-38-01	Main and APU Battery Enclosure Systems					
-38-01-01	Pressure Burst Discs	C	2	0		
-38-01-02	Burst Disc Indicators	C	2	0		

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4 Change Bar
-41-01	External Power Systems	C	3	0	
-41-01-01	EXT PWR Switch AVAIL Lights (Flight Deck)	C	3	0	(O) May be inoperative provided alternate procedures are established and used.
-41-01-02	EXT PWR Switch ON Lights (Flight Deck)	C	3	0	(O) May be inoperative provided alternate procedures are established and used.
-41-01-03	CONNECTED Lights (External Power Panels)	C	3	0	(O) May be inoperative provided alternate procedures are established and used.
-41-01-04	NOT IN USE Lights (External Power Panels)	C	3	0	(O) May be inoperative provided alternate procedures are established and used.
-71-01	Remote Power Distribution Unit (RPDU) Channels				
-71-01-01	Standard RPDU Channels				
-71-01-01A		C	26	13	One channel in each standard RPDU may be inoperative provided gateway RPDU channels operate normally.
-71-01-01B		B	26	22	One channel in each standard RPDU associated with an inoperative gateway RPDU channel may be inoperative.
-71-01-02	Gateway RPDU Channels	B	8	7	One may be inoperative provided any inoperative standard RPDU channels are associated with the inoperative gateway RPDU channel.
-81-01	VIP Transformer Rectifier Units (ST02491SE)	C	4	0	(M)(O) May be inoperative provided: a) Inoperative VIP Transformer Rectifier Unit is deactivated, and b) Alternate procedures are established and used.

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Nonessential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes must be outlined in the operator's appropriate document. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	
-10-01	Secondary Flight Deck Door (Privacy Barrier)				Deleted, Revision 19	|
-10-01A					Deleted, Revision 19.	|
-10-01B					Deleted, Revision 19.	|

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Flightcrew Seats					
-11-01-01	Power Adjustment Systems	D	2	0	(M) May be inoperative deactivated.	
-11-01-02	Manual Adjustment System					
-11-01-02-01	Recline Systems	A	2	0	(M) May be inoperative provided: a) Seat is secured in an upright position acceptable to the affected crewmember, and b) Repairs are made within 2 flight-days.	
-11-01-02-02	Vertical Adjustments	C	2	0	May be inoperative provided associated vertical power adjustment system operates normally.	
-11-01-02-03	Armrests	B	4	0	(M) May be inoperative provided: a) Affected armrest is stowed in the retracted position or removed, and b) Seat is acceptable to affected crewmember.	
-11-01-02-04	Lumbar/Thigh Supports	C	4	0	May be inoperative provided seat is acceptable to the affected crewmember.	
-11-01-02-05	Headrests	C	2	0	May be inoperative provided seat is acceptable to the affected crewmember.	
-11-01-02-06	Seat Pan Tilt	C	2	0	(M) May be inoperative provided: a) Associated seat pan is secured in the horizontal (untilted) position, and b) Seat is acceptable to affected crewmember.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	Observer Seats					
-11-02-01	First Observer Seat (Including Associated Equipment)					
-11-02-01A		A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	
-11-02-01B		A	1	0	May be inoperative provided: a) Second observer seat is available and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	
-11-02-01C		A	1	0	May be inoperative provided: a) First observer seat is acceptable to the FAA inspector for the performance of official duties, b) Required minimum safety equipment (safety belt, oxygen, and life vest) is available, and c) Repairs are made within 2 flight-days.	

(Continued)

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	Observer Seats (Cont'd)					
-11-02-01	First Observer Seat (Including Associated Equipment) (Cont'd)					
-11-02-01C (Cont'd)					NOTE 1: These provisos are intended to provide for occupancy of the above seat by an FAA inspector when the minimum safety equipment (safety belt, oxygen, and life vest) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot in command will determine if the minimum safety equipment is functional for the other persons authorized to occupy an observer seat.	
-11-02-02	Second Observer Seat (Including Associated Equipment)	D	1	0	NOTE: The pilot in command will determine if the minimum safety equipment is functional for the other persons authorized to occupy an observer seat.	
-18-01	Flotation Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

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

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-25-01	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
-25-01-01	Required Flight Attendant Seats (Cont'd)					
-25-01-01A (Cont'd)					NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that proximity to exits and distribution requirements of the applicable 14 CFRs are met. NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.	

(Continued)

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-25-01	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
-25-01-01	Required Flight Attendant Seats (Cont'd)					
-25-01-01B		C	-	0	(M)(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, c) Folding type seat stows automatically or is secured in the retracted position, d) Affected seat position or seat assembly is not occupied, and e) Alternate procedures are established and used. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. (Continued)	

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1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

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

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-25-02	Passenger Seats (Cont'd)					
-25-02-02	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)					
-25-02-02A		D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
-25-02-02B		D	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.	
-25-02-03	Under Seat Baggage Restraining System	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining system, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert cabin crew of inoperative restraining system.	
-25-02-04	Armrests					
-25-02-04-01	With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	

(Continued)

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-25-02	Passenger Seats (Cont'd)					
-25-02-04	Armrests (Cont'd)					
-25-02-04-02	Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
-25-02-05	Seat Belt/Air Bag Restraint Systems					
-25-02-05-01	Seat Belt/Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
-25-02-05-02 ***	Seat Belt/Air Bags Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
-25-02-06 ***	Delethalization Pads	D	-	-	May be inoperative or missing provided affected seat is blocked and placarded "DO NOT OCCUPY".	
-25-02-07 ***	Passenger Mini-Suite Entry Door(s)	D	-	0	(M) One or more may be inoperative and seat occupied provided that the affected door(s) is secured in the fully open position or removed.	

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25. Equipment/Furnishings

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

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-28-01	Storage Bins/ Cabin, Galley, and Lavatory Storage Compartments/Closets					
-28-01B		C	-	-	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, d) Affected bin, compartment, or closet is prominently placarded “DO NOT USE”, e) Procedures are established and used to alert 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. 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 associated compartment (permanently affixed) is available for use. (Continued)	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-28-01	Storage Bins/ Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd)					
-28-01-01	Multi Latch/Quarter Turn Lug Installations	C	-	-	One latch/lug per compartment may be inoperative provided: a) Remaining latch(es)/lug(s) on affected compartments operates normally, and b) If affected compartment is used for a galley cart, the cart remains empty.	
-28-01-02 ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
-28-05 ***	VIP Interior Passenger Compartment Doors (ST02491SE)					
-28-05-01	Interior Doors (ST02491SE)	C	6	0	(M)(O) May be inoperative provided doors are secured in the TT&L position for TT&L. NOTE: Any emergency equipment located in the associated compartment (permanently affixed) is made available for use.	
-28-05-02	Interior Doors – Flight Deck Indication (ST02491SE)					
-28-05-02A		C	1	0	(M)(O) May be inoperative provided: a) Doors are secured in their TT&L position, and b) Alternate procedures are established and used.	
-28-05-02B		D	1	0	May be inoperative provided no passengers are carried.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-29-01 ***	Overhead Flightcrew Rest (OFCR)					
-29-01A		C	1	0	(M)(O) May be inoperative provided: a) OFCR is deactivated closed, and b) Appropriate adjustments to flightcrew Flight Duty Period (FDP) times are applied. NOTE: This provision is not intended to prohibit OFCR inspections by crewmembers.	
-29-01B		C	1	0	May be inoperative provided procedures do not require its use.	
-29-01-01	Door	C	1	0	(M) May be inoperative provided associated OFCR door is removed.	
-29-01-02	Door Lock	C	1	0	(M) May be inoperative provided: a) OFCR door is verified to open from the outside using the override feature, and b) OFCR door is verified to open and close normally from the inside.	
-29-01-03	Seat	C	1	0	(M) May be inoperative provided: a) Seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-29-01-04	Bunks	C	2	0	May be inoperative provided bunk is not occupied. NOTE: A bunk with an inoperative or missing restraint system is considered inoperative.	
-29-02 ***	Overhead Flight Attendant Rest (OFAR)					
-29-02A		C	1	0	(M) May be inoperative provided OFAR is deactivated closed. NOTE: This provision is not intended to prohibit OFAR inspections by crewmembers.	
-29-02B		D	1	0	May be inoperative provided procedures do not require its use.	
-29-02-01	Door	C	1	0	(M) May be inoperative provided associated OFAR door is removed.	
-29-02-02	Door Lock	C	1	0	(M) May be inoperative provided: a) OFAR door is verified to open from the outside using the override feature, and b) OFAR door is verified to open and close normally from the inside.	
-29-02-03	Bunks	C	6	0	May be inoperative provided bunk is not occupied. NOTE: A bunk with an inoperative or missing restraint system is considered inoperative.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Galley/Cabin Waste Receptacles Access Door/Covers	C	-	-	(M)(O) May be inoperative provided: a) Container is empty and access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.	
-41-01	Exterior Lavatory Ashtrays	A	-	-	50% may be inoperative or missing provided repairs are made within 10 calendar-days.	
-41-02	Lavatory Waste Container Flapper/Access Doors	C	-	-	(M) May be inoperative provided: a) Associated waste container is empty and access is secured to prevent waste introduction into the waste container, b) Associated lavatory is used only by crewmembers, and c) Associated lavatory entrance door is locked closed and placarded “INOPERATIVE – DO NOT ENTER”. NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers.	
-41-03	Deleted				ATA number reserved for future use.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-41-04	Lavatory Electronic Control Unit (ECU)	C	-	-	(M) May be inoperative provided: a) Associated component is deactivated, and b) Associated lavatory door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers.	
-61-01	Emergency Descent Devices (Escape Reels)	C	4	2	(M) May be inoperative or missing provided: a) The number of flightcrew members plus observer seat occupants is limited to the number of operative escape reels installed, and b) Inoperative escape reels are removed.	
-63-01	Emergency Evacuation Signal System	C	1	0	(O) May be inoperative provided alternate procedures are used. NOTE: Any portion of the system which operates normally may be used.	
-63-02	FASTEN SEAT BELT WHILE SEATED Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	
-63-03 ***	Emergency Locator Transmitter (ELT) (Survival)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-64-01	Megaphones					
-64-01A		D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative megaphone remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained.	
-64-01B		C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.	
-64-01-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-64-02	Portable Flashlights/Flashlight Holders					
-64-02A		C	-	-	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.	
-64-02B		D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	
-64-02C		C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.	
-64-02-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-64-03	Emergency Medical Equipment					
-64-03-01	Automatic External Defibrillator (AED) and/or Associated Equipment					
-64-03-01A		A	-	0	(O) May be incomplete, inoperative, or removed provided: a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
-64-03-01B		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
-64-03-01-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-64-03	Emergency Medical Equipment (Cont'd)					
-64-03-02	Emergency Medical Kit (EMK) and/or Associated Equipment					
-64-03-02A		A	-	0	(O) May be incomplete or removed provided: a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
-64-03-02B		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
-64-03-02-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper EMK servicing is verified at each preflight.	

(Continued)

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-64-03	Emergency Medical Equipment (Cont'd)					
-64-03-03	First Aid Kit (FAK) and/or Associated Equipment					
-64-03-03A		A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided: a) The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
-64-03-03B		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
-64-03-03-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	

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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cabin Smoke Detection System (ST02491SE)					
-10-01-01	Smoke Detectors (ST02491SE)	C	15	0	(M)(O) For each affected compartment or storage compartment, may be inoperative provided: a) Room/Compartment door is secured and prominently placarded “DO NOT USE”, and b) All baggage and personal items are removed from compartment. NOTE: These provisions are not intended to prohibit unoccupied compartment inspections by crewmembers.	
-10-01-02	Smoke Detection – Flight Deck Indication – Zone Indicator (ST02491SE)	B	5	4	(M)(O) May be inoperative provided: a) Aural smoke detection horn operates normally, and b) Alternate procedures are established and used.	
-11-01	Engine Fire Detector Elements					
-11-01-01	RR	C	24	12	One element in each detector assembly may be inoperative.	
-11-01-02	GE	C	20	10	One element in each detector assembly may be inoperative.	

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	Main Engine Data Concentrator (MEDC) Channels					
-11-02-01	MEDC Channel A	A	2	1	(M) One may be inoperative provided: a) MEDC Channel A is deactivated, b) MEDC Channel B operates normally on both engines, c) Associated engine oil quantity indicating system is considered inoperative, d) Associated hydraulic engine-driven pump supply shutoff valve is verified to operate normally, and e) Repairs are made within 3 flight-days.	
-11-02-02	MEDC Channel B	C	2	1	(M) One may be inoperative provided: a) MEDC Channel B is deactivated, b) MEDC Channel A operates normally on both engines, and c) Associated hydraulic engine-driven pump supply shutoff valve is verified to operate normally.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-13-01	Lavatory Smoke Detection Systems	C	-	-	(M)(O) For each lavatory, may be inoperative provided associated: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers.	
-13-01-01	Lavatory Call Light Smoke Detected Function	C	-	0	NOTE: Attendant call and occupancy indications are considered NEF.	
-14-01 ***	Overhead Flight Attendant Rest (OFAR) Smoke Detection Systems	C	8	0	(M)(O) May be inoperative provided: a) Inoperative smoke detection system is deactivated, and b) OFAR is deactivated closed. NOTE: These provisions are not intended to prohibit OFAR inspections by crewmembers.	
-14-01-01	Individual Bunk Smoke Detectors	C	6	0	(M)(O) May be inoperative provided: a) Associated bunk is not used and personal items are removed, and b) A conspicuous barrier strap or rope is placed across the associated bunk with a placard attached stating that the bunk is not to be used.	
-14-01-02	Entrance Area Smoke Detectors	C	2	1	One may be inoperative provided: a) Bunk smoke detectors operate normally, and b) For entrance area curtain installed, entrance area curtain is secured open or removed.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-14-02 ***	Overhead Flightcrew Rest (OFCR) Smoke Detection Systems	C	4	0	(M)(O) May be inoperative provided: a) Inoperative smoke detection system is deactivated, and b) OFCR is deactivated closed. NOTE: These provisions are not intended to prohibit OFCR inspections by crewmembers.	
-14-02-01	Individual Bunk Smoke Detectors	C	2	0	(M)(O) May be inoperative provided: a) Associated bunk is not used and personal items are removed, and b) A conspicuous barrier strap or rope is placed across the associated bunk with a placard attached stating that the bunk is not to be used.	
-14-02-02	Entrance Area Smoke Detectors	C	2	1	One may be inoperative provided: a) Bunk smoke detectors operate normally, and b) For entrance area curtain installed, entrance area curtain is secured open or removed.	
-15-01	APU Fire Detection System					
-15-01A		C	1	0	May be inoperative provided: a) APU selector switch remains in OFF position, b) VFSG systems operate normally, and c) Flight remains within 180 minutes of landing at a suitable airport.	

(Continued)

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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-15-01	APU Fire Detection System (Cont'd)					
-15-01B		C	1	0	(M) May be inoperative provided: a) APU is used for ground operations only, b) APU is continuously monitored by ground personnel when operating, c) APU external control system operates normally, d) APU is not used during taxi, e) VFSG systems operate normally, and f) Flight remains within 180 minutes of landing at a suitable airport.	
-15-01-01	APU Fire Detection Loops	C	2	1		
-16-01	Lower Cargo Compartment Smoke Detectors					
-16-01-01	787-8					
-16-01-01A		C	22	16	May be inoperative provided adjacent cargo compartment smoke detectors operate normally.	
-16-01-01B		C	22	0	(O) May be inoperative provided procedures are established and used to verify the associated compartment or zone remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast. (Continued)	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-16-01	Lower Cargo Compartment Smoke Detectors (Cont'd)					
-16-01-02	787-9					
-16-01-02A		C	29	21	May be inoperative provided adjacent cargo compartment smoke detectors operate normally.	
-16-01-02B		C	29	0	(O) May be inoperative provided procedures are established and used to verify the associated compartment or zone remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-16-01-03	787-10					
-16-01-03A		C	35	25	May be inoperative provided adjacent cargo compartment smoke detectors operate normally.	
-16-01-03B		C	35	0	(O) May be inoperative provided procedures are established and used to verify the associated compartment or zone remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-17-01	Wheel Well Fire Detection System	C	1	0	(O) May be inoperative provided: a) Use of flaps 20 for takeoff is prohibited, and b) Landing gear remains extended for 10 minutes after takeoff. NOTE: In case of engine failure after V_1, landing gear should be retracted until takeoff obstacles are cleared and airplane is 1500 ft. above the airport.	
-17-01-01	Wheel Well Fire Temperature Detectors	C	12	8	One detector per wheel axle may be inoperative provided outboard detectors operate normally.	
-18-01	Duct Leak Overheat Detection Systems	C	2	1	May be inoperative provided: a) Associated engine anti-ice control switch remains OFF, b) Airplane is not operated in known or forecast icing conditions, and c) Flight remains within 120 minutes of landing at a suitable airport.	
-18-01-01	Duct Leak Overheat Detection Channels	C	4	2	One channel per engine may be inoperative.	
-21-01	Fire BTL DISCH Lights (Engine, APU, Cargo)	C	4	0		
-22-01	APU Fire Extinguishing System	C	1	0	May be inoperative provided: a) APU is not used, b) VFSG systems operate normally, and c) Flight remains within 180 minutes of landing at a suitable airport.	
-22-02	APU Auto Discharge	C	1	0	(M) May be inoperative provided APU fire warning indicator is monitored during APU ground operations.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-23-01	Lower Cargo Compartment Fire Extinguishing Bottles	C	-	0	(O) May be inoperative provided procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-23-01-01	Bottles 2A, 2B, and 2C	C	3	1	(M)(O) May be inoperative provided: a) Bottle is deactivated, b) Airplane is operated pressurized, and c) Total fire extinguisher bottle capability is greater than or equal to maximum time to land at a suitable airport.	
-23-01-02 ***	Bottles 2D and 2E	C	-	0	(M)(O) May be inoperative provided: a) Bottle is deactivated, b) Airplane is operated pressurized, and c) Total fire extinguisher bottle capability is greater than or equal to maximum time to land at a suitable airport.	
-23-01-03	Bottle Pressure Monitors	C	-	0	(M) May be inoperative provided associated bottle is verified to be fully charged.	

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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-23-02	Lower Cargo Compartment Fire Extinguishing Flow Valves (Forward and Aft)					
-23-02A		C	2	1	(M)(O) One may be inoperative provided: a) Flow valve is deactivated, and b) Procedures are established and used to verify the associated cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-23-02B		C	2	0	(O) May be inoperative provided procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: 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
-23-03	Lower Cargo Compartment Fire Extinguishing Squib Control Channels					
-23-03A		C	2	1		
-23-03B		C	2	0	(O) May be inoperative provided procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-23-04	Lower Cargo Compartment Fire Extinguishing Filter/Regulator	C	1	0	(O) May be inoperative provided procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: 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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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-24-01	Lavatory Waste Compartment Fire Extinguishing Systems					
-24-01A		C	-	-	(O) May be inoperative for each lavatory provided associated lavatory smoke detection system operates normally.	
-24-01B		C	-	-	(M)(O) May be inoperative for each lavatory provided associated: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers.	

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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-26-01	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative fire extinguishers removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
-26-01-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged or missing provided proper installation and servicing is verified at each preflight.	

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Flight Controls Synoptic Display	C	1	0		
-02-01	Bank Angle Protection	C	1	0		
-02-02	Flight Control Modules (FCM)					
-02-02-01	Center FCM	B	1	0	(M) May be inoperative provided: a) Center FCM is deactivated, b) Left and right FCMs are power cycled and operate normally, and c) Flap/slat hydraulic control module (HCM) solenoid coils are considered inoperative.	
-02-02-02	Left FCM	B	1	0	(M) May be inoperative provided: a) Left FCM is deactivated, and b) Center and right FCMs are power cycled and operate normally.	
-02-02-03	Right FCM	B	1	0	(M) May be inoperative provided: a) Right FCM is deactivated, b) Left and center FCMs are power cycled and operate normally, c) Flap/slat hydraulic control module (HCM) solenoid coils are considered inoperative, and d) Trailing edge variable camber (cruise flaps) function is considered inoperative.	
-02-02-04	Primary Flight Computers DISC Light	C	1	0		
-02-03	PFCS Interface	C	1	0	May be dispatched with PFCS INTERFACE faults.	
-02-04	Actuator Delta Pressure	A	1	0	May be dispatched with ACTUATOR DELTA PRESS faults provided repairs are made within 3 flight-days.	

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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-02-05	Flight Control Surfaces Lockout Function	C	2	0	May be inoperative provided FLT CONTROLS LOCKED advisory message is not displayed.	
-02-05-01	TAIL Switch LOCK Light	C	1	0		
-02-05-02	TAIL Switch NORM Light	C	1	0		
-02-05-03	WINGS Switch LOCK Light	C	1	0		
-02-05-04	WINGS Switch NORM Light	C	1	0		
-02-05-05	FAIL Light	C	1	0		
-02-06	Direct Mode Rate Sensors	C	4	3	One may be inoperative provided: a) Control wheel position transducers operate normally, b) Rudder pedal position transducers operate normally, and c) Control column position transducers operate normally.	

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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-02-07	Modal Suppression Accelerometers (MSA)					
-02-07-01	Aft MSA (787-8/-9)	C	2	0		
-02-07-02	Forward MSA (787-9)	C	2	0	(O) May be inoperative provided: a) Appropriate weight limits are observed, and b) Appropriate performance adjustments are applied.	
-02-07-03	Aft and Forward MSA (787-10)	A	4	0	May be inoperative provided repairs are made within 3 flight-days.	
-11-01	Control Wheel Position Transducers	C	6	5	One may be inoperative provided direct mode rate sensors operate normally.	
-11-02	Alternate Control Wheel Position Transducers	C	2	0		
-21-01	Rudder Trim Switch High Rate Function	C	1	0		
-21-02	Rudder Pedal Position Transducers	C	6	5	One may be inoperative provided direct mode rate sensors operate normally.	
-24-01 ***	Empennage Door Actuation System (EDAS) (787-9/-10)	D	1	0	(M) May be inoperative provided EDAS is deactivated closed.	
-31-01	Control Column Position Transducers	C	6	5	One may be inoperative provided direct mode rate sensors operate normally.	
-32-01	Stick Shaker Systems	C	2	1		
-41-01	Control Wheel Pitch Trim Switches	C	2	1	One may be inoperative provided alternate pitch trim switch operates normally.	

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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-41-02	Alternate Pitch Trim Switches	C	1	0	May be inoperative provided control wheel pitch trim switches operate normally	
-41-03	Stabilizer Control Channels	A	2	1	(M) One may be inoperative provided: a) Inoperative channel is deactivated, and b) Repairs are made within 10 flights.	
-48-01	Stabilizer Position Transducers					
-48-01-01	Transducer 1	A	1	0	May be inoperative provided: a) Transducers 2 and 3 operate normally, and b) Repairs are made within 10 flights.	
-48-01-02	Transducers 2 and 3	A	2	1	(M) One may be inoperative provided: a) Associated stabilizer control channel is deactivated, b) Transducer 1 operates normally, and c) Repairs are made within 10 flights.	
-48-02	Stabilizer Load Transducers	A	3	2	One may be inoperative provided repairs are made within 10 flights.	
-51-01	Flap Lever Position Transducers	C	4	3	(M) One may be inoperative provided: a) Remaining transducers are verified to operate normally before each departure, and b) Slats and flaps alternate mode is verified to operate normally before each departure.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-51-02	Trailing Edge Variable Camber (Cruise Flaps) Function					
-51-02-01	Faired Position					
-51-02-01A		C	1	0	(M)(O) May be inoperative provided: a) Flap secondary mode is verified to operate normally, b) Spoiler actuator system operates normally, c) Appropriate weight and center of gravity limits are observed, and d) Appropriate performance adjustments are applied.	
-51-02-01B		C	1	0	(O) May be inoperative provided: a) Flap secondary mode is inoperative, b) Spoiler actuator system operates normally, c) Appropriate weight and center of gravity limits are observed, and d) Appropriate performance adjustments are applied.	
-51-02-02	Extended or Split Position					
-51-02-02A		C	1	0	(M)(O) May be inoperative provided: a) Flap secondary mode is verified to operate normally, b) Spoiler actuator system operates normally, c) Appropriate weight and center of gravity limits are observed, and d) Appropriate performance adjustments are applied.	

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-51-02	Trailing Edge Variable Camber (Cruise Flaps) Function (Cont'd)					
-51-02-02	Extended or Split Position (Cont'd)					
-51-02-02B		C	1	0	(O) May be inoperative provided: a) Flap secondary mode is inoperative, b) Spoiler actuator system operates normally, c) Appropriate weight and center of gravity limits are observed, and d) Appropriate performance adjustments are applied.	
-51-03	Flap Secondary Mode	C	1	0	(M) May be inoperative provided: a) Center hydraulic system electric motor-driven pumps operate normally, b) Slat secondary mode is verified to operate normally once each flight-day, c) Trailing edge variable camber (cruise flaps) function is considered inoperative, and d) Main landing gear priority valve is verified to operate normally once each flight-day.	
-51-04	Flap/Slat Shutoff Valves				Deleted, Revision 7.	
-51-05	Flap/Slat Hydraulic Control Module (HCM) Solenoid Coils	C	14	7	(M) One coil per solenoid coil pair may be inoperative provided: a) Slat secondary mode is verified to operate normally once each flight-day, and b) Flap secondary mode is verified to operate normally once each flight-day.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-51-06	Flap/Slat Hydraulic Control Module (HCM) Power Control	C	2	1	(M) One may be inoperative provided: a) The associated hydraulic control module channel is deactivated, b) Slat secondary mode is verified to operate normally once each flight-day, and c) Flap secondary mode is verified to operate normally once each flight-day.	
-51-07	Flap Variable Camber Trim Unit (VCTU) Power Control	C	1	0		
-51-08	Alternate Flap/Slat Control	C	1	0	(M)(O) May be dispatched with a FLAP ALTERNATE SWITCH fault provided: a) Flap lever position transducers operate normally, and b) At least one surface (flap or slat) alternate control is verified to operate normally once each flight-day.	
-51-08-01	ARM Switch ALTN Light	C	1	0		
-58-01	Flap Position/Skew Sensors	C	24	10	One sensor per sensor pair and all inboard flap position sensors may be inoperative provided: a) Slat position sensors operate normally, and b) Spoiler actuator systems operate normally.	
-61-01	Speedbrake Lever Position Transducers	B	4	3	(O) One may be inoperative provided: a) Automatic speedbrake function operates normally, and b) Speedbrakes are verified to operate normally prior to each landing.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-61-02	Spoiler Actuator Systems					
-61-02-01	Electro-Mechanical (EMA) Spoilers (4, 5, 10, 11)	C	4	3	(M)(O) One may be inoperative provided: a) Spoiler actuator is deactivated, b) Position of deactivated spoiler is verified before each departure, c) Trailing edge variable camber (cruise flaps) function operates normally, d) Hydraulic spoilers operate normally, e) Flap position/skew sensors operate normally, f) Slat position sensors operate normally, g) Appropriate weight and center of gravity limits are observed, and h) Appropriate performance adjustments are applied.	
-61-02-02	Hydraulic-Spoilers (1, 2, 3, 6, 7, 8, 9, 12, 13, 14)	C	10	9	(M)(O) One may be inoperative provided: a) Spoiler actuator is deactivated, b) Position of deactivated spoiler is verified before each departure, c) Trailing edge variable camber (cruise flaps) function operates normally, d) Electro-mechanical (EMA) spoilers operate normally, e) Flap position/skew sensors operate normally, f) Slat position sensors operate normally, g) Appropriate weight and center of gravity limits are observed, and h) Appropriate performance adjustments are applied.	

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-61-03	Automatic Speedbrake Function	C	1	0	(O) May be inoperative provided: a) Speedbrake lever position transducers operate normally, b) ARMED detent is not used, and c) Appropriate performance adjustments are applied.	
-81-01	Slat Secondary Mode					
-81-01A		C	1	0	(M) May be inoperative provided: a) Center hydraulic system electric motor-driven pumps operate normally, b) Trailing edge variable camber (cruise flaps) function operates normally, and c) Main landing gear priority valve is verified to operate normally once each flight-day.	
-81-01B		C	1	0	(M) May be inoperative provided: a) Center hydraulic system electric motor-driven pumps operate normally, b) Flap secondary mode is verified to operate normally once each flight-day, and c) Main landing gear priority valve is verified to operate normally once each flight-day.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-88-01	Slat Position Sensors					
-88-01A		C	4	2	One sensor per sensor pair may be inoperative provided: a) Flap position/skew sensors operate normally, b) Spoiler actuator systems operate normally, and c) Trailing edge variable camber (cruise flaps) function operates normally.	
-88-01B		C	4	2	(M) One sensor per sensor pair may be inoperative provided: a) Flap position/skew sensors operate normally, b) Spoiler actuator systems operate normally, and c) Flap secondary mode is verified to operate normally once each flight-day.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Sump Drain Valves					
-11-01-01	Surge Tanks	C	2	0	(M) May be inoperative provided there is no evidence of leakage.	
-11-01-02	Main and Center Tanks	C	4	3	(M) One may be inoperative provided: a) There is no evidence of leakage, and b) Alternate procedures are used to prevent water accumulation in associated tank.	
-21-01	Pressure Refueling System					
-21-01-01	Main Tank Refuel Valves	C	4	2	(M)(O) One valve in each main tank may be inoperative provided: a) Inoperative valve is locked closed, b) For inboard refuel valve inoperative, crossfeed valve is verified to operate normally before each departure, and c) For inboard refuel valve inoperative, alternate procedures are used for fuel balancing.	
-21-01-02	Center Tank Refuel Valves	C	2	0	(M) May be inoperative locked closed.	
-21-01-03	Refuel Valve Lights	C	6	0	(M) May be inoperative provided: a) Associated valve is verified closed after each refueling, and b) Overfill light operates normally.	

(Continued)

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Pressure Refueling System (Cont'd)					
-21-01-04	Refuel Control Panel Fuel Quantity Indicators	C	3	0	(M) May be inoperative provided alternate procedures are used for refueling.	
-21-01-05	Load Select System	C	1	0	(M) May be inoperative provided alternate procedures are used for refueling. NOTE: Any function which operates normally may be used.	
-21-01-06	Overfill Light	C	1	0	(M) May be inoperative provided: a) Refuel valves are verified to close when appropriate during refueling, and b) Refuel valve lights operate normally.	
-21-01-07	Power Switch	C	1	0		
-21-01-08	Defuel Switch	C	1	0		
-21-01-09	Test Features (Panel and System)	C	2	0		
-21-01-10	Manual Fueling Valve Switches	C	3	0	May be inoperative provided: a) Load select system operates normally, and b) Overfill light operates normally.	
-21-02	Refuel Adapters	C	2	1	(M) One may be inoperative provided there are no fuel leaks.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Main Tank Fuel Pumps	C	4	3	(M) One may be inoperative provided: a) Inoperative pump is deactivated, and b) Main tank quantity indications operate normally.	
-22-01-01	Switch PRESS Lights	C	4	0		
-22-01-02	Switch ON Lights	C	4	0		
-22-02	Center Tank Fuel Override/Jettison Pump Systems					
-22-02A		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative pump is deactivated, b) Fuel scavenge system operates normally, c) Crossfeed valve operates normally, and d) Center tank quantity indication operates normally.	
-22-02B		C	2	0	(M)(O) May be inoperative provided: a) Pumps are deactivated, b) Fuel scavenge system operates normally, c) Center tank quantity indication operates normally, d) For center tank fuel, fuel quantity remaining in main tanks is adequate to reach a suitable airport if scavenge system fails at any time, and e) Center tank fuel is accounted for in the airplane weight and balance in the event center tank fuel cannot be used.	

(Continued)

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-22-02	Center Tank Fuel Override/Jettison Pump Systems (Cont'd)					
-22-02C		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative pump is deactivated, b) Crossfeed valve operates normally, c) Center tank quantity indication operates normally, d) For center tank fuel, fuel quantity in main tanks is adequate to reach a suitable airport if remaining center pump fails at any time, and e) Center tank fuel is accounted for in the airplane weight and balance in the event center tank fuel cannot be used.	
-22-02D		C	2	0	(M)(O) May be inoperative provided: a) Pumps are deactivated, b) Center tank quantity indication operates normally, and c) Center tank fuel is considered unusable and is accounted for in the airplane weight and balance. NOTE: AFM fuel loading and usage limitations are for usable fuel.	
-22-02-01	Switch PRESS Lights	C	2	0		
-22-02-02	Switch ON Lights	C	2	0		

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-22-03	Crossfeed Valve					
-22-03A		C	1	0	(M) May be inoperative provided: a) Valve is locked closed, b) Fuel balance switch operates normally, c) Main tank inboard refuel valves operate normally, and d) Both center tank pumps operate normally.	
-22-03B		C	1	0	(M) May be inoperative provided: a) Valve is locked closed, b) Fuel balance switch operates normally, c) Main tank inboard refuel valves operate normally, and d) Both center tank pumps are inoperative.	
-22-03-01	Switch VALVE Light	C	1	0		
-22-03-02	Switch Bar (On) Light	C	1	0		

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-22-04	Fuel Scavenge System					
-22-04-01	Scavenge Pumps	C	2	0	(O) May be inoperative provided: a) Center tank quantity indication operates normally, and b) Appropriate amount of center tank fuel is considered unusable and is accounted for in the airplane weight and balance. NOTE: AFM fuel loading and usage limitations are for usable fuel.	
-22-04-02	Scavenge Valves	C	2	0	(M)(O) May be inoperative provided: a) Inoperative valve is locked closed, b) Center tank quantity indication operates normally, and c) Appropriate amount of center tank fuel is considered unusable and is accounted for in the airplane weight and balance. NOTE: AFM fuel loading and usage limitations are for usable fuel.	
-22-05	Item Moved				Dispatch relief for this equipment moved to Item 28-22-03, Crossfeed Valve.	
-22-06	Fuel Balance Switch	C	1	0	(M)(O) May be inoperative provided: a) Crossfeed valve is verified to operate normally before each departure, and b) Alternate procedures are used for fuel balancing.	
-22-06-01	FAULT Light	C	1	0		
-22-06-02	ON Light	C	1	0		
-22-07	Deleted				ATA number reserved for future use.	
-22-08	Deleted				ATA number reserved for future use.	
-22-09	Deleted				ATA number reserved for future use.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4 Change Bar
-25-01	APU DC Fuel Pump	C	1	0	(M) May be inoperative deactivated.
-25-02	APU Fuel Shutoff Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is locked closed, b) Left AGCU operates normally, c) VFSG systems operate normally, and d) Flight remains within 180 minutes of landing at a suitable airport.
-26-01	Defuel/Isolation Valves	C	2	0	(M)(O) May be inoperative provided: a) Inoperative valve is locked closed, b) Crossfeed valve is verified to operate normally before each departure, c) Alternate procedures are used for fuel balancing, and d) For both valves inoperative, appropriate performance adjustments are applied.
-31-01	Fuel Jettison System	C	1	0	(M)(O) May be inoperative provided: a) Jettison system is deactivated, b) Jettison nozzle valves are locked closed, and c) Appropriate performance adjustments are applied.
-31-01-01	ARM Switch FAULT Light	C	1	0	
-31-01-02	ARM Switch ARMED Light	C	1	0	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Center Tank Jettison Isolation Valves					
-31-02A		C	2	1	(M) One may be inoperative locked closed.	
-31-02B		C	2	0	(M)(O) May be inoperative provided: a) Jettison system is deactivated, b) Both jettison isolation valves are locked closed, and c) Appropriate performance adjustments are applied.	
-31-03	Fuel Jettison Nozzle Valves					
-31-03A		C	2	1	(M) One may be inoperative locked closed.	
-31-03B		C	2	0	(M)(O) May be inoperative provided: a) Jettison system is deactivated, b) Both jettison nozzle valves are locked closed, and c) Appropriate performance adjustments are applied.	
-31-03-01	Switch VALVE Lights	C	2	0		
-31-03-02	Switch ON Lights	C	2	0		
-40-01	Fuel Synoptic Display	C	1	0	May be inoperative provided individual fuel quantity indications required for dispatch operate normally.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	Fuel Quantity Indication Systems					
-41-01-01	Main Tanks	B	2	1	(M)(O) One may be inoperative provided: a) Fuel quantity in associated tank is verified by an alternate procedure, b) Crossfeed valve is verified to operate normally before each departure, c) Both fuel pumps for the associated main tank operate normally, d) Center tank fuel quantity indication operates normally, e) Fuel flow indications operate normally, f) FMC FUEL is initialized with the known total fuel quantity, g) Alternate procedures are used for fuel balancing, h) Appropriate amount of center tank fuel is considered unusable and is accounted for in the airplane weight and balance, i) Appropriate performance adjustments are applied, and j) Flight remains within 180 minutes of landing at a suitable airport. NOTE: AFM fuel loading and usage limitations are for usable fuel. (Continued)	

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	Fuel Quantity Indication Systems (Cont'd)					
-41-01-02	Center Tank	B	1	0	(M)(O) May be inoperative provided: a) Fuel quantity in center tank is verified by an alternate procedure, b) Both main tank fuel quantity indication systems operate normally, c) Both center tank fuel pumps operate normally, d) Fuel flow indications operate normally, e) Fuel scavenge system operates normally, f) FMC FUEL is initialized with the known total fuel quantity, and g) Flight remains within 180 minutes of landing at a suitable airport.	
-41-02	Fuel Quantity Data Concentrator (FQDC) Channels	C	6	3	(M) One channel for each tank may be inoperative deactivated.	
-41-03	Fuel Quantity Sensor Systems	C	3	0	May be dispatched with FUEL QTY SENSORS faults.	
-42-01	Item Moved				Dispatch relief for this equipment moved to Items 28-22-01, Main Tank Fuel Pumps, and 28-22-02, Center Tank Fuel Override/Jettison Pump Systems.	
-43-01	Fuel Temperature Indicating Systems					
-43-01-01	Center Tank	C	1	0		
-43-01-02	Main Tank	C	2	1		

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Engine-Driven Pumps (EDP) Depressurization Function	C	2	1	(M) One may be inoperative deactivated.	
-11-02	Center System Electric Motor-Driven Pumps (EMP)	C	2	1	(M)(O) One may be inoperative provided: a) Inoperative EMP is deactivated, b) Slat secondary mode is verified to operate normally once each flight-day, c) Flap secondary mode is verified to operate normally once each flight-day, d) Main landing gear priority valve is verified to operate normally once each flight-day, and e) Appropriate performance adjustments are applied.	
-11-03	Electric Motor-Driven Pump (EMP) Selectors					
-11-03-01	Center System AUTO Position					
-11-03-01A		C	2	1	(O) One may be inoperative provided: a) Associated pump selector ON and OFF positions operate normally, b) Opposite center system EMP operates normally, and c) Associated pump selector is ON for all operations.	

(Continued)

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
-11-03	Electric Motor-Driven Pump (EMP) Selectors (Cont'd)					
-11-03-01	Center System AUTO Position (Cont'd)					
-11-03-01B		C	2	0	(O) May be inoperative provided: a) Both center system pump selector ON and OFF positions operate normally, b) Left and right system EMP selector AUTO positions operate normally, and c) Both center system pump selectors are ON for takeoff and landing.	
-11-03-02	Left System AUTO Position	A	1	0	(O) May be inoperative provided: a) Left pump selector ON and OFF positions operate normally, b) Center system EMP selector AUTO positions operate normally, c) Nitrogen generation system is considered inoperative, d) Left pump selector is ON for takeoff and landing, and e) Repairs are made within 10 flight-days.	
-11-03-03	Right System AUTO Position	C	1	0	(O) May be inoperative provided: a) Right pump selector ON and OFF positions operate normally, b) Center system EMP selector AUTO positions operate normally, and c) Right pump selector is ON for takeoff and landing.	
-11-03-04	ON Position	C	4	0	May be inoperative provided the AUTO and OFF positions for associated pump operate normally.	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
-11-04	Reserve Steering Isolation System	C	1	0	(M) May be inoperative provided reserve steering isolation valve is deactivated open.	
-11-05	Nose Gear Isolation System	C	1	0	(M) May be inoperative provided: a) Nose gear isolation valve is deactivated open, and b) Center hydraulic system pressure transducer operates normally.	
-11-06	Alternate Gear Extension Isolation System	C	1	0	(M)(O) May be inoperative provided: a) Landing gear is secured in the down position, and b) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.	
-11-07	Hydraulic Pump Case Drain Filter Monitoring Systems	C	6	0	May be dispatched with HYD FILTER CASE faults provided associated hydraulic pump temperature indication operates normally.	
-11-08	Nose Landing Gear Accumulator	C	1	0		
-11-08-01	Charging Valve	C	1	0		
-11-08-02	Charging Gauge	C	1	0		
-11-09	Heat Exchanger Bypass Valve (HXBV)	B	3	2	(O) One may be inoperative provided fuel temperature is above the appropriate limit before takeoff.	
-18-01	Hydraulic Reservoir Accumulators	C	3	0		
-18-01-01	Charging Valves	C	3	0		
-18-01-02	Charging Gauges	C	3	0		
-18-02	Hydraulic Reservoir Pressure Indication Systems	C	3	0		

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
-18-03	Reservoir Quantity Gauge (Remote)	C	1	0		
-18-04	Hydraulic Reservoir Temperature Indication Systems	C	3	0	May be inoperative provided associated pump temperature indications operate normally.	
-21-02	Ram Air Turbine (RAT) Position Indication System	C	1	0	(M) May be inoperative provided: a) RAT is verified to deploy normally, and b) RAT is verified to be stowed before each departure.	
-21-02-01	Switch UNLKD Light	C	1	0		
-21-02-02	Switch PRESS Light	C	1	0		
-21-03	Ram Air Turbine (RAT) Heaters	C	2	1	One may be inoperative provided OAT at departure airport is not less than -35 °C.	
-30-01	Hydraulic Pump Lights					
-30-01-01	FAULT Lights	C	6	0		
-30-01-02	ON Lights	C	2	0		
-30-02	Hydraulic Synoptic Display	C	1	0		

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Hydraulic System Pressure Transducers					
-31-01-01	Left and Right System Pressure Transducers	C	2	0	(M) May be inoperative provided: a) Inoperative system pressure transducer is deactivated, and b) Associated system pump pressure indications operate normally.	
-31-01-02	Center System Pressure Transducer	C	1	0	(M)(O) May be inoperative provided: a) Center system pressure transducer is deactivated, b) Landing gear is secured in down position, c) Center system pump pressure indications operate normally, d) Nose gear isolation system operates normally, and e) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.	
-31-02	Hydraulic Pump Pressure Indication Systems	C	6	3	(M) One in each system may be inoperative provided: a) Inoperative pump pressure transducer is deactivated, b) Associated pump is verified to operate normally before each departure, c) Associated pump temperature indications operate normally, and d) Associated hydraulic system pressure transducer operates normally.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
-31-03	Hydraulic Reservoir Auto-Bleed Valves					
-31-03A		C	3	0	(M) May be inoperative provided: a) Inoperative auto-bleed valve is not indicating the presence of air, and b) Inoperative auto-bleed valve is deactivated closed.	
-31-03B		C	3	0	(M) May be inoperative provided: a) Associated hydraulic system reservoir is verified to be free of trapped air, and b) Inoperative auto-bleed valve is deactivated closed.	
-32-01	Hydraulic Pump Temperature Indications	C	6	3	(M) One in each system may be inoperative provided: a) Associated pump pressure indications operate normally, and b) Associated reservoir temperature indications operate normally.	
-33-01	Hydraulic Fluid Quantity Indications (Flight Deck)					
-33-01-01	Left and Right System Quantity Indications	C	2	0	(M) May be inoperative provided: a) Associated reservoir level is verified normal before each departure, and b) Associated system pressure indication operates normally.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
-33-01-02	Center System Quantity Indication	B	1	0	(M) May be inoperative provided: a) Center system reservoir level is verified normal before each departure, b) Center system pressure indication operates normally, c) Reserve steering isolation system is considered inoperative, d) Nose gear isolation system is considered inoperative, e) Alternate gear extension isolation system is considered inoperative, and f) C1 EMP Selector AUTO position is considered inoperative.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Wing Ice Protection System (WIPS)	C	1	0	May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Flight remains within 120 minutes of landing at a suitable airport.	
-11-01-01	Wing Ice Protection Heat Zones	C	48	46	One heat zone pair in symmetrical slats may be inoperative.	
-11-01-02	Wing Ice Protection Channels	C	3	2		
-11-02	Wing Anti-Ice (WAI) Indications	C	2	0		
-21-01	Engine Anti-Ice (EAI) Systems	C	2	1	(M) One may be inoperative provided: a) Associated PRSOV is locked closed, b) Associated engine ignition systems operate normally, c) Associated engine anti-ice control switch remains OFF, d) Airplane is not operated in known or forecast icing conditions, and e) Flight remains within 120 minutes of landing at a suitable airport.	

(Continued)

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Engine Anti-Ice (EAI) Systems (Cont'd)					
-21-01-01	Engine Anti-ice Pressure Regulating and Shutoff Valves (PRSOV)	C	2	1	(M) One may be inoperative provided: a) Associated PRSOV is locked closed, b) Associated engine ignition systems operate normally, c) Associated engine anti-ice control switch remains OFF, d) Airplane is not operated in known or forecast icing conditions, and e) Flight remains within 120 minutes of landing at a suitable airport.	
-21-01-02	Engine Anti-Ice Pressure Regulating and Shutoff Valves (PRSOV) (RR) (GE CN-AA29810 Incorporated)	C	2	1	(M)(O) One may be inoperative provided: a) Inoperative valve is locked in mid position, b) Associated PRV operates normally, c) Operations are limited to OAT 38 °C or below, and d) Appropriate performance adjustments are applied.	
-21-01-03	Engine Anti-Ice Pressure Regulating Valves (PRV)	C	2	1	(M) One may be inoperative provided: a) Associated PRSOV is locked closed, b) Associated engine ignition systems operate normally, c) Associated engine anti-ice control switch remains OFF, d) Airplane is not operated in known or forecast icing conditions, and e) Flight remains within 120 minutes of landing at a suitable airport.	

(Continued)

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Engine Anti-Ice (EAI) Systems (Cont'd)					
-21-01-04	Engine Anti-Ice Pressure Regulating Valves (PRV) (RR) (GE CN-AA29810 Incorporated)	C	2	1	(M)(O) One may be inoperative provided: a) Inoperative valve is locked in mid position, b) Associated PRSOV operates normally, c) Associated main engine data concentrator (MEDC) channel A operates normally, d) Associated EAI PRSOV controller operates normally, e) At least one associated pressure sensor operates normally, and f) Operations are limited to OAT 38 °C or below.	
-21-01-05	Engine Anti-Ice Pressure Regulating Valves (PRV) (GE)	A	2	1	(M)(O) One may be inoperative provided: a) Inoperative valve is locked in mid position, b) Associated PRSOV operates normally, c) Associated main engine data concentrator (MEDC) channel A operates normally, d) Associated EAI PRSOV controller operates normally, e) At least one associated pressure sensor operates normally, f) Operations are limited to OAT 38 °C or below, and g) Repairs are made within 10 flights.	

(Continued)

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Engine Anti-Ice (EAI) Systems (Cont'd)					
-21-01-06	Pressure Sensors	C	4	2	(M) May be inoperative on one engine provided: a) Associated PRSOV is locked closed, b) Associated engine ignition systems operate normally, c) Associated engine anti-ice control switch remains OFF, d) Airplane is not operated in known or forecast icing conditions, and e) Flight remains within 120 minutes of landing at a suitable airport.	
-21-01-06-01	Pressure Sensor Number 1	C	2	0	May be inoperative provided associated pressure sensor number 2 operates normally.	
-21-01-06-02	Pressure Sensor Number 2	C	2	0	May be inoperative provided associated pressure sensor number 1 operates normally.	
-21-01-07	Pressure Sensors (RR) (GE CN-AA29810 Incorporated)	C	4	2	(M)(O) May be inoperative on one engine provided: a) Associated PRSOV is locked in mid position, b) Associated PRV operates normally, c) Operations are limited to OAT 38 °C or below, and d) Appropriate performance adjustments are applied.	
-21-02	Engine Anti-Ice (EAI) Indications	C	2	0		

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Cabin Air Compressor Inlet Ice Protection Systems (CIPS)					
-22-01A		A	2	0	(M)(O) May be inoperative provided: a) Inoperative system is deactivated, b) Air conditioning packs operate normally, c) Airport OAT remains at or above -35 °C since last landing, and d) Repairs are made within 30 calendar-days.	
-22-01B		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative system is deactivated, b) Opposite air conditioning pack operates normally, and c) Airport OAT remains at or above -35 °C since last landing.	
-22-01C		C	2	1	(M)(O) One may be inoperative provided: a) Inoperative system is deactivated, b) Airplane is not operated in known or forecast icing, c) Airport OAT remains at or above -35 °C since last landing, and d) Flight remains within 120 minutes of landing at a suitable airport.	

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Pitot Probe Heater Systems					
-31-01-01	Right Pitot Heater	B	1	0	(M) May be inoperative provided: a) Left and center pitot probes are inspected before each departure, b) Left and center pitot probe heater systems operate normally, c) Left and center pitot air data modules operate normally, d) Static air data modules operate normally, e) AIR DATA/ATT instrument source switches operate normally, and f) Approach minimums do not require its use.	
-31-01-02	Left Pitot Heater	B	1	0	(M) May be inoperative provided: a) Right and center pitot probes are inspected before each departure, b) Right and center pitot probe heater systems operate normally, c) Right and center pitot air data modules operate normally, d) Static air data modules operate normally, e) AIR DATA/ATT instrument source switches operate normally, and f) Approach minimums do not require its use. (Continued)	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Pitot Probe Heater Systems (Cont'd)					
-31-01-03	Center Pitot Heater	B	1	0	(M) May be inoperative provided: a) Left and right pitot probes are inspected before each departure, b) Left and right pitot probe heater systems operate normally, c) Left and right pitot air data modules operate normally, d) Static air data modules operate normally, e) AIR DATA/ATT instrument source switches operate normally, f) Airplane is not operated in visible moisture, g) Airplane is not operated in known or forecast icing conditions, h) Approach minimums do not require its use, and i) Flight remains within 120 minutes of landing at a suitable airport.	
-32-01	Angle of Attack (AOA) Anti-Ice System				Deleted, Revision 19.	|

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-33-01	Total Air Temperature (TAT) Probe Heater System (CN-AA69365 Incorporated)					
-33-01-01	RR	C	1	0	(M)(O) May be inoperative provided: a) Channel A and B sensors (T20) on both engines are verified to operate normally, b) Airplane is not operated in known or forecast icing conditions, and c) Flight remains within 120 minutes of landing at a suitable airport.	
-33-01-02	GE	C	1	0	(M)(O) May be inoperative provided: a) Channel A and B sensors (T12) on both engines are verified to operate normally, b) Airplane is not operated in known or forecast icing conditions, and c) Flight remains within 120 minutes of landing at a suitable airport.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	Flight Deck Forward Window Primary Heat Channels	C	2	1	One may be inoperative provided: a) Associated switch remains off, b) Associated forward window backup heat channel operates normally, c) Side window heat channels operate normally, d) Airplane is not operated in known or forecast icing conditions, and e) Flight remains within 120 minutes of landing at a suitable airport.	
-41-02	Flight Deck Side Window Heat Channels	C	2	1	One may be inoperative provided: a) Associated switch remains off, and b) Forward window primary heat channels operate normally.	
-41-03	Flight Deck Forward Window Backup Heat Channels	C	2	1	One may be inoperative provided: a) Associated switch remains off, b) Forward window primary heat channels operate normally, and c) Side window heat channels operate normally.	
-41-04	Window Heat Switch Lights					
-41-04-01	INOP Lights	C	4	0		
-41-04-02	ON Lights	C	6	0		
-41-05	Window Heat Software	C	3	2		

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-42-01	Windshield Wiper System	C	2	0	May be inoperative provided: a) Airplane is not operated in precipitation within 5 statute miles of the airport of departure or intended landing, and b) Approach minimums do not require its use.	
-42-01-01	Low Speed Functions	C	2	0	(M) May be inoperative provided associated high speed function is verified to operate normally.	
-42-01-02	High Speed Functions					
-42-01-02A		C	2	1	(M) One may be inoperative provided associated low speed function is verified to operate normally.	
-42-01-02B		C	2	0	(M) May be inoperative provided: a) Both low speed functions are verified to operate normally, and b) Airplane is not operated in known or forecast precipitation of moderate or greater intensity within 5 statute miles of the airport of departure or intended landing.	
-42-01-03	Intermittent Functions	C	2	0		
-44-01	Windshield Washer System	D	1	0		
-71-01	Water Supply In-Line Heaters	C	-	0	(M) May be inoperative deactivated.	
-81-01	Ice Detectors					
-81-01A		C	2	1		
-81-01B		C	2	0	(O) May be inoperative provided alternate procedures are established and used.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Digital Voice-Data Recorder Systems					
-31-01-01	Cockpit Voice Recorder (CVR) Functions					
-31-01-01A		C	2	1		
-31-01-01B		A	2	0	May be inoperative provided: a) At least one flight data recorder (FDR) function operates normally, and b) Repairs are made within 3 flight-days.	
-31-01-02	Flight Data Recorder (FDR) Functions					
-31-01-02A		C	2	1		
-31-01-02B		A	2	0	May be inoperative provided: a) At least one cockpit voice recorder (CVR) function operates normally, b) At least one datalink recorder (DLR) function operates normally, c) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful, d) In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or a series of flights until the next designated airport where repair must be accomplished prior to dispatch, and e) Repairs are made within 3 flight-days.	

(Continued)

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Digital Voice-Data Recorder Systems (Cont'd)					
-31-01-02	Flight Data Recorder (FDR) Functions (Cont'd)					
-31-01-02-01	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) At least one cockpit voice recorder (CVR) function operates normally, b) At least one datalink recorder (DLR) function operates normally, and c) Repairs are made within 20 calendar-days.	
-31-01-02-02	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
-31-01-03	Datalink Recorder (DLR) Functions					
-31-01-03A		C	2	1		
-31-01-03B		A	2	0	May be inoperative provided: a) At least one flight data recorder (FDR) function operates normally, and b) Repairs are made within 3 flight-days.	
-31-01-04	Recorder Independent Power Supply	C	1	0		

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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-33-01	Flight Deck Printer					
-33-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-33-01B		D	1	0	May be inoperative provided procedures do not require its use.	
-33-01-01	Miscellaneous Features	D	-	-		
-51-01	Master WARNING Lights	C	2	1	One may be inoperative provided both flight deck speaker systems operate normally.	
-51-02	Master CAUTION Lights	C	2	1	One may be inoperative provided both flight deck speaker systems operate normally.	
-51-03	Autopilot Disconnect Warning Function	B	1	0	(O) May be inoperative provided: a) Autopilot is not used, b) Approach minimums do not require use of the autopilot, c) Number of flight segments and segment duration is acceptable to flightcrew, and d) Enroute operations do not require use of the autopilot.	
-51-04	Nose Gear Pressure Transducer System	C	1	0	(O) May be inoperative provided stabilizer trim position is verified to be properly set before each departure.	
-61-01	Display Units (DU)					
-61-01-01	Lower DU	C	1	0	May be inoperative provided: a) EFIS/DSP panels operate normally, and b) Remaining display units operate normally.	

(Continued)

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-61-01	Display Units (DU) (Cont'd)					
-61-01-02	Left Inboard DU	B	1	0	(M) May be inoperative provided: a) Right PFD/MFD selector is verified to operate normally, b) ISFD operates normally, c) Touchpad cursor control devices (CCD) operate normally, d) EFIS/DSP panels operate normally, e) Multifunction keypads (MFK) operate normally, and f) Remaining display units operate normally.	
-61-01-03	Left Outboard DU	B	1	0	(M) May be inoperative provided: a) Right PFD/MFD selector is verified to operate normally, b) ISFD operates normally, c) Touchpad cursor control devices (CCD) operate normally, d) EFIS/DSP panels operate normally, e) Multifunction keypads (MFK) operate normally, and f) Remaining display units operate normally.	
-61-01-04	Display Unit Brightness/Contrast Controls	C	5	0	May be inoperative provided master brightness control system operates normally.	
-61-02	Graphics Generator Systems					
-61-02-01	Graphics Generator Modules (GGM)	C	4	3		
-61-02-02	Display Unit Interface	B	1	0	(M) May be dispatched with DISPLAY UNIT INTERFACE faults provided: a) Right PFD/MFD selector is verified to operate normally, and b) Graphics generator modules operate normally.	

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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-61-03	Touchpad Cursor Control Devices (CCD)	C	2	1	One may be inoperative provided: a) EFIS/DSP panels operate normally, and b) Multifunction keypads (MFK) operate normally.	
-61-03-01	Cursor Location Lights	C	8	0		
-61-03-02	EFB, L, R, LWR Switch Lights	C	8	0		
-61-04	Multifunction Keypads (MFK)	A	2	1	(O) One may be inoperative provided: a) Display units operate normally, b) Touchpad cursor control devices (CCD) operate normally, c) EFIS/DSP panels operate normally, d) HDG-TRK SEL switch operates normally, e) Tuning and control panels (TCP) operate normally, f) All switches on remaining keypad operate normally, and g) Repairs are made within 2 flight-days.	
-61-04-01	SYS, CDU, INFO, CHKL, COMM, ND Switches	C	12	6	May be inoperative provided all switches on opposite keypad operate normally.	
-61-04-02	PREV PAGE, NEXT PAGE, EXEC Switches	C	6	3	May be inoperative provided all switches on opposite keypad operate normally.	
-61-04-03	Rotary CURSOR CONTROL Selector	C	2	1	One may be inoperative provided: a) All switches on opposite keypad operate normally, and b) Associated touchpad cursor control device (CCD) operates normally.	
-61-04-04	Switch Lights, Key Lights, EXEC Lights	C	106	0		

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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-61-05	EFIS/DSP Panels	C	2	1	(O) One may be inoperative provided: a) Touchpad cursor control devices (CCD) operate normally, b) Multifunction keypads (MFK) operate normally, and c) Display units operate normally.	
-61-05-01	Display Lights	C	4	0		
-61-05-02	Switch Lights	C	24	0		
-61-06	PFD/MFD Selector Switches					
-61-06-01	OUTBD Position	C	2	1	(M) One may be inoperative provided: a) Opposite switch is verified to operate normally, b) Associated selector switch remains in NORM position, and c) Display units operate normally.	
-61-06-02	INBD Position	C	2	1	(M) One may be inoperative provided: a) Opposite switch is verified to operate normally, b) Associated selector switch remains in NORM position, and c) Display units operate normally.	
-61-06-03	Left NORM Position					
-61-06-03A		B	1	0	May be inoperative with associated selector switch in OUTBD position provided left inboard display unit is considered inoperative.	
-61-06-03B		B	1	0	May be inoperative with associated selector switch in INBD position provided left outboard display unit is considered inoperative.	

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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-61-07	Instrument Source (AIR DATA/ATT) Selector Switches					
-61-07-01	ALTN Position	C	2	1	(M) One may be inoperative provided: a) Opposite AIR DATA/ATT switch is verified to operate normally, and b) Associated selector switch remains in AUTO position.	
-61-08	Clock Switches	C	2	1		
-61-09	Heading Reference (HDG REF) Switch					
-61-09-01	TRUE Function	C	1	0	(O) May be inoperative provided enroute procedures do not require its use.	
-61-09-02	NORM Light	C	1	0		
-61-09-03	TRUE Light	C	1	0		
-61-10	Remote Light Sensor (RLS) System	C	1	0		
-61-11	Electronic Checklist (ECL) System	C	1	0	(M)(O) May be inoperative provided: a) Electronic checklist is deactivated, and b) Established suitable checklist procedures are used.	
-61-11-01	ECL Closed Loop Switch Indications	C	-	0	(O) May be inoperative provided ECL line item override procedures are used when required to complete checklists.	
-61-12	EICAS Status Messages					
-61-12A		C	-	0	(M) May be inoperative provided associated equipment is verified to operate normally before each departure.	
-61-12B		C	-	0	May be inoperative provided associated equipment is considered inoperative.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-61-13 ***	Airport Map Functions					
-61-13A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	|
-61-13B		C	1	0	May be inoperative provided procedures do not require its use.	|
-61-14	Head-Up Display (HUD) Systems					
-61-14A		C	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode which operates normally may be used.	
-61-14B		D	2	0	May be inoperative provided procedures do not require its use.	
-61-14-01 ***	Low Visibility Takeoff Function					
-61-14-01A		C	1	0	May be inoperative provided takeoff minima do not require its use.	
-61-14-01B		D	1	0	May be inoperative provided procedures do not require its use.	
-61-14-02	Declutter Switches	C	2	0		
-61-14-03	Brightness (BRT) Controls	C	2	0	May be inoperative and associated HUD used if acceptable to affected crewmember.	

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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-61-15	Display Panel Interface	C	1	0	May be dispatched with DISPLAY PANEL INTERFACE faults.	
-61-16	Displays Airplane Sequence Number Monitor	C	1	0	May be dispatched with DISPLAYS AP SEQ DISAGREE faults.	
-61-17	Clock ELAPSED TIME Displays	C	2	1		

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Landing Gear Synoptic Display	C	1	0		
-08-01	Proximity Sensing System					
-08-01-01	Proximity Sensor Data Concentrator (PSDC) 1	C	1	0	May be inoperative or have faults provided associated equipment is considered inoperative.	
-08-01-02	Proximity Sensor Data Concentrator (PSDC) 6	C	1	0	May be inoperative or have faults provided associated equipment is considered inoperative.	
-08-01-03	PSDC 2, 3, 4, 5 Power Sources	C	8	4	One power source for each PSDC may be inoperative.	
-08-01-04	PSDC 1, 6 Databuses	C	4	2	One databus for each PSDC may be inoperative.	
-08-01-05	PSDC 2, 3, 4, 5 Databuses	C	8	4	(M) One databus for each PSDC may be inoperative provided each inoperative databus is verified to be connected to the remote data concentrator (RDC) in position 19.	
-09-01	Air/Ground Sensors	C	8	4	(M) One tilt sensor on each main landing gear and one strut compression sensor on each main landing gear may be inoperative.	
-30-01	Landing Gear Actuation System	C	1	0	(M)(O) May be inoperative provided: a) Landing gear is secured in the down position, and b) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.	
-30-02	Semi Lever Gear System (787-10)	C	2	0	(M)(O) May be inoperative provided: a) Landing gear is secured in the down position, and b) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-30-03	Semi Lever Gear Lock System (787-10)	C	1	0	(M)(O) May be inoperative provided: a) Both lockup valve control systems for the left and right semi lever gears are deactivated, and b) The left and right semi lever gear tilt functions are verified to operate normally once each flight-day, and c) Appropriate performance adjustments are applied.	
-30-03-01	Left Lockup Valve Control Systems (1 and 2) (787-10)	C	2	1	(M) May be inoperative provided: a) Inoperative system is deactivated, b) Remaining left lockup valve control system is verified to operate normally once each flight-day, and c) Both lockup valve control systems for the right semi lever gear operate normally.	
-30-03-02	Right Lockup Valve Control Systems (1 and 2) (787-10)	C	2	1	(M) May be inoperative provided: a) Inoperative system is deactivated, b) Remaining right lockup valve control system is verified to operate normally once each flight-day, and c) Both lockup valve control systems for the left semi lever gear operate normally.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-30-04	Semi Lever Gear Hydraulic Isolation Valve (787-10)	C	1	0	(M)(O) May be inoperative provided: a) Landing gear is secured in the down position, and b) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.	
-30-04-01	Valve Control Solenoids (787-10)	C	2	1	(M) May be inoperative provided: a) Inoperative solenoid is deactivated, and b) Remaining valve control solenoid is verified to operate normally once each flight-day.	
-30-05	Semi Lever Gear Hydraulic Pressure Sensors (787-10)	C	2	0	(M) May be inoperative provided: a) Inoperative sensor is deactivated, and b) Associated semi lever gear telescoping piston is verified to operate normally once each flight-day.	
-30-06	Semi Lever Gear Gas Pressure/Temperature Sensors (787-10)	C	2	0	(M) May be inoperative provided: a) Inoperative sensor is deactivated, and b) Gas pressure in associated semi lever gear is verified to be within the required range once each flight-day.	
-31-01	Landing Gear Lever Lock Solenoid	C	1	0	(O) May be inoperative provided solenoid is in the locked position.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Landing Gear Control Relays					
-31-02-01	Landing Gear Control Reset Relays	C	2	1	(M) One may be inoperative provided: a) Inoperative relay is deactivated, and b) Opposite system channel is verified to operate normally.	
-31-02-02	Main Landing Gear Inhibit Relays	C	6	3	(M) May be inoperative on one system channel provided: a) Inoperative relay is deactivated, and b) Opposite system channel is verified to operate normally.	
-31-02-03	Nose Landing Gear Inhibit Relays	C	6	3	(M) May be inoperative on one system channel provided: a) Inoperative relay is deactivated, and b) Opposite system channel is verified to operate normally.	

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2. NO. INSTALLED
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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-31-03	Landing Gear Control Solenoids					
-31-03-01	Main Landing Gear Control Solenoids	C	18	9	(M) May be inoperative on one system channel provided: a) Inoperative solenoid is deactivated, and b) Opposite system channel is verified to operate normally.	
-31-03-02	Nose Landing Gear Control Solenoids	C	12	6	(M) May be inoperative on one system channel provided: a) Inoperative solenoid is deactivated, and b) Opposite system channel is verified to operate normally.	
-31-04	Landing Gear Control Sensors					
-31-04-01	Main Landing Gear Control Sensors	C	16	15	(M) One may be inoperative deactivated.	
-31-04-02	Nose Landing Gear Control Sensors	C	6	5	(M) One may be inoperative deactivated.	
-31-05	Landing Gear Control Lever Switches	C	6	5	(M) One may be inoperative provided remaining landing gear control lever switches are verified to operate normally.	
-31-06	Landing Gear Door Safety Valve Indication Systems	C	3	0	(M) May be inoperative provided: a) Associated landing gear door is verified to open and close normally, and b) Associated landing gear door safety valve is verified to be in the STOW position before each departure.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-31-07	Landing Gear Bypass/Auto-Off Valve System					
-31-07-01	Nose Landing Gear	C	1	0	(M)(O) May be inoperative provided: a) Landing gear is secured in the down position, and b) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.	
-31-07-01-01	Pressure Transducer	C	1	0	(M) May be inoperative provided: a) Nose landing gear bypass/auto-off valve pressure transducer is deactivated, and b) Nose landing gear bypass/auto-off valve is verified to operate normally.	
-31-07-02	Main Landing Gear	C	1	0	(M)(O) May be inoperative provided: a) Landing gear is secured in the down position, and b) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.	
-31-07-02-01	Pressure Transducer	C	1	0	(M) May be inoperative provided: a) Main landing gear bypass/auto-off valve pressure transducer is deactivated, and b) Main landing gear bypass/auto-off valve is verified to operate normally.	
-32-01	Main Gear Door Uplock Springs (CN AA26494 Not Incorporated)	B	4	3	(M)(O) One spring on one main gear door uplock mechanism may be missing provided the gear extend speed placard is not exceeded.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-32-02	Main Gear Uplock Springs	B	4	3	(M)(O) One spring on one main gear uplock mechanism may be missing provided the gear extend speed placard is not exceeded.	
-32-03	Main Gear Side Brace Downlock Springs	B	8	6	One inner or one outer coil spring may be broken or missing from one downlock spring assembly on each main gear side brace.	
-35-01	Landing Gear Alternate Extend System					
-35-01A		C	1	0	(M) May be inoperative provided: a) Landing gear doors are verified to open using the alternate extend system, b) Landing gear control relays operate normally, c) Landing gear control solenoids operate normally, d) Landing gear control sensors operate normally, and e) Landing gear control lever switches operate normally.	
-35-01B		C	1	0	(M)(O) May be inoperative provided: a) Landing gear is secured in the down position, b) Alternate extend system is deactivated, and c) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.	

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Sequence No.	Item	1	2	3	4	Change Bar
-35-02	Ground Door Release Control System					
-35-02A		C	1	0	(M) May be inoperative provided: a) Both door open control switches are verified to be open, b) Landing gear doors are verified to open using the alternate extend system, and c) Landing gear doors are verified to close using the ground door release closing function.	
-35-02B		C	1	0	(M)(O) May be inoperative provided: a) Landing gear is secured in the down position, b) Landing gear alternate extend system is deactivated, and c) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.	
-42-01	Autobrake System	C	1	0	May be inoperative provided autobrake selector remains in the OFF position.	

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Sequence No.	Item	1	2	3	4	Change Bar
-42-02	Antiskid Control Systems	C	8	6	(M)(O) May be inoperative on one main landing gear wheel per truck provided: a) Associated wheel brake is deactivated, b) Brakes on remaining wheels on associated truck operate normally, c) Electric brake actuators on remaining wheels on associated truck operate normally, d) Use of flaps 20 for takeoff is prohibited, e) Appropriate performance adjustments for brake deactivated are applied, and f) After takeoff, gear remains down for 2 minutes before retraction. NOTE: In the event of engine failure after V_1, retract landing gear after takeoff.	
-44-01	Brake Status Lights (On Nose Gear)					
-44-01A		C	3	0	(O) May be inoperative provided alternate procedures are established and used.	
-44-01B		D	3	0	May be inoperative provided procedures do not require their use.	

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Sequence No.	Item	1	2	3	4	Change Bar
-45-01	Wheel Brake Systems	C	8	6	(M)(O) May be inoperative on one main landing gear wheel per truck provided: a) Inoperative wheel brake is deactivated, b) Electric brake actuator systems on remaining wheels on associated truck operate normally, c) Use of flaps 20 for takeoff is prohibited, d) Appropriate performance adjustments for brake deactivated are applied, and e) After takeoff, gear remains down for 2 minutes before retraction. NOTE: In the event of engine failure after V_1, retract landing gear after takeoff.	
-45-01-01	Electric Brake Actuator Systems	C	32	24	(M)(O) One per wheel may be inoperative provided: a) Inoperative electric brake actuator is deactivated, b) Remaining wheel brake systems on associated truck have not been deactivated, and c) Appropriate performance adjustments for electric brake actuator deactivated are applied.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-45-02	Wheel Tie Bolts	A	-	-	(M) One per wheel may be broken or missing provided: a) Affected wheel is checked for broken parts or damage and is replaced if broken parts or damage is found, b) Associated brake is checked for broken parts or damage and is replaced or deactivated if broken parts or damage is found, c) Before each departure, wheel is inspected for additional broken or missing tie bolts, and d) Operations are limited to five flights before repairs are made.	
-45-03	Nose Gear Spin Brake	C	2	0	(O) May be inoperative or missing provided: a) Use of flaps 20 for takeoff is prohibited, and b) Gear remains down for 2 minutes before retraction after takeoff. NOTE: In the event of engine failure after V_1, retract landing gear after takeoff.	
-46-01	Brake Temperature Monitor System (BTMS)	C	1	0	May be inoperative provided AFM Maximum Quick Turnaround Weight limitations are observed. NOTE: Any portion of the system which operates normally may be used.	

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Sequence No.	Item	1	2	3	4	Change Bar
-49-01	Tire Pressure Indication System (TPIS)					
-49-01-01	Nose Wheel TPIS					
-49-01-01A		C	1	0	(M) May be inoperative provided: a) Nose wheel TPIS is deactivated, and b) Alternate procedures are established and used.	
-49-01-01B		D	1	0	(M) May be inoperative provided: a) Nose wheel TPIS is deactivated, and b) Procedures do not require its use.	
-49-01-02	Main Wheel TPIS					
-49-01-02A		C	1	0	(M) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.	
-49-01-02B		D	1	0	May be inoperative provided procedures do not require its use.	
-51-01	Nose Wheel Steering					
-51-01-01	Nose Wheel Steering Channels	C	2	1	(M) One may be inoperative deactivated.	
-51-01-02	Rudder Pedal Steering Channels	C	3	2		

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-51-02	Nose Wheel Tillers					
-51-02-01	Left Tiller	C	1	0	(O) May be inoperative provided: a) Right tiller operates normally, and b) Alternate procedures are established and used.	
-51-02-02	Right Tiller					
-51-02-02A		C	1	0	(O) May be inoperative provided: a) Left tiller operates normally, and b) Alternate procedures are established and used.	
-51-02-02B		D	1	0	May be inoperative provided: a) Left tiller operates normally, and b) Procedures do not require its use.	|
-51-02-03	Nose Wheel Tiller Channels	C	6	4	One channel in each tiller may be inoperative.	
-51-03	Nose Wheel Steering Rudder Pedal Disconnect Switches					
-51-03A		C	2	0	May be inoperative in disconnected position.	
-51-03B		C	2	1	One may be inoperative in connected position provided remaining switch is used to disconnect nose wheel steering for rudder sweeps.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-61-01	Landing Gear Position Indication System	C	2	0	(M)(O) May be inoperative provided: a) Landing gear is secured in the down position, and b) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.	
-61-02	Landing Gear Door Close Position Indication Sensors	C	6	3	(M) One on each landing gear may be inoperative deactivated.	
-61-03	Main Landing Gear Uplock Position Indication Sensors	C	4	2	(M) One on each main landing gear may be inoperative provided: a) Inoperative sensor is deactivated, and b) Associated landing gear door close position indication sensors operate normally.	
-71-01	Tail Strike Detector Channels					
-71-01-01		C	2	1		
-71-01-02		C	2	0	(M)(O) May be inoperative provided: a) Tail section is visually inspected for damage before each departure, b) Alternate tail strike detection procedures are established and used, and c) TAIL STRIKE caution message is disabled.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Flight Compartment Illumination System	C	-	-	Individual lights may be inoperative provided: a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	
-11-01-01	STORM Switch ON Light	C	1	0		
-13-01	Master Brightness Control System	C	1	0	May be inoperative provided: a) Master brightness control switch remains off, and b) Display unit brightness/contrast controls operate normally.	
-16-01	Master Auto and Test System	B	1	0	AUTO function may be inoperative provided: a) TEST and BRT functions operate normally, and b) Light intensity and configuration is acceptable to the flightcrew.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Passenger Compartment Illumination System					
-21-01-01	Airplanes without Photoluminescent Escape Path Lighting	C	-	-	Individual lights may be inoperative provided sufficient lighting remains for crewmembers to perform their duties.	
-21-01-02	Airplanes with Photoluminescent Escape Path Lighting	C	-	-	Individual lights may be inoperative provided: a) No more than two ceiling light assemblies are inoperative in a cabin zone, b) Inoperative ceiling light assemblies are not adjacent, c) Inoperative ceiling light assemblies are not directly opposite each other in a cabin zone, and d) Sufficient lighting remains for crewmembers to perform their duties.	
-24-01	Passenger Information Signs					
-24-01A		C	-	-	(O) May be inoperative provided: a) PA system operates normally and can be clearly heard throughout the cabin during flight, and b) PA system is used to alert passengers when associated passenger lighted information sign is inoperative.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-24-01	Passenger Information Signs (Cont'd)					
-24-01B		C	-	-	(M) May be inoperative provided: a) Passenger seats from which a passenger lighted information sign is not readily legible are blocked and placarded "DO NOT OCCUPY", and b) Lavatory with passenger lighted information sign not readily legible has entrance door locked closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.	
-24-01C		C	-	-	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.	
-24-01-01	Flight Deck Automatic Function	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-31-01	Main Wheel Well and Nose Wheel Well Service Area Lights					
-31-01A		C	6	0		
-31-01B		D	6	0	Individual lights may be inoperative provided procedures do not require use of service lights.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-37-01	Interior Cargo Lights	D	-	-	Individual lights may be inoperative provided sufficient lighting remains for ground personnel to perform their duties.	
-37-02	Exterior Cargo Lights	D	4	0		
-41-01	Wing Illumination Lights	C	2	0	(O) May be inoperative provided ground deicing procedures do not require their use.	
-41-01-01	WING Switch ON Light	C	1	0		
-42-01	Landing and Taxi Lights					
-42-01A		C	8	6	May be inoperative provided: a) Inoperative lights are not on same side, and b) At least one light in each symmetrical pair of lights (left to right) operates normally.	
-42-01B		C	8	0	May be inoperative provided operations are not conducted during night.	
-42-02	Runway Turnoff Lights	C	2	0		
-43-01	Position Lights					
-43-01A		C	8	4	May be inoperative provided: a) One red wingtip light operates normally, b) One green wingtip light operates normally, c) For one or both white tailcone lights inoperative, both white wingtip lights operate normally, and d) For one or both white wingtip lights inoperative, both stationary white tailcone lights operate normally.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-43-01	Position Lights (Cont'd)					
-43-01B		C	8	0	May be inoperative between sunrise and sunset.	
-43-01-01	NAV Switch ON Light	C	1	0		
-44-01	Anti-Collision Lights					
-44-01-01	Red Upper and lower Fuselage Beacon Lights					
-44-01-01A		C	2	1	May be inoperative provided white tail and wing tip strobe lights operate normally.	
-44-01-01B		C	2	0	May be inoperative provided: a) At least one white tail or wing tip strobe light operates normally, and b) Operations are not conducted during night.	
-44-01-02	White Tail and Wing Tip Strobe Lights					
-44-01-02A		C	4	0	May be inoperative provided red upper and lower fuselage beacon lights operate normally.	
-44-01-02B		C	4	0	May be inoperative provided: a) At least one red fuselage beacon light operates normally, and b) Operations are not conducted during night.	
-44-01-03	BEACON Switch On Light	C	1	0		
-45-01	Logo Lights	D	2	0		
-45-01-01	LOGO Switch ON Light	D	1	0		

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Sequence No.	Item	1	2	3	4	Change Bar
-49-01 ***	Exterior Passenger Door Viewing Lights	C	8	4	May be inoperative provided: a) At least one light at door 1L or 2L operates normally, b) At least one light at door 1R or 2R operates normally, c) At least one light at door 3L or 4L operates normally, and d) At least one light at door 3R or 4R operates normally.	
-51-01	Emergency Lights System	C	1	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.	
-51-01-01	Main-Aisle Overhead Emergency Lights	C	-	-	Two main-aisle overhead emergency lights may be inoperative between each pair of fore and aft adjacent passenger entry doors provided: a) Inoperative lights are not located over same aisle, and b) Overhead emergency lights integrated into exit locator signs at associated passenger entry doors operate normally.	
-51-01-02	Cross-Aisle Overhead Emergency Lights	C	-	-	One cross-aisle overhead emergency light may be inoperative at each passenger entry door pair.	
-51-02	Floor Proximity Lighting Systems	C	-	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-51-02	Floor Proximity Lighting Systems (Cont'd)					
-51-02-01	Seat-Mounted Proximity Lights	C	-	-	May be inoperative provided: a) Inoperative seat-mounted lights are not adjacent to each other, and b) Seat-mounted lights adjacent to each passenger entry door operate normally.	
-51-02-02	Main-Aisle Monument Mounted Proximity Lights	C	-	-	One main-aisle light may be inoperative per aisle side on a monument where two adjacent main-aisle lights per aisle side are installed.	
-51-02-03	Cross-Aisle Monument Mounted Proximity Lights	C	-	-	One cross-aisle light may be inoperative on a monument where two cross-aisle lights are installed provided light is not adjacent to attendant seat.	
-51-02-04	Exit Identifiers					
-51-02-04-01	Door 1	C	4	2	Aft exit identifier (backlight and/or floodlight) at each door may be inoperative.	
-51-02-04-02	Door 2 and Door 3	C	8	4	One exit identifier floodlight at each door may be inoperative.	
-51-02-04-03	Door 4	C	4	2	Forward exit identifier (backlight and/or floodlight) at each door may be inoperative.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-51-02	Floor Proximity Lighting Systems (Cont'd)					
-51-02-05 ***	Photoluminescent Escape Path Marking System	C	-	-	Segments of photoluminescent strip may be inoperative provided: a) No more than four 10-inch segments are inoperative in each cabin zone aisle, b) A minimum of 72 inches of photoluminescent strip must operate normally between inoperative segments, and c) Inoperative segments must not be laterally adjacent in an aisle. NOTE 1: Photoluminescent strips associated with an inoperative door slide/raft are not required. NOTE 2: A cabin zone is the passenger cabin area between two sets of main entry door pairs.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Pitot Air Data Modules					
-12-01-01	Right Pitot Air Data Module	B	1	0	(M) May be inoperative provided: a) Left and center pitot probes are inspected before each departure, b) Left and center pitot probe heater systems operate normally, c) Left and center pitot air data modules operate normally, d) Static air data modules operate normally, e) AIR DATA/ATT instrument source switches operate normally, and f) Approach minimums do not require its use.	
-12-01-02	Left Pitot Air Data Module	B	1	0	(M) May be inoperative provided: a) Right and center pitot probes are inspected before each departure, b) Right and center pitot probe heater systems operate normally, c) Right and center pitot air data modules operate normally, d) Static air data modules operate normally, e) AIR DATA/ATT instrument source switches operate normally, and f) Approach minimums do not require its use. (Continued)	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Pitot Air Data Modules (Cont'd)					
-12-01-03	Center Pitot Air Data Module	B	1	0	(M) May be inoperative provided: a) Left and right pitot probes are inspected before each departure, b) Left and right pitot probe heater systems operate normally, c) Left and right pitot air data modules operate normally, d) Static air data modules operate normally, e) AIR DATA/ATT instrument source switches operate normally, and f) Approach minimums do not require its use.	
-12-02	Static Air Data Modules					
-12-02-01	Right Static Air Data Module	B	1	0	May be inoperative provided: a) Left static air data module operates normally, b) Pitot air data modules operate normally, c) Pitot probe heater systems operate normally, d) AIR DATA/ATT instrument source switches operate normally, e) At least one GPS operates normally, and f) Approach minimums do not require its use. (Continued)	

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2. NO. INSTALLED
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-12-02	Static Air Data Modules (Cont'd)					
-12-02-02	Left Static Air Data Module	B	1	0	May be inoperative provided: a) Right static air data module operates normally, b) Pitot air data modules operate normally, c) Pitot probe heater systems operate normally, d) AIR DATA/ATT instrument source switches operate normally, e) At least one GPS operates normally, and f) Approach minimums do not require its use.	
-12-03	Angle of Attack (AOA) Sensors				Deleted, Revision 19.	|
-12-03-01	AOA Resolvers					
-12-03-01A		B	4	2	(M) May be inoperative provided: a) Both left and right AOA heaters are verified to operate normally, b) One left AOA Resolver operates normally, and c) One right AOA Resolver operates normally.	|
-12-03-01B					Deleted, Revision 19.	|
-12-03-01C		C	4	3	(M) One may be inoperative provided both left and right AOA heaters are verified to operate normally.	|

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Sequence No.	Item	1	2	3	4	Change Bar
-16-01	Altitude Alerting System	A	1	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight-days.	
-21-01	Earth Reference System (ERS)					
-21-01-01	Inertial Reference Units (IRU)	C	2	1	(M) One may be inoperative provided: a) Inoperative IRU is deactivated, b) AHRUs operate normally, and c) At least one GPS operates normally.	
-21-01-01-01	ON BAT Light	C	1	0		
-21-01-02	Attitude/Heading Reference Units (AHRU)	C	2	1	(M) One may be inoperative provided: a) Inoperative AHRU is deactivated, and b) IRUs operate normally.	
-23-01	Non-Stabilized Magnetic Compass (Standby)	B	1	0	May be inoperative provided ISFD heading display operates normally.	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-24-01	Integrated Standby Flight Display (ISFD)					
-24-01-01	Attitude Indication	B	1	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
-24-01-02	Airspeed Indication	B	1	0	May be inoperative provided: a) Left and right pitot air data modules operate normally, b) Left and right pitot probe heater systems operate normally, c) Left and right static air data modules operate normally, and d) AIR DATA/ATT instrument source switches operate normally.	
-24-01-03	Approach Mode	C	1	0		
-24-01-04	Heading Display	B	1	0	May be inoperative provided non-stabilized magnetic compass (standby) operates normally.	
-24-01-05	Switch Lights	C	5	0		
-31-01	Instrument Landing Systems (ILS)	C	2	-	Any in excess of those required by 14 CFR may be inoperative provided approach minimums do not require their use.	
-31-02	GPS Landing Systems (GLS)	C	2	0	May be inoperative provided approach minimums do not require their use.	
-31-03	Marker Beacon System	C	1	0	May be inoperative provided approach minimums do not require its use.	
-31-04	VOR Navigation Systems	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-31-05	Global Positioning Systems (GPS)					
-31-05A		C	2	1	One may be inoperative provided enroute operations do not require its use.	
-31-05B		C	2	0	May be inoperative provided: a) Enroute operations do not require their use, and b) IRUs operate normally.	
-33-01	Radio Altimeter Systems					
-33-01-01	CN AA-29854 (Part A or B) Not Incorporated	B	2	1	(M)(O) One may be inoperative provided: a) NO AUTOLAND advisory message is displayed, b) Approach minimums do not require its use, c) Operating procedures do not require its use, and d) LNAV is not armed for takeoff.	
-33-01-02	CN AA-29854 (Part A or B) Incorporated	B	2	1	(M)(O) One may be inoperative provided: a) NO AUTOLAND advisory message is displayed, b) Approach minimums do not require its use, and c) Operating procedures do not require its use.	
-42-01	Weather Radar System					
-42-01A		D	2	1		
-42-01B		C	2	0	(O) May be inoperative provided: a) Weather radar is not required by 14 CFR, b) Reactive windshear alert (GPWS Mode 7) operates normally, and c) Alternate procedures are established and used.	

(Continued)

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-42-01	Weather Radar System (Cont'd)					
-42-01C		B	2	0	(O) May be inoperative provided: a) Weather radar is not required by 14 CFR, and b) Alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
-42-01-01	Predictive Windshear Alert Mode					
-42-01-01A		D	2	1		
-42-01-01B		C	2	0	(O) May be inoperative provided: a) Reactive windshear alert (GPWS Mode 7) operates normally, and b) Alternate procedures are established and used.	
-42-01-01C		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.	
-42-01-02	Auto Tilt Function	C	1	0		

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-42-02	Traffic Collision and Avoidance System (TCAS)					
-42-02A		C	2	1		
-42-02B		B	2	0	May be inoperative provided enroute or approach procedures do not require its use.	
-42-03	ATC Transponder/ Automatic Altitude Reporting Systems					
-42-03A		D	2	1	Any in excess of those required by 14 CFR may be inoperative.	
-42-03B		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 the planned route of flight.	
-42-03-01	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	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.	
-42-04	Alerting and Transponder Control Panel	C	1	0	(O) May be inoperative provided tuning and control panels operate normally.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-42-05	Ground Proximity Warning System (GPWS)					
-42-05A		C	2	1		
-42-05B		A	2	0	(O) May be inoperative provided: a) Predictive windshear alert mode operates normally, b) Alternate procedures are established and used, and c) Repairs are made within 2 flight-days.	
-42-05C		A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
-42-05-01	Advisory Callouts (Mode 6)					
-42-05-01A		B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-42-05-01B		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
-42-05-02	Windshear Alert Mode (Reactive) (Mode 7)					

(Continued)

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4 Change Bar
-42-05	Ground Proximity Warning System (GPWS) (Cont'd)				
-42-05-02A		C	2	1	
-42-05-02B		C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Predictive windshear alert mode operates normally.
-42-05-02C		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.
-42-05-03	Terrain Awareness Function				
-42-05-03A		C	2	1	
-42-05-03B		B	2	0	(O) May be inoperative provided alternate procedures are established and used.

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-42-06	Automatic Dependent Surveillance-Broadcast (ADS-B) System					
-42-06-01	ADS-B Out Squitter Transmissions					
-42-06-01A		C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
-42-06-01B		C	2	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
-42-06-02 ***	ADS-B In Functions					
-42-06-02A		C	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	
-42-06-02B		D	2	0	May be inoperative provided enroute operations do not require its use.	
-55-01	Distance Measuring Equipment (DME)	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-57-01 ***	ADF Systems	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	
-61-01	Flight Management Function	C	3	2		
-61-01-01	Navigation Databases	A	3	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Crew Oxygen Pressure Indication System	C	1	0	(M) May be inoperative provided: a) Crew oxygen supply is verified to be above minimum required before each departure, and b) Crew oxygen shutoff valve(s) is verified open.	
-11-01-01	Overboard Discharge Indicator Disc	C	1	0	May be damaged or missing.	
-21-01	Passenger Oxygen System	B	1	0	(O) May be inoperative provided: a) Appropriate portable oxygen supplies are available, b) Both air conditioning packs operate normally, c) Pressurization system operates normally, d) Appropriate altitude adjustments are applied, and e) Passengers are appropriately briefed.	
-21-01-01	Power Channels	C	18	9	One for each PSU zone may be inoperative.	

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-21-02	Passenger Oxygen Controllers					
-21-02A		B	-	0	(M) May be inoperative provided: a) Associated passenger seats are blocked and placarded to prevent occupancy, b) Associated flight attendant seat is considered inoperative, c) Associated lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and d) Associated galley area curtain nearest operative oxygen controllers is secured open or removed. NOTE: These provisions are not intended to prohibit lavatory inspections by crewmembers.	
-21-02B		B	-	0	(O) May be inoperative provided: a) Appropriate portable oxygen supplies are available, b) Both air conditioning packs operate normally, c) Pressurization system operates normally, d) Appropriate altitude adjustments are applied, and e) Passengers are appropriately briefed.	
-21-03	Passenger Oxygen Automatic Presentation System	B	1	0	May be inoperative provided flight remains at or below FL 300.	
-21-04	Passenger Oxygen ON Light	C	1	0		

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4. REMARKS OR EXCEPTIONS

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-21-05 ***	OFCR/OFAR Oxygen Controllers					
-21-05-01	Seat/Bunk Controllers					
-21-05-01A		C	-	0	(M) May be inoperative provided associated seat/bunk is blocked and placarded to prevent occupancy.	
-21-05-01B		C	-	0	(O) May be inoperative provided: a) Appropriate portable oxygen supplies are available, b) Both air conditioning packs operate normally, c) Pressurization system operates normally, d) Appropriate altitude adjustments are applied, and e) Crew are appropriately briefed.	
-31-01	Portable Oxygen Bottles or Units (Including Masks and Hoses)	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or removed provided: a) An inoperative or not properly serviced portable oxygen bottle/unit remains in a certified location until removed or serviced at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE 1: Inoperative portable oxygen bottles or units, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	

(Continued)

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Portable Oxygen Bottles or Units (Including Masks and Hoses) (Cont'd)				NOTE 2: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
-31-01-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	
-31-02	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBEs removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
-31-02-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Potable Water Systems					
-10-01A		C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
-10-01B		C	1	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
-10-01-01	Potable Water Indication System	D	-	-		

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Waste Water Systems					
-30-01A		C	-	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
-30-01B		C	-	0	(M) Associated lavatory may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is locked closed and placarded “INOPERATIVE – DO NOT ENTER”. NOTE: These provisions are not intended to prohibit inspections by crewmembers.	
-30-01-01	Vacuum Blowers	C	2	-	(M)(O) May be inoperative provided: a) Associated vacuum blower is deactivated, and b) Galley sinks and lavatories affected by inoperative vacuum blower are not used on the ground or at flight altitudes below 16,000 ft.	

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Common Computing Resource General Processing Modules (GPM)					
-21-01-01	Position 8L					
-21-01-01-01	CN-AA39640 Incorporated	C	1	0	(M) May be inoperative provided position 8R operates normally.	
-21-01-01-02	CN-AA39640 Not Incorporated	C	1	0	(M) May be inoperative provided: a) Position 8R operates normally, and b) One high frequency (HF) communication system is considered inoperative.	
-21-01-02	Position 8R	C	1	0	(M) May be inoperative provided position 8L operates normally.	
-21-02	Remote Data Concentrators (RDC)					
-21-02-01	RDCs 1 and 3					
-21-02-01A		C	2	1	May be dispatched with CCS RDC FAULT provided: a) Remaining RDCs operate normally, and b) Left thrust reverser locking actuator proximity sensors operate normally.	
-21-02-01B		C	2	1	May be dispatched with CCS RDC FAULT provided: a) Remaining RDCs operate normally, and b) Left thrust reverser is considered inoperative.	

(Continued)

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
-21-02	Remote Data Concentrators (RDC) (Cont'd)					
-21-02-02	RDCs 2 and 4					
-21-02-02A		C	2	1	May be dispatched with CCS RDC FAULT provided: a) Remaining RDCs operate normally, and b) Right thrust reverser locking actuator proximity sensors operate normally.	
-21-02-02B		C	2	1	May be dispatched with CCS RDC FAULT provided: a) Remaining RDCs operate normally, and b) Right thrust reverser is considered inoperative.	
-21-02-03	RDCs 5–18, 21, 23	C	16	15	May be dispatched with CCS RDC FAULT provided remaining RDCs operate normally.	
-21-02-04	RDC 19					
-21-02-04A		C	1	0	May be dispatched with CCS RDC FAULT provided remaining RDCs operate normally.	
-21-02-04B		C	1	0	(M)(O) May be inoperative deactivated provided remaining RDCs operate normally.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

44. Cabin Systems

Sequence No.	Item	1	2	3	4 Change Bar
-11-01	Cabin Attendant Panels (CAP)	C	-	1	(M) May be inoperative deactivated.
-12-01	Passenger Address System	B	1	0	(O) May be inoperative provided: a) Flight attendant call lights operate normally, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any function that operates normally may be used.
-12-01-01	Lavatory Speakers	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
-12-01-02	Cabin Speakers				
-12-01-02A		C	-	-	(M) May be inoperative provided inoperative speakers are not adjacent to each other.
-12-01-02B		C	-	-	(M) No passenger seat, cabin attendant seat, or crew rest area bunk may be occupied from which passenger address system is not audible and intelligible; seat must be blocked and placarded "DO NOT OCCUPY".
-12-02 ***	Prerecorded Passenger Announcement System				
-12-02A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-12-02B		D	1	0	May be inoperative provided procedures do not require its use.

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

44. Cabin Systems

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

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
-14-01	Cabin Interphone Systems (Cont'd)					
-14-01-02	Cabin to Cabin Functions	B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least 50% of the cabin handsets, b) Cabin to cabin interphone functions operate normally on at least one handset at each pair of exit doors, and c) Alternate communications procedures between affected flight attendant's station(s) are established and used. NOTE: Any function that operates normally may be used.	
-14-01-03	Flight Deck to Ground/ Ground to Flight Deck Function (Includes Nose Gear Flight Interphone Jack)					
-14-01-03A		C	1	0	(O) May be inoperative provided: a) Nose gear service interphone jack operates normally, and b) Alternate procedures are established and used.	
-14-01-03B		B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-14-02	Cabin Interphone Alerting Systems					
-14-02-01	EICAS Communication Alert Message System	B	1	0	May be inoperative provided: a) EICAS communication alert chime operates normally, and b) Alternate procedures are established and used to differentiate between normal and emergency calls.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
-14-02	Cabin Interphone Alerting Systems (Cont'd)					
-14-02-02	EICAS Communication Alert Chime	B	1	0	May be inoperative provided the EICAS communication alert message system operates normally.	
-14-02-03	Flight Attendant Call Lights	B	-	0	(O) May be inoperative provided: a) PA system operates normally, and b) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to attendant call system is considered Nonessential Equipment and Furnishings (NEF). NOTE 2: Any flight attendant call light function that operates normally may be used.	
-14-02-04	Cabin Chime	B	1	0	(O) May be inoperative provided: a) Flight attendant call lights operate normally, and b) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to attendant call system is considered Nonessential Equipment and Furnishings (NEF). NOTE 2: Any cabin chime system function that operates normally may be used. (Continued)	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
-14-02	Cabin Interphone Alerting Systems (Cont'd)					
-14-02-05 ***	OFCR/OFAR Call Light/Chime Systems	B	-	0	(O) May be inoperative provided: a) Associated OFCR or OFAR cabin interphone handset system operates normally, and b) Alternate procedures for contacting crew/attendant rest occupants are established and used. NOTE: Any alerting system function that operates normally may be used.	
-14-03	Cabin Interphone Handset Systems					
-14-03-01	Flight Deck					
-14-03-01A		C	1	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.	
-14-03-01B		D	1	0	May be inoperative provided procedures do not require its use.	

(Continued)

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
-14-03	Cabin Interphone Handset Systems (Cont'd)					
-14-03-02	Cabin	B	-	-	(O) May be inoperative provided: a) At least 50% of cabin handsets operate normally, b) One handset must operate normally at each pair of exit doors, and c) Alternate communications procedures between the affected flight attendant's station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the 50% requirement. NOTE 2: Any handset functions that operate normally may be used.	
-14-03-03 ***	OFCR/OFAR	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-43-01	Ground Crew Call System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Central Maintenance Computing Functions (CMCF)	C	2	0		
-12-01	Airplane Condition Monitoring Function (ACMF)	D	1	0		

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
-11-01 ***	Electronic Flight Bag (EFB) Systems					
-11-01-01 ***	EFB System (Installed EFB System)					
-11-01-01A		C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.	
-11-01-01B		D	-	0	May be inoperative provided procedures do not require its use.	
-11-01-02 ***	Data Connectivity					
-11-01-02A		C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
-11-01-02B		D	-	0	May be inoperative provided procedures do not require its use.	
-11-01-03 ***	Power Supply/Power Connection					
-11-01-03A		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-11-01-03B		D	-	0	May be inoperative provided procedures do not require its use.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Electronic Flight Bag (EFB) Systems (Cont'd)					
-11-01-04 ***	Mounting Device					
-11-01-04A		C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft, and b) Alternate procedures are established and used.	
-11-01-04B		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft, and b) Procedures do not require its use.	
-12-01	Core Network System	C	1	0	NOTE: Any function that operates normally may be used.	|

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

47. Inert Gas System

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Nitrogen Generation System (NGS)					
-11-01-01	Nitrogen Generation Performance	A	1	0	May be inoperative provided repairs are made within 10 flight-days.	
-11-01-02	Ground Cooling Valve	A	1	0	(M) May be inoperative provided: a) Ground cooling valve is deactivated closed, and b) Repairs are made within 10 flight-days.	
-11-01-03	Cabin Shutoff Valve	A	1	0	(M) May be inoperative provided: a) NGS cabin shutoff valve is deactivated closed, and b) Repairs are made within 10 flight-days.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Auxiliary Power Unit (APU)	C	1	0	(O) May be inoperative provided: a) Left AGCU operates normally, b) VFSG systems operate normally, and c) Flight remains within 180 minutes of landing at a suitable airport.	
-15-01	APU Air Inlet Door Actuation System					
-15-01A		C	1	0	(O) May be inoperative with door in any position provided: a) Left AGCU operates normally, b) VFSG systems operate normally, and c) Flight remains within 180 minutes of landing at a suitable airport.	
-15-01B		C	1	0	(M)(O) May be inoperative provided door is deactivated in the inflight open position.	
-15-01-01	APU Air Inlet Door Actuator Position Indication Switch	C	1	0	(M) May be inoperative provided APU inlet door is verified to operate normally before each departure.	
-41-01	APU Starting System					
-41-01A		C	1	0	(O) May be dispatched with APU START SYS faults provided APU is started before departure and operated continuously throughout the flight.	
-41-01B		C	1	0	May be dispatched with APU START SYS faults provided: a) Left AGCU operates normally, b) VFSG systems operate normally, and c) Flight remains within 180 minutes of landing at a suitable airport.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
-61-01	APU Controller	C	1	0	May be dispatched with APU CONTROL faults.	
-61-02	APU Ground Control Panel	C	1	0	NOTE: Any function that operates normally may be used.	
-70-01	APU FAULT Light	C	1	0		
-71-01	APU EGT Indication	C	1	0		
-73-01	APU RPM Indication	C	1	0		
-94-01	APU Oil Quantity Indication System					
-94-01A		C	1	0	(M) May be inoperative provided APU oil quantity is verified adequate once each flight-day.	
-94-01B		C	1	0	May be inoperative provided: a) Left AGCU operates normally, b) VFSG systems operate normally, c) APU is not used, and d) Flight remains within 180 minutes of landing at a suitable airport.	
-94-02	APU Oil Pressure Indication	C	1	0		

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

50. Cargo Compartments

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Lower Cargo Compartment Linings	C	-	-	(O) May be damaged or missing provided procedures are established and used to verify the associated cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-20-01	Cargo Handling Systems	D	2	0	May be inoperative or portions of the system may be missing. NOTE: Any portion of the system which operates normally may be used.	
-21-01	Cargo Restraint Systems					
-21-01A		A	-	-	(M) May be inoperative or missing provided: a) Approved cargo-loading limits are observed. The only source documents are: • Type Certificate (TC), • Supplemental Type Certificate (STC), • Airplane Flight Manual (AFM), • Airplane Flight Manual Supplement (AFMS), • TC/STC Weight and Balance Manual (WBM), and b) Repairs are made within 120 consecutive calendar-days. (Continued)	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

50. Cargo Compartments

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Cargo Restraint Systems (Cont'd)					
-21-01B		A	-	-	May be inoperative or missing provided: a) Cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	
-21-01C		A	-	-	Individual cargo areas may be inoperative provided: a) Aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and b) Repairs are made within 120 consecutive calendar-days.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Door Synoptic Display	C	1	0		
-11-01	Passenger Entry Doors/Slides					
-11-01A		A	8	7	(M)(O) One may be inoperative or slide missing provided: a) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door, b) Emergency exit sign and floor proximity lights associated with the inoperative exit must be covered to obscure the sign and lights, c) Conspicuous signs and placards shall be placed in appropriate locations to indicate seats are not to be occupied by passengers, d) All other passenger entry doors are fully operational, (Continued)	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Passenger Entry Doors/Slides (Cont'd)					
-11-01A (Cont'd)					e) All passenger seats halfway to the next exit in each direction from the inoperative door/slide, across the entire width of the airplane shall be blocked off with conspicuous tapes or ropes that contrast with the airplane interior before loading passengers. Only the seats in these areas shall be blocked; main passenger aisles, cross aisles, and exit areas must not be blocked. (For an inoperative forward door/side, the blocked seating area shall extend from the forward cabin end rearward to a line halfway between the inoperative forward door and the next set of doors aft of the inoperative one. For an inoperative rear door/slide, the blocked seating area shall extend forward from the aft cabin end to a line halfway between the inoperative door and the next set of doors forward of the inoperative one), f) Seated capacity must not exceed rated capacity of remaining pairs of exits, (Continued)	

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Passenger Entry Doors/Slides (Cont'd)					
-11-01A (Cont'd)					g) For extended overwater operations, occupancy shall not exceed the normal rated capacity of the slide/rafts, or the remaining slide/rafts, or the rated overload capacity of the slide/rafts remaining after loss of one additional slide/raft of greatest capacity, whichever is least, h) Blocked seating layouts and evacuation procedures must be developed and approved by the FAA certificate-holding office for inclusion in the operator's manual, i) Affected door is not used for passenger loading, j) Passengers must be advised to not use affected door, and k) Repairs are made within 1 flight-day. NOTE 1: Flight attendants may be stationed in the vicinity of each door within blocked areas. NOTE 2: Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed. (Continued)	

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Passenger Entry Doors/Slides (Cont'd)					
-11-01B		C	8	4	(M)(O) May be inoperative or slide missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, c) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across each inoperative door, d) Emergency exit sign and floor proximity lights associated with each inoperative door must be covered to obscure the sign and lights, e) Inoperative doors are not used for loading, f) Each person carried has unobstructed access from their seat to an operative door, g) Safety briefing includes location of inoperative doors and instructions not to use them, and h) Alternate procedures are established and used.	

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	Passenger Entry Doors Pressure Stop Assemblies					
-11-02-01	Door Stops 1, 2, 5, and 6	C	64	-	(M)(O) One pressure stop per door may be missing or inoperative provided: a) There are no visible defects on remaining stops for the associated door, b) Flight is conducted unpressurized, and c) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.	
-11-02-02	Door Stops 3 and 4	C	32	-	(M)(O) One pressure stop per door may be missing or inoperative provided: a) There are no visible defects on remaining stops for the associated door, b) All automatic cabin pressure control channels operate normally, and c) Airplane pressure altitude does not exceed 12,000 ft.	
-11-03	Passenger Entry Doors Hold-Open Mechanisms	C	8	7		
-11-04	Passenger Entry Doors Hold-Open Release Handles	C	8	4		

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-11-05	Passenger Entry Door Flight Lock Systems	C	8	0	(M)(O) May be inoperative provided: a) Associated door is verified to be capable of being opened before each departure, and b) A person employed by the operator is designated to monitor the affected door handle when cabin differential pressure is less than 1.5 psi.	
-11-06	EPAS Power Channels	C	16	8	One power channel per door may be inoperative.	
-11-07	EPAS Disarmed Sensors	C	8	0		
-11-07-01	Passenger Door Manual Mode Indicators (Including Door 1L Attendant Switch Panel Indicator)	C	9	0		
-11-08	Passenger Door Automatic Mode Indicators (Including Door 1L Attendant Switch Panel Indicator)	C	9	0	May be inoperative provided flight deck indications for passenger door slide automatic mode operate normally.	
-34-01	Forward Cargo Door Lift/Latch System (Electric and Manual Modes)					
-34-01A		C	2	1	(M) One may be inoperative provided: a) There is no damage to the lift mechanism, b) There is no damage to the latch mechanism, and c) Door is operated using the maintenance manual procedure.	
-34-01B		C	2	0	(M) May be inoperative provided associated door is verified closed, latched, and locked before each departure.	

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-34-02	Forward Cargo Door Control Panel Lights (FULL OPEN, READY TO LOCK, CLOSED, and LOCKED)	C	3	0	(M) May be inoperative provided alternate procedures are established and used.	
-35-01	Aft Cargo Door Lift/Latch System (Electric and Manual Modes)					
-35-01A		C	2	1	(M) One may be inoperative provided: a) There is no damage to the lift mechanism, b) There is no damage to the latch mechanism, and c) Door is operated using the maintenance manual procedure.	
-35-01B		C	2	0	(M) May be inoperative provided associated door is verified closed, latched, and locked before each departure.	
-35-02	Aft Cargo Door Control Panel Lights (FULL OPEN, READY TO LOCK, CLOSED, and LOCKED)	C	3	0	(M) May be inoperative provided alternate procedures are established and used.	
-36-01	Bulk Cargo Door Gas Spring	C	1	0	(M) May be inoperative provided: a) Bulk cargo door damper operates normally, and b) Safety hold open device is used when door is in the open position.	
-36-02	Bulk Cargo Door Damper	C	1	0	May be inoperative provided the bulk cargo door gas spring operates normally.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-36-03	Bulk Cargo Door Exterior Handle	C	1	0	(M) May be inoperative provided: a) Interior handle operates normally, b) Bulk cargo door indication operates normally, and c) Before each departure, bulk cargo door is verified closed, latched, and locked.	
-51-01	Flight Deck Door Automatic Locking System					
-51-01-01	787-8 (CN-AA33339 Not Incorporated)	C	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) No passengers are carried, c) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and d) Alternate procedures are established and used.	
-51-01-01-01	Flight Deck Access System	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
-51-01-01-01-01	LEDs	C	3	0	(O) May be inoperative provided alternate procedures are established and used.	
-51-01-01-01-02 ***	Door Bell Mode	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-51-01-01-01-03	Keypad Channels	C	2	1		

(Continued)

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Flight Deck Door Automatic Locking System (Cont'd)					
-51-01-01	787-8 (CN-AA33339 Not Incorporated) (Cont'd)					
-51-01-01-02	Flight Deck Door Access Selector	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, b) Electric lock is verified to operate normally, and c) Alternate procedures are established and used.	
-51-01-01-03	FD DOOR LOCK FAIL Indication	C	1	0	(M) May be inoperative provided automatic locking controls are verified to operate normally.	
-51-01-01-04	FD DOOR AUTO UNLK Indication	C	1	0	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime is verified to operate normally.	
-51-01-01-05	FD DOOR OPEN Indication	C	1	0	(M) May be inoperative provided electric lock is verified to operate normally.	
-51-01-01-06	Power Switch OFF Light	C	1	0		
-51-01-01-07	Power Switch ON Light	C	1	0		

(Continued)

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Flight Deck Door Automatic Locking System (Cont'd)					
-51-01-02	787-8 (CN-AA33339 Incorporated)/ 787-9/787-10					
-51-01-02A		A	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door deadbolt operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt, and d) Repairs are made within 2 flight-days.	
-51-01-02B		C	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) No passengers are carried, c) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and d) Alternate procedures are established and used.	
-51-01-02-01	Flight Deck Access System	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
-51-01-02-01-01	LEDs	C	3	0	(O) May be inoperative provided alternate procedures are established and used.	

(Continued)

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Flight Deck Door Automatic Locking System (Cont'd)					
-51-01-02	787-8 (CN-AA33339 Incorporated)/ 787-9/787-10 (Cont'd)					
-51-01-02-01-02 ***	Door Bell Mode	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-51-01-02-01-03	Keypad Channels	C	2	1		
-51-01-02-02	Flight Deck Door Access Selector	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, b) Electric lock is verified to operate normally, and c) Alternate procedures are established and used.	
-51-01-02-03	FD DOOR LOCK FAIL Indication	C	1	0	(M) May be inoperative provided automatic locking controls are verified to operate normally.	
-51-01-02-04	FD DOOR AUTO UNLK Indication	C	1	0	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime is verified to operate normally.	
-51-01-02-05	FD DOOR OPEN Indication	C	1	0	(M) May be inoperative provided electric lock is verified to operate normally.	
-51-01-02-06	Power Switch OFF Light	C	1	0		
-51-01-02-07	Power Switch ON Light	C	1	0		

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-51-02	Flight Deck Door Dead Bolt	C	1	0	May be inoperative provided flight deck door automatic locking system operates normally.	
-51-03	Flight Deck Door Decompression Panel Latch	A	1	0	May be inoperative provided: a) Decompression panel is in the latched position, and b) Repairs are made within 2 flight-days.	
51-04 ***	Installed Physical Secondary Barrier (IPSB)					|
51-04A		C	1	0	(O) May be inoperative provided: a) Barrier is secured in the fully stowed position, and b) Alternate procedures are established and used.	|
51-04B		C	1	0	(M)(O) May be inoperative provided: a) Barrier is removed, and a) Alternate procedures are established and used.	|
51-04C		D	1	0	(O) May be inoperative provided: a) Barrier is secured in the fully stowed position, and b) Procedures do not require its use.	|
51-04D		D	1	0	(M) May be inoperative provided: a) Barrier is removed, and b) Procedures do not require its use.	|

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TABLE KEY

5. REPAIR CATEGORY
6. NO. INSTALLED
7. NO. REQUIRED FOR DISPATCH
8. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-71-01	Door Indication Systems	C	-	0	(M) May be inoperative provided associated door is verified closed, latched and, if applicable, locked before each departure.	
-71-01-01	Passenger Door Locked Indication Lights	C	8	0	May be inoperative provided associated passenger entry door indication system operates normally.	
-71-02 ***	Flightcrew Privacy Door	C	1	0	(M) May be inoperative provided: b) Affected door is secured in the fully open position or removed, and c) Alternate procedures are established and used.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

57. Wings

Sequence No.	Item	1	2	3	4	Change Bar
-51-41	Wing Trailing Edge Fluid Drainage System	C	30	28	One drain tube per side (L/R) may be inoperative.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Engine Main Fuel Pump Strainer Sensors (GE)	C	2	1	One may be inoperative provided associated engine fuel/oil heat exchanger sensor operates normally.	
-11-02	Engine Fuel/Oil Heat Exchanger (FOHE) Sensors (RR CN-AA28953 Incorporated or GE CN-AA32218 Incorporated)					
-11-02-01	RR	C	-	-	One may be inoperative provided associated engine fuel filter bypass warning system operates normally.	
-11-02-02	GE	A	-	0	May be inoperative provided: a) Associated engine fuel filter bypass warning system operates normally, b) Associated engine main fuel pump strainer sensor operates normally, and c) Repairs are made within 30 calendar-days.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Electronic Engine Controls (EEC) Normal Mode					
-21-01-01	RR	C	2	0	(O) Normal (NORM) mode may be inoperative provided: a) Autothrottle system operates normally, b) Both engines are operated in the alternate (ALTN) mode, and c) Appropriate performance adjustments are applied.	
-21-01-02	GE	C	2	0	(O) Normal (NORM) mode may be inoperative provided: a) Autothrottle system operates normally, b) Turbine case cooling air flow systems operate normally, c) Both engines are operated in the alternate (ALTN) mode, and d) Appropriate performance adjustments are applied.	
-21-02	Electronic Engine Controls (EEC) NORM/ALTN Mode Lights	C	2	0	(M) May be inoperative provided associated switches are verified to operate normally.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
-21-03	EEC C1 Faults					
-21-03-01	RR					
-21-03-01A		A	2	1	(M) One may be dispatched with C1 fault provided repairs are made within 10 calendar-days.	
-21-03-01B		A	2	0	(M) May be dispatched with C1 faults provided: a) At least one engine is verified to not have P30 faults before each departure, and b) Repairs are made within 10 calendar-days.	
-21-03-02	GE	A	2	0	(M) May be dispatched with C1 faults provided repairs are made within 150 flight-hours.	
-21-04	Turbine Overspeed Systems (RR)				Deleted, Revision 18.	
-21-05	Engine Fuel Shutoff Valve Indication Systems (GE)	C	2	1	(M) One may be inoperative provided the associated engine fuel shutoff valve is verified to operate normally once each flight-day.	
-21-06	Engine Thrust Control Malfunction Accommodation (TCMA) Functions (RR)	C	2	1		
-31-01	Fuel Flow Indications	C	2	1	One may be inoperative provided: a) All fuel tank quantity indications operate normally, and b) Flight remains within 180 minutes of landing at a suitable airport.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
-34-01	Engine Fuel Filter Bypass Warning Systems					
-34-01-01	RR CN-AA28953 Not Incorporated or GE CN-AA32218 Not Incorporated	C	2	1		
-34-01-02	RR CN-AA28953 Incorporated or GE CN-AA32218 Incorporated	C	2	1	One may be inoperative provided the associated engine fuel/oil heat exchanger (FOHE) sensor operates normally.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Ignition Systems					
-00-01-01	RR	B	4	3	One may be inoperative provided: a) Associated engine anti-ice system operates normally, and b) Associated engine ESS valve operates normally.	
-00-01-02	GE	B	4	3	One may be inoperative provided: a) Associated engine anti-ice system operates normally, and b) Associated engine BAI valve operates normally.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

75. Bleed Air

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Engine Section Stator (ESS) Anti-Ice Valves					
-11-01-01	(RR Package B and Package C1 or any Intermix with RR 1000-TEN)					
-11-01-01A		C	2	1	One may be inoperative closed provided: a) Associated engine ignition systems operate normally, b) Airplane is not operated in known or forecast icing conditions, and c) Flight remains within 120 minutes of landing at a suitable airport.	
-11-01-01B		B	2	0	(O) May be inoperative open provided appropriate performance adjustments are applied.	
-11-01-02	(RR 1000-TEN)					
-11-01-02A		C	2	1	One may be inoperative closed provided: a) Associated engine ignition systems operate normally, and b) No ground icing conditions exist.	

(Continued)

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

75. Bleed Air

Sequence No.	Item	1	2	3	4	Change Bar
-11-01-02B		C	2	1	One may be inoperative closed provided: a) Associated engine ignition systems operate normally, and b) Ground icing conditions exist, but no visible moisture is present (clouds, fog with visibility of one statute mile [5,249 ft.] or less, rain, snow, sleet, ice crystals, etc.).	
-11-01-02C		C	2	1	One may be inoperative closed provided: a) Associated engine ignition systems operate normally, and b) Ground icing conditions exist with visible moisture present and OAT is greater than -7 °C.	
-11-01-02D		B	2	0	(O) May be inoperative open provided appropriate performance adjustments are applied.	
-11-02	Booster Anti-Ice (BAI) Valves (GE)	C	2	1	(M) One may be inoperative provided: a) Inoperative valve is locked closed, b) Associated engine ignition systems operate normally, c) Airplane is not operated in known or forecast icing conditions, and d) Flight remains within 120 minutes of landing at a suitable airport.	
-23-01	Core Compartment Cooling (CCC) Valves (GE)	C	2	0	(M) May be inoperative locked open.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

75. Bleed Air

Sequence No.	Item	1	2	3	4	Change Bar
-24-01	Turbine Case Cooling Air Flow Systems (GE)					
-24-01-01	HPTACC Valves	C	2	0	(M)(O) May be inoperative provided: a) Inoperative HPTACC valve is locked in the closed position, b) Associated engine CCC valve is locked in the open position, c) Associated engine LPTACC valve operates normally, d) Both EECs operate in the normal mode, e) Appropriate takeoff thrust settings are applied, and f) Appropriate performance adjustments are applied.	
-24-01-02	LPTACC Valves	C	2	0	(M)(O) May be inoperative provided: a) Inoperative LPTACC valve is locked in the closed position, b) Associated engine CCC valve is locked in the open position, c) Associated engine HPTACC valve operates normally, d) Both EECs operate in the normal mode, e) Appropriate takeoff thrust settings are applied, and f) Appropriate performance adjustments are applied.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

75. Bleed Air

Sequence No.	Item	1	2	3	4	Change Bar
-24-02	Advanced Turbine Case Cooling (TCC) Valve Systems (RR Package C1 and RR 1000-TEN)					
-24-02-01	HP TCC Valves	C	-	0	(M)(O) May be inoperative provided: a) Inoperative HP TCC valve is locked in the closed position, b) Associated engine IP TCC valve operates normally, and c) Appropriate performance adjustments are applied.	
-24-02-02	IP TCC Valves	C	-	0	(M)(O) May be inoperative provided: a) Inoperative IP TCC valve is locked in the closed position, b) Associated engine HP TCC valve operates normally, and c) Appropriate performance adjustments are applied.	
-24-03	Modulated Air System (RR 1000-TEN)					
-24-03-01	MAS Valve	D	-	0	(M)(O) May be inoperative provided associated Modulated Air system is deactivated closed.	
-24-03-02	MAS Valve Sensor	D	-	0	(M)(O) May be inoperative provided associated Modulated Air System is deactivated closed.	
-24-03-03	MAS System Test	D	-	0	(M)(O) May be inoperative provided associated Modulated Air System is deactivated closed.	
-33-01	Engine Intermediate Pressure (IP) Bleed Valves (RR)	B	6	4	(O) One may be inoperative on each engine provided appropriate performance adjustments are applied.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Engine Turbine Overheat Sensors (RR)	C	4	2	One per engine may be inoperative.	
-31-01	Engine Vibration Monitoring Functions	C	2	1		

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Thrust Reversers	C	2	1	(M)(O) One may be inoperative provided: a) Inoperative reverser is secured in the forward thrust position, and b) Appropriate performance adjustments are applied.	
-34-01	Reverse Thrust Lever Interlocks					
-34-01A		C	2	1	One may be inoperative released.	
-34-01B		C	2	1	(O) One may be inoperative not released provided appropriate performance adjustments are applied.	
-36-01	Thrust Reverser Locking Actuator Proximity Sensors					
-36-01-01	Left Thrust Reverser					
-36-01-01A		C	4	3	One may be inoperative provided: a) Remote data concentrator 1 operates normally, and b) Remote data concentrator 3 operates normally.	
-36-01-01B		C	4	3	One may be inoperative provided left thrust reverser is considered inoperative.	
-36-01-02	Right Thrust Reverser					
-36-01-02A		C	4	3	One may be inoperative provided: a) Remote data concentrator 2 operates normally, and b) Remote data concentrator 4 operates normally.	
-36-01-02B		C	4	3	One may be inoperative provided right thrust reverser is considered inoperative.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Engine Oil Cooler Bypass Valves (RR)	C	2	0	(O) May be inoperative open provided fuel temperature is below the appropriate limits before takeoff.	
-21-02	Engine Oil Debris Monitoring System (DMS) Sensor (GE)	C	2	1	(M) One may be inoperative provided: a) Inoperative DMS sensor is checked for contaminants, and b) Associated engine oil filter bypass warning system operates normally.	
-22-01	Engine Oil Debris Sensor (ODS) (RR)	C	2	1	(M) One may be inoperative provided: a) Inoperative ODS is checked for contaminants, and b) Associated engine oil filter differential pressure systems operate normally.	
-31-01	Engine Oil Quantity Indicating Systems	A	2	1	(M) One may be inoperative provided: a) Before each departure, verify the associated engine oil tank is filled to the recommended capacity, b) Oil consumption is within limits, and c) Repairs are made within 3 flight-days.	
-35-01	Engine Oil Filter Differential Pressure Systems (RR)					
-35-01-01	Pressure Oil Filters	C	2	0		
-35-01-02	Scavenge Oil Filters	C	2	1	One may be inoperative provided associated engine oil debris sensor (ODS) operates normally.	
-35-02	Engine Oil Filter Bypass Warning Systems (GE)	C	2	1	(M) One may be inoperative provided the associated engine oil debris monitoring system (DMS) sensor operates normally.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Start Selector Holding/Cutout System	C	2	0	(O) May be inoperative provided alternate start procedures are used.	