



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

Master Minimum Equipment List (MMEL)

Revision: 63
Date: XX/XX/XXXX

Boeing 737 **B-737-100/200/300/400/500/600/700/800/900/900ER**

Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Aircraft Evaluation Division (AFS-100)
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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 63**. EFFECTIVE ABOVE DATE, the Boeing 737 Master Minimum Equipment List has been revised. The changes in this revision were made to align with FAA policy letters and to increase dispatch flexibility. All changes are reflected in the highlights of change listed below and are indicated by revision bars in the associated ATA section. For any change affecting an ATA section, all pages in that associated ATA section are re-dated accordingly, with the exception of nomenclature changes for ATA chapter headings.

ITEM 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.
General	Corrected ETOPS references throughout document (changed ER operations to ETOPS). Changes are indicated with revision bars and are not listed in these Highlights of Change.
General	Added dispatch condition statements to all Remarks and Exceptions fields throughout document where there are no written provisos (blank field). Changes are indicated with change bars but are not listed in these Highlights of Change.
General	Moved STC applicable items, options and sub-items throughout document. STC Relief Approval Letters are available on http://drs.faa.gov website. Changes are indicated with change bars but are not listed in these Highlights of Change.
ATA 21 AIR CONDITIONING	
21-01-06B	Removed from MMEL (deleted in Revision 62).
21-02	Deleted (O) indicator, revised proviso and added NOTE.
21-02-04B	Added (O) indicator and proviso b).
21-41-01	Added (M) indicator and proviso.
ATA 22 AUTOFLIGHT	
22-18-01-02A	Revised proviso.
ATA 23 COMMUNICATIONS	
23-01-01A	Corrected from "GWPS" to "GPWS" in NOTE.
23-01-02A	Corrected from "GWPS" to "GPWS" in NOTE.
23-12-02A	Revised proviso b) per PL-120, Rev 4.
23-12-02B	Revised proviso b) per PL-120, Rev 4.
23-27	Removed from MMEL (moved into items 23-03, 23-11 and 23-18 in Revision 62).

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HIGHLIGHTS OF CHANGE

ITEM NO.	EXPLANATION OF CHANGE
23-30	Revised item heading, renumbered item 23-30 to option 23-30B, added option 23-30A per PL-120, Rev 4.
ATA 25 EQUIPMENT/FURNISHING	
25-01	Renumbered item 25-01 to option 25-01A and added option 25-01B per PL-125.
25-03-01	Renumbered item 25-03-01 to option 25-03-01A and added 25-03-01B per PL-125.
25-06-01	Revised per PL-79.
25-12-03	Added new relief per PL-125.
25-16	Deleted (M) indicator.
ATA 26 FIRE PROTECTION	
26-12-02	Added (M) indicator.
26-13-02	Added (M) indicator.
26-14	Revised proviso.
26-14-04	Revised MMEL NOTE.
26-16-05	Added new relief item 26-16-05 with options 26-16-05A and 26-16-05B.
ATA 28 FUEL	
28-01-01-01	Added "For landing" in proviso c).
28-01-01-02	Added "For landing" in proviso c).
28-01-02-01	Added "For landing" in proviso c).
28-01-02-02	Added "For landing" in proviso c).
28-01-03-01	Added "For landing" in proviso c).
28-01-03-02	Added "For landing" in proviso c).
28-10	Added NOTE.
28-10-04	Added new relief item.
28-10-05	Added new relief item.
ATA 30 ICE AND RAIN PROTECTION	

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HIGHLIGHTS OF CHANGE

ITEM NO.	EXPLANATION OF CHANGE
30-01-02	Added proviso d).
30-07B	Added airplanes applicability and "****".
30-22-02	Revised proviso.
ATA 31 INDICATING/RECORDING SYSTEMS	
31-12	Removed from MMEL (deleted in Revision 62).
ATA 32 LANDING GEAR	
32-20	Added (O) indicator and added provisos b) and c).
ATA 33 LIGHTS	
33-03-01C	Added new option per PL-125.
33-05	Revised item heading.
33-05-01	Split item 33-05-01 into options 33-05-01A and 33-05-01B.
33-05-02	Revised quantity installed from "1" to "3".
33-06A	Revised quantity required.
33-14C	Added new option per PL-125.
33-15-05	Added new item per PL-125.
33-19-04	Added new item per PL-125.
33-26	Added "****".
33-26-01	Added "****".
33-26-02	Added "****" and revised quantity installed to "-" from "2".
ATA 34 NAVIGATION	
34-16	Revised item heading.
34-35	Deleted relief.
ATA 35 OXYGEN	
35-02-02	Added (O) indicator.
35-03-05	Deleted (O) indicator.

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HIGHLIGHTS OF CHANGE

35-05A	Revised proviso e) for clarification.
35-06-01	Corrected proviso per PL-132, Rev 0.

ATA 46 INFORMATION SYSTEMS

46-01	Revised item heading per PL-121, Rev 1.
46-01-01	Revised item heading per PL-121, Rev 1.
46-01-01A	Deleted option 46-01-01A and renumbered option 46-01-01B to option 46-01-01A.
46-01-01B	Renumbered option 46-01-01C to option 46-01-01B.
46-01-04	Revised item heading per PL-121, Rev 1.
46-01-06	Revised item heading per PL-121, Rev 1.
46-01-06B	Deleted (O) indicator per PL-121, Rev 1.
46-02B	Added NOTE.

ATA 49 AIRBORNE AUXILIARY POWER

49-01	Split item into options 49-01A and 49-01B.
49-06	Revised item heading to "APU Air Inlet Door".
49-06A	Revised provisos and added (M) indicator.
49-06B	Revised provisos.
49-06C	Added new option.

ATA 52 DOORS

52-17-01	Deleted "Door Chime" from item heading.
52-26	Added new relief item.

ATA 73 ENGINE FUEL and CONTROL

73-10	Revised proviso.
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ATA 74 IGNITION

74-01-02-01A	Added (O) indicator.
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FAA MMEL POLICY APPLICATION RECORD

With this MMEL **Revision 63**, stated policy from the following list of FAA MMEL Policy Letters (PL) has been applied to the appropriate items listed on this MMEL, as applicable.

Note: The FAA MMEL Policy Application Record is not required to be incorporated into an operators MEL submission or final approval.

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-001	Wide-Body Passenger Airplane Door/Slide Relief	Revision 4 02/27/2010	N/A
PL-002	Aural and Visual Speed Warning Policy	Revision 1 08/15/1997	N/A
PL-003	DME Systems MMEL Policy	Revision 1 08/15/1997	34-13
PL-005	Takeoff Warning Systems	Revision 1 08/15/1997	N/A
PL-009	Public Address System, Crewmember Interphone and Alerting Systems	Revision 12 10/23/2015	23-02-01, 23-02-01-01, 23-02-02, 23-02-02-01, 23-04-01-01, 23-04-01-02A, 23-04-01-03-01, 23-04-01-03-02, 23-04-02-01, 23-04-02-02, 23-04-02-03-01, 23-04-02-03-02, 23-20-01-01, 23-20-01-02A, 23-20-02-01, 23-20-02-02, 23-19-01-01, 23-19-01-02, 23-19-01-03, 23-19-01-04, 23-19-02-01, 23-19-02-02, 23-19-02-03, 23-19-02-04
PL-013	Oil Temperature and Pressure Instrument MEL Policy	Revision 1 08/15/1997	79-04

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FAA MMEL POLICY APPLICATION RECORD

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-024	Lavatory Fire Protection	Revision 5 10/23/2015	26-15-01, 26-15-02, 26-16-01, 26-16-02
PL-025	MMEL and MEL Definitions	Revision 23 06/12/2023	As Applicable
PL-026	Thrust Reversers on Small Turbojet Airplanes	Revision 1 08/15/1997	N/A
PL-029	Master Minimum Equipment List (MMEL) Requirements for Cockpit Voice Recorder (CVR)	Revision 5 08/10/2010	23-10-01
PL-031	MMEL Format Specification	Revision 3 01/20/2011	As Applicable
PL-032	Traffic Alert and Collision Avoidance System (TCAS)	Revision 7 07/07/2006	34-40, 34-40-01, 34-40-02, 34-40-03, 34-40-04, 34-40-05
PL-034	MMEL and MEL Preamble	Revision 4 08/15/1997	As Applicable
PL-036	FAR Part 91 MEL Approval & Preamble	Revision 3 06/16/2020	As Applicable
PL-038	Policy Regarding MMEL Relief for Primary Thrust Setting Instruments on Two-Engine Airplanes	Revision 1 08/15/1997	N/A
PL-039	Altitude Alerting Systems	Revision 5 01/29/2010	34-25, 34-25-01, 34-25-02
PL-040	ETOPS and Polar Operations	Revision 3 11/10/2020	As Applicable
PL-045	Time Limited Dispatch (TLD) Authorization for Full Authority Digital Electronic Control (FADEC) Engines	Revision 2 03/04/2004	N/A

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FAA MMEL POLICY APPLICATION RECORD

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-054	Terrain Awareness and Warning System (TAWS)	Revision 10 10-31-2005	34-26-01, 34-26-01-01, 34-26-01-02, 34-26-01-03, 34-26-01-04, 34-26-01-05, 34-26-02, 34-26-03, 34-26-04
PL-056	Flight Deck FWD Observer Seat	Revision 5 01/01/2012	25-11-01, 25-11-02, 25-11-04
PL-058	Flight Deck Headsets and Hand Microphones	Revision 4 03/24/2012	23-14-01, 23-14-02, 23-14-03, 23-17
PL-063	Instrument and Equipment Items Required for Emergency Procedures	Revision 4 07/05/2012	As Applicable
PL-064	Electrical Power MMEL Policy - Four Engine Cargo Airplanes	Revision 1 08/15/1997	N/A
PL-065	Policy Regarding Cargo Provisions in the MMEL for Cargo Operations	Revision 1 08/15/1997	N/A
PL-067	Windshear Warning and flight Guidance System (RWS) Windshear Detection and Avoidance System (PWS)	Revision 4 01/15/2012	34-15-03, 34-26-01-05
PL-069	External Door Indication System	Revision 2 09/24/2003	52-03
PL-072	Wing Icing Detection Lights	Revision 4 03/12/2012	33-07
PL-076	ATC Transponders and Automatic Altitude Reporting Systems	Revision 7 12/04/2017	34-18, 34-18-01
PL-077	Cockpit and Instrument Lighting Systems	Revision 4 12/17/2012	33-01

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FAA MMEL POLICY APPLICATION RECORD

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-079	Passenger Seat Relief	Revision 9 12/05/2017	25-06, 25-06-02-01, 25-06-02-02, 25-06-03, 25-06-05-01, 25-06-05-02
PL-083	Water and Waste Systems on Air Carrier Aircraft	Revision 8 05/11/2015	38-01, 38-02
PL-084	Master Minimum Equipment List (MMEL) for Reduced Separation Minimum (RVSM) Operations	Revision 1 08/15/1997	34-25
PL-087	Flight Data Recorder (FDR)	Revision 10 08/10/2010	31-02-01
PL-089	FASTEN SEAT BELT WHILE SEATED Signs or Placards	Revision 2 01/31/2009	25-09
PL-090	Pitot Heat Indicating System	Revision 1 09/20/2001	30-05-01, 30-05-02
PL-093	Autopilot Disconnect MMEL Policy	Revision 1 09/11/2006	22-01-01-01A, 22-01-01-02A
PL-094	Liquid or Paste Propeller Deicer	Revision 1 10/08/2004	N/A
PL-095	VHF Communications MMEL Requirements	Revision 2 01/15/2012	23-03, 23-03-01-01, 23-03-01-02, 23-03-01-03, 23-03-01-04
PL-096	Galley/Cabin Waste Receptacles Access Doors/Covers	Revision 2 01/29/2010	25-22-01
PL-097	Flight Attendant Seat(s)	Revision 4 09/06/2007	25-03-01, 25-03-02, 25-03-03
PL-098	Navigation Databases	Revision 1 06/01/2017	34-36-02-05

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FAA MMEL POLICY APPLICATION RECORD

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-099	Door/Slide Relief Policy	Revision 2 02/26/2010	52-16
PL-100	MMEL/MEL Relief for Cargo Restraint Components	Revision 3 10/02/2020	25-05
PL-101	Autopilot Relief	Revision 2 12/15/2011	22-01
PL-102	Cargo Compartment Smoke Detection and Fire Suppression Systems	Revision 2 12/17/2012	26-19
PL-104	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/Closets	Revision 7 06/24/2020	25-24, 25-24-02
PL-105	Automatic Dependent Surveillance-Broadcast (ADS-B) System	Revision 4 02/08/2021	34-18-02
PL-106	High Frequency (HF) Communications	Revision 6 06/06/2014	23-11
PL-107	MMEL Relief for Inoperative APU Generator	Revision 1 05/22/2001	N/A

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FAA MMEL POLICY APPLICATION RECORD

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-108	Carriage of Empty Cargo Handling Equipment	Revision 1 10/17/2011	21-01-01-05, 21-01-01-06, 21-01-01-07, 21-01-02, 21-01-02-02, 21-01-04C, 21-01-05B, 21-02-03, 21-04-02-02, 21-06-02-02, 21-10-02-03, 21-12-02-03, 21-13-02-03, 21-14-03-03, 21-14-04-03, 21-15-02-04, 21-15-03-03, 21-16-02-03, 21-26-01, 21-26-02-03, 21-40-02-03, 21-45-02, 21-45-03, 21-45-03-01, 21-45-03-02, 21-45-04A, 25-16, 26-14, 26-19, 52-06-04, 52-10-01
PL-109	Supplemental Type Certificate (STC) MMEL/MEL Relief Process	Revision 1 11/07/2019	N/A
PL-111	MMEL Policy for Inoperative Standby Attitude Indicator	Revision 1 01/29/2004	34-07-01
PL-112	Relief for 14 CFR 25.795 Compliant Flight Deck Doors	Revision 2 01/18/2012	52-18, 52-19, 52-20-02
PL-113	MMEL Relief for Anti-Skid Inoperative	Revision 0 12/20/2002	32-02-01, 32-02-02

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FAA MMEL POLICY APPLICATION RECORD

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-114	Nose Gear Steering Systems	Revision 1 10/09/2012	32-08
PL-117	Selective Call System (SELCAL)	Revision 0 10/07/2005	23-06 23-06-01
PL-119	Two-Section MMELs (Parts 91, 125, and 135)	Revision 4 12/04/2017	N/A
PL-120	Emergency Locator Transmitters (ELT)	Revision 4 03/10/2023	23-12-01, 23-12-02, 23-12-02-01, 23-12-02-02
PL-121	(EFB) Electronic Flight Bag	Revision 1 05/05/2021	46-01-01, 46-01-04, 46-01-05, 46-01-06
PL-122	Flight Deck Door Surveillance Systems	Revision 1 10/09/2012	23-21, 23-21-01, 52-23, 52-23-01
PL-123	Passenger Notice System (Lighted Information Signs)	Revision 1 04/30/2010	33-03-01, 33-03-02
PL-124	Damaged Window/Windshield Relief	Revision 0 01/20/2009	N/A
PL-125	Equipment Relief without Passengers	Revision 1 11/27/2012	25-01B, 25-03-01B, 25-12-03, 33-03-01C, 33-14C, 33-15-04, 33-19-04
PL-126	Chelton FlightLogic Electronic Flight Instrument Systems (EFIS)	Revision 0 05/28/2010	N/A
PL-127	Night Vision Imaging Systems (NVIS)	Revision 0 06/07/2010	N/A
PL-129	Cockpit Smoke Vision Systems (CSVs)	Revision 0 03/12/2012	25-28

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FAA MMEL POLICY APPLICATION RECORD

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-130	Flightcrew Rest Facilities (FCRF)	Revision 2 03/12/2021	N/A
PL-131	Radar (Radio) Altimeters for Rotorcraft	Revision 0 10/23/2019	N/A
PL-132	Portable Emergency Equipment	Revision 0 05/03/2021	25-01, 25-01-01, 25-12-01, 25-12-01-01, 25-12-02, 25-12-02-01, 25-17-01, 25-17-01-01, 25-17-02, 25-17-02-01, 25-17-04, 25-17-04-01, 26-03, 26-03-01, 35-04, 35-04-01, 35-06, 35-06-01

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DEFINITIONS

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the Dynamic Regulatory System website.

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PREAMBLE

For the MMEL, Preamble used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, MMEL and MEL Preamble, or for the preamble used for 14 CFR Part 91 operations, refer to MMEL Policy PL-36, 14 CFR Part 91 MEL and Preamble. Both preambles may be found on the FAA Dynamic Regulatory System website.

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GUIDELINES FOR (M) AND (O) PROCEDURES

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

(M) and (O) Procedures are based on the Maintenance and Operational Procedures published in the Boeing 737 Dispatch Deviations Guide (DDG).

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
01	Air Conditioning Packs					
01-01	All-Passenger Configuration (All Models)					
01-01-01	(-100/-200/-300/-400/-500/-600 and -700/-800 without PATS Auxiliary Fuel Tanks)	C	2	1	(O) Except for ETOPS, one may be inoperative provided flight altitude remains at or below FL 250.	
01-01-02	(-700IGW/-800 with PATS Auxiliary Fuel Tanks)	C	2	1	(M)(O) Except for ETOPS, one may be inoperative provided: a) Flight altitude remains at or below FL 250, and b) For airplanes with auxiliary fuel bleed air pressurization system installed, is verified to be operational before each departure.	
01-01-03	(-900/-900ER)	C	2	1	(M)(O) Except for ETOPS, one may be inoperative provided: a) Flight altitude remains at or below FL 250, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 °F (39 °C).	
01-01-04	(-100/-200)	C	2	0	(M)(O) Except for ETOPS, both may be inoperative provided flight is conducted in an unpressurized configuration.	
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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
01	Air Conditioning Packs (Cont'd)					
01-01	All-Passenger Configuration (All Models) (Cont'd)					
01-01-05	(-300/-400/-500)	C	2	0	(M)(O) Except for ETOPS, both may be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
01	Air Conditioning Packs (Cont'd)					
01-01	All-Passenger Configuration (All Models) (Cont'd)					
01-01-06	(-600/-700/-800)	C	2	0	(M)(O) Except for ETOPS, both may be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Recirculation fan(s) operates normally, c) Both E/E equipment cooling exhaust fans operate normally, d) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and e) Airplanes with Auxiliary tanks installed, auxiliary tanks remain empty or auxiliary fuel is included as part of zero fuel weight. <p>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</p>	
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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
01	Air Conditioning Packs (Cont'd)					
01-01	All-Passenger Configuration (All Models) (Cont'd)					
01-01-07	(-900/-900ER)	C	2	0	(M)(O) Except for ETOPS, both may be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Recirculation fans operate normally, c) Both E/E equipment cooling exhaust fans operate normally, d) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, e) Forward cargo heat duct is secured closed, and f) Airport ambient temperature does not exceed 103 °F (39 °C). <p>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</p>	
(Continued)						

AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
01	Air Conditioning Packs (Cont'd)					
01-02	All-Cargo Configurations (737C, QC)	C	2	0	(M)(O) Except for ETOPS, both may be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
01-02-01	Right Pack	C	1	0	(O) Except for ETOPS, may be inoperative provided flight altitude remains at or below FL 250.	
01-02-02	Left Pack	C	1	0	(O) Except for ETOPS, may be inoperative provided: <ul style="list-style-type: none"> a) Flight Altitude remains at or below FL 250, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	

(Continued)

AIRCRAFT:
 Boeing B-737

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
01	Air Conditioning Packs (Cont'd)					
01-03	All-Cargo Configuration (-700C)	C	2	1	(O) Except for ETOPS, may be inoperative provided flight altitude remains at or below FL 250.	
01-04	All-Cargo Configurations				MOVED (applicable to STC ST03387AT).	
01-05	All-Cargo Configuration				MOVED (applicable to STC ST01827LA and ST00283AT).	
01-06	All-Cargo Configuration (-800BCF)					
01-06A		C	2	1	(O) Except for ETOPS, may be inoperative provided flight altitude remains at or below FL 250.	

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AIRCRAFT:
 Boeing B-737

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
02	Pack Air Flow/Shutoff Valves	C	2	0	(M) May be inoperative provided: a) Affected valve is deactivated closed, and b) Associated pack is considered inoperative. NOTE: Refer to MMEL Item 21-01, Air Conditioning Packs.	
02-01	High Flow Mode (-300/-400/-500/-600/-700/-800/-800BCF/-900/-900ER)	C	2	0	May be inoperative.	
02-02	APU High Flow Mode	C	2	0	May be inoperative.	
02-03	Electronic Flow Control (-800/-900ER Line Numbers 5684, and 5759 and subsequent)	C	2	0	(O) May be inoperative provided: a) Appropriate performance adjustments are applied, and b) Procedures are established and used to ensure aft lower cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
02	Pack Air Flow/Shutoff Valves (Cont'd)					
02-04	Position Indicator Switch Discrete Signal					
02-04A		C	2	1	May be inoperative failed open provided both air conditioning packs operate normally.	
02-04B		C	2	1	(O) May be inoperative failed closed provided: a) Both air conditioning packs operate normally, and b) An Unpressurized Takeoff or a No Engine Bleed Takeoff is not conducted.	
02-05	Pack Flow Sensors (-800/-900ER Line Numbers 5684, and 5759 and subsequent)					
02-05A		C	2	0	(M) May be inoperative provided pack inlet pressure sensor(s) for associated air conditioning pack(s) is verified to operate normally.	
02-05B		C	2	0	Maybe inoperative provided associated Electronic Flow Control is considered inoperative.	
NOTE: Refer to MMEL Item 21-02-03, Electronic Flow Control.						
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 5. REPAIR CATEGORY 6. NO. INSTALLED 7. NO. REQUIRED FOR DISPATCH 8. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
02	Pack Air Flow/Shutoff Valves (Cont'd)					
02-06	Pack Inlet Pressure Sensors (-800/-900ER Line Numbers 5684, and 5759 and subsequent)					
02-06A		C	2	0	(M) May be inoperative provided pack flow sensor(s) for associated air conditioning pack(s) is verified to operate normally.	
02-06B		C	2	0	Maybe inoperative provided associated Electronic Flow Control is considered inoperative. NOTE: Refer to MMEL Item 21-02-03, Electronic Flow Control.	
03	Pack Trip Warning Systems	C	2	0	(M)(O) May be inoperative provided associated pack is not used.	
04	Pack Turbofan (-100/-200/-300/-400/-500)					
04-01	All-Passenger Configuration (All Models)	C	2	0	(O) May be inoperative provided associated pack(s) is operated only in flight with flaps retracted.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
04	Pack Turbofan (-100/-200/-300/-400/-500) (Cont'd)					
04-02	All-Cargo Configurations (737C, QC)					
04-02-01	Right Pack Turbofan	C	1	0	(O) May be inoperative provided right pack is operated only in flight with flaps retracted.	
04-02-02	Left Pack Turbofan	C	1	0	(O) May be inoperative provided: a) Left pack is operated only in flight with flaps retracted, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
04-03	All-Cargo Configuration				MOVED (applicable to STCs ST01827LA and ST00283AT).	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
05	Pack Ram Air Systems	C	2	0	(M)(O) May be inoperative in FLIGHT OPEN position provided: a) Operations are not conducted on runways covered with slush or on gravel runways, and b) Associated pack is not operated during takeoff or landing on wet runways or runways with standing water.	
05-01 ***	Exhaust Louver Assemblies (-100/-200/-300/-400/-500)	C	2	0	(M)(O) May be inoperative provided: a) Actuator(s) is disconnected, and b) Louver(s) is secured in full open position.	
06	Pack Turbofan Valves (-100/-200/-300/-400/-500)					
06-01	All-Passenger Configuration (All Models)	C	2	0	(M)(O) May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted.	
06-02	All-Cargo Configurations (737C, QC)					
06-02-01	Right Pack Turbofan Valve	C	1	0	(M)(O) May be inoperative closed provided right pack is operated only in flight with flaps retracted.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
06	Pack Turbofan Valves (-100/-200/-300/-400/ -500) (Cont'd)					
06-02-02	Left Pack Turbofan Valve	C	1	0	(M)(O) May be inoperative closed provided: a) Left pack is operated only in flight with flaps retracted, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
06-03	All-Cargo Configuration				MOVED (applicable to STCs ST01827LA and ST00283AT).	
07	RAM DOOR FULL OPEN Indicating Lights	C	2	0	May be inoperative.	
08	Air Mix Valves (-100/-200/-300/-500/ -600/-700)	C	2	0	(M)(O) May be inoperative provided associated pack is not used.	
09	Air Mix Valve Position Indicators (-100/-200/-300/-500/ -600/-700)	C	2	0	May be inoperative.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
10	Cabin Rate of Climb Indicator					
10-01	Analog Control System (-100/-200/-300/-400/-500)					
10-01A		C	1	0	May be inoperative provided AUTO and STBY control modes operate normally.	
10-01B		C	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
10-02	Digital Control System (-300/-400/-500/-600/-700/-800/-800BCF/-900/-900ER)					
10-02-01	(-300/-400/-500)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.	
10-02-02	(-600/-700/-800/-800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135, or 737-21-1163 or their Production Equivalents)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally except for -800BCF airplane.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
10	Cabin Rate of Climb Indicator (Cont'd)					
10-02	Digital Control System (-300/-400/-500/-600/-700/-800/-800BCF/-900/-900ER) (Cont'd)					
10-02-03	(-600/-700/-800/-800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135, or 737-21-1163 or their Production Equivalents)	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operates normally except for -800BCF airplane. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
10-02-04	(-900/-900ER)	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operates normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 °F (39 °C). 	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
11	Cabin Altitude Warning System	C	1	0	May be inoperative provided flight altitude remains at or below 10,000 ft. MSL.	
11-01 ***	High Altitude Warning System	C	1	0	May be inoperative provided procedures do not require its use.	
11-02	CABIN ALTITUDE Light					
11-02-03	-600/-700/-800/ -800BCF/-900/ -900ER (Upon Incorporation of Boeing Service Bulletin 737-31A1332, or Production Equivalent)	C	2	1	(O) May be inoperative provided: a) Associated TAKEOFF CONFIG warning light operates normally, and b) Before engine start for the first flight of the day, or following any change of either flightcrew member, the flightcrew performs a briefing on cabin altitude warning indications and procedures.	
12	Cabin Altitude Indicator					
12-01	Analog Control System (-100/-200/-300/-400/-500)					
12-01A		C	1	0	May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to crew to convert differential pressure to cabin altitude.	
12-01B		C	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
12	Cabin Altitude Indicator (Cont'd)					
12-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER)	C	1	0	May be inoperative provided: a) Cabin differential pressure indicator operates normally , and b) A chart is provided to crew to convert differential pressure to cabin altitude.	
12-02-01	(-300/-400/-500)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.	
12-02-02	(-600/-700/-800/ -800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally except for -800BCF airplane.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
12	Cabin Altitude Indicator (Cont'd)					
12-02	Digital Control System (-300/-400/-500/-600/-700/-800/-800BCF/-900/-900ER) (Cont'd)					
12-02-03	(-600/-700/-800/-800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operates normally except for -800BCF airplane. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
12-02-04	(-900/-900ER)	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operates normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 °F (39 °C). 	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
13	Cabin Differential Pressure Indicator					
13-01	Analog Control System (-100/-200/-300/-400/-500)					
13-01A		C	1	0	May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to crew to convert cabin altitude to differential pressure.	
13-01B		C	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
13-02	Digital Control System (-300/-400/-500/-600/-700/-800/-800BCF/-900/-900ER)	C	1	0	May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to crew to convert cabin altitude to differential pressure.	
13-02-01	(-300/-400/-500)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.	
13-02-02	(-600/-700/-800/-800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally except for -800BCF airplane.	
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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
13	Cabin Differential Pressure Indicator (Cont'd)					
13-02	Digital Control System (-300/-400/-500/-600/-700/-800/-800BCF/-900/-900ER) (Cont'd)					
13-02-03	(-600/-700/-800/-800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operates normally except for -800BCF airplane. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
13-02-04	(-900/-900ER)	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operates normally , d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 °F (39 °C). 	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
14	Cabin Pressure Control System					
14-01	Analog Control System Automatic/Standby Modes (-100/-200/-300/-400/-500)	C	2	1	(O) One may be inoperative provided manual mode (AC and DC actuators) operates normally.	
14-02	Analog Control Automatic/Standby/Manual Modes (-100/-200/-300/-400/-500)	C	3	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated open or removed, and b) Extended overwater flight is prohibited.	
14-03	Digital Control System Automatic Modes (-300/-400/-500/-600/-700/-800/-800BCF/-900/-900ER)	C	2	1	(M)(O) One may be inoperative provided: a) Manual mode operates normally, b) Inoperative controller is deactivated, and c) For airplanes with auxiliary fuel bleed air pressurization system installed, is verified to be operational before each departure if the auxiliary fuel tank system is required for flight.	
14-03-01	(-300/-400/-500)	C	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
14	Cabin Pressure Control System (Cont'd)					
14-03	Digital Control System Automatic Modes (-300/-400/-500/-600/-700/-800/-800BCF/-900/-900ER) (Cont'd)					
14-03-02	(-600/-700/-800/-800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	2	0	(M)(O) May be inoperative for unpressurized flight provided: <ul style="list-style-type: none"> a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operates normally except for -800BCF airplane, c) Extended overwater flight is prohibited, and d) Airplanes with auxiliary tanks installed, auxiliary tanks remain empty or auxiliary fuel is included as part of zero fuel weight. 	
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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
14	Cabin Pressure Control System (Cont'd)					
14-03	Digital Control System Automatic Modes (-300/-400/-500/-600/-700/-800/-800BCF/-900/-900ER) (Cont'd)					
14-03-03	(-600/-700/-800/-800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	2	0	(M)(O) May be inoperative for unpressurized flight provided: <ul style="list-style-type: none"> a) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, b) Outflow valve is deactivated in 25% open position or removed, c) Recirculation fan(s) operates normally except for -800BCF airplane, d) Extended overwater flight is prohibited, and e) Airplanes with auxiliary tanks installed, auxiliary tanks remain empty or auxiliary fuel is included as part of zero fuel weight. <p>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</p>	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
14	Cabin Pressure Control System (Cont'd)					
14-03	Digital Control System Automatic Modes (-300/-400/-500/-600/-700/-800/-800BCF/-900/-900ER) (Cont'd)					
14-03-04	(-900/-900ER)	C	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operates normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 °F (39 °C).	
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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
14	Cabin Pressure Control System (Cont'd)					
14-04	Digital Control System Manual Mode (-300/-400/-500/-600/-700/-800/-800BCF/-900/-900ER)					
14-04-01	(-300/-400/-500)	C	1	0	(M)(O) May be inoperative for unpressurized flight provided: <ul style="list-style-type: none"> a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited. 	
14-04-02	(-600/-700/-800 All-Passenger Configuration/-800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	1	0	(M)(O) May be inoperative for unpressurized flight provided: <ul style="list-style-type: none"> a) Outflow valve deactivated to 25% open position or removed, b) Recirculation fan(s) operates normally except for -800BCF airplane, c) Extended overwater flight is prohibited, and d) For -800BCF, procedures are established and used to ensure main deck cargo compartment remain empty, or are verified to contain only cargo handling equipment, ballast (ballast may be loaded in ULDs), and /or fly away kits. <p>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</p>	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
14	Cabin Pressure Control System (Cont'd)					
14-04	Digital Control System Manual Mode (-300/-400/-500/-600/-700/-800/-800BCF/-900/-900ER) (Cont'd)					
14-04-03	(-600/-700/-800 All-Passenger Configuration/-800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	1	0	(M)(O) May be inoperative for unpressurized flight provided: <ol style="list-style-type: none"> a) Procedures are established and used to ensure lower forward cargo compartment, main deck cargo compartment (as applicable) remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, b) Outflow valve is deactivated in 25% open position or removed, c) Recirculation fan(s) operates normally except for -800BCF airplane, and d) Extended overwater flight is prohibited. <p>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</p>	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
14	Cabin Pressure Control System (Cont'd)					
14-04	Digital Control System Manual Mode (-300/-400/-500/-600/-700/-800/-800BCF/-900/-900ER) (Cont'd)					
14-04-04	(-900/-900ER)	C	1	0	(M)(O) May be inoperative for unpressurized flight provided: <ul style="list-style-type: none"> a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operates normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 °F (39 °C). 	
15	Main Outflow Valve					
15-01	Analog Control System Outflow Valve Actuators (AC and/or DC) (-100/-200/-300/-400/-500)					
15-01A		C	2	1	One actuator may be inoperative for pressurized cargo-only flight, provided airplane is depressurized before landing.	
15-01B		C	2	0	(M)(O) May be inoperative for unpressurized flight provided: <ul style="list-style-type: none"> a) Outflow valve is deactivated open or removed, and b) Extended overwater flight is prohibited. 	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
15	Main Outflow Valve (Cont'd)					
15-02	Digital Control System Outflow Valve Automatic Mode Actuators					
15-02-01	(-300/-400/-500)					
15-02-01A		C	2	1	One may be inoperative provided manual mode actuator operates normally.	
15-02-01B		C	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited.	
15-02-02	(-600/-700/-800/-800BCF/-900/-900ER)	C	2	1	One may be inoperative provided manual mode actuator operates normally.	
15-02-03	(-600/-700/-800/-800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operates normally except for -800BCF airplane, and c) Extended overwater flight is prohibited.	
(Continued)						

AIRCRAFT:
 Boeing B-737

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
15	Main Outflow Valve (Cont'd)					
15-02	Digital Control System Outflow Valve Automatic Mode Actuators (Cont'd)					
15-02-04	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	2	0	(M)(O) May be inoperative for unpressurized flight provided: <ol style="list-style-type: none"> a) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, b) Outflow valve is deactivated in 25% open position or removed, c) Recirculation fan(s) operates normally except for -800BCF airplane, and d) Extended overwater flight is prohibited. <p>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</p>	
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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
15	Main Outflow Valve (Cont'd)					
15-02	Digital Control System Outflow Valve Automatic Mode Actuators (Cont'd)					
15-02-05	(-900/-900ER)	C	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operates normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 °F (39 °C).	
15-03	Digital Control System Outflow Valve Manual Mode Actuator					
15-03-01	(-300/-400/-500)	C	1	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
15	Main Outflow Valve (Cont'd)					
15-03	Digital Control System Outflow Valve Manual Mode Actuator (Cont'd)					
15-03-02	(-600/-700/-800/ -800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	1	0	(M)(O) May be inoperative for unpressurized flight provided: <ul style="list-style-type: none"> a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operates normally except for -800BCF airplane, c) Extended overwater flight is prohibited, and d) For -800BCF, procedures are established and used to ensure main deck cargo compartment remain empty, or are verified to contain only cargo handling equipment, ballast (ballast may be loaded in ULDs), and /or fly away kits. <p>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</p>	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
15	Main Outflow Valve (Cont'd)					
15-03	Digital Control System Outflow Valve Manual Mode Actuator (Cont'd)					
15-03-03	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	1	0	(M)(O) May be inoperative for unpressurized flight provided: <ul style="list-style-type: none"> a) Procedures are established and used to ensure lower forward cargo compartment, main deck cargo compartment (as applicable) remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, b) Outflow valve is deactivated in 25% open position or removed, c) Recirculation fan(s) operates normally except for -800BCF airplane, and d) Extended overwater flight is prohibited. <p>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</p>	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
15	Main Outflow Valve (Cont'd)					
15-03	Digital Control System Outflow Valve Manual Mode Actuator (Cont'd)					
15-03-04	(-900/-900ER)	C	1	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operates normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 °F (39 °C).	
16	Pressure Relief Valves					
16-01	Analog Control System (-100/-200/-300/-400/-500)					
16-01A		C	2	1	(M) One may be inoperative closed for pressurized flight.	
16-01B		C	2	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
16	Pressure Relief Valves (Cont'd)					
16-02	Digital Control System (-300/-400/-500/-600/-700/-800/-800BCF/-900/-900ER)	C	2	1	(M) One may be inoperative closed for pressurized flight.	
16-02-01	(-300/-400/-500)	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.	
16-02-02	(-600/-700/-800/-800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally except for -800BCF airplane.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
16	Pressure Relief Valves (Cont'd)					
16-02	Digital Control System (-300/-400/-500/-600/-700/-800/-800BCF/-900/-900ER) (Cont'd)					
16-02-03	(-600/-700/-800/-800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents	C	2	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operates normally except for -800BCF airplane. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
16-02-04	(-900/-900ER)	C	2	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operates normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 °F (39 °C). 	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
17	Temperature Indicators					
17-01	Supply Duct (-100/-200/-300/-500/ -600/-700)	C	1	0	May be inoperative provided both duct overheat warning systems operates normally.	
17-02	Supply Duct (-400/-800/-800BCF/ -900/-900ER)	C	3	0	May be inoperative provided associated ZONE TEMP light operates normally.	
17-03	Pass Cabin	C	-	0	May be inoperative.	
17-04	Pack (-400/-800/ -800BCF/-900/-900ER)	C	2	0	May be inoperative.	
18	Duct Overheat Warning Lights					
18-01	DUCT OVERHEAT (-100/-200/-300/-500/ -600/-700)	C	2	0	May be inoperative provided supply duct temperature indicators operates normally.	
18-02	ZONE TEMP (-400/-800/-800BCF/ -900/-900ER)	C	3	0	May be inoperative provided associated supply duct temperature indicator operates normally.	
19	Passenger Cabin Temperature Control Systems					
19-01	Automatic/Manual Controls (-100/-200/ -300/-500/-600/-700)					
19-01A		C	2	1	May be inoperative.	
19-01B		C	2	0	(O) May be inoperative provided right pack is not used.	

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AIRCRAFT:
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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
19	Passenger Cabin Temperature Control Systems (Cont'd)					
19-02	FWD/AFT					
19-02-01	(-400/-800/-800BCF/-900/-900ER)	C	2	0	(O) May be dispatched with faults indicated by ZONE TEMP Light(s) during Master Caution recall provided associated temperature control system is checked to operate normally before each takeoff.	
19-02-02	(-400/-800/-800BCF)					
19-02-02A		C	2	0	(M)(O) May be inoperative provided Trim Air Pressure Regulating and Shutoff Valve remains CLOSED.	
19-02-02B		C	2	0	(M)(O) May be inoperative provided associated Trim Air Modulating Valve is deactivated CLOSED.	
19-02-03	(-900/-900ER)					
19-02-03A		C	2	0	(M)(O) May be inoperative provided: a) Trim Air Pressure Regulating and Shutoff Valve remains Closed, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 °F (39 °C).	
19-02-03B		C	2	0	(M)(O) May be inoperative provided: a) Associated Trim Air Modulating Valve is deactivated CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 °F (39 °C).	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21	Flight Deck Temperature Control Systems					
21-01	Automatic/Manual Controls (-100/-200/-300/-500/-600/-700)					
21-01A		C	2	1	May be inoperative.	
21-01B		C	2	0	(O) May be inoperative provided left pack is not used.	
21-02	Primary/Backup Modes					
21-02-01	(-400/-800/-900/-800BCF/-900ER)	C	2	1	(O) One may be inoperative provided remaining temperature control is verified to operate normally.	
21-02-02	(-400/-800/-800BCF)					
21-02-02A		C	2	0	(M)(O) May be inoperative provided Trim Air Pressure Regulating and Shutoff Valve remains CLOSED.	
21-02-02B		C	2	0	(M)(O) May be inoperative provided associated Trim Air Modulating Valve is deactivated CLOSED.	
21-02-03	(-900/-900ER)					
21-02-03A		C	2	0	(M)(O) May be inoperative provided: a) Trim Air Pressure Regulating and Shutoff Valve remains CLOSED, b) Forward Cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 °F (39 °C).	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-02	Primary/Backup Modes (Cont'd)					
21-02-03	(-900/-900ER) (Cont'd)					
21-02-03B		C	2	0	(M)(O) May be inoperative provided: a) Associated Trim Air Modulating Valve is deactivated CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 °F (39 °C).	
22	Forward Outflow Valve (-100/-200/-300/-400/-500)					
22A		C	1	0	Except for 737C cargo or cargo/passenger operations, may be inoperative closed.	
22B		C	1	0	May be inoperative open provided both packs operate normally.	
22C		C	1	0	(O) May be inoperative open with one pack operating normally provided flight altitude remains at or below FL 200.	
23	FORWARD OUTFLOW CLOSED Indicating Light (-100/-200)	C	1	0	May be inoperative.	
24 ***	Gasper Fan (-100/-200/-300/-500/-600/-700)	D	1	0	May be inoperative.	
25	Water Separator Anti-Icing Systems (-100/-200/-300/-500/-600/-700)	C	2	0	(M)(O) May be inoperative provided associated pack is not used.	

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AIRCRAFT:
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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
26	Ground Preconditioned Air Connection Check Valve	C	1	0	May be inoperative closed.	
26-01	Analog Control System (-100/-200/-300/-400/-500)	C	1	0	(M)(O) May be inoperative open provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment (as applicable) remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
26-02	Digital Control System					
26-02-01	(-300/-400/-500)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
26	Ground Preconditioned Air Connection Check Valve (Cont'd)					
26-02	Digital Control System (Cont'd)					
26-02-01	(-300/-400/-500)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.	
26-02-02	(-600/-700/-800/-800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally except for -800BCF airplane.	
26-02-03	(-600/-700/-800/-800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operates normally except for -800BCF airplane.	
NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.						
(Continued)						

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
26	Ground Preconditioned Air Connection Check Valve (Cont'd)					
26-02	Digital Control System (Cont'd)					
26-02-04	(-900/-900ER)	C	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operates normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 °F (39 °C). 	
27	Electrical/Electronic Equipment Cooling Blowers					
27-01	Non-EFIS (-100/-200/-300/-400/-500)	C	2	1	Except for ETOPS, one may be inoperative.	
27-02	EFIS (-300/-400/-500)					
27-02-01	Supply Fans	C	2	1	Except for ETOPS, one may be inoperative.	
27-02-02	Exhaust Fans	C	2	1	Except for ETOPS, one may be inoperative.	
27-03	CDS (-600/-700/-800/-800BCF/-900/-900ER)	B	4	3	(M) One fan may be inoperative provided: <ol style="list-style-type: none"> a) All remaining fans are verified to operate normally, and b) Both low flow detectors are verified to operate normally. 	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
28 ***	Equipment Cooling Check Valve (-100/-200)	D	1	0	May be inoperative open.	
29 ***	Air Cleaner Purge Valves (-100/-200/-300)	C	2	0	May be inoperative.	
30 ***	Control Cabin Augmentation Fan (-200)					
30A		C	1	0	(M)(O) May be inoperative with fan wind-milling provided OAT remains at or below 120 °F (49 °C).	
30B		C	1	0	(M)(O) May be inoperative with fan wind-milling provided OAT remains at or below 115 °F (46 °C) if PDCS is installed and operates normally.	
30C		C	1	0	(M)(O) May be inoperative with fan seized provided: a) One air conditioning pack operates normally, b) OAT remains at or below 100 °F (38 °C), and c) Window heat operates normally.	
31	Recirculation Fan(s)					
31-01	(-300/-500)	C	1	0	May be inoperative provided left pack is operating when OAT is above 100 °F (38 °C).	
31-02	(-400)					
31-02A		C	2	1	One fan may be inoperative provided left pack is operating when OAT is above 100 °F (38 °C).	
31-02B		C	2	0	May be inoperative provided OAT remains below 100 °F (38 °C).	

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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	Recirculation Fan(s)					
	(Cont'd)					
31-03	(-600/-700)	C	1	0	May be inoperative provided: a) Left pack is operating when OAT is above 100 °F (38 °C), b) Flight is conducted pressurized, and c) Both packs operate normally.	
31-04	(-800/-900/-900ER)					
31-04A		C	2	1	Left fan may be inoperative provided left pack is operating when OAT is above 100 °F (38 °C).	
31-04B		C	2	1	Right fan may be inoperative provided: a) Left pack is operating when OAT is above 100 °F (38 °C), and b) Flight is conducted pressurized.	
31-04C		C	2	0	May be inoperative provided: a) OAT remains below 100 °F (38 °C), and b) Flight is conducted pressurized.	
31-04-01	(-800EF)				MOVED (applicable to STC ST02000NY).	
31-04-02	(-900 With Greenpoint Technologies, Inc. Interior Installation G12111000-101)				MOVED (applicable to STC ST11040SE).	
31-05	(-300QC/F, -400F)				MOVED (applicable to STC's ST01566LA, SA2969SO and SA2970SO).	
31-05-01					MOVED (applicable to STC SA2970SO).	

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
32	Pack Temperature Control System(s) (Electronic Pack/Zone Controller or Pack Flow Controller) (-400/-800/-800BCF/ -900/-900ER)	C	4	2	(O) One system (primary or standby) on each pack may be inoperative provided remaining system on associated pack is verified to operate normally.	
33	Pack Temperature Control Valves (-400/-800/-800BCF/ -900/-900ER)					
33A		C	2	0	(O) May be inoperative closed provided associated Standby Pack Temperature Control Valve(s) is verified to operate normally.	
33B		C	2	0	(M)(O) May be inoperative provided: a) Associated Temperature Control Valve is deactivated closed, and b) Associated Standby Pack Temperature Control Valve(s) is verified to operate normally.	
33C		C	2	0	(M)(O) May be inoperative provided associated pack is considered inoperative. NOTE: Refer to MMEL Item 21-01, Air Conditioning Packs.	
34	Standby Pack Temperature Control Valves (-400/-800/-800BCF/ -900/-900ER)					
34A		C	2	0	(O) May be inoperative provided associated Pack Temperature Control Valve(s) is verified to operate normally.	
34B		C	2	0	(M)(O) May be inoperative provided associated pack is not used.	

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TABLE KEY

1. REPAIR CATEGORY
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
35	Trim Air Pressure Regulating and Shutoff Valve					
35-01	(-400/-800/-800BCF)	C	1	0	(M) May be inoperative secured closed.	
35-02	(-900/-900ER)	C	1	0	(M)(O) May be inoperative secured closed provided: a) Forward cargo heat duct is secured closed, and b) Airport ambient temperature does not exceed 103 °F (39 °C).	
36	Trim Air Modulating Valves					
36-01	(-400/-800/-800BCF)					
36-01A		C	3	0	(M)(O) May be inoperative closed.	
36-01B		C	3	0	(O) May be inoperative in any position provided Trim Air Pressure Regulating and Shutoff Valve remains closed.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
36	Trim Air Modulating Valves (Cont'd)					
36-02	(-900/-900ER)					
36-02A		C	3	0	(M)(O) May be inoperative closed provided: a) Forward cargo heat duct is secured closed, and b) Airport ambient temperature does not exceed 103 °F (39 °C).	
36-02B		C	3	0	(M)(O) May be inoperative in any position provided: a) Trim Air Pressure Regulating and Shutoff Valve remains CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 °F (39 °C).	
37 ***	Outflow Valve Heater Gasket (-100/-200/-300/-400/-500)	C	1	0	May be inoperative.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
38	Outflow Valve Position Indicator	C	1	0	(M)(O) May be inoperative provided: a) Valve is verified to operate normally , and b) For -800BCF, procedures are established and used to ensure main deck cargo compartment remain empty, or are verified to contain only cargo handling equipment, ballast (ballast may be loaded in ULDs), and /or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
39	Trim Air Check Valves					
39-01	(-400/-800/-800BCF/ -900/-900ER)	C	2	1	(M) One may be inoperative provided associated valve is deactivated closed.	
40	Equipment Cooling Automatic Flow Control Valve/Overboard Exhaust Valve					
40-01	Analog Control System (-100/-200/-300/-400/-500)					
40-01A		C	1	0	(M)(O) May be inoperative in open position provided flight is conducted in an unpressurized configuration.	
40-01B		C	1	0	May be inoperative in closed position provided both packs and recirculation fan(s) (if installed) are operated during ground taxi operations.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
40	Equipment Cooling Automatic Flow Control Valve/Overboard Exhaust Valve					
	(Cont'd)					
40-02	Digital Control System					
40-02-01	(-300/-400/-500)					
40-02-01A		C	1	0	(M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.	
40-02-01B		C	1	0	May be inoperative in closed position provided both packs and recirculation fan(s) (if installed) are operated during ground taxi operations.	
40-02-02	(-600/-700/-800/-800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	1	0	(M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally except for -800BCF airplane.	
(Continued)						

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
40	Equipment Cooling Automatic Flow Control Valve/Overboard Exhaust Valve (Cont'd)					
40-02	Digital Control System (Cont'd)					
40-02-03	(-600/-700/-800/-800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	1	0	(M)(O) May be inoperative in open position provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operates normally except for -800BCF airplane. <p>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</p>	
40-02-04	(-900/-900ER)	C	1	0	(M)(O) May be inoperative in open position provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operates normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient air temperature does not exceed 103 °F (39 °C). 	

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
40	Equipment Cooling Automatic Flow Control Valve/Overboard Exhaust Valve (Cont'd)					
40-02	Digital Control System (Cont'd)					
40-02-05	(-600/-700/-800/-800BCF/-900/-900ER)	C	1	0	(M)(O) Except for ETOPS, may be inoperative provided: a) Actuator is verified to be in smoke position, and b) Both packs operate normally.	
41	Door Area Heater Systems					
41-01 ***	Main Deck Cargo Door Heating Blankets/Systems (737C and -700C)	D	-	0	(M) May be inoperative deactivated.	
41-02	Entry Door Area and Overwing Emergency Exit Hatch Area Heater Systems (-600/-700/-800/-900/-900ER)	D	-	0	(M) May be inoperative deactivated.	
41-03	Main Cargo Door Heater System				MOVED (applicable to STC ST01566LA).	
41-04 ***	Mid-Exit Door Area Heater System (-900ER)	D	1	0	(M) May be inoperative deactivated.	
41-05	Forward Entry Door Area (-800BCF)	D	1	0	(M) May be inoperative deactivated.	
42	Equipment Cooling Low Flow Detector Systems (-600/-700/-800/-800BCF/-900/-900ER)	B	2	1	(M)(O) One may be inoperative provided associated fans (supply or exhaust) are verified to operate normally.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
43	Equipment Cooling Air Filter (-600/-700/-800/-800BCF/-900/-900ER)	C	1	0	(M) Equipment Cooling System may be operated with filter removed.	
44	Fan Bypass Check Valves (-600/-700/-800/-800BCF/-900/-900ER)					
44A		C	2	0	May be inoperative open/missing provided airport ambient temperature remains below 80 °F (27 °C).	
44B		C	2	0	May be inoperative open/missing for an associated inoperative pack.	
44C		D	2	1	One may be inoperative open/missing provided pack associated with remaining fan bypass check valve operates normally.	
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF)					
45-01	Passenger Configuration (-700C)	C	2	0	(M) May be inoperative provided valves are deactivated open.	

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TABLE KEY

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF) (Cont'd)					
45-02	Passenger and Cargo Configurations (-700C)	C	2	0	(M)(O) May be inoperative in closed position provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Recirculation fan operates normally, c) Both E/E equipment cooling exhaust fans operate normally, and d) Procedures are established and used to ensure main deck (as applicable) and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. <p>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</p>	
45-02-01	Right Riser SOV	C	1	0	(M)(O) Except for ETOPS, may be inoperative closed provided operation is limited to left pack only.	
45-02-02	Left Riser SOV	C	1	0	(M)(O) Except for ETOPS, may be inoperative closed provided operation is limited to one pack.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF) (Cont'd)					
45-03	Cargo Configuration (-800BCF)					
45-03A		C	2	0	(M) Both may be inoperative in open position provided: a) Both E/E equipment cooling exhaust fans operate normally, and b) Procedures are established and used to ensure main deck (as applicable) and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF) (Cont'd)					
45-03	Cargo Configuration (-800BCF) (Cont'd)					
45-03B		C	2	0	(M)(O) Both may be inoperative in closed position provided operation is limited to left pack, and: <ul style="list-style-type: none"> a) Flight is conducted in a single pack configuration, b) Mix manifold exhaust shutoff valve is in open position, c) Both E/E equipment cooling exhaust fans operate normally , and d) Procedures are established and used to ensure main deck (as applicable) compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. <p>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</p>	
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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF) (Cont'd)					
45-03	Cargo Configuration (-800BCF) (Cont'd)					
45-03-01	Right Riser SOV	C	1	0	(M) Except for ETOPS, may be inoperative open provided: <ul style="list-style-type: none"> a) The left main deck riser SOV is in the open position, b) Both E/E equipment cooling exhaust fans operate normally, c) Mix manifold exhaust shutoff valve is in closed position, and d) Procedures are established and used to ensure main deck compartments (as applicable) remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. <p>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</p>	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF) (Cont'd)					
45-03	Cargo Configuration (-800BCF) (Cont'd)					
45-03-02	Left Riser SOV	C	1	0	(M) Except for ETOPS, may be inoperative open provided: <ul style="list-style-type: none"> a) The right main deck riser SOV is in the open position, b) Both E/E equipment cooling exhaust fans operate normally, c) Mix manifold exhaust shutoff valve is in closed position, and d) Procedures are established and used to ensure main deck compartments (as applicable) remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
45-04					MOVED (applicable to STC ST02556SE).	
46	Air Heater Supernumerary Compartment				MOVED (applicable to STC ST01566LA (-300RB), ST01961SE, and ST02556SE).	
47 ***	Humidification System				MOVED (applicable to STC ST02000NY).	

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TABLE KEY

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
48 ***	Zonal Drying System				MOVED (applicable to STC ST02000NY).	
49	Return Air Grille (-600/-700/-800/ -800BCF/-900/ -900ER)	C	-	-	(M) One may be broken or missing provided: a) Broken or missing grille is located within a designated area as defined by Boeing, and b) Grille is removed and replaced with a blanking plate.	
50	Flight Deck Foot and Shoulder Heater Systems	C	4	0	May be inoperative provided flight deck temperature is acceptable to flightcrew.	
51 ***	Pack Supply air Cleaner System (-600/-700)	D	2	0	(M) May be inoperative provided associated air cleaner purge valve is deactivated closed.	
52 ***	Integrated Display Unit (IDU) Cooling System (-300) (Boeing Service Bulletin 737-31-1435)					
52-01	Normal and Alternate Fans	C	2	1	May be inoperative provided IDU COOLING OFF light operates normally.	
52-02	IDU COOLING OFF Light	C	1	0	(M) May be inoperative provided: a) Normal and alternate IDU cooling fans operate normally, and b) IDU cooling fan warning system is verified to operate normally.	
53 ***	Ozone Converters (-600/-700/-800/-900/-900ER)	C	2	0	As required by 14 CFR.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
01	Autopilot Systems					
01A		C	-	1	May be inoperative provided approach minimums do not require its use.	
01B		B	-	0	Except for ETOPS, may be inoperative provided: <ul style="list-style-type: none"> a) Approach minimums do not require their use, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to flightcrew. NOTE 1: Operators should make every effort to repair autopilot early in repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density, and effect of other inoperative systems. NOTE 2: Any mode which functions normally may be used. If CWS is inoperative, do not use other modes (pitch or roll).	
(Continued)						

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
01	Autopilot Systems (Cont'd)					
01-01	Control Wheel Autopilot Disconnect Switches					
01-01-01	-100/-200/-300/ -400/-500 Without Autopilot DISENGAGE Bar					
01-01-01A		C	2	1	May be inoperative on non-flying pilot's side provided: a) Autopilot is not used below 1,500 ft. AGL, and b) Approach minimums do not require use of autopilot.	
01-01-01B		B	2	0	May be inoperative provided autopilots are not used.	
01-01-02	-100/-200/-300/ -400/-500 With Autopilot DISENGAGE Bar and -600/-700/-800/ -800BCF/-900/-900ER					
01-01-02A		C	2	1	One may be inoperative provided: a) Mode Control Panel autopilot DISENGAGE bar operates normally, b) Autopilot is not used below 1,500 ft. AGL, and c) Approach minimums do not require use of autopilot.	
01-01-02B		B	2	0	May be inoperative provided autopilots are not used.	
01-02 ***	Autopilot DISENGAGE Bar	C	1	0	May be inoperative.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
02	Autopilot Disengaged Warning System					
02-01	Lights					
02-01A		C	2	1	May be inoperative provided autopilot disengage aural warning system operates normally.	
02-01B		B	2	1	Except for ETOPS, may be inoperative provided autopilots are not used.	
02-01C		B	2	0	Except for ETOPS, may be inoperative provided autopilots are not used.	
02-02 ***	Aural Warning	B	1	0	Except for ETOPS, may be inoperative provided autopilots are not used.	
03	Yaw Damper					
03-01	(-100/-200/-300/-400/-500)					
03-01-01	Without Rudder Pressure Reducer System Installed	C	1	0	(O) May be inoperative provided yaw damper switch remains OFF. NOTE: Refer to AFM Limitations for SP-77 autopilot.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
03	Yaw Damper (Cont'd)					
03-01	(-100/-200/-300/ -400/-500) (Cont'd)					
03-01-02	With Rudder Pressure Reducer System Installed					
03-01-02A		C	1	0	(M)(O) May be inoperative provided: a) Yaw damper switch remains OFF, and b) Rudder Pressure Reducer System is verified to operate normally.	
					NOTE: Refer to AFM Limitations for SP-77 autopilot.	
03-01-02B		C	1	0	(M)(O) May be inoperative provided yaw damper is deactivated.	
					NOTE: Refer to AFM Limitations for SP-77 autopilot.	
03-02	(-600/-700/-800/ -900/-900ER)	C	1	0	(O) May be inoperative provided yaw damper switch remains off.	
03-03 ***	Yaw Damper Indicator	C	1	0	May be inoperative.	
04 ***	Autothrottle System	C	1	0	May be inoperative provided approach minimums do not require its use.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
05	Mach Trim Systems	C	-	0	(M)(O) May be inoperative provided: a) AFM Limitations are observed, and b) Mach trim actuator is verified to be in null/uncommanded elevator position.	
05-01	(-300/-400/-500/-600/-700/-800/-900/-900ER)	C	2	1	(M) One may be inoperative deactivated provided: a) Remaining Mach trim system is verified to operate normally, and b) Mach trim fail light operates normally.	
06	SP-77/SP-177/SP-300/ Collins Flight and Approach Mode Annunciations	C	-	0	Individual mode annunciations may be inoperative provided associated system modes are not used.	
06-01 ***	SP-177/SP-300 Annunciator Panels (-200/-300/-400/-500)					
06-01A		C	2	1	One may be inoperative provided: a) Engaged system (AP, FD, AT, PDCS, or FMCS) is at pilot position with operative mode annunciator, and b) Approach minimums do not require their use.	
06-01B		C	2	0	May be inoperative provided associated systems are not used. NOTE: PDCS or FMCS data on CDU may be valid when PDC or FMC annunciator is inoperative.	

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
06	SP-77/SP-177/SP-300/ Collins Flight and Approach Mode Annunciations (Cont'd)					
06-02	SP-77 Approach Progress Displays (-100/-200)					
06-02A		C	2	1	One may be inoperative provided approach minimums do not require their use.	
06-02B		C	2	0	May be inoperative provided associated system modes are not used.	
08 ***	Autothrottle Disengage Lights					
08A		C	2	1	One may be inoperative when autothrottle is used provided approach minimums do not require their use.	
08B		C	2	0	May be inoperative provided autothrottle is not used.	
11	STAB OUT OF TRIM Light	B	1	0	Except for ETOPS, may be inoperative provided autopilots are not used.	
12 ***	Autopilot Trim Circuit Breaker Monitor (-100/-200)	C	1	0	(M) Trim circuit to monitor stabilizer trim CB may be inoperative provided remaining functions of STAB OUT OF TRIM light operates normally.	
13 ***	Automatic Thrust Restoration (ATR) System (-300)	C	1	0	May be inoperative unless procedures require its use.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
14	Mode Control Panel Selectors (-200/-300/-400/-500/-600/-700/-800/-900/-900ER)					
14-01 ***	V/S Selector (DOWN, UP)	C	1	0	May be inoperative provided procedures do not require its use.	
14-02 ***	Bank Angle Selector (10, 15, 20, 25, 30)	C	1	0	May be inoperative.	
15	Mode Control Panel Switches/Paddles (-200/-300/-400/-500/-600/-700/-800/-900/-900ER)					
15-01	A/P CWS Engage Switches	C	2	0	May be inoperative.	
15-02	A/P CMD Engage Switches					
15-02A		C	2	1	Maybe inoperative provided approach minimums do not require its use.	
15-02B		B	2	0	Except for ETOPS, may be inoperative provided autopilots are not used.	
15-03 ***	Autothrottle Arm Switch	C	1	0	May be inoperative provided approach minimums do not require autothrottle use.	
15-04 ***	A/T SPEED Switch	C	1	0	May be inoperative provided approach minimums do not require autothrottle use.	
15-05 ***	F/D Switches	C	2	0	May be inoperative provided approach minimums do not require flight director use.	
15-06 ***	IAS/MACH Change Over Switch	C	1	0	May be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
15	Mode Control Panel Switches/Paddles (-200/-300/-400/-500/-600/-700/-800/-900/-900ER) (Cont'd)					
15-07 ***	APP Switch	C	1	0	May be inoperative provided approach minimums do not require autopilot or flight director use.	
15-08 ***	EPR/N ₁ , LNAV, VNAV, LVL CHG, V/S, HDG SEL, ALT HOLD, and VOR/LOC Switches	C	-	0	May be inoperative provided enroute operations do not require their use.	
15-09 ***	SPD INTV, PDC, and ALT INTV Switches	C	-	0	May be inoperative.	
16	Mode Control Panel Windows					
16-01 ***	Vertical Speed (VERT SPEED) (-200/-300/-400/-500/-600/-700/-800/-900/-900ER)	C	1	0	May be inoperative provided procedures do not require its use.	
16-02	(EFIS/PFD/ND) (-300/-400/-500/-600/-700/-800/-900/-900ER)					
16-02-01	Airspeed (IAS/MACH)	C	1	0	May be inoperative and associated selector used provided selected airspeed indications operate normally.	
(Continued)						

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
16	Mode Control Panel Windows (Cont'd)					
16-02	(EFIS/PFD/ND) (-300/-400/-500/-600/-700/-800/-900/-900ER) (Cont'd)					
16-02-02	Heading (HEADING)	C	1	0	May be inoperative and associated selector used provided selected heading indications operate normally.	
16-02-03	Vertical Speed (VERT SPEED)	C	1	0	May be inoperative provided procedures do not require its use.	
16-02-04	Vertical Speed (VERT SPEED) (-600/-700/-800/-900/-900ER)	C	1	0	May be inoperative and associated selector used provided selected vertical speed indications operate normally.	
16-02-05	Altitude (ALTITUDE) (-600/-700/-800/-900/-900ER)	C	1	0	May be inoperative and associated selector used provided selected altitude indications operate normally.	
16-02-06	Course (COURSE)	C	2	0	May be inoperative and associated selector used provided selected course indications operate normally.	
16-02-07	Window Lighting	B	1	0	May be inoperative provided: a) Selected airspeed indications operate normally, b) Selected heading indications operate normally, c) Selected vertical speed indications operate normally, d) Selected altitude indications operate normally, and e) Selected course indications operate normally.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
17	Takeoff/Go-Around (TO/GA) Switches					
17A		C	2	1	One may be inoperative provided approach minimums do not require its use.	
17B		C	2	0	May be inoperative provided: a) Both thrust levers are operated manually for takeoff, and b) Autopilot and Flight Director are not used below Minimum Descent Altitude or 500 ft., whichever is higher. NOTE: Flight director go-around and windshear guidance are not available with both TO/GA switches inoperative.	
18 ***	Mode Control Panel Switch Lights					
18-01	Autopilot Engage Switch Lights					
18-01-01	CWS	C	2	0	May be inoperative.	
18-01-02	CMD					
18-01-02A		C	2	1	One may be inoperative provided approach minimums do not require use of autopilot.	
18-01-02B		B	2	0	Except for ETOPS, may be inoperative provided autopilots are not used.	
18-02	Mode Selector Switch Lights	C	-	0	May be inoperative.	
18-03	A/T ARM Switch Light	C	1	0	May be inoperative.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
19	Thrust Mode Annunciator/ Thrust Mode Display (-300/-400/-500/-600/-700/-800/-900/-900ER)	C	1	0	May be inoperative provided thrust mode limits are observed.	
20	Automatic Landing System					
20-01 ***	Fail Passive	C	1	0	May be inoperative provided approach minimums do not require its use.	
20-02 ***	Fail Operational (LAND 3) (-600/-700/-800/-900/-900ER)	C	1	0	May be inoperative provided approach minimums do not require its use.	
20-03 ***	AUTOLAND Light					
20-03A		C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
20-03B		D	2	0	May be inoperative provided procedures do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
01 ***	Flight Deck Speakers					
01-01	Airplanes with Audio Accessory Unit (AAU)					
01-01A		B	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Headset earphones or headphones associated with inoperative speaker(s) are installed and operate normally, b) TCAS audio is considered inoperative, and c) TAWS (GPWS) advisory callouts are considered inoperative. NOTE: Refer to MMEL Item 34-26 (GPWS advisory callouts) and MMEL Item 34-40 (TCAS audio)	
01-01B		C	-	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Procedures do not require its use, b) Headset earphones or headphones associated with inoperative speaker(s) are installed and operate normally, and c) Aural alert voices, TCAS, and TAWS (GPWS) are verified to operate normally. 	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
01 ***	Flight Deck Speakers (Cont'd)					
01-02	Airplanes with Remote Electronics Unit (REU)					
01-02A		B	-	0	May be inoperative provided: a) Headset earphones or headphones associated with inoperative speaker(s) are installed and operate normally, b) TCAS audio is considered inoperative, c) TAWS (GPWS) advisory callouts area considered inoperative, and d) Altitude Alert Tone is considered inoperative. NOTE: Refer to MMEL Item 34-26 (GPWS advisory callouts), MMEL Item 34-40 (TCAS audio) and MMEL Item 34-25 (Altitude Alerting System – Aural Alert)	
01-02B		C	-	0	(M)(O) May be inoperative provided: a) Procedures do not require its use, b) Headset or earphones associated with inoperative speaker(s) are installed and operate normally, and c) Aural alert voices, TCAS, GPWS, and Altitude Alert are verified to operate normally.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
02	Passenger Address System					
02-01	Passenger Configuration					
02-01A		B	1	0	(O) May be inoperative provided: a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio or visual) operates normally. NOTE: Any station function(s) that operate normally may be used.	
02-01B		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.	
02-01-01	Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
02-01-02	Cabin Speakers	C	-	-	May be inoperative provided inoperative speakers are not adjacent to each other.	
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
02	Passenger Address System (Cont'd)					
02-02	Cargo Configuration (Courier/Supernumerary Address System)					
02-02A		C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.	
02-02B		D	1	0		May be inoperative provided procedures do not require its use.
02-02-01	Lavatory Speakers					
02-02-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
02-02-01B		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
03	Communication Systems (VHF and UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by Standby Bus and is not required for emergency procedures.	
03-01 ***	VHF Comm Control Panels	C	-	-	One side of VHF Comm Control panel tuning function may be inoperative provided: a) Associated transceiver can be tuned from opposite side of control panel, and b) Associated transceiver operates normally.	
03-01-01 ***	Active Frequency Light	C	-	0	May be inoperative.	
03-01-02	Frequency Transfer Switch					
03-01-02A		C	-	0	May be inoperative provided associated VHF active frequency can be selected.	
03-01-02B		D	-	-	May be inoperative provided associated VHF radio is considered inoperative. NOTE: Refer to MMEL Item 23-03 (Communication Systems (VHF and UHF)).	
03-01-03	Frequency Selector Knob	C	-	2	May be inoperative.	
03-01-04	Frequency Indication	C	-	2	May be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
03	Communication Systems (VHF and UHF) (Cont'd)					
03-02 ***	Radio Tuning Panels	C	-	2	One may be inoperative provided: a) Left radio tuning panel operates normally, and b) Inoperative radio tuning panel remains OFF.	
03-02-01	Off-Side Tuning Light	C	-	0	May be inoperative.	
03-03 ***	VHF Data Link					
03-03A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
03-03B		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
04	Crewmember Interphone System					
04-01	Passenger Configuration					
04-01-01	Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of cabin handsets, and b) Alternate communications procedures between affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.	
04-01-02	Cabin to Cabin Function					
04-01-02A		B	2	0	(O) May be inoperative provided alternate communications procedures between affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.	
04-01-02B		B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least 50% of cabin handsets, and b) Alternate communications procedures between affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
04	Crewmember Interphone System (Cont'd)					
04-01	Passenger Configuration (Cont'd)					
04-01-03	Flight Deck to Ground Function (Includes CALL Functions)					
04-01-03-01	Large Turbojet Airplanes Operating Under 14 CFR Part 121					
04-01-03-01A		C	1	0	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.	
04-01-03-01B		C	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.	
04-01-03-01C		B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
04	Crewmember Interphone System (Cont'd)					
04-01	Passenger Configuration (Cont'd)					
04-01-03	Flight Deck to Ground Function (Includes CALL Functions) (Cont'd)					
04-01-03-02	All Other Aircraft/Operations					
04-01-03-02A		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
04-01-03-02B		D	-	0	May be inoperative provided procedures do not require its use.	
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
04	Crewmember Interphone System (Cont'd)					
04-02	Cargo Configuration					
04-02-01	Flight Deck to Cabin, Cabin to Flight Deck Functions					
04-02-01A		C	-	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
04-02-01B		D	-	0	May be inoperative provided procedures do not require its use.	
04-02-02	Cabin to Cabin Function	D	-	0	May be inoperative.	
04-02-03	Flight Deck to Ground Function (Includes CALL Functions)					
04-02-03-01	Large Turbojet Airplanes Operating Under 14 CFR Part 121					
04-02-03-01A		C	1	0	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
04	Crewmember Interphone System (Cont'd)					
04-02	Cargo Configuration (Cont'd)					
04-02-03	Flight Deck to Ground Function (Includes CALL Functions) (Cont'd)					
04-02-03-01B		C	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.	
04-02-03-01C		B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
04-02-03-02	All Other Aircraft/Operations					
04-02-03-02A		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
04-02-03-02B		D	-	0	May be inoperative provided procedures do not require its use.	
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
04	Crewmember Interphone System (Cont'd)					
04-03	For an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate					
04-03-01	Flight Deck to Cabin, Cabin to Flight Deck Functions					
04-03-01A		C	-	0	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.	
04-03-01B		D	-	0	May be inoperative provided procedures do not require its use.	
04-03-02	Cabin to Cabin Function	D	-	0	May be inoperative.	
06 ***	Selective Call System (SELCAL)					
06A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
06B		D	1	0	May be inoperative provided procedures do not require its use.	
06-01	Channels					
06-01A		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
06-01B		D	-	0	May be inoperative provided procedures do not require its use.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
09 ***	ACARS System					
09A		C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of system that operates normally may be used.	
09B		D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of system that operates normally may be used.	
09-01	ACARS Printer	D	-	0	May be inoperative.	
09-02	FMC Interface Function					
09-02A		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of system that operates normally may be used.	
09-02B		D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of system that operates normally may be used.	

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
10	Cockpit Voice Recorder System (CVR)					
10-01	Aircraft without Recorder Independent Power Supply (RIPS)	A	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days. NOTE: With CVR Datalink enabled, an inoperative ACARS could cause a CVR fault, refer to item 23-09.	
10-02 ***	Aircraft with Recorder Independent Power Supply (RIPS) (-600/-700/-800/-900/-900ER)	A	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Flight Data Recorder (FDR) operates normally, b) RIPS circuit breaker is pulled and collared, c) A 15 minute interval after pulling of the c/b is achieved before departure, and d) Repairs are made within 3 flight-days. NOTE 1: CVR is inoperative with the RIPS c/b pulled and collared.	
10-02-01	Recorder Independent Power Supply (RIPS)				NOTE 2: With CVR Datalink enabled, an inoperative ACARS could cause a CVR fault, refer to item 23-09.	
10-02-01A		C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) CVR operates normally, and b) RIPS battery is removed. 	
10-02-01B		A	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Flight Data Recorder (FDR) operates normally, b) RIPS battery is removed, and c) Repairs are made within 3 flight-days. 	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
11 ***	High Frequency (HF) Communication System					
11A		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
11B		C	-	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.	
11-01 ***	HF Data Link					
11-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
11-01B		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
12 ***	Emergency Locator Transmitter (ELT)					
12-01 ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
12-02 ***	Fixed ELTs					
12-02A		A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	
12-02B		A	-	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.	
12-02C		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
12-02D		D	-	-	Any in excess of those required by 14 CFR may be missing.	
12-02-01 ***	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.	
12-02-02 ***	ELT Indicator Light	D	-	0	May be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
13	Flightcrew Audio Selector/Control Panels	A	2	1	(O) Either captain's or first officer's audio control panel may be inoperative provided: a) Optional AUDIO transfer switch is installed and operates normally, b) Primary observer's audio control panel is located on aft electronics panel and operates normally, and c) Repairs are made within 2 flight-days.	
13-01 ***	AUDIO Transfer Switch	C	1	0	May be inoperative.	
13-02	Switch Lights	C	-	0	May be inoperative.	
14	Flight Deck Headsets Earphones/Headphones and Boom Microphones					
14-01	Headset Boom Microphones					
14-01A		A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
14-01B		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
14	Flight Deck Headsets Earphones/Headphones and Boom Microphones (Cont'd)					
14-02	Headset Earphones/Headphones					
14-02A		C	-	1	Either captain's or first officer's headset may be inoperative provided associated flight deck speaker operates normally.	
14-02B		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
14-03	Active Noise Canceling/ Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
15 ***	Prerecorded Passenger Announcement System					
15A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
15B		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
16	Push-To-Talk (PTT) Switches					
16-01	Control Wheel PTT Switches	C	2	1	(M) One may be inoperative provided: a) Associated audio selector panel PTT switch operates normally, and b) Affected switch is either verified failed open or is deactivated.	
16-02	Flightcrew Audio Selector Panel PTT Switches	C	2	1	(M) One may be inoperative provided: a) Associated control wheel PTT switch operates normally, and b) Affected switch is verified failed open.	
16-03 ***	Glareshield Panel PTT Switch(es)					
16-03A		C	-	0	(M) May be inoperative provided affected switch is either verified failed open or is deactivated.	
16-03B		D	-	0	(M) May be inoperative provided: a) Affected switch is either verified failed open or is deactivated, and b) Procedures do not require its use.	
(Continued)						

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
16	Push-To-Talk (PTT) Switches (Cont'd)					
16-04 ***	Pendant Switch(es)					
16-04A		C	-	0	(M) May be inoperative provided affected switch is either verified failed open or is deactivated.	
16-04B		D	-	0	(M) May be inoperative provided: a) Affected switch is either verified failed open or is deactivated, and b) Procedures are not based on its use.	
17 ***	Flight Deck Hand Microphones					
17A		C	-	0	May be inoperative or missing provided associated boom microphone operates normally.	
17B		D	-	0	Any in excess of those required by 14 CFR may be inoperative or missing.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
18 ***	Satellite Communication System (SATCOM)					
18A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
18B		D	1	0	May be inoperative provided procedures do not require its use.	
18-01 ***	SATCOM Data Link					
18-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
18-01B		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
19	Alerting System (Audio/Visual)					
19-01	Passenger Configuration					
19-01-01	Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided: a) Audio alerting system operates normally, and b) Audio alerting system differentiates between normal and emergency calls.	
19-01-02	Flight Deck Call Audio Alerting System	B	1	0	May be inoperative provided: a) Flight deck visual alerting system operates normally, and b) Flight deck visual alerting system differentiates between normal and emergency calls.	
19-01-03	Flight Attendant Visual Alerting System					
19-01-03A		B	1	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used.	
					NOTE 1: Passenger to Attendant Call System is considered Nonessential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used.	
					(Continued)	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
19	Alerting System (Audio/Visual) (Cont'd)					
19-01	Passenger Configuration (Cont'd)					
19-01-03	Flight Attendant Visual Alerting System (Cont'd)					
19-01-03B		B	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Audio alerting system operates normally, b) Audio alerting system differentiates between normal and emergency calls, c) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and d) Alternate procedures for contacting flight attendants are established and used. <p>NOTE 1: Passenger to Attendant Call System is considered Nonessential Equipment and Furnishing (NEF).</p> <p>NOTE 2: Any visual alerting system function(s) that operates normally may be used.</p> <p>(Continued)</p>	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
19	Alerting System (Audio/Visual) (Cont'd)					
19-01	Passenger Configuration (Cont'd)					
19-01-04	Flight Attendant Audio Alerting System					
19-01-04A		B	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. <p>NOTE 1: Passenger to Attendant Call System is considered Nonessential Equipment and Furnishing (NEF).</p> <p>NOTE 2: Any audio alerting system function(s) that operates normally may be used.</p> <p>(Continued)</p>	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
19	Alerting System (Audio/Visual) (Cont'd)					
19-01	Passenger Configuration (Cont'd)					
19-01-04	Flight Attendant Audio Alerting System (Cont'd)					
19-01-04B		B	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Visual alerting system operates normally, b) Visual alerting system differentiates between normal and emergency calls, c) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and d) Alternate procedures for contacting flight attendants are established and used. <p>NOTE 1: Passenger to Attendant Call System is considered Nonessential Equipment and Furnishing (NEF).</p> <p>NOTE 2: Any audio alerting system function(s) that operates normally may be used.</p> <p>(Continued)</p>	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
19	Alerting System (Audio/Visual) (Cont'd)					
19-02	Cargo Configuration					
19-02-01	Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided flight deck audio alerting system operates normally.	
19-02-02	Flight Deck Call System	D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
19-02-03	Courier/Supernumerary Visual Alerting System					
19-02-03A		B	1	0	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.	
19-02-03B		D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any visual alerting system function(s) that operates normally may be used.	
(Continued)						

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
19	Alerting System (Audio/Visual) (Cont'd)					
19-02	Cargo Configuration (Cont'd)					
19-02-04	Courier/Supernumerary Audio Alerting System					
19-02-04A		B	1	0	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.	
19-02-04B		D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any audio alerting system function(s) that operates normally may be used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
20 ***	Handset Systems					
20-01	Passenger Configuration					
20-01-01	Flight Deck					
20-01-01A		C	1	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.	
20-01-01B		D	1	0	May be inoperative provided procedures do not require its use.	
20-01-02	Cabin					
20-01-02A		B	-	-	(O) May be inoperative provided: a) 50% of cabin handsets operate normally, and b) Alternate communication procedures between affected flight attendant station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy 50% requirement. NOTE 2: Any handset functions that operates normally may be used.	
20-01-02B		B	1	0	NOTE: Any handset functions that operates normally may be used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
20 ***	Handset Systems (Cont'd)					
20-02	Cargo Configuration					
20-02-01	Flight Deck					
20-02-01A		C	1	0	(O) May be inoperative provided flight deck to courier/supernumerary communication operates normally.	
20-02-01B		D	1	0	May be inoperative provided procedures do not require its use.	
20-02-02	Courier/Supernumerary					
20-02-02A		D	-	1	May be inoperative.	
20-02-02B		D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
21 ***	Electronic Visual Surveillance Systems (All Installed Systems)					
21A		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.	
21B		C	1	0	(O) May be inoperative and components may be missing provided: a) The flight deck door viewing port is installed and operates normally, and b) Alternate procedures are established and used. NOTE: Any portion of the system which operates normally may be used.	
21C		D	1	0	May be inoperative and components may be missing provided procedures do not require its use.	
21-01	All-Cargo Configuration					
21-01A		C	1	0	May be inoperative provided courier/supernumerary compartment remains empty.	
21-01B		D	1	0	May be inoperative and components may be missing provided procedures do not require its use.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
22 ***	MOVED (Electronic Voice Checklist)				MOVED (applicable to STC provider).	
23 ***	Multipurpose Interactive Display Unit (MIDU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for affected subsystems.	
24 ***	Landscape Camera System				MOVED (applicable to STC ST02000NY).	
24-01	Dome Camera					
25 ***	Automated Flight Information Reporting System (AFIRS)				MOVED (applicable to STCs ST10345SC and ST02361NY).	
25-01 ***	Global Voice SATCOM				MOVED (applicable to STC ST02361NY).	
25-02 ***	Global Messaging				MOVED (applicable to STC ST02361NY).	
26 ***	Avionics secureLINK Airborne Wireless Router				MOVED (applicable to STC03151AT).	
28 ***	FWD and AFT Attendant Control Panel LCD Touch Screen Display, Display Processor, and Display Processor Over-Temperature LED Light, Boeing Sky Interior (BSI) (-600/-700/-800/-900/-900ER)	C	6	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
29 ***	Passenger Cabin Medical Communications System					
29A		C	1	0	(O) May be inoperative and components may be missing provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.	
29B		D	1	0	May be inoperative and components may be missing provided procedures do not require its use. NOTE: Any portion of the system that operates normally may be used.	
30 ***	Low Frequency Underwater Locator Beacon (LF-ULB)/ Low Frequency Underwater Locator Device (LF-ULD) (-600/-700/-800/-900/-900ER upon incorporation of Boeing Service Bulletin 737-23-1605 or production equivalent)					
30A		C	-	0	May be inoperative or missing.	
30B		D	-	-	May be inoperative provided operations do not require its use.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
01	Engine Driven Generator Systems					
01-01	(-100/-200/-300/ -400/-500)					
01-01A		B	2	1	(M)(O) Except for ETOPS, may be inoperative provided: a) APU generator operates normally and is used throughout flight, and b) An APU fuel heater is installed.	
01-01B		B	2	1	(M)(O) Except for ETOPS, may be inoperative provided: a) APU generator operates normally and is used throughout flight, and b) Fuel temperature is maintained at or above 32 °F (0 °C).	
01-02	(-600/-700/-800/ -900/-900ER)	B	2	1	(M)(O) Except for ETOPS, may be inoperative provided: APU generator operates normally and is used throughout flight.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
02	APU Generator System	C	1	0	Except for ETOPS, may be inoperative.	
03	Engine Driven Generator LOW OIL PRESSURE/DRIVE Lights					
03-01	(-100/-200/-300/ -400/-500)	C	2	0	LOW OIL PRESSURE/DRIVE lights and associated generator low oil pressure switches may be inoperative provided associated HIGH OIL TEMP light and oil temperature indicator operates normally.	
03-02	(-600/-700/-800/ -900/-900ER)	C	2	0	DRIVE lights and associated generator low oil pressure switches may be inoperative.	
04	Engine Driven Generator Oil Temperature Indicator Systems (-100/-200/ -300/-400/-500)	C	2	0	May be inoperative provided associated LOW OIL PRESSURE/DRIVE light and HIGH OIL TEMP light operates normally.	
05	Engine Driven Generator HIGH OIL TEMP Lights (-100/-200/-300/ -400/-500)	C	2	0	May be inoperative provided associated LOW OIL PRESSURE/DRIVE light and oil temperature indicator operates normally.	
06	Transformer Rectifiers					
06-01	No. 2 TR (-100/-200)	B	1	0	Except for ETOPS, may be inoperative provided: a) All DC busses and all generators (including APU generator) operate normally, and b) APU generator can be electrically connected to either bus.	
07	Frequency Meter	C	1	0	May be inoperative.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
08	AC Volts Indication	B	1	0	(O) May be inoperative except in STBY PWR position provided Standby Power Test is accomplished.	
08-01	Residual Voltage Function (-100/-200/-300/-400/-500)	C	1	0	May be inoperative.	
09	AC Ammeters	C	-	0	May be inoperative provided associated generator off bus lights operate normally.	
10	Generator System Annunciator Panel (-100/-200/-300/-400/-500)	C	1	0	May be inoperative.	
11	External Power System	C	1	0	NOTE: Any portion of system which operates normally may be used.	
11-01 ***	DC Receptacle	D	1	0	May be inoperative.	
12	GEN OFF BUS Lights	C	2	1	One may be inoperative provided associated generator AC ammeter operates normally.	
13 ***	Galley Load Shed Sensor Module (-300/-400/-500)	C	1	0	May be inoperative provided GALLEY Power Switch remains OFF when APU is being used to power both generator busses on ground.	
14 ***	BAT DISCHARGE Light	C	1	0	May be inoperative.	
15 ***	TR UNIT Light	C	1	0	May be inoperative.	

AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
16 ***	ELEC Light					
16-01	(-300/-400/-500)	C	1	0	(O) May be inoperative OFF provided: a) Standby Power Test is accomplished, and b) Battery Charger is verified to operate normally.	
16-02	(-600/-700/-800/-900/-900ER)	C	1	0	(O) May be inoperative OFF provided: a) Standby Power Test is accomplished once each flight-day, and b) Battery Charger is verified to operate normally.	
17	DC Ammeter Indication	B	1	0	(O) May be inoperative provided: a) BAT position operates normally, b) Standby Power Test is accomplished, and c) Procedures do not require its use.	
18	DC Volts Indication	B	1	0	(O) May be inoperative except in STBY PWR position provided Standby Power Test is accomplished.	
19	APU GEN OFF BUS Light	C	1	0	May be inoperative provided: a) APU frequency meter operates normally, and b) APU ammeter operates normally.	
20 ***	Cabin Power Switch				MOVED (applicable to Jet Aviation Engineering Services (JAES) STC).	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
01	Megaphones					
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. NOTE: Not required for all-cargo operations.	
01B		C	-	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
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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Sequence No.	Item	1	2	3	4	Change Bar
03	Flight Attendant Seat Assembly (Single or Dual Position)					
03-01	Required Flight Attendant Seats					
03-01A		B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: <ul style="list-style-type: none"> a) Affected seat or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or passenger seat which is most accessible to inoperative seat(s) so as to most effectively perform assign duties, c) Alternate procedures are established and used as published in crewmembers manuals, d) Folding type seat stows automatically or is secured in retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY". NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
(Continued)						

Draft
 Feb 12, 2019

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TABLE KEY

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
03	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
03-01A	Required Flight Attendant Seats (Cont'd)				NOTE 3: Individual operators, when operating with inoperative seats, will consider locations and combinations of seats to ensure that proximity to exits and distribution requirements of applicable 14 CFR are met.	
03-01B		C	-	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
03-02	Excess Flight Attendant Seats	C	-	-	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in 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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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
03	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
03-03	All-Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.	
03-04 ***	Seat Cushion Heating System	D	-	0	(M) May be inoperative provided heating system is deactivated.	
04	Cabin Window Shades	D	-	0	May be inoperative in a compartment used for cargo provided AFM Limitations are observed. NOTE: Passenger Cabin Window Shades in compartments configured for passengers only are considered Nonessential Equipment and Furnishing (NEF).	
05	Cargo Compartment Restraint Components (Includes -800BCF)					
05A		A	-	-	(M) May be inoperative or missing provided: a) Cargo-loading limits from the OEM Weight and Balance Manual are observed, and b) Repairs are made within 120 consecutive calendar -days.	
05B		A	-	-	May be inoperative or missing provided: a) Cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	
(Continued)						

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
05	Cargo Compartment Restraint Components (Includes -800BCF) (Cont'd)					
05C		C	-	-	May be inoperative or missing provided pallet with inoperative lock(s) is removed.	
05-01	Passenger Pallets (737C, and -700C)	C	-	-	(M) One lock per pallet may be inoperative provided: a) Three seats in group associated with lock are blocked by folding and securing backrests in a forward position, and b) If more than one lock is inoperative, pallet must be removed. NOTE: If a pallet lock cover is broken or missing, associated lock is considered inoperative.	
05-02	Cargo Pallet Locks				MOVED (applicable to Pemco 737 F/QC and COMBI, STC ST02556SE).	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
06	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.	
06-01	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)					
06-01A		D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position. NOTE: Any position controls that operates normally may be used.	
06-01B		D	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position. NOTE: Any position controls that operates normally may be used.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
06	Passenger Seats (Includes all Configurations and Locations (Cont'd))					
06-02	Armrests					
06-02-01	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.	
06-02-02	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.	
06-03	Underseat 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.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
06	Passenger Seat(s) (Includes all Configurations and Locations) (Cont'd)					
06-05	Seat Belt/Air Bag Restraint Systems					
06-05-01	Seat Belt/Air Bag Restraint System Required By 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
06-05-02 ***	Seat Belt/Air Bag Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
06-06 ***	Delethalization Pads	D	-	-	May be inoperative or missing provided affected seat is blocked and placarded "DO NOT OCCUPY".	
09	"Fasten Seat Belts 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.	
10 ***	Nonessential Equipment and Furnishing (NEF)		-	0	May be inoperative, damaged, or missing provided that item(s) is deferred in accordance with operator's NEF deferral program. NEF program, procedures, and processes must be outlined in operator's appropriate document. (M) and (O) procedures, if required, must be available to flightcrew and included in operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11	Observer Seat(s)					
11-01	Primary Observer's Seat (Including Associated Equipment)					
11-01A		A	1	0	May be inoperative provided: a) A passenger seat in passenger cabin is made available to an FAA inspector for performance of official duties, and b) Repairs are made within 2 flight-days.	
11-01B		A	1	0	May be inoperative provided: a) Second observer's seat is available to an FAA inspector for performance of official duties, and b) Repairs are made within 2 flight-days.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

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

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11	Observer Seat(s) (Cont'd)					
11-02 ***	Second Observer's Seat (Including Associated Equipment)	D	1	0	NOTE: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
11-03 ***	Crotch Straps	C	-	0	May be inoperative.	
11-04	Observer Seat Not Required by 14 CFR (Including Associated Equipment)	D	-	0	NOTE: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	

Draft
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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
12 ***	Portable Flashlight Holders/Flashlights					
12-01	Cabin					
12-01A		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.	
12-01B		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.	
12-01-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
12 ***	Portable Flashlight Holders/Flashlights (Cont'd)					
12-02	Flight Deck					
12-02A		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.	
12-02B		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.	
12-02-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
12-03	No Passenger Carried	C	-	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
13 ***	Emergency Evacuation Signal System					
13A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
13B		D	1	0	May be inoperative provided procedures do not require its use.	
14	Main Deck Cargo 9G Barrier Net					
14-01	737F and QC				MOVED (applicable to PEMCO World Air Services, Inc. STC).	
14-02	(-700C)					
14-02A		C	1	0	In cargo mode, may be missing or net attachments may be broken or missing provided approved cargo loading limits in Weight and Balance Control and Loading Manual are observed. NOTE: Not required for all-passenger operations.	
14-02B		D	1	0	May be missing or net attachments may be broken or missing provided associated cargo compartment remains empty. NOTE: Not required for all-passenger operations.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
14	Main Deck Cargo 9G Barrier Net (Cont'd)					
14-03					MOVED (applicable to STC ST01566LA).	
16	Lower Cargo Compartment Lining Panels and Floor Panels	C	-	-	(O) May be damaged or missing provided procedures are established and used to ensure associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
17	Emergency Medical Equipment					
17-01	First Aid Kit (FAK) and/or Associated Equipment					
17-01A		A	-	-	(O) If more than one is required by 14 CFR, only one required FAKs may be incomplete or removed provided: <ul style="list-style-type: none"> a) The FAK is labeled or placarded in a manner that will identify it as a unit that can not 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.	
17-01B		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
17-01-01 ***	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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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
17	Emergency Medical Equipment (Cont'd)					
17-02	Emergency Medical Kit (EMK) and/or Associated Equipment					
17-02A		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 can not 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.	
17-02B		D	-	-	Any in excess of those required by 14 CFR may be incomplete or inoperative.	
17-02-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper EMK servicing is verified at each preflight.	
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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
17	Emergency Medical Equipment (Cont'd)					
17-04	Automatic External Defibrillator (AED) and/or Associated Equipment					
17-04A		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 can not 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.	
17-04B		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
17-04-01 ***	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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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
18	Flotation Equipment (Crew and Passengers)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.	
20	Exterior Lavatory Door Ashtrays					
20-01	Airplanes with Multiple Exterior Lavatory Door Ashtrays Installed					
20-01A		A	-	-	Up to and including 50% may be missing or inoperative for 10 days. NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.	
20-01B		A	-	-	More than 50% may be missing or inoperative for 3 days. NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.	
20-02	Airplanes with Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing provided it is replaced within 10 consecutive calendar-days.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21	Flightcrew Seats					
21-01	Recline Mechanism	A	2	0	(M) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Repairs are made within 2 flight-days.	
21-02	Vertical Adjustment	A	2	0	(M) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Repairs are made within 2 flight-days.	
21-03	Armrests	B	4	0	(M) May be inoperative in up position or removed provided seat is acceptable to affected crewmember.	
21-04	Lumbar/Thigh Supports	C	4	0	May be inoperative provided seat is acceptable to affected crewmember.	
21-05 ***	Headrests	C	2	0	May be inoperative or missing provided seat is acceptable to affected crewmember.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
22	Galley/Lavatory Waste Receptacle Access Doors/Covers					
22-01	Galley Waste Receptacle Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) Associated container is empty, b) Container access is secured to prevent waste introduction into compartment, and c) Procedures are established to ensure that sufficient galley/lavatory waste receptacles are available to accommodate all waste that may be generated during flight.	
22-02	Lavatory Waste Receptacle Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) Associated container is empty, b) Container access is secured to prevent waste introduction into compartment, c) Lavatory is used only by crewmembers, and d) Associated lavatory entrance door is locked closed and placarded "INOPERATIVE - DO NOT ENTER". NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers.	
23 ***	Automatic Cargo Loading Systems	D	-	0	NOTE: Any portion of system(s) that operates normally may be used.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
24 ***	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets					
24A		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 item(s) 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.	
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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
24 ***	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd)					
24B		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 used. NOTE 1: For overhead bins if no partitions are installed, entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
24 ***	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd)					
24C		C	-	-	May be inoperative in closed position provided: a) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", b) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and c) Location placarding for any emergency equipment stored in affected bin, compartment, or closet is removed or obscured. NOTE: Use of this proviso may be dependent upon an operator's aircraft security program, as appropriate.	
24-01 ***	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, cart remains empty.	
24-02 ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	

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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
25 ***	Beds (Electrical Operation)				MOVED (applicable to Jet Aviation Engineering Services (JAES) STC).	
26 ***	Tables (Electrical Operation)				MOVED (applicable to Jet Aviation Engineering Services (JAES) STC).	
27 ***	Crash Pads				MOVED (applicable to Jet Aviation Engineering Services (JAES) STC).	
28 ***	Cockpit Smoke Vision System (CSVs) (-600/-700/-800/-900/-900ER)	D	2	0	May be inoperative or missing.	
29 ***	Secondary Door Barrier (Flight Deck Security)				MOVED (applicable to STC provider).	
30 ***	Security Kit and/or Associated Equipment	D	-	0	May be inoperative, missing, or have missing equipment.	
31 ***	Supernumerary Seats (-800BCF)	D	-	0	(M) May be inoperative provided: a) Seat is not occupied, and b) Seat is stowed or secured.	

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TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
01	Engine and APU Fire Extinguisher Discharge Lights	C	3	0	May be inoperative.	
02	Engine Overheat and Fire Detection Systems					
02-01	Basic Systems (-100/-200)	C	4	2	(M) One overheat detection system or one fire detection system per engine may be inoperative provided operative system is verified to operate normally before each departure.	
02-02	Dual Loop	C	4	2	(O) Except for ETOPS beyond 120 minutes, one loop (A or B) per engine may be inoperative provided remaining operative loops are verified to operate normally once each flight-day.	
03	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ul style="list-style-type: none"> 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.	
03-01 ***	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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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
04	Wheel Well Fire Detection System					
04A		C	1	0	(M) May be inoperative provided: a) Wheel Well fire detection system is deactivated, and b) Brake temperature monitoring system (BTMS) operates normally.	
04B		C	1	0	(M)(O) May be inoperative provided: a) Wheel well fire detection system is deactivated, b) Landing gear remain extended for ten minutes after takeoff, and c) Appropriate performance adjustments are applied. NOTE: In case of engine failure after V ₁ , landing gear should be retracted until takeoff obstacles are cleared.	
05	APU Fire Extinguisher Discharge Discs (-100/-200/-300/-400/-500)	C	2	0	(M) Discs may be missing provided indicator reading is checked to verify proper charge.	
05-01 ***	HTL Type	C	2	0	(M) Discs may be missing provided bottle integrity is verified by checking APU fire extinguisher bottle discharge light or weighing bottle once each flight-day.	
06	APU Fire Shutoff System	C	1	0	(O) Except for ETOPS, may be inoperative provided APU is not used.	
07	APU Fire Extinguisher System	C	1	0	(O) Except for ETOPS, may be inoperative provided APU is not used.	

<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
08	APU Fire Detection System					
08-01	Single and Dual Loop	C	-	0	(O) Except for ETOPS, may be inoperative provided APU is not used.	
08-02 ***	APU DET INOP Light	C	1	0	(O) May be inoperative extinguished provided: d) APU fire detection system operates normally, and e) A fire warning test is performed before each APU start.	
08-03 ***	Dual Loop	C	2	1	(O) Except for ETOPS beyond 120 minutes, one loop (A or B) may be inoperative.	
08-04	External Warning Horn/Warning Light	C	1	0	May be inoperative for ground operation provided flight deck APU Overheat/Fire Protection Panel is continuously monitored.	
09	Engine/APU Fire Extinguisher Test System (EXT TEST) (Squib Test)	C	3	0	(M) May be inoperative provided: a) Failure is verified to be in squib test circuit. b) Squib circuit is verified to operate normally once each flight-day.	
09-01	APU Fire Extinguisher Squib Test Circuits (EXT TEST) (-300/-400/-500/-600/-700/-800/-900/-900ER)	C	2	1	(O) May be inoperative provided remaining APU Squib test circuit is verified to operate normally once each flight-day.	
09-02	APU Squib Light	C	1	0	(O) Except for ETOPS, may be inoperative provided APU is not used.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
10	Fire Warning Bell					
10-01	Bell Cutout Switch (Overheat/Fire Protection Panel)	C	1	0	May be inoperative provided: a) Bell cutout function of both Master Fire Warning lights operates normally, and b) Fire Warning Bell operates normally.	
10-02	Bell Cutout Function of Master Fire Warning Light	C	2	1	May be inoperative provided: a) Bell cutout function switch operates normally, and b) Fire Warning Bell operates normally.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
12	Wing-Body Overheat Detector System (Left)					
12-01	-100/-200/-300/-400/-500/-600/-700/-800	C	1	0	(O) Except for ETOPS, may be inoperative provided: <ul style="list-style-type: none"> c) Right pack and right engine bleed is used for pressurization only, d) Use of APU is prohibited except for engine start, e) Isolation valve and left engine bleed valve remain closed for all operations except engine start, f) Airplane is not operated in known or forecast icing conditions, and g) Flight altitude remains at or below FL 250. 	
12-02	-900/-900ER	C	1	0	(M)(O) Except for ETOPS, may be inoperative provided: <ul style="list-style-type: none"> a) Right pack and right engine bleed is used for pressurization only, b) Use of APU is prohibited except for engine start, c) Isolation valve and left engine bleed valve remain closed for all operations except engine start, d) Airplane is not operated in known or forecast icing conditions, e) Flight altitude remains at or below FL 250, f) Forward cargo heat duct is secured closed, and g) Airport ambient temperature does not exceed 103 °F (39 °C). 	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
13	Wing-Body Overheat Detector System (Right)					
13-01	-100/-200/-300/-400/ -500/-600/-700/-800	C	1	0	(O) Except for ETOPS, may be inoperative provided: a) Left pack and left engine or APU bleed air is used for pressurization only, b) Isolation valve and right engine bleed valve remain closed for all operations except engine start, c) Airplane is not operated in known or forecast icing conditions, and d) Flight altitude remains at or below FL 250.	
13-02	-900/-900ER	C	1	0	(M)(O) Except for ETOPS, may be inoperative provided: a) Left pack and left engine or APU bleed air is used for pressurization only, b) Isolation valve and right engine bleed valve remain closed for all operations except engine start, c) Airplane is not operated in known or forecast icing conditions, d) Flight altitude remains at or below FL 250, e) Forward cargo heat duct is secured closed, and f) Airport ambient temperature does not exceed 103 °F (39 °C).	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/- 800BCF)	C	2	0	(O) May be inoperative provided procedures are established and used to ensure main deck cargo compartment or zone remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
14-01	Fire Detection (-700C/-800BCF)					
14-01A		C	2	1	(O) One loop (A or B) may be inoperative in Combi or Cargo mode.	
14-01B		C	2	0	May be inoperative in Passenger mode.	
14-02	Fire Detection				MOVED (applicable to STCs ST000235BO and ST00248BO).	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/ - 800BCF) (Cont'd)					
14-03	Fire Suppression System (-700C/-800BCF)	C	1	0	May be inoperative in Passenger mode.	
14-03-01	DEPR Light					
14-03-01A		C	1	0	May be inoperative in Passenger mode.	
14-03-01B		C	1	0	May be inoperative in Combi or Cargo mode provided MAIN SYS light illuminates during system test.	
14-03-02	MAIN SYS Light					
14-03-02A		C	1	0	May be inoperative in Passenger mode.	
14-03-02B		C	1	0	(M) May be inoperative in Combi or Cargo mode provided: a) Failure is verified to be in light circuit, and b) System circuit is verified to operate normally once each flight-day.	
						(Continued)

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/- 800BCF (Cont'd)					
14-04	Smoke Detectors (737C/QC/-700C/- 800BCF)	C	-	0	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative. NOTE: Refer to MMEL Item 26-14 (Main Deck Cargo Compartment Fire Detection/Suppression Systems).	
14-04-01					MOVED (applicable to STC ST01566LA).	
14-04-02	System Test Feature (737C/QC/-800BCF)	C	1	0	(M) May be inoperative provided an acceptable method is used to verify detector system integrity.	
14-04-03	System Power (Blue) Light				MOVED (applicable to STC SA2970SO).	
14-04-04					MOVED (applicable to STC ST00235BO).	
14-04-05					MOVED (applicable to STC ST00248BO).	
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/- 800BCF) (Cont'd)					
14-04	Smoke Detectors (737C/QC/-700C/- 800BCF) (Cont'd)					
14-04-06					MOVED (applicable to STC ST01827LA).	
14-04-07					MOVED (applicable to STC ST01961SE).	
14-04-08	Smoke Detectors				MOVED (applicable to STC ST02556SE).	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
15	Lavatory Fire Extinguisher Systems					
15-01	Passenger Configuration					
15-01A		C	-	0	For each lavatory, lavatory fire extinguisher system may be inoperative provided associated lavatory smoke detection system operates normally.	
15-01B		C	-	0	(M)(O) For each lavatory, lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded: "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers.	
15-02	Cargo Configuration	D	-	0	May be inoperative.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
16	Lavatory Smoke Detection System					
16-01	Passenger Configuration	C	-	0	(M)(O) For each lavatory, lavatory smoke detection system may be inoperative provided: <ul style="list-style-type: none"> a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded: "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers.	
16-02	Cargo Configuration	D	-	0	May be inoperative.	
16-03 ***	Lavatory Smoke Detector SELF TEST Switch	C	-	0	(M) May be inoperative provided associated lavatory smoke detector is verified to operate normally.	
16-04 ***	Lavatory Smoke Detector TEST Switch on Flight Attendant's Panel	C	-	0	(M) May be inoperative provided each lavatory smoke detector is verified to operates normally.	
16-05 ***	Flight Deck LAVATORY SMOKE Light					
16-05A		C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Lavatory smoke detection system operates normally, and b) Alternate procedures are established and used. 	
16-05B		D	1	0	May be inoperative provided procedures do not require its use.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
17 ***	Engine Fire Extinguisher Thermal/Discharge Discs (-100/-200)					
17-01	Discharge (Yellow) Discs	C	2	0	(M) May be missing provided indicator readings or other acceptable means are used to verify adequate charge.	
17-02	Thermal (Red) Discs	C	2	0	(M) May be missing provided indicator readings or other acceptable means are used to verify adequate charge.	
18	Wing-Body Overheat Test System					
18-01	Flight Deck Test Feature	C	1	0	(M) May be inoperative provided system integrity is verified by an acceptable procedure once each flight-day.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems	C	-	0	(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. NOTE 2: Class E cargo compartments require only installation of smoke or fire detection systems (not suppression).	
19-01	Fwd/Aft Detection Loops					
19-01-01 ***	Boeing installed system	C	4	2	(O) One loop (A or B) in each compartment may be inoperative provided opposite loop is checked to operate normally.	
19-01-02 ***					MOVED (applicable to STC ST00405LA-D).	
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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (Cont'd)					
19-02 ***	Extinguisher Bottles					
19-02-01 ***	No. 1				MOVED (applicable to STC ST01424LA, ST01457LA, and ST01804LA).	
19-02-02 ***	No. 2 (Boeing installed system)	C	1	0	(M)(O) Except for ETOPS, may be inoperative with cargo carried in compartment.	
19-02-03 ***	No. 2				MOVED (applicable to STC ST01424LA, ST01457LA, and ST01804LA).	
19-02-04 ***	No. LRD2				MOVED (applicable to STC ST00405LA-D).	
19-03 ***	Squib Lights				MOVED (applicable to STC ST01424LA and ST01457LA).	
19-04 ***	DISCH Light(s)					
19-04-01 ***	Boeing installed system	C	1	0	(M) May be inoperative provided associated extinguisher bottle(s) is verified to have an adequate charge once each flight-day.	
19-04-02 ***					MOVED (applicable to STC ST01424LA, ST01457LA and ST01804LA).	
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (Cont'd)					
19-05 ***	Extinguisher Bottle Pressure Switch (Boeing installed system)	C	-	0	(M) May be inoperative provided associated extinguisher bottle(s) is verified to have an adequate charge once each flight-day.	
19-06 ***	EXT Lights (FWD and AFT) (Boeing installed system)	C	2	0	(M) May be inoperative provided: a) Failure is verified to be in squib light circuit, and b) Squib circuit is verified to operate normally once each flight-day.	
19-07 ***	Fault(s) Indicated by Illumination of MX Indicator				MOVED (applicable to STC ST00511LA, ST00404LA-D, ST00740LA-D, ST00745LA-D, ST00751LA-D and ST00990LA-D).	
19-08 ***	Control Panel ALARM OFF Switch				MOVED (applicable to STC ST00749LA-D and ST00763LA-D).	
19-09 ***	DET Lights				MOVED (applicable to STC ST01674AT and ST01114WI).	
19-10 ***	FAIL Lights				MOVED (applicable to STC ST01674AT and ST01114WI).	
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (Cont'd)					
19-11 ***	Smoke Detectors					
19-11-01 ***					MOVED (applicable to STC ST01674AT and ST01114WI).	
19-11-02 ***					MOVED (applicable to STC ST01424LA and ST01804LA).	
19-11-03 ***					MOVED (applicable to STC ST01457LA and ST01804LA).	
19-11-04 ***					MOVED (applicable to STC ST01804LA).	
19-12 ***	Fault Panel				MOVED (applicable to STC ST01674AT and ST01114WI).	
19-13 ***	DETECTOR FAULT Light (Boeing Installed System)	C	1	0	(O) May be inoperative provided the cargo fire TEST switch is used to check for faults in the cargo fire detection and suppression system before each flight.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
21	Cabin Configuration Test Panel CARGO/ PASSENGER Lights (-700C)	C	2	0	(M) May be inoperative provided: a) EE Bay Mode Selector Switch is verified to be in appropriate position for intended airplane configuration before each departure, and b) Passenger Oxygen Shutoff Valve is verified to be in appropriate position for intended airplane configuration before each departure.	
22 ***	Galley Fire Detection System				MOVED (applicable to (Jet Aviation Engineering Services (JAES) STC).	
23 ***	Galley Vent Fire Extinguisher System				MOVED (applicable to STC ST09977).	
24 ***	Smoke Detectors				MOVED (applicable to (Jet Aviation Engineering Services (JAES) STC).	
25 ***	Engine Start Lever Fire Indication Lights	A	2	0	(O) May be inoperative provided: a) Engine No. 1 and Engine No. 2 fire handle switch lights function normally prior to engine start for each flight, and b) Repairs are made within 3 flight-days.	
26 ***	Supernumerary and Lavatory Compartment Fire Detection/ Suppression Systems				MOVED (applicable to STC ST02556SE).	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
01	Stabilizer Main Electrical Trim Operating Light (-100/-200)	C	1	0	May be inoperative.	
03	Wing Trailing Edge Flap Position Indication System					
03-01	Mechanical Asymmetry Protection (-100/-200)	C	1	1	(O) Left Flap position indication may be inoperative provided proper flap operation is verified prior to each takeoff.	
04	Leading Edge Flap/Slat Position Light Systems					
04-01	(-300,-400,-500)					
04-01A		C	1	0	Aft overhead LE DEVICES Annunciator panel may be inoperative provided forward panel lights operate normally.	
04-01B		C	1	0	(M) Forward panel lights may be inoperative provided: a) LE DEVICES Annunciator panel operates normally and is used to verify proper LE DEVICE position, b) Stall warning operation of both systems is verified to operate normally, and c) A placard is installed to indicate proper positions for flap configuration in use.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)					
04-01	(-300,-400,-500) (Cont'd)					
04-01-01	Leading Edge Slat Indications (-300/-500)	C	6	5	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat on overhead annunciator panel may be inoperative provided: <ul style="list-style-type: none"> a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operates normally, and d) Stall warning operation of both systems is verified to operate normally. 	
04-01-02	Leading Edge Slat Indications (-400)	C	6	5	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat, except for slats 3 and 4, on overhead annunciator panel may be inoperative provided: <ul style="list-style-type: none"> a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operates normally, and d) Stall warning operation of both systems is verified to operate normally. 	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)					
04-02	(-100, -200, -600, -700, -800, -900, -900ER)					
04-02A		C	1	0	Aft overhead LE DEVICES Annunciator panel may be inoperative provided forward panel lights operate normally.	
04-02B		C	1	0	(M) Forward panel lights may be inoperative provided: a) Aft overhead LE DEVICES Annunciator panel operates normally and is used to verify proper LE DEVICE position, and b) A placard is installed to indicate proper position for flap configuration in use.	
04-02-01	Leading Edge Slat Indications (-100/-200)	C	6	5	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, and c) All remaining indications on overhead annunciator panel operate normally.	
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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)					
04-02	(-100, -200, -600, -700, -800, -900, -900ER) (Cont'd)					
04-02-02	Leading Edge Slat Indications (-600/-700)	C	8	7	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat, except for slats 4 and 5, on overhead annunciator panel may be inoperative provided: <ul style="list-style-type: none"> a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally. 	
04-02-03	Leading Edge Slat Indications (-800)	C	8	7	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat, except for slats 3, 4, 5, and 6, on overhead annunciator panel may be inoperative provided: <ul style="list-style-type: none"> a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally. 	

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TABLE KEY

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)					
04-02	(-100, -200, -600, -700, -800, -900, -900ER) (Cont'd)					
04-02-04	Leading Edge Slat Indications (-900/-900ER)	C	8	7	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat, except for slats 2, 3, 4, 5, 6, and 7, on overhead annunciator panel maybe inoperative provided: <ol style="list-style-type: none"> a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally. 	
05	Flight Control Low Pressure Lights (A and B) Systems (-100/-200)	C	2	0	May be inoperative provided warning lights, hydraulic pressure, and quality indicators operate normally.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
07 ***	Auto Speed Brake System					
07-01	All Models Except -800 with Short Field Performance (SFP) Option and -900ER	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Operations are conducted in accordance with AFM, and c) For models with Blended Winglet or Split Scimitar Winglet with Speed Brake Load Alleviation System, Speed Brake Load Alleviation System is considered inoperative. NOTE: Refer to MMEL Item 27-20 (Speedbrake Load Alleviation System)	
07-02	-800SFP	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Appropriate performance adjustments are applied.	
07-03	-900ER	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Appropriate performance adjustments are applied, and c) Load Alleviation System is considered inoperative. NOTE: Refer to MMEL Item 27-20 (Speedbrake Load Alleviation System)	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
08	Flap Load Limiter System					
08-01 ***	-100/-200	C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Flaps are verified to operate normally throughout their full range before each departure, and b) Flaps are not extended beyond Flaps 30 at gross weights above 98,000 lbs. (44,453 kg). 	
08-02	-300/-400/-500	C	1	0	May be inoperative provided flaps are not extended beyond Flaps 30.	
08-03	-600	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Flaps are not extended beyond Flaps 30 at gross weights above 93,830 lbs. (42,560 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 105,040 lbs. (47,645 kg). 	
08-04	-700	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Flaps are not extended beyond Flaps 30 at gross weights above 93,480 lbs. (42,401 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 104,403 lbs. (47,356 kg). 	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
08	Flap Load Limiter System (Cont'd)					
08-05	-800 without Short Field Performance (SFP) Option	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Flaps are not extended beyond Flaps 30 at gross weights above 93,995 lbs. (42,635 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 104,875 lbs. (47,570 kg). 	
08-06	-800 with Short Field Performance (SFP) Option	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Flaps are not extended beyond Flaps 30 at gross weights above 95,800 lbs. (43,454 kg), b) Flaps are not extended beyond Flaps 15 at gross weights above 105,000 lbs. (47,627 kg), and c) Flaps are not extended beyond Flaps 10 at gross weights above 135,800 lbs. (61,597 kg). 	
08-07	-900	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Flaps are not extended beyond Flaps 30 at gross weights above 94,760 lbs. (42,982 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 105,130 lbs. (47,686 kg). 	
(Continued)						

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
08	Flap Load Limiter System (Cont'd)					
08-08	-900ER	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Flaps are not extended beyond Flaps 30 at landing gross weights above 105,800 lbs. (47,990 kg), b) Flaps are not extended beyond Flaps 15 at landing gross weights above 113,400 lbs. (51,437 kg), c) Flaps are not extended beyond Flaps 10 at landing gross weights above 135,600 lbs. (61,507 kg), d) Flaps are not extended beyond Flaps 15 at takeoff gross weights above 155,600 lbs. (70,578 kg), and e) Flaps are not extended beyond Flaps 5 at takeoff gross weights above 176,000 lbs. (79,832 kg). 	
10	FEEL DIFF PRESS Light System	B	1	0	(M) May be inoperative provided Elevator feel system is verified to operate normally once each flight-day.	
11	Auto Slat Fail Light System (-300/-400/-500/-600/-700/-800/-900/-900ER)	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Auto slat systems are verified to operate normally, and b) Verification is repeated every 2 flight-days. 	
12	Auto Slat Systems (-300/-400/-500/-600/-700/-800/-900/-900ER)	C	2	1	(O) One system may be inoperative provided: <ul style="list-style-type: none"> a) Remaining auto slat system is checked to operate normally, and b) Auto Slat fail light operates normally. 	

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
14	Rudder Trim Indicator					
14-01	(-600/-700/-800/-900/-900ER)	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Control Surface Position Indication System is installed and operates normally, b) Rudder trim actuator is checked to operate normally, and c) Rudder trim is checked to be centered before each departure. 	
14-02	(All Models, Upon Incorporation of Boeing Service Bulletin 737-27-1252, 737-27-1253, or 737-27-1255, or Production Equivalent)	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Rudder trim actuator is checked to operate normally, and b) Rudder trim is checked centered before each departure. 	
15 ***	Mechanical Flaps Position 30 Stop				MOVED (applicable to STC ST00131SE).	
16	SPEED BRAKE/ SPEEDBRAKES EXTENDED Light					
16-01 ***	(-300/-400/-500)	D	1	0	May be inoperative.	
16-02	(-600/-700/-800/-900/-900ER)	C	1	0	(M) May be inoperative provided speedbrakes are verified to operate normally.	
17	Wheel to Rudder Interconnect System (WTRIS) (-600/-700/-800/-900/-900ER)	C	1	0	May be inoperative.	
18 ***	Control Surface Position Indicating System	C	1	0	May be inoperative.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
19	Rudder Pressure Reducer (RPR) System (-100/-200/-300/-400/-500)	C	1	0	(M)(O) May be inoperative provided: a) RPR system is deactivated, and b) RPR valve is verified to provide high pressure output.	
20 ***	Speedbrake Load Alleviation System					
20-01	-700/-800 with Blended Winglet or Split Scimitar Winglet					
20-01-01	-700					
20-01-01A		C	1	0	(M)(O) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, b) Airspeed does not exceed 265 KIAS when in-flight gross weight is in excess of 143,000 lbs. (64,863 kg), c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when in-flight gross weight is in excess of 143,000 lbs. (64,863 kg), and d) Automatic Speedbrake System is considered inoperative. NOTE: Refer to MMEL Item 27-07 (Auto Speed Brake System)	
(Continued)						

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
20 ***	Speedbrake Load Alleviation System (Cont'd)					
20-01	-700/-800 with Blended Winglet or Split Scimitar Winglet (Cont'd)					
20-01-01	-700					
20-01-01B		C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 143,500 lbs. (65,090 kg). 	
20-01-02	-800					
20-01-02A		C	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) Speedbrake handle forces are normal from full down to full up position, b) Airspeed does not exceed 265 KIAS when in-flight gross weight is in excess of 155,000 lbs. (70,306 kg), c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when in-flight gross weight is in excess of 155,000 lbs. (70,306 kg), and d) Automatic Speedbrake System is considered inoperative. <p>NOTE: Refer to MMEL Item 27-07 (Auto Speed Brake System).</p>	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
20 ***	Speedbrake Load Alleviation System (Cont'd)					
20-01	-700/-800 with Blended Winglet or Split Scimitar Winglet (Cont'd)					
20-01-02	-800 (Cont'd)					
20-01-02B		C	1	0	(M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 155,500 lbs. (70,533 kg).	
20-03	-900ER with Blended Winglet or Split Scimitar Winglet					
20-03A		C	1	0	(M)(O) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, b) Airspeed does not exceed 265 KIAS when in-flight gross weight is in excess of 170,000 lbs. (77,110 kg), c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when in-flight gross weight is in excess of 170,000 lbs. (77,110 kg), and d) Automatic Speedbrake System is considered inoperative.	
NOTE: Refer to MMEL Item 27-07 (Auto Speed Brake System)						
(Continued)						

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
20 ***	Speedbrake Load Alleviation System (Cont'd)					
20-03	-900ER with Blended Winglet or Split Scimitar Winglet (Cont'd)					
20-03B		C	1	0	(M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 170,500 lbs. (77,337 kg).	
21 ***	STBY RUD ON light (Boeing Service Bulletin 737-27A-1279, 737-27-1252R3, 737-27-1253R3, 737-27-1255R3, or Production Equivalent Incorporated)	C	1	0	(M)(O) May inoperative provided: a) Rudder is verified to operate normally on hydraulic systems A and B independently, b) Standby hydraulic pump is verified to operate normally, and c) Rudder force fight monitor is deactivated.	
22 ***	Quiet Wing Flaps 1* System				MOVED (applicable to STC ST01535SE).	
22-01	-200					
23	Elevator Tab Control Springs (-600/-700/-800/-900/-900ER)	A	8	6	(M) One may be broken or missing per elevator provided: a) Broken spring is removed, and b) Repairs are made within 10 flight-days.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
01	Fuel Boost Pumps (Main Tanks)					
01-01	(-100/-200/-300/ -400/-500) (All pumps except Plessey 8240 MK I and MK II)					
01-01-01	Aft Pumps	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Both main tank forward pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lbs. (3,402 kg), c) For landing, a minimum fuel quantity of 2,500 lbs. (1,134 kg) is maintained in associated tank, and d) Boost pump is deactivated. 	
01-01-02	Forward Pumps	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lbs. (2,177 kg), c) For landing, a minimum fuel quantity of 1,800 lbs. (817 kg) is maintained in associated tank, and d) Boost pump is deactivated. 	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
01	Fuel Boost Pumps (Main Tanks) (Cont'd)					
01-02	(-100/-200/-300) (Plessey 8240 MK I and MK II)					
01-02-01	Aft Pumps	C	2	1	(M)(O) Except for ETOPS, one may be inoperative provided: a) Both main tank forward pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lbs. (3,402 kg), c) For landing, a minimum fuel quantity of 2,500 lbs. (1,134 kg) is maintained in associated tank, and d) Boost pump is deactivated.	
01-02-02	Forward Pumps	C	2	1	(M)(O) Except for ETOPS, one may be inoperative provided: a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lbs. (2,177 kg), c) For landing, a minimum fuel quantity of 1,800 lbs. (817 kg) is maintained in associated tank, and d) Boost pump is deactivated.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
01	Fuel Boost Pumps (Main Tanks) (Cont'd)					
01-03	(-600/-700/-800/ -900/-900ER)					
01-03-01	Aft Pumps	C	2	1	(M)(O) Except for ETOPS beyond 120 minutes, one may be inoperative provided: a) Both main tank forward pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lbs. (3,402 kg), c) For landing, a minimum fuel quantity of 2,500 lbs. (1,134 kg) is maintained in associated tank, and d) Boost pump is deactivated.	
01-03-02	Forward Pumps	C	2	1	(M)(O) Except for ETOPS beyond 120 minutes, one may be inoperative provided: a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lbs. (2,177 kg), c) For landing, a minimum fuel quantity of 1,800 lbs. (817 kg) is maintained in associated tank, and d) Boost pump is deactivated.	

AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
02	Fuel Boost Pumps (Center Tank)					
02A		C	2	1	(M) May be inoperative provided: a) Tank remains empty, and b) Boost pump is deactivated.	
02B		C	2	1	(M)(O) May be inoperative with center tank fueled provided: a) Fuel quantity remaining in main wing tanks is adequate to reach a suitable airport if remaining center pump fails at any time, b) Zero fuel weight calculations are adjusted by weight of center tank fuel, c) Effect on airplane balance, in event fuel cannot be used, is accounted for, d) LOW PRESSURE light of operating center fuel tank pump operates normally, e) Center tank quantity indication operates normally, and f) Boost pump is deactivated.	
02C		C	2	0	(M) May be inoperative provided: a) Center tank quantity indication operates normally, b) Center tank remains empty or zero fuel weight calculations are adjusted by weight of center tank fuel, and c) Boost pump is deactivated. NOTE: AFM fuel loading and usage limitations are for usable fuel.	
02-01	Universal Fault Interrupter (UFI) (-600/-700/-800/-900/- 900ER)	C	2	0	May be inoperative provided associated center tank boost pump is considered inoperative. NOTE: Refer to MMEL Item 28-02 (Fuel Boost Pumps (Center Tank)).	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
03	Fuel Boost Pump Low Pressure Warning Light Systems					
03-01	Main Tank Pump Low Pressure Warning Light Systems	C	4	3	(M)(O) May be inoperative provided: a) Associated fuel pump is not used, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.	
03-01-01	Main Tank Pump Lights					
03-01-01A		C	4	3	May be inoperative provided: a) Both pumps in associated tank operate normally, and b) Associated tank quantity indicator operates normally.	
03-01-01B		C	4	3	May be inoperative for an associated inoperative pump.	
03-02	Center Tank Pump Low Pressure Warning Light Systems					
03-02A		C	2	1	(M)(O) May be inoperative provided: a) Associated fuel pump is not used, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.	
03-02B		C	2	0	May be inoperative provided: a) Center tank fuel is not required for flight, b) Center tank fuel boost pumps are turned off, and c) Center tank remains empty or zero fuel weight calculations are adjusted by weight of center tank fuel.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
03	Fuel Boost Pump Low Pressure Warning Light Systems (Cont'd)					
03-02	Center Tank Pump Low Pressure Warning Light Systems (Cont'd)					
03-02-01	Center Tank Pump Lights	C	2	0	(M)(O) May be inoperative provided: a) Center Tank Fuel Quantity Indicator operates normally, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.	
04	APU Fuel Valve	C	1	0	(M)(O) Except for ETOPS, may be inoperative provided: a) APU is not used, and b) Valve is deactivated closed.	
05	Crossfeed VALVE OPEN Light	C	1	0	(M) Except for ETOPS, may be inoperative provided: a) Crossfeed valve is verified to operate normally, b) Fuel quantity indication for both main tanks operates normally.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
06	Flight Deck Fuel Quantity Indicators (Main Tanks)	C	2	1	(M)(O) Except for ETOPS, one may be inoperative provided: a) All boost pumps in associated tank operate normally, b) Fuel flow meters operate normally, c) Center tank indicator operates normally, d) Flightcrew periodically computes fuel remaining, or checks fuel remaining against a precomputed fuel burn chart, and e) Fuel quantity in associated main tank is verified by an acceptable procedure.	
07	Flight Deck Fuel Quantity Indicator (Center Tank)					
07-01	(-100 and -600/-700/-800/-900/-900ER)	C	1	0	May be inoperative provided: a) One center tank boost pump operates normally, and b) Center tank remains empty.	
07-02	(-200/-300/-400/-500)	C	1	0	(M) May be inoperative provided: a) One center tank boost pump operates normally, and b) Center tank remains empty	
07-03	(-100/-200/-300/-400/-500)	C	1	0	(M) Except for ETOPS, may be inoperative provided: a) Both center tank boost pumps operate normally, and b) Fuel quantity in center tank is verified by an acceptable procedure.	
07-04	(-600/-700/-800/-900/-900ER) (With Boeing Service Bulletin 737-28A1206 or Production Equivalent Installed)	C	1	0	(M) Except for ETOPS, may be inoperative provided: a) Both center tank boost pumps operate normally, and b) Fuel quantity in center tank is verified by an acceptable procedure.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
08	Fuel Temperature Indicator	C	1	0	May be inoperative provided Total Air Temperature or Ram Air Temperature is substituted as an indication of fuel temperature.	
09 ***	Fuel Quantity Totalizer	C	1	0	May be inoperative.	
10	Pressure Fueling System	C	1	0	(M) May be inoperative provided alternate procedures are established and used. NOTE: MMEL Item 28-10 relief may not be applied to defer maintenance of an inoperative system or indication for which an MMEL Item 28-10 subitem exists.	
10-01	Fueling Manifold Check Valves	C	-	0	(M) May be inoperative provided associated Fueling Shutoff Valve is verified to operate normally.	
10-02	Fueling Shutoff Valve	C	-	0	(M) May be inoperative closed provided: a) Verify the refuel valve is closed by pressurizing the fueling manifold and verify that fuel does not flow to the tank with the failed refuel valve, and b) After removal of the fueling nozzle, check the fueling receptacle for leakage. Leakage is not allowed.	
10-03	Refuel Panel Fueling Power Control Switch	C	1	0	May be inoperative off provided refuel panel indicator test switch operates normally in AUX FUELING POWER CONTROL position or FUEL DOOR SWITCH BYPASS position as applicable.	
(cont'd)						

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
10	Pressure Fueling System (Continued)					
10-04	Fueling Float Switches	C	3	0	(M) May be inoperative provided: a) Associated fueling shutoff valve is manually closed when tank is full or at the scheduled quantity, and b) Associated fuel quantity indication system operates normally.	
10-05	Valve Position Lights	C	3	0	May be inoperative.	
11 ***	Fueling Bay Fuel Cap	D	1	0	May be inoperative.	
12	Refueling Control Panel Quantity Indicators	C	-	0	(M) May be inoperative provided fuel quantity is verified by an acceptable procedure.	
14 ***	Aft Auxiliary Fuel Tank Boost Pumps (Boeing Aux Tank)					
14A		C	2	1	(O) One may be inoperative provided: a) Fuel quantity in other tanks is adequate to reach an alternate destination if remaining pump fails at any time, and b) Fuel in tank is included as part of zero fuel weight.	
14B		C	2	0	May be inoperative provided tank remains empty.	
14C		C	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
15 ***	Flight Deck Fuel Quantity Indicators (Aft Auxiliary Tank)					
15-01	Boeing Tank Indicator (Boost Pump Transfer System)					
15-01A		C	1	0	(M)(O) May be inoperative provided both boost pumps operate normally when tank is fueled.	
15-01B		C	1	0	May be inoperative provided tank remains empty.	
15-02	Rogerson/PATS Tank Indicator (Pressurized Transfer System)					
15-02A		C	1	0	(M)(O) May be inoperative provided: a) Both auxiliary fuel transfer systems operate normally, b) Flight deck center tank fuel quantity indicator operates normally, c) Tank is emptied and serviced with a known quantity of fuel, and d) AFM normal procedures are used for in-flight fuel transfer.	
15-02B		C	1	0	May be inoperative provided tank remains empty.	
16	Fuel Measuring Sticks/Dripsticks	C	-	0	(M) May be inoperative or broken/missing provided fuel quantity is determined by other acceptable means.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
17 ***	Fuel Scavenge System					
17A		C	1	0	May be inoperative with fuel scavenge shutoff valve closed.	
17B		C	1	0	(O) May be inoperative with fuel scavenge shutoff valve open provided No. 1 Main Fuel Tank forward boost pump remains off.	
17C		C	1	0	May be inoperative with fuel scavenge shutoff valve open provided center tank remains empty.	
18 ***	Aft Auxiliary Tank Pressurized Transfer System (PATS Aux Tank)					
18A		C	2	1	(O) One may be inoperative provided: a) Remaining transfer system operates normally, b) Fuel quantity in other tanks is adequate to reach an alternate destination if remaining valve fails at any time, and c) Fuel in tank is included as part of zero fuel weight.	
18B		C	2	0	May be inoperative provided tank remains empty.	
18C		C	2	0	(O) May be inoperative provided fuel in tank is included as part of zero fuel weight.	
19 ***	Aft Auxiliary Tank Refueling Valves				MOVED (applicable to Rogerson auxiliary tank installation).	

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Sequence No.	Item	1	2	3	4	Change Bar
20 ***	Aft Auxiliary Tank LOW PRESSURE TRANSFER Lights				MOVED (applicable to Rogerson auxiliary tank installation).	
21	Fuel Quality Test Switches					
21-01	Digital System	C	-	0	May be inoperative.	
21-02	Analog System (-100/-200/-300)					
21-02-01	Flight Deck	C	1	0	(M) May be inoperative provided associated fuel quantity indicators are verified to operate normally once each flight-day.	
21-02-02	Fueling Panel	C	-	0	(M) May be inoperative provided associated fuel quantity is verified by an acceptable procedure.	
22	FUEL/SPAR VALVE CLOSED Lights					
22-01	FUEL VALVE CLOSED Lights (-100/-200/-300/-400/-500)	C	2	0	(M) May be inoperative provided: a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operates normally.	
22-02	SPAR VALVE CLOSED Lights (-600/-700/-800/-900/-900ER)	C	2	0	(M) May be inoperative provided: a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operates normally.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
23 ***	Fuel Summation Unit (FSU) (-200/-300/-400/-500)					
23-01	PDCS	C	1	0	(M)(O) May be inoperative provided PDCS functions requiring gross weight are not used.	
23-02	FMCS (Software Update 7.4 and prior)	C	1	0	(M)(O) May be inoperative provided: a) FMCS functions requiring gross weight are not used, and b) AFDS VNAV mode is not used.	
23-03	FMCS (Software Updates 7.5, 8.5, 10x, 11, and 12)	C	1	0	(M)(O) May be inoperative provided alternate procedures are established and used.	
25 ***	Center Tank Fuel Boost Pump Automatic Shutoff System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed)					
25-01	All Models					
25-01A		C	2	0	May be inoperative provided associated center tank fuel boost pump is considered inoperative. NOTE: Refer to MMEL Item 28-02 (Fuel Boost Pumps (Center Tank)).	
25-01B		C	2	0	May be inoperative provided center tank remains empty. (Continued)	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
25 ***	Center Tank Fuel Boost Pump Automatic Shutoff System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)					
25-02	-100/-200-300/-400/-500	C	2	0	May be inoperative with center tank fueled provided: <ol style="list-style-type: none"> a) Both center tank fuel boost pump Low Pressure Warning Light Systems operate normally, b) Center tank fuel quantity indication operates normally, c) Center tank fuel boost pump switches must not be ON unless personnel are available in the flight deck to monitor low pressure lights, d) For ground operations, center tank fuel boost pump switches must not be positioned to ON unless the center tank fuel quantity exceeds 1,000 lbs. (453 kg), except when defueling or transferring fuel, e) Both center tank fuel boost pumps are positioned OFF at first indication of fuel pump low pressure, and f) Center tank fuel boost pumps may be positioned ON when established in cruise flight if the center tank contains fuel. 	
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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
25 ***	Center Tank Fuel Boost Pump Automatic Shutoff System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)					
25-03	-600/-700/-800/ -900/-900ER	C	2	0	May be inoperative with center tank fueled provided: <ul style="list-style-type: none"> a) Both center tank fuel boost pump Low Pressure Warning Light Systems operate normally, b) Center tank fuel quantity indication operates normally, c) Center tank fuel boost pumps must not be ON unless personnel are available in the flight deck to monitor low pressure lights, d) For ground operations, center tank fuel boost pump switches must not be positioned to ON unless the center tank fuel quantity exceeds 1,000 lbs. (453 kg), except when defueling or transferring fuel, e) Center tank fuel boost pumps are OFF for takeoff if center tank fuel is less than 5,000 lbs. (2,300 kg) with airplane readied for initial taxi, 	

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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
25 ***	Center Tank Fuel Boost Pump Automatic Shutoff System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)					
25-03	-600/-700/-800/-900/-900ER (Cont'd)	C	2	0	f) Both center tank fuel boost pumps are selected OFF when center tank fuel quantity reaches 1,000 lbs. (453 kg) of fuel during climb and cruise, g) Both center tank fuel boost pumps are selected OFF when center tank fuel quantity reaches 3,000 lbs. (1,400 kg) of fuel during descent and landing, h) Both center tank fuel boost pumps are positioned OFF at first indication of fuel pump low pressure, i) Center tank fuel boost pumps may be positioned ON when established in cruise flight if the center tank contains more than 1,000 lbs. (453 kg) of fuel, j) If the main tanks are not full, the zero fuel gross weight of the airplane plus the weight of center tank fuel may exceed the maximum zero fuel weight by up to 5,000 lbs. (2,300 kg) for takeoff, climb, and cruise and up to 3,000 lbs. (1,400 kg) for descent and landing provided that the effects of balance (CG) have been considered, and k) Defueling with passengers on board is prohibited.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
26	Fuel Shutoff Valve Battery and Charger (-600/700/-800/-900/-900ER)	D	1	0	(M) May be inoperative provided Fuel Shutoff Valve Battery and Charger is deactivated.	
100	Forward Auxiliary Fuel System Transfer Valves (PATS, -700/-800/-900ER)					
100A		B	2	1	(M)(O) One may be inoperative provided: a) Inoperative FWD Aux tank transfer valve is verified "closed" and remains closed, b) Remaining Fwd Aux tank transfer valve operates normally, c) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining transfer valve fails at any time, and d) Fuel in tank is included as part of zero fuel weight.	
100B		C	2	0	May be inoperative provided Fwd Aux tank remains empty.	
100C		C	2	0	May be inoperative provided fuel in Fwd Aux tank is included as part of zero fuel weight.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
101	Forward Auxiliary Fuel System Vent Valves (PATS, -700/-800/-900ER)					
101A		B	2	1	(M)(O) One may be inoperative provided: a) Remaining Fwd Aux Tank vent valve operates normally, b) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining vent valve fails at any time, and c) Fuel in tank is included as part of zero fuel weight.	
101B		C	2	0	May be inoperative provided Fwd Aux tank remains empty.	
101C		C	2	0	May be inoperative provided Fwd Aux tank is included as part of zero fuel weight.	
102	Forward Auxiliary Fuel System Bleed Air Valve (PATS, -700/-800/-900ER)					
102A		C	1	0	May be inoperative provided: a) Both air conditioning packs operate normally, b) Cabin pressure control system operates normally, and c) Fwd Aux fuel quantity indicator operates normally.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
102	Forward Auxiliary Fuel System Bleed Air Valve (PATS, -700/-800/-900ER) (Cont'd)					
102B		C	1	0	May be inoperative provided Fwd Aux tank remains empty.	
102C		C	1	0	May be inoperative provided fuel in Fwd Aux tank is included as part of zero fuel weight.	
103	Aft Auxiliary Fuel System Transfer Valves (PATS, -700/-800/-900ER)					
103A		B	2	1	(M)(O) One may be inoperative provided: a) Inoperative Aft Aux tank transfer valve is verified "closed" and remains closed, b) Remaining Aft Aux tank transfer valve operates normally, c) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining transfer valve fails at any time, and d) Fuel in Aft Aux tank is included as part of zero fuel weight.	
103B		C	2	0	May be inoperative provided Aft Aux tank remains empty.	
103C		C	2	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.	

AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
104	Aft Auxiliary Fuel System Vent Valves (PATS, -700/-800/-900ER)					
104A		B	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Remaining Aft Aux tank vent valve operates normally, b) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining vent valve fails at any time, and c) Fuel in Aft Aux tank is included as part of zero fuel weight. 	
104B		C	2	0	May be inoperative provided Aft Aux tank remains empty.	
104C		C	2	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.	
105	Aft Auxiliary Fuel System Bleed Air Valve (PATS, -700/-800/-900ER)					
105A		C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Both air conditioning packs operate normally, b) Cabin pressure control system operates normally, and c) Aft Aux fuel quantity indicator operates normally. 	
105B		C	1	0	May be inoperative provided Aft Aux tank remains empty.	
105C		C	1	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
106	Auxiliary Fuel System Isolation Valve Open Light (PATS, -700/-800/-900ER)	C	1	0	(M) May be inoperative provided isolation valve is visually verified open before each flight.	
107	Auxiliary Fuel System Isolation Valve Closed Light (PATS, -700/-800/-900ER)	C	1	0	(M) May be inoperative provided isolation valve is visually verified closed before each auxiliary refueling.	
108	Auxiliary Fuel System Isolation Valve (PATS, -700/-800/-900ER)	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Isolation valve is safety wired in open position, and b) Electrical connector is capped for flight. NOTE: Fuel remaining in auxiliary tanks may be used for flight.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
109	Auxiliary Tank Fueling Valves (PATS, -700/-800/-900ER)					
109-01	Forward Auxiliary Refueling Valve	C	1	0	(M) May be inoperative provided forward refueling valve is verified "closed". NOTE 1: Auxiliary Fuel Tank shall not be fueled until refueling valve has been verified to operate normally. NOTE 2: Fuel remaining in tank may be used for flight.	
109-02	Aft Auxiliary Refueling Valve	C	1	0	(M) May be inoperative provided aft refueling valve is verified "closed". NOTE 1: Auxiliary Fuel Tanks shall not be fueled until refueling valve has been verified to operate normally. NOTE 2: Fuel remaining in tank may be used for flight.	
110	Auxiliary Fuel System Alert Message Display (PATS, -700/-800/-900ER)					
110A		C	2	1	(M) One may be inoperative provided transfer system is verified to operate normally.	
110B		C	2	0	May be inoperative provided auxiliary tanks remain empty.	
110C		C	2	0	May be inoperative provided fuel auxiliary tanks are included as part of zero fuel weight.	

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
111	Auxiliary fuel Control Unit (PATS, -700/-800/-900ER)	C	1	0	(O) May be inoperative provided auxiliary fuel tanks remain empty.	
112	Auxiliary Fuel Low Level Float Switches (PATS, -700/-800/-900ER)					
112-01	Forward Tank System					
112-01A		C	2	1	(O) One low level switch may be inoperative provided fuel quantity indicators operate normally.	
112-01B		C	2	0	(O) May be inoperative provided tank remains empty.	
112-01C		C	2	0	(O) May be inoperative provided fuel in tank is included as part of zero fuel weight.	
112-02	Aft Tank System					
112-02A		C	2	1	(O) One low level switch may be inoperative provided fuel quantity indicators operate normally.	
112-02B		C	2	0	(O) May be inoperative provided tank remains empty.	
112-02C		C	2	0	(O) May be inoperative provided fuel in tank is included as part of zero fuel weight.	
113	Auxiliary Fuel Processor (PATS, -700/-800/-900ER)	C	1	0	(O) May be inoperative provided auxiliary fuel tank remains empty.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
114	Auxiliary Fuel Pressure Switches (PATS, -700/-800/-900ER)					
114-01	Forward Tank Pressure Switches					
114-01A		C	2	1	(M) One may be inoperative provided: a) Failed pressure switch indicates low pressure, b) Pressurization system operates normally, and c) Air conditioning packs operate normally.	
114-01B		C	2	0	May be inoperative provided tank remains empty.	
114-01C		C	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.	
114-02	Aft Tank Pressure Switches					
114-02A		C	2	1	(M) One may be inoperative provided: a) Failed pressure switch indicates low pressure, b) Pressurization system operates normally, and c) Air conditioning packs operate normally.	
114-02B		C	2	0	May be inoperative provided tank remains empty.	
114-02C		C	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
115	Auxiliary Fuel Center Tank Float Switches (PATS, -700/-800/-900ER)					
115A		C	2	0	(O) May be inoperative provided auxiliary fuel tanks remain empty.	
115B		C	2	0	(O) May be inoperative provided fuel in tank is included as part of zero fuel weight.	
116	Auxiliary Fuel Maintenance Switches (PATS, -700/-800/-900ER)					
116A		C	2	1	(M) One may be inoperative provided: a) Affected maintenance switch/indicator is failed in an open condition, and b) Remaining maintenance switch/indicator is verified to operate normally.	
116B		C	2	0	May be inoperative provided auxiliary fuel tanks remain empty.	
116C		C	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
117	Auxiliary Fuel Alert Switches (PATS, -700/-800/-900ER)					
117A		C	2	1	(M) One may be inoperative provided: a) Affected alert switch/indicator is failed in an open condition, and b) Remaining alert switch/indicator is verified to operate normally.	
117B		C	2	0	May be inoperative provided auxiliary fuel tanks remain empty.	
117C		C	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.	
118	Auxiliary Fuel Test Switches (PATS, -700/-800/-900ER)	C	2	0	(M) May be open provided: a) Associated fuel quantity indicator display is verified to operate normally before each flight, and b) Alert message displays are verified to operate normally before each flight.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
119	Flight Deck Fuel Quantity Indicators (Auxiliary Tanks) (PATS, -700/-800/-900ER)					
119-01	Aft Auxiliary Tank System					
119-01A		C	2	1	(O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct.	
119-01B		C	2	0	May be inoperative provided auxiliary fuel tanks remain empty.	
119-01C		C	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.	
119-02	Forward Auxiliary Tank System					
119-02A		C	2	1	(O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct.	
119-02B		C	2	0	May be inoperative provided auxiliary fuel tanks remain empty.	
119-02C		C	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
01	Ground Interconnect Valve (System A and B) (-100/-200)	C	1	0	(M) May be inoperative provided valve remains closed.	
02	System B Pumps					
02-01	(-100/-200)	C	2	1	Except for ETOPS, one may be inoperative provided: a) Pressure indicator operates normally, and b) Thrust reversers operate normally.	
02-02	Engine Driven Hydraulic Pump Depressurization Function (-300/-400/-500/-600/-700/-800/-900/-900ER)	C	1	0	May be inoperative.	
03	System Pressure Indications (A and B)					
03-01	(-100/-200)	C	2	0	(O) May be inoperative provided: a) Associated system pressure is checked from brake pressure indicator before each departure, and b) All hydraulic Low Pressure lights operate normally.	
03-02	(-300/-400/-500/-600/-700/-800/-900/-900ER)	C	2	1	(O) One may be inoperative provided: a) Associated system pressure is checked before each departure, and b) All hydraulic Low Pressure lights operate normally.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
04	System A Pump Low Pressure Indication Systems	C	2	1	(O) One may be inoperative provided output of associated pump is checked before each departure.	
05	System B Pump Low Pressure Indication Systems	C	2	1	(O) One may be inoperative provided output of associated pump is checked before each departure.	
07	System A and B Overheat Light System					
07-01 ***	System A Over-heat Lights (-100/-200)	D	2	0	May be inoperative.	
07-02	System B Over-heat Lights (-100/-200)	C	2	0	May be inoperative provided associated system B Low Pressure light operates normally.	
07-03	(-300/-400/-500/-600/-700/-800/-900/-900ER)	C	2	0	May be inoperative provided associated Low Pressure light operates normally.	
08	Hydraulic Quantity Low Level Light System B (-100/-200)	C	1	0	(M) May be inoperative provided quantity is verified adequate before each departure.	
09	Hydraulic Quantity Low Level Light System (Standby System)	C	1	0	(M) May be inoperative provided quantity is verified adequate before each departure.	
10	System A Pumps					
10-01	Engine Driven Hydraulic Pump Depressurization Function	C	-	0	May be inoperative.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
11	System A Quantity Indication System (Flight Deck)					
11-01	-100/-200	C	1	0	(M) May be inoperative provided: a) Associated quantity is verified adequate before each departure, b) Associated system A pressure indicator operates normally, and c) System B and Standby systems low quantity lights operate normally.	
11-02	(-300/-400/-500/-600/-700/-800/-900/-900ER)	C	1	0	(M) May be inoperative provided: a) Associated quantity is verified adequate before each departure, b) Associated system pressure indication operates normally, and c) Associated pump low pressure lights operate normally.	
12	Standby System Low Pressure Light	C	1	0	(M) May be inoperative provided: a) Standby system low quantity light operates normally, b) Output of standby pump is verified before each departure, and c) Both System B pumps operate normally.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
13	Hydraulic Reservoir Pressurization System Sources	C	-	1	(M) May be inoperative provided reservoir can be pressurized.	
15	System B Quantity Indication System (Flight Deck) (-300/-400/-500/-600/ -700/-800/-900/-900ER)	C	1	0	(M) May be inoperative provided: a) Associated quantity is verified adequate before each departure, b) Associated system pressure indication operates normally, and c) Associated pump low pressure lights operate normally.	
16 ***	Hydraulic Reservoir Air Pressure Indicator (Wheel Well)	C	-	0	May be inoperative.	
17	Hydraulic Reservoir Quantity Indicator (Wheel Well)	C	-	0	May be inoperative.	
18	Hydraulic Reservoir Fill System (Wheel Well)	C	1	0	May be inoperative.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
01	Wing Anti-Ice Valves	C	2	0	(M)(O) Except for ETOPS beyond 120 minutes, may be inoperative closed provided airplane is not operated in known or forecast icing conditions.	
01-01	(-100/-200)	C	2	0	(M)(O) May be inoperative open provided: a) Valve is manually closed for engine start, b) Associated manifold is depressurized when outside air temperature is above 50 °F (10 °C), c) Associated engine bleed thrust limits are followed when manifold is pressurized, and d) Air conditioning and pressurization requirements are followed when one or both manifolds are depressurized.	
01-02	(-300/-400/-500/-600/-700/-800/-900/-900ER)	C	2	1	(M)(O) One may be inoperative open provided: a) Except for engine start, associated manifold is depressurized when outside air temperature is above 50 °F (10 °C), b) Associated engine bleed thrust limits are followed when manifold is pressurized, c) Air conditioning and pressurization requirements are followed when one manifold is depressurized, and d) Appropriate performance adjustments are applied.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
02	Wing Anti-Ice Valve Position Lights	C	2	0	(M) May be inoperative provided valve is verified to operate normally before operating in known or forecast icing conditions.	
03	Engine and Nose Cowl Anti-Ice Valves					
03-01	(-100/-200)					
03-01A		C	6	5	(M)(O) One may be inoperative closed provided: a) All remaining anti-ice valves operate normally, and b) Airplane is not operated in known or forecast icing conditions.	
03-01B		C	6	5	(M)(O) One may be inoperative open provided: a) All remaining valves operate normally, b) Operating temperature for cowl valves is limited to 50 °F (10 °C) maximum (ambient or total air temperature) unless S/B 71-1045 or 71-1046 "Nose Cowl TAI Spray Ring Modification" or production equivalent has been incorporated, and c) Appropriate performance adjustments are applied.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
03	Engine and Nose Cowl Anti-Ice Valves (Cont'd)					
03-02	(-300/-400/-500)					
03-02A		C	2	1	(M) One may be inoperative closed provided airplane is not operated in known or forecast icing conditions.	
03-02B		C	2	1	(M)(O) One may be inoperative locked open provided: a) Associated High Stage Valve is considered inoperative, b) Ambient temperature is below 100 °F (38 °C), c) A minimum of 60% N ₁ is maintained on associated engine during flight in icing conditions, and d) Appropriate performance adjustments are applied. NOTE: Refer to MMEL Item 36-09 (High Stage Valves)	
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AIRCRAFT: Boeing B-737	TABLE KEY 5. REPAIR CATEGORY 6. NO. INSTALLED 7. NO. REQUIRED FOR DISPATCH 8. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
03	Engine and Nose Cowl Anti-Ice Valves (Cont'd)					
03-03	(-600/-700/-800/-900/ -900ER)					
03-03A		C	2	1	(M) Except for ETOPS beyond 120 minutes, one may be inoperative closed provided airplane is not operated in known or forecast icing conditions.	
03-03B		C	2	1	(M)(O) One may be inoperative locked open provided: a) Associated High Stage Valve is considered inoperative, b) Ambient temperature is below 100 °F (38 °C), c) A minimum of 60% N ₁ is maintained on associated engine during flight in icing conditions, and d) Appropriate performance adjustments are applied. NOTE: Refer to MMEL Item 36-09 (High Stage Valves)	
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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
04	Engine and Nose Cowl Anti-Ice Valve Position Lights or TAI Indications					
04-01	(-100/-200)	C	-	0	(M) May be inoperative provided valve is verified to operate normally before each departure.	
04-02	(-300/-400/-500/-600/ -700/-800/-900)	C	-	0	(O) May be inoperative provided valve is verified to operates normally before each departure.	
04-03	(-600/-700/-800/ -900/-900ER)	C	4	2	One valve position indication (either COWL VALVE OPEN light or TAI indication) for each engine may be inoperative provided other valve position indication for that engine operates normally.	
04-04	(All Models)	C	-	-	May be inoperative provided associated valve is considered inoperative. NOTE: Refer to MMEL Item 30-03 (Engine and Nose Cowl Anti-Ice Valves)	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
05	Pitot/Static Probe Heaters					
05-01	(-100/-200/-300/-400/-500)					
05-01-01	No. 1 Aux Pitot/Static Heater (Right Lower Probe)	B	1	0	May be inoperative provided: a) No. 2 Aux Pitot Static heater operates normally, b) RVSM operations are not conducted, and c) Airplane is not operated in known or forecast icing conditions.	
05-01-02	No. 2 Aux Pitot/Static Heater (Left Lower Probe)					
05-01-02A		B	1	0	May be inoperative provided: a) No. 1 Aux Pitot Static heater operates normally, b) RVSM operations are not conducted, and c) Airplane is not operated in known or forecast icing conditions.	
05-01-02B		B	1	0	May be inoperative provided: a) No.1 Aux Pitot Static heater operates normally, and b) Dispatch deviations for associated equipment are observed.	
05-01-03	Pitot/Static Heaters (Upper Probes)	B	2	1	Pilot's or copilot's may be inoperative for day VMC provided airplane is not operated in visible moisture or in known or forecast icing conditions.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
05	Pitot/Static Probe Heaters (Cont'd)					
05-02	(-600/-700/-800/-900/-900ER)					
05-02-01	Left/Right Pitot Heaters	B	2	1	Except for ETOPS beyond 120 minutes, one may be inoperative for day VMC provided: a) Aux Pitot heater operates normally, b) Airplane is not operated in visible moisture, and c) Airplane is not operated in known or forecast icing conditions.	
05-02-02	Aux Pitot Heater (Right Lower Probe)	B	1	0	Except for ETOPS beyond 120 minutes, may be inoperative provided: a) Both Left and Right Pitot heaters operate normally, and b) Airplane is not operated in known or forecast icing conditions.	
06 ***	Vertical Stabilizer Pitot Heaters (Elevator and Rudder Feel Systems)	B	2	1	Except for ETOPS beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.	
07	Total Air Temperature Probe Heater					
07A		C	-	0	Except for ETOPS beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
07B ***	(-100/-200/-300/-400/-500)	C	-	0	(O) May be inoperative provided an alternate temperature indicator system is installed and operating normally (i.e., Ram Air or Static Air Temperature).	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
08	Angle of Attack Sensor Heater(s)/Stall Warning System Sensor Heater(s)/Alpha Vane Heater(s)	C	-	0	Except for ETOPS beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
09	Pitot, Pitot/Static and Temperature Probe Heater Lights					
09-01 ***	Green (Heater On) Lights (-100/-200)					
09-01-01	Pitot and Pitot/Static	B	-	-	(M) One may be inoperative provided: a) Required heater function is verified before each departure, and b) HEATER OFF light operates normally.	
09-01-02	Temperature					
09-01-02A		C	1	0	(M) May be inoperative provided associated heater function is verified to operate normally before each departure.	
09-01-02B		C	1	0	May be inoperative provided associated heater is inoperative.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
09	Pitot, Pitot/Static and Temperature Probe Heater Lights (Cont'd)					
09-02 ***	Amber (Heater Off) Lights					
09-02-01	Pitot and Pitot/Static	B	-	0	(M) Except for ETOPS beyond 120 minutes, may be inoperative provided: a) Associated heater function is verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions.	
09-02-02	Temperature					
09-02-02A		C	-	1	May be inoperative.	
09-02-02B		C	-	0	(M) May be inoperative provided associated heater function is verified to operate normally before each departure.	
09-02-02C		C	-	0	May be inoperative provided associated heater is inoperative.	
10	Wing Anti-Ice Duct Overheat System					
10-01 ***	Ground Test Feature (-300/-400/-500)	C	1	0	May be inoperative.	

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1. REPAIR CATEGORY
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
11	Electrically Heated Windshields					
11-01	No.1 or No. 2 Window (100/-200)	C	4	3	Except for ETOPS beyond 120 minutes, one No. 1 or No. 2 window heater may be inoperative provided: <ol style="list-style-type: none"> a) Airplane is not operated in known or forecast icing conditions, b) Windshield defog system operates normally, and c) Airspeed is limited to 250 KIAS below 10,000 ft. MSL. 	
11-02	No. 1 Window (-300/-400/-500/-600/-700/-800/-900/-900ER)	C	2	1	Except for ETOPS beyond 120 minutes, one may be inoperative provided: <ol style="list-style-type: none"> a) Airplane is not operated in known or forecast icing conditions, b) Both No.2 window heaters operate normally, c) Windshield defog system operates normally, d) Airspeed is limited to 250 KIAS below 10,000 ft. MSL, and e) Associated switch remains OFF. 	
11-03	No. 2 Window (-300/-400/-500/-600/-700/-800/-900/-900ER)	C	2	1	One may be inoperative provided: <ol style="list-style-type: none"> a) Both No. 1 window heaters operate normally, b) Windshield defog system operates normally, c) Airspeed is limited to 250 KIAS below 10,000 ft. MSL, and d) Associated switch remains OFF. 	

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
11	Electrically Heated Windshields (Cont'd)					
11-04 ***	No. 4 or No. 5 Window	C	4	0	No. 4 and No. 5 window heat may be inoperative provided airspeed is limited to 250 KIAS below 10,000 ft. MSL.	
11-05 ***	No. 3 Window Heat System(s)	D	2	0	May be inoperative.	
12	Windshield Defog System	C	1	0	May be inoperative provided electrically heated windshields for No. 1 and No. 2 windows operates normally.	
13	Windshield Wiper System(s)	C	2	0	May be inoperative provided: a) Airplane is not operated in precipitation within 5 statute miles of airport of takeoff or intended landing, and b) Approach minimums do not require its use.	
13-01	Park Function	C	2	0	May be inoperative for all flight conditions provided blade(s) can be positioned in a location that will not obstruct forward vision.	
13-02 ***	Intermittent Speed Function (-300/-400/-500/-600/-700/-800/-900/-900ER)	D	2	0	May be inoperative.	
13-03	Low Speed Function	C	2	0	May be inoperative provided associated high speed function operates normally.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
13	Windshield Wiper System(s) (Cont'd)					
13-04	High Speed Function					
13-04A		C	2	1	One may be inoperative provided associated low speed function operates normally.	
13-04B		C	2	0	May be inoperative provided both low speed functions operate normally and rain intensity is less than moderate.	
14 ***	Rain Repellent System (-100/-200/-300/ -400/-500)	D	1	0	May be inoperative.	
15 ***	Windshield Perimeter Heater(s)	C	2	0	May be inoperative.	
16 ***	HEATER OFF Light (-100/-200)	B	1	0	(O) May be inoperative provided: a) Remaining components of pitot heat system are verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions.	
17	COWL ANTI-ICE Lights (-300/-400/-500/-600/ -700/-800/-900/-900ER)					
17A		C	2	1	Except for ETOPS beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.	
17B		C	2	1	(M)(O) One may be inoperative provided associated cowl anti-ice valve is locked open.	

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
18 ***	Alpha Vane Heater Light Systems					
18A		C	2	0	(M) May be inoperative provided associated heater function is verified to operate normally before each departure.	
18B		C	2	0	May be inoperative provided associated heater is considered inoperative. NOTE: Refer to MMEL Item 30-08 (Angle of Attack Sensor Heater(s)/Stall Warning System Sensor Heater(s)/ Alpha Vane Heater(s))	
19 ***	Drain Mast Heaters	C	2	0	(M) May be inoperative provided water supply to associated components is secured off.	
20 ***	Ice Detection System	D	1	0	May be inoperative.	
21 ***	Control Stand Wing Anti-Ice Switches					
21A		C	2	0	(O) May be inoperative closed.	
21B		C	2	0	(O) May be inoperative open.	
22	Air Data Probe Heat Systems					
22-01	AUTO activation (-100/-200/-300/-400/-500 upon incorporation of Boeing Service Bulletin 737-30A1064)	C	2	0	(O) May be inoperative provided probe heat lights are not illuminated when PITOT STATIC PROBE HEAT A and B switches are in the ON position.	
22-02	AUTO activation (-700/-800/-900/-900ER Line Number 3424 and on)	C	2	0	(O) May be inoperative provided probe heat lights are not illuminated when PROBE HEAT A and B switches are in the ON position.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
01	Clocks	C	2	1	One may be inoperative at either pilot or copilot station.	
01-01 ***	Automatic UTC Update Function	C	2	0	(O) May be inoperative provided manual mode is set and operates normally.	
02	Flight Data Recorder System (FDR)					
02-01	For Air Carrier or Holder of a Commercial Operator Certificate					
02-01A		C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
02-01B		A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in operator's MEL unless: <ul style="list-style-type: none"> 1) FDR failure occurs after pushback but prior to takeoff, or 2) FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days. 	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
02	Flight Data Recorder System (FDR) (Cont'd)					
02-01	For Air Carrier or Holder of a Commercial Operator Certificate (Cont'd)					
02-01-01	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
02-01-02	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.	
02-02	For an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate					
02-02A		C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
02-02B		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
04 ***	Reference Speed Computer (Total Fuel and V _{Ref} Indicator -100/-200)	C	1	0	May be inoperative.	

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
06 ***	AIDS Maintenance Recorder	D	1	0	May be inoperative.	
07 ***	Aircraft Condition Monitoring System (ACMS)	D	1	0	May be inoperative.	
07-01	Quick Access Recorder (Includes Avionics miniQAR)	D	1	0	May be inoperative.	
08	Common Display System (CDS) (-600/-700/-800/-900/-900ER)					
08-01	Display Units (DU)					
08-01-01	Lower DU	C	1	0	(O) May be inoperative provided: a) All remaining DUs operate normally, and b) It is checked that engine display can be switched to an alternate DU.	
08-01-02	Inboard DU	A	2	1	(O) For EFIS/MAP configuration, one may be inoperative provided: a) It is checked that engine display can be switched to an alternate DU, b) All navigation must be based on ILS/VOR/DME, and c) Repairs are made within 1 flight-day.	

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TABLE KEY

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
08	Common Display System (CDS) (-600/-700/-800/-900/-900ER) (Cont'd)					
08-02	CDS MAINT Annunciation					
08-02-01	PFD/ND	B	-	0	May be dispatched with faults indicated by CDS MAINT annunciation provided CDS Operational Program Software (OPS) P/N 3111-HNP-01A-05 or later, is installed.	
08-02-02	EFIS/MAP	A	-	0	May be dispatched with faults indicated by CDS MAINT annunciation provided: a) Captain's Inboard DU operates normally, b) CDS Operational Program Software (OPS) P/N 3111-HNP-01A-05 or later is installed, and c) Repairs are made within 1 flight-day.	
09	Remote Light Sensor System (-300/-400/-500/-600/-700/-800/-900/-900ER)	C	1	0	May be inoperative provided all manual display brightness controls operate normally.	
10	Speed Reference Selector (-600/-700/-800/-900/-900ER)	C	1	0	May be inoperative provided speeds can be set using CDU.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
11 ***	Mechanical Timer					
11A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
11B		D	1	0	May be inoperative provided procedures do not require its use.	
13 ***	Flat Panel Display System (Universal Avionics, Inc. EFI-890)				MOVED (applicable to STC ST03355AT and ST03362AT).	
14 ***	TAKEOFF CONFIG Light					
14-03	-600/-700/-800/ -900/-900ER (Upon Incorporation of Boeing Service Bulletin 737-31A1332, or Production Equivalent)	C	2	1	(O) May be inoperative provided the associated CABIN ALTITUDE warning light operates normally and flightcrew performs a briefing on cabin altitude warning indications and procedures before engine start for the first flight of the day or following any change of either flightcrew member.	
15 ***	Flat Panel Display System Innovative Solutions and Support (-300/-400/-500)				MOVED (applicable to STC ST03125NY).	

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TABLE KEY

1. REPAIR CATEGORY
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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
01 ***	Gear Seal Warning System (-100/-200)	C	1	0	(M) May be inoperative provided gear seal function is checked once each flight-day.	
02	Antiskid System					
02-01	(-100/-200/-300/ -400/-500)	C	1	0	(O) May be inoperative provided operations are conducted in compliance with AFM.	
02-02	(-600/-700/-800/ -900/-900ER)	C	1	0	(M)(O) May be inoperative provided: a) Associated Antiskid channel(s) is deactivated, and b) Operations are conducted in compliance with AFM.	
03	Parking Brake Valve (-300/-400/-500/-600/ -700/-800/-900/-900ER)	C	1	0	(M)(O) May be inoperative provided: a) Antiskid system is deactivated, and b) Operations are conducted in compliance with AFM inoperative decrements.	
04	Parking Brake Light					
04-01	Solenoid Parking Brake Valve Installed (-100/-200)	C	1	0	(O) May be inoperative provided antiskid system is turned OFF when parking brake is used.	
04-02	Motor Operated Parking Brake Valve Installed	C	1	0	(M) May be inoperative provided parking brake shutoff valve is verified to operate normally.	
04-03 ***	External Parking Brake Light					
04-03A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
04-03B		D	1	0	May be inoperative provided procedures do not require its use.	

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
05 ***	Main Wheel Well Inflatable Seal System (-100/-200)	C	1	0	(M) May be inoperative provided system is deactivated and secured.	
06	Landing Gear Warning and Indicating System (-100/-200/-300/-400/-500)	C	-	2	Either of two other indicating systems may be inoperative provided center panel indications operate normally.	
06-01	MOVED (Secondary Gear Warning System (Pemco F/QC and COMBI))				MOVED (applicable to Pemco STC).	
07 ***	Automatic Brake System	C	1	0	(M) May be inoperative provided system is deactivated and secured.	
08	Rudder Pedal Nose Wheel Steering System					
08-01	Rotary Actuator (-300/-400/-500/-600/-700/-800/-900/-900ER)	C	1	0	(M)(O) May be inoperative deactivated in disengage position provided: a) Operation of associated systems is not affected, and b) All takeoffs and landings are made by pilot with access to an operating tiller.	
09 ***	Direct Reading Tire Pressure Gauge	D	-	0	May be inoperative.	
10	Alternate Antiskid Valves (-300/-400/-500/-600/-700/-800/-900/-900ER)	C	2	0	(M) May be inoperative provided manual braking capability of alternate brake system is verified on associated wheels.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
11 ***	Brake Temperature Monitor System					
11A		C	1	0	(O) May be inoperative provided AFM Maximum Quick Turnaround Weight limitations are observed.	
11B		D	1	0	(O) May be inoperative provided: a) AFM Maximum Quick Turnaround Weight limitations are observed, and b) Procedures are not based on its use.	
12 ***	Nose Wheel Steering Switch (-300/-400/-500/-600/ -700/-800/-900/-900ER)	C	1	0	(M) May be inoperative provided: a) Nose wheel steering is powered by Hydraulic System A, and b) Landing gear transfer valve is verified to operate normally.	

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
13	Hydraulic Brake Pressure Indication System					
13-01	(-100/-200)					
13-01-01	Wheel Well Brake Accumulator Gauges	C	2	0	May be inoperative provided associated flight deck brake pressure indicator operates normally.	
13-01-02	Flight Deck HYD BRAKE PRESS Indicator Systems	C	2	1	(M) One brake indication (A or B) may be inoperative provided associated brake accumulator charge is verified normal once each flight-day.	
13-02	(-300/-400/-500/-600/-700/-800/-900/-900ER)					
13-02-01	Wheel Well Brake Accumulator Gauge	C	1	0	May be inoperative provided flight deck brake pressure indicator operates normally.	
13-02-02	Flight Deck HYD BRAKE PRESS Indicator System	C	1	0	(M) May be inoperative provided brake accumulator charge is verified normal once each flight-day.	
14	Gear Retraction Braking System (-600/-700/-800/-900/-900ER)	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) After takeoff, landing gear remains extended for 2 minutes before retraction, and b) Takeoff performance is based on Landing Gear Extended. 	
15	Landing Gear Selector Valve Bypass Module (-600/-700/-800/-900/-900ER)	C	1	0	(M)(O) May be inoperative provided it is deactivated in normal position.	

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
16	Landing Gear Actuation System (-600/-700/-800/-900/-900ER)	B	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) Inoperative components are secured by an accepted procedure, b) Landing gear is secured in down position, and c) Airplane is dispatched in accordance with AFM Gear Extended Appendix. 	
17	Proximity Switch Electronics Unit (PSEU) System and Supplemental Proximity Sensor Electronics Unit (SPSEU) (-600/-700/-800/-900/-900ER)					
17-01	PSEU Fault					
17-01A		C	-	0	(M) May be dispatched with faults indicated by PSEU light provided PSEU is checked for faults before each departure.	
17-01B		C	-	0	May be dispatched with faults indicated by PSEU light provided PSEU light can be extinguished.	
17-02	PSEU Light	C	1	0	(M) May be inoperative provided PSEU is checked for faults before each departure.	
17-03 ***	Supplemental Proximity Sensor Electronics Unit (SPSEU) Light (-900ER)	C	1	0	(M) May be inoperative provided SPSEU is checked for faults before each departure.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
18	Landing Gear Alternate Extension System (-600/-700/-800/-900/-900ER)	B	1	0	(M)(O) May be inoperative provided: a) Inoperative Components are secured by an accepted procedure, b) Landing gear is secured in down position, and c) Airplane is dispatched in accordance with AFM Gear Extended Appendix.	
19	Main Landing Gear Uplock Springs	B	4	3	(M)(O) One spring on one main gear uplock mechanism may be missing provided landing gear lever remains in UP position for duration of flight until gear extension is required.	
20	Landing Gear Frangible Fitting (-600/-700/-800/-900/-900ER)	C	2	0	(M)(O) May be broken or missing provided: a) Fitting is replaced with a hydraulic cap assembly, b) After takeoff, landing gear remains extended for 2 minutes before retraction, and c) Takeoff performance is based on Landing Gear Extended.	
21	Flap Landing Warning Switch, S138 (-600/-700/-800/-900/-900ER)	C	1	0	(M) Switch contacts normally in use may be inoperative provided: a) S138 switch is rewired using an alternate set of contacts, and b) PSEU BITE is used to verify normal operation of S138 switch.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
22	Two-Position Tail Skid					
22-01 ***	(-800 with Short Field Performance (SPF Option)					
22-01-01	Retraction Mechanism					
22-01-01A		C	1	0	(M)(O) May be inoperative provided: a) Tail skid is secured in retracted position, and b) Appropriate performance adjustments are applied.	
22-01-01B		C	1	0	(M)(O) May be inoperative provided: a) Tail skid is secured in extended position, and b) Appropriate performance adjustments are applied.	
22-01-02	Cartridge Core Assembly	B	1	0	(M)(O) May be inoperative provided: a) Detailed AMM inspection reveals no internal and external structural damage, b) Tail skid is secured in retracted position, and c) Appropriate performance adjustments are applied.	
(Continued)						

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
22	Two-Position Tail Skid (Cont'd)					
22-02	(-900ER)					
22-02-01	Retraction Mechanism					
22-02-01A		C	1	0	(M)(O) May be inoperative provided: a) Tail skid is secured in retracted position, and b) Appropriate performance adjustments are applied.	
22-02-01B		C	1	0	(M)(O) May be inoperative provided: a) Tail skid is secured in extended position, and b) Appropriate performance adjustments are applied.	
22-02-02	Cartridge Core Assembly	B	1	0	(M)(O) May be inoperative provided: a) Detailed AMM inspection reveals no internal and external structural damage, b) Tail skid is secured in retracted position, and c) Appropriate performance adjustments are applied.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
01	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> 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 1: Individual button/switch lights and/or annunciation/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
02	Cabin Interior Illumination					
02-01	Passenger and Combi Configurations without Photoluminescent Emergency Escape Path Marking Systems	C	-	-	Individual lights may be inoperative provided sufficient lighting remains for cabin attendants/cargo couriers to perform their duties.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
02	Cabin Interior Illumination (Cont'd)					
02-02	Passenger and Combi Configurations with Photoluminescent Emergency Escape Path Marking Systems	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> a) Sufficient lighting remains for cabin attendants/cargo couriers to perform their duties, and b) Remaining lighting is sufficient to charge Photoluminescent Emergency Escape Path Marking System. 	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
03	Passenger Lighted Information Signs and Notice System					
03-01	"NO SMOKING/ FASTEN SEAT BELT/ RETURN TO SEAT" Signs					
03-01A		C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded "DO NOT OCCUPY". NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.	
03-01B		C	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.	
03-01C		C	-	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
(Continued)						

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
03	Passenger Lighted Information Signs and Notice System (Cont'd)					
03-02	All-Cargo, Supernumerary/Courier Area Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated sign(s) are placed on or off.	
03-03	Aural Tone System	C	1	0	May be inoperative.	
03-04	Flight Deck Automatic Function	C	1	0	(O) May be inoperative provided: a) Manual control function operates normally, and b) Alternate procedures are established and used.	
04	Lower Cargo Compartment Light Systems (Fwd/Aft)	C	-	0	Light Lens excluded.	
04-01	Light Lens (-100/-200/-300/-400/-500/-900/-900ER)	C	-	0	May be broken/missing provided associated light bulb is removed. LED light, no associated LED Module removal required.	
04-02	Light Lens (-600/-700/-800 Prior to Incorporation of Boeing Service Bulletins 737-26-1121, and 737-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalentents)	C	-	0	May be broken/missing provided associated light bulb is removed. LED light, no associated LED Module removal required.	
04-03	Light Lens (-600/-700/-800 Upon Incorporation of Boeing Service Bulletins 737-26-1121, and 737-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalentents)	C	-	-	Any number from aft lower cargo compartment and one from forward lower cargo compartment may be broken/missing provided associated light bulb is removed. LED light, no associated LED Module removal required.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
05	High Intensity or Strobe Lights					
05-01 ***	All Models					
05-01A ***		C	3	0	May be inoperative provided anti-collision beacons operate normally.	
05-01B ***		C	3	0	May be inoperative provided: a) At least one anti-collision beacon operates normally, and b) Operations are not conducted at night.	
05-02					MOVED (applicable to STCs ST01821LA, ST01873LA, and ST02015LA).	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
06	Anti-Collision Beacons (Without Blended Winglet or Split Scimitar Winglet, -800/-900/-900ER Blended Winglet or Split Scimitar Winglet, and -700 Blended Winglet or Split Scimitar Winglet with Dual Glass Lens)					
06A		C	2	1	May be inoperative provided wing tip/winglet and tail strobe lights are installed and operate normally.	
06B		C	2	0	May be inoperative provided: a) At least one tail or wing tip/winglet strobe light operates normally, and b) Operations are not conducted at night.	
06-01	Blended Winglet					
06-01-01	(-700 with Single Plastic Lens)	C	2	0	May be inoperative other than night operations provided strobe lights operate normally.	
06-01-03	(-300/-500 with Winglet Strobe Lights)				MOVED (applicable to STC ST01219SE).	
06-01-04	(-700 with single Plastic Lens and 3 rd anti-collision beacon)	C	3	0	May be inoperative for other than night operations provided strobe lights operate normally. NOTE: Three anti-collision beacons must be operative from sunset to sunrise operations.	
06-02					MOVED (applicable to STCs ST01821LA and ST01873LA).	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
07	Wing Illumination Lights	C	2	0	(O) May be inoperative provided ground deicing procedures do not require their use.	
07-01 ***	Overwing Ice Lights				MOVED (applicable to STC ST500CH).	
08	Landing Lights					
08-01	With Retractable Landing Lights					
08-01A		C	4	2	One may be inoperative on each side provided one of two operating lights is in fixed position.	
08-01B		C	4	0	May be inoperative provided operations are not conducted at night.	
08-01-01	Retractable Light Extend/Retract Motors					
08-01-01A		C	2	0	(M)(O) May be inoperative provided: a) Light is in extended position, b) Light illuminates normally, and c) Appropriate performance adjustments are applied.	
08-01-01B		C	2	0	(O) May be inoperative provided: a) Associated light is considered inoperative, and b) Appropriate performance adjustments are applied when associated light is not in the fully retracted position.	
08-01-02 ***	Pulse Light System	D	1	0	May be inoperative.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
08	Landing Lights (Cont'd)					
08-02 ***	LED Array (Light Assembly)					
08-02A		C	4	2	One LED array (light assembly) may be inoperative on each side. NOTE: There is an inboard LED array (light assembly) and an outboard LED array (light assembly) inside the strakelet on each wing. These same lights are also used for the taxi lights. Taxi lights may also be affected (see item 33-09).	
08-02B		C	4	2	Both LED arrays on one side may be inoperative provided the Runway Turn Off light on the same side operates normally. NOTE: There is an inboard LED array (light assembly) and an outboard LED array (light assembly) inside the strakelet on each wing. These same lights are also used for the taxi lights. Taxi lights may also be affected (see item 33-09).	
08-02C		C	4	0	May be inoperative provided operations are not conducted at night. NOTE: There is an inboard LED array (light assembly) and an outboard LED array (light assembly) inside the strakelet on each wing. These same lights are also used for the taxi lights. Taxi lights may also be affected (see item 33-09).	
08-02-01 ***	Alternate Flash Function	D	-	0	May be inoperative.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
09	Taxi Light					
09-01 ***	Nose Gear Taxi Light	C	1	0	May be inoperative.	
09-02 ***	LED Array (Light Assembly)	C	4	0	NOTE: There is an inboard LED array (light assembly) and an outboard LED array (light assembly) inside the strakelet on each wing. These same lights are also used for the landing lights. Landing lights may also be affected (see item 33-08).	
10	Runway Turn Off Lights	C	2	0	May be inoperative.	
11	Wing Tip Position Lights	C	4	0	May be inoperative provided operations are not conducted from sunset to sunrise.	
11-01	Light Bulbs/Lamps/LED Modules (Without Blended Winglet or Split Scimitar Winglet, Blended Winglet, or Split Scimitar Winglet with Dual Glass Lens, and -300/-500 with Blended Winglet)	C	-	4	Any except following minimum may be inoperative for operations from sunset to sunrise: a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
11	Wing Tip Position Lights (Cont'd)					
11-02	Light Bulbs/Lamps (-700/-800 Blended Winglet with Single Plastic Lens)					
11-02A		C	-	5	Any except following minimum may be inoperative for operations from sunset to sunrise: a) Both stationary red wing tip bulbs, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.	
11-02B		B	-	4	Any except following minimum may be inoperative for operations from sunset to sunrise: a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.	
12 ***	Door Locked Light (Flight Deck to Cabin) (Not 14 CFR Part 25, § 25.795 Compliant)	C	1	0	May be inoperative provided locking function operates normally.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
14	Exterior Emergency Lighting System					
14A		B	1	0	May be inoperative provided operations are not conducted at night.	
14B		B	1	0	May be inoperative for all-cargo night operations provided forward entry door escape slide lights operate normally.	
14C		C	-	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
15	Interior Emergency Exit Lighting System					
15-01	Mixed or All-Cargo Configuration	C	1	0	Lights may be inoperative in cargo areas provided: a) No persons occupy that area, and b) Forward entrance door light operates normally at all times.	
15-02 ***	Emergency Aisle Lights (-600/-700/-800/-900/-900ER)	C	-	-	Light assemblies installed above aisle may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change e Bar
15	Interior Emergency Exit Lighting System (Cont'd)					
15-03 ***	Advance Technology Interior (ATI) (Aisle Light Assemblies) (-200/-300/-400/-500)	C	-	-	Light assemblies installed above aisle (curved edge of stowage bins) may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.	
15-04 ***	Flight Deck Exit Light	C	1	0	May be inoperative provided operations are not conducted at night.	
15-05	No Passengers Carried	C	-	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
16	System Annunciator Lights, Left and Right (Pilot's Light Shield)					
16A		C	-	-	(O) One light may be inoperative for an operating system.	
16B		C	-	-	May be inoperative for an associated inoperative system.	
17	Flight Deck Master Lights Test and Individual Lights Press-to-Test Features	C	-	-	(O) May be inoperative provided intended function of associated light(s) is verified once each flight-day.	
18	Wheel Well Lights					
18-01	Dome Lights	C	3	0	May be inoperative.	
18-02	Inspection Flood Lights					
18-02-01	(-100/-200/-300/-400/-500)					

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
	Inspection Flood Lights (Cont'd)					
18-02-01A		C	3	1	Main gear lights may be inoperative provided operations are not conducted at night.	
18-02-01B		D	3	0	Lights may be inoperative provided a landing gear indicating system other than viewer system and independent of center panel is installed and operates normally.	
18-02-02	(-600/-700/-800/ -900/-900ER)	D	2	0	May be inoperative.	
19	Floor Proximity Emergency Escape Path Marking System					
19-01	Incandescent Lighting System	C	-	-	Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA-approved report incorporated in the Master Drawing List for the applicable STC.	
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
19	Floor Proximity Emergency Escape Path Marking System (Cont'd)					
19-02	Photoluminescent Lighting System	C	-	-	Components may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with: <ul style="list-style-type: none"> a) FAA engineering approval letter, b) FAA-approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA-approved report incorporated in the Master Drawing List for the applicable STC. 	
19-03	Seat Mounted LED and Incandescent Lighting Systems	C	-	-	Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with: <ul style="list-style-type: none"> a) FAA engineering approval letter, b) FAA-approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), and d) An FAA-approved report incorporated in the Master Drawing List for the applicable STC. 	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
	Floor Proximity Emergency Escape Path Marking System (Cont'd)					
19-04	No Passengers Carried	C	-	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
20 ***	LOGO Light System	D	1	0	May be inoperative.	
21 ***	Main Deck Cargo Compartment Lighting (737C, 737-700C/ -800BCF)					
21-01	Cargo Door Floodlights					
21-01A		C	-	0	(M) May be inoperative for night operations provided alternate procedures are established and used.	
21-01B		C	-	0	May be inoperative provided operations are not conducted at night. NOTE: Not required for all-passenger operations.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
21-02	Cargo Compartment Lights (-800BCF)					
21-02A		C	-	0	(M) May be inoperative for night operations provided alternate procedures are established and used.	
21-02B		C	-	0	May be inoperative provided operations are not conducted at night.	
22	Main Deck Cargo Door System Annunciator Light				MOVED (applicable to STCs ST01566LA, ST01961SE, and ST02556SE).	
23	Master Dim System	B	1	0	Dim function may be inoperative provided: a) TEST and BRT functions operate normally, b) Except during light test, switch is placed in BRT, and c) Light intensity is acceptable to flightcrew.	
24 ***	Sterile Flight Compartment Light System					
24A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
24B		D	1	0	May be inoperative provided procedures do not require its use.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
25	Service Area Light Systems (Nose, Electrical Equipment, Air Conditioning, Aft Accessory, APU, Tailcone Compartments, and Fueling Panel)					
25A		C	-	0	May be inoperative.	
25B		D	-	0	May be inoperative provided operations are not conducted at night.	
26 ***	Main Cargo Compartment In-Flight Access Alert System (-800BCF)	C	-	0	May be inoperative provided in-flight access to the main deck cargo compartment is prohibited.	
26-01 ***	Main Cargo Compartment Lights	C	-	0	May be inoperative provided in-flight access to the main deck cargo compartment is prohibited.	
26-02 ***	Main Cargo Compartment Alert Horns	C	-	0	May be inoperative provided in-flight access to the main deck cargo compartment is prohibited.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
01	Mach/Airspeed Indications					
01-01	Mach Indications	C	2	1	One may be inoperative provided one Mach/Airspeed warning and Mach trim system operate normally.	
01-01-01	(-100/-200/-300/-400/-500)	C	2	0	May be inoperative provided: a) Airplane remains at or below FL 230, and b) Airspeed remains at or below 320 KIAS.	
01-01-02	(-600/-700/-800/-900/-900ER)	C	2	0	May be inoperative provided: a) Airplane remains at or below FL 280, and b) Airspeed remains at or below 320 KIAS.	
01-02 ***	Airspeed Indicators (-300/-400/-500)	C	2	1	One may be inoperative provided: a) EFIS Speed Tape displays are installed and operate normally, and b) One Mach/Airspeed warning operates normally.	
01-03 ***	EFIS Speed Tape (-300/-400/-500)	C	2	0	May be inoperative provided airspeed indicators are installed and operate normally at each pilot's station.	
01-04 ***	Airspeed Cursor (-100/-200/-300/-400/-500)	A	2	1	(O) One may be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight-days.	
01-05 ***	External Airspeed Markers (Bugs) (-100/-200/-300/-400/-500)	C	-	0	(O) May be inoperative or missing provided alternate procedures are established and used.	
01-06 ***	Digital Airspeed Readout (-100/-200/-300/-400/-500)	C	-	0	May be inoperative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
02	Mach/Airspeed Warning Systems					
02-01	Maximum Operating Speed Indication	C	2	1	One may be inoperative provided clacker warning system operates normally and is independent from Mach Indicator.	
02-02	Clacker					
02-02-01	(-100/-200)					
02-02-01A		C	-	1	May be inoperative.	
02-02-01B		B	-	0	Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 340 KIAS/.78 Mach airspeed limitations are observed, and c) If overspeed warning occurs earlier than scheduled during flight, speed must remain below point at which the warning occurs.	
02-02-01C		B	-	0	Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 340 KIAS/.78 Mach airspeed limitations are observed, and c) If overspeed warning occurs below .78 Mach, system must be deactivated by pulling associated circuit breaker and observe speed limits.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
02	Mach/Airspeed Warning Systems (Cont'd)					
02-02	Clacker (Cont'd)					
02-02-02	(-300/-400/-500/-600/-700/-800/-900/-900ER)					
02-02-02A		C	2	1	May be inoperative.	
02-02-02B		B	2	0	Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 330 KIAS/.76 Mach airspeed limitations are observed, and c) If overspeed warning occurs earlier than scheduled during flight, speed must remain below point at which the warning occurs.	
02-02-02C		B	2	0	Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 330 KIAS/.76 Mach airspeed limitations are observed, and c) If overspeed warning occurs below .76 Mach, system must be deactivated by pulling associated circuit breaker and observe speed limits.	

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
03	Altimeter Vibrators					
03-01	Servo-Pneumatic	C	2	1	One may be inoperative provided associated air data computer operates normally.	
03-02	Pneumatic	C	2	1	One may be inoperative provided VMC exist at departure and arrival airports.	
03-03	Pneumatic (With Electric/Electronic Altimeter)	C	1	0	May be inoperative provided VMC exist at departure and arrival airports.	
03-04	One Pneumatic and One Servo-Pneumatic					
03-04A		C	2	1	Servo-Pneumatic may be inoperative provided associated air data computer operates normally.	
03-04B		C	2	1	Pneumatic may be inoperative provided VMC exist at departure and arrival airports.	
03-05	Standby Altimeter Vibrator (With Electric/Electronic Altimeter)	C	1	0	May be inoperative provided VMC exist at departure and arrival airports.	
04 ***	Static Air Temperature Indication	D	-	0	May be inoperative.	
05	Total Air Temperature Indication	C	-	0	May be inoperative provided an alternate air temperature indication (e.g., PDCS, FMCS, RAT, SAT) operates normally.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
07	Standby Horizon Indicator					
07-01	Standby Attitude Indicator	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.	
07-02 ***	ILS Indication	D	1	0	May be inoperative.	
08 ***	Angle of Attack Indications	C	-	0	May be inoperative.	
09	Turn and Bank Indicators					
09-01 ***	Rate of Turn Indicators (-100/-200/-300/-400/-500)					
09-01A		C	2	1	May be inoperative.	
09-01B		C	2	0	May be inoperative provided Standby Horizon Indicator operates normally.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
11	Standby Magnetic Compass					
11A		B	1	0	May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.	
11B		B	1	0	May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.	
11C		C	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided two stabilized directional gyro systems are installed, operative, and used in conjunction with free gyro navigation techniques.	
12	Flight Director Systems	C	2	0	May be inoperative provided approach minimums do not require its use.	
13	Distance Measuring Equipment Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
14	Marker Beacon Receiver System	C	-	0	May be inoperative provided approach minimums do not require its use.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
15	Weather Radar					
15-01	Weather Radar with Windshear Detection and Avoidance System (Predictive) Installed					
15-01A		B	-	0	(O) May be inoperative provided: a) Weather radar is not required by 14 CFR, and b) Alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
15-01B		C	-	0	(O) May be inoperative provided: a) Weather radar is not required by 14 CFR, b) Alternate procedures are established and used, and c) Windshear Warning and Guidance System (Reactive) operates normally.	
15-01C		D	-	1	May be inoperative provided one remaining weather radar operates normally.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
15	Weather Radar (Cont'd)					
15-02	Weather Radar without Windshear Detection and Avoidance System (Predictive) Installed					
15-02A		C	-	0	May be inoperative provided weather radar is not required by 14 CFR.	
15-02B		D	-	1	May be inoperative provided one remaining weather radar operates normally.	
15-03 ***	Windshear Detection and Avoidance System (Predictive)					
15-03A		B	-	0	(O) May be inoperative provided alternative procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
15-03B		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System (Reactive) operates normally.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
15	Weather Radar (Cont'd)					
15-04 ***	Autotilt/Multiscan Function	C	1	0	May be inoperative provided manual tilt function operates normally.	
15-05 ***	Stabilization Function	C	1	0	(M) May be inoperative provided: a) Manual tilt control operates normally, and b) Antenna is verified to scan in a horizontal plane with tilt at zero degrees.	
16	Automatic Direction Finder (ADF) System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
17	VHF Navigation Systems (VOR/ILS)					
17-01	(-100/-200/-300/ -400/-500)	D	-	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.	
17-01-01	Auto Tune Function	C	-	0	(O) May be inoperative provided: a) Enroute or approach procedures do not require its use, and b) Manual tuning operates normally.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
17	VHF Navigation Systems (VOR/ILS) (Cont'd)					
17-02	(-300/-400/-500)	D	-	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.	
17-02-01	Equipment Cooling Fan	B	2	0	May be inoperative.	
17-03	(-600/-700/-800/ -900/-900ER)					
17-03-01	VOR Systems	D	2	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative.	
17-03-02	ILS Systems	D	2	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.	
(Continued)						

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
18	ATC Transponders and Automatic Altitude Reporting System					
18A		B	2	0	May be inoperative provided: <ol style="list-style-type: none"> a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight. 	
18B		D	2	1	Any in excess of those required by 14 CFR may be inoperative.	
18-01	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit. 	
18-02 ***	ADS-B Out Extended Squitter					
18-02A		B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over planned route of flight using an approved process. NOTE: Any ADS-B Out function that operates normally may be used.	
18-02B		C	-	1	One may be inoperative.	
18-02C		D	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
19 ***	Instrument Comparator or Warning System (-200/-300/-400/-500)	C	-	0	May be inoperative provided approach minimums do not require its use.	
20	Radio Altimeter Systems					
20-01	Receiver/Transmitters					
20-01-01	(-100/-200)					
20-01-01A		A	-	0	(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) Repairs are made within 2 flight-days.	
20-01-01B		C	-	0	(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) GPWS is not required by 14 CFR.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
20	Radio Altimeter Systems (Cont'd)					
20-01	Receiver/Transmitters (Cont'd)					
20-01-02	(-300/-400/-500)					
20-01-02A		C	2	1	(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, d) Associated flight director is not used for approach and landing, and e) GPWS operates normally.	
20-01-02B		A	2	1	(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, d) Associated flight director is not used for approach and landing, and e) Repairs are made within 2 flight-days.	
(Continued)						

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
20	Radio Altimeter Systems (Cont'd)					
20-01	Receiver/Transmitters (Cont'd)					
20-01-03	(-600/-700/-800/-900/-900ER)	C	2	1	(M)(O) May be inoperative deactivated provided: <ul style="list-style-type: none"> a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) Associated flight director is not used for approach and landing. NOTE: If arming LNAV on ground with one radio altimeter inoperative, the flight directors and autopilot should be controlled by the FCC on the same side as the valid radio altimeter (i.e., the first flight director and/or autopilot to be engaged must be receiving valid radio altitude data).	
20-02	Indications					
20-02A		C	-	2	May be inoperative provided: <ul style="list-style-type: none"> a) Independent radio altimeters operate normally for both flightcrew members, and b) Approach minimums do not require their use. 	
20-02B		C	-	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Associated receiver/transmitter is verified to operate normally, and b) Approach minimums or operating procedures do not require its use. 	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
21 ***	Air Data System (Non Electric Airspeed Indicators (-200)	A	-	0	(O) May be inoperative provided: a) Dispatch deviations for associated equipment are observed, b) All associated equipment is listed in this column of each operator's MEL, and c) Repairs are made within 3 flight-days.	
22	Alternate Static System (-100/-200)	C	1	0	May be inoperative provided pneumatic airspeed and altimeters are installed and operating at both pilot stations.	
23 ***	True Airspeed Indication	C	-	0	May be inoperative.	
25	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.	
25-01	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
25-02	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
26	Terrain Awareness and Warning System (TAWS)					
26-01	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
26-01-01	Modes 1 thru 4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
26-01-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
26-01-03	Glideslope Deviation(s) (Mode 5)					
26-01-03A		C	2	1	May be inoperative.	
26-01-03B		B	2	0	May be inoperative.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
26	Terrain Awareness and Warning System (TAWS) (Cont'd)					
26-01	Ground Proximity Warning System (GPWS) (Cont'd)					
26-01-04	Advisory Callouts					
26-01-04A		B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
26-01-04B		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
26-01-05 ***	Windshear Warning and Flight Guidance Mode (Reactive)					
26-01-05A		B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
26-01-05B		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
26	Terrain Awareness and Warning System (TAWS) (Cont'd)					
26-02	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
26-03	Terrain Displays					
26-03A		C	-	1	May be inoperative.	
26-03B		B	-	0	May be inoperative.	
26-03-01 ***	Vision One				MOVED (applicable to STC ST03355AT).	
26-04 ***	Runway Awareness and Advisory System (RAAS)	C	1	0	May be inoperative.	
27 ***	Long Range Navigation Systems (INS, Loran, Omega)	C	-	0	As required by 14 CFR.	
28 ***	Performance Data Computer System (PDCS)	C	1	0	May be inoperative.	
29 ***	Speed Command (Fast-Slow) Indicators (-100/-200/-300/-400/-500)	C	2	0	May be inoperative.	
30 ***	ADI Test (-100/-200/-300/-400/-500)	C	2	0	May be inoperative.	
31 ***	Speed Cursor Remote Drive (-100/-200/-300/-400/-500)	C	1	0	May be inoperative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
32	Instrument Transfer Switching System	C	1	0	(O) May be inoperative provided: a) Associated instruments operate normally from isolated sources, and b) Inoperative switches are not moved during flight.	
33	Vertical Gyro System (-100/-200)					
33-01	Number 1 and 2	C	2	1	One may be inoperative provided: a) Auxillary vertical gyro operates normally, and b) Vertical gyro switch is selected to auxillary position.	
33-02 ***	Auxiliary Gyro	C	1	0	May be inoperative.	
35					Deleted in Revision 63.	
35-01	IRS Data Display (Aft Overhead Panel)	C	1	0	May be inoperative provided one FMCS CDU operates normally.	
35-02	HSI Ground Speed Display (Non-EFIS -300/-400/-500)	C	2	0	May be inoperative provided IRS Data Display operates normally.	
35-03	IRS Ground Crew Call Horn	C	1	0	May be inoperative.	

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34. Navigation						
Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS)					
36-01 ***	(-200 CMA-900 FMS/GPS)				MOVED (applicable to STC ST6895-AT).	
36-01-07	HSI Switching Unit				MOVED (applicable to STC ST01676AT).	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-02	(-300/-400/-500/-600/-700/-800/-900/-900ER)					
36-02-01	FMC Alert Lights					
36-02-01A		C	2	1	One may be inoperative provided FMC is not used for autopilot guidance during approach.	
36-02-01B		C	2	0	May be inoperative provided FMC is not used for autopilot guidance.	
36-02-02	Computer	C	-	1	May be inoperative provided it is not required to meet 14 CFR navigation requirements.	
36-02-02-01	-300/-400/-500	C	-	0	Except for ETOPS, may be inoperative provided: <ul style="list-style-type: none"> a) IRS display unit (on aft overhead panel) operates normally, and b) EFIS speed tapes are not used as primary airspeed indication. 	
36-02-02-02	-600/-700/-800/-900/-900ER	C	-	0	(M) Except for ETOPS, may be inoperative provided: <ul style="list-style-type: none"> a) IRS display unit (on aft overhead panel) operates normally, b) Speed Reference Selector operates normally, and c) Autothrottle system is deactivated and considered inoperative. 	
NOTE: Refer to MMEL Item 22-04 (Autothrottle System)						
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-02	(-300/-400/-500/-600/-700/-800/-900/-900ER) (Cont'd)					
36-02-03 ***	CDU/MCDU					
36-02-03A		C	-	1	May be inoperative provided enroute procedures do not require its use.	
36-02-03B		C	-	0	Except for ETOPS, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) Unit is not required to meet 14 CFR navigation requirements.	
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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-02	(-300/-400/-500/-600/-700/-800/-900/-900ER) (Cont'd)					
36-02-04 ***	Alternate Navigation Control Display Unit (ANCDU)					
36-02-04-01	CRT ANCDU (-300/-400/-500)	C	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) IRS data display (on aft overhead panel) operates normally, and b) Unit is not required to meet 14 CFR navigation requirements. NOTE: Two independent navigation systems are required for operations beyond range of radio navigation aids. Requires dual ANCDU or ANCDU and CDU/Computer or dual CDU/Computers.	
36-02-04-02	LCD ANCDU (-700IGW)	C	-	0	May be inoperative provided it is not required to meet 14 CFR navigation requirements. NOTE: Two independent navigation systems are required for operations beyond range of radio navigation aids. Requires dual CDU/Computers, or one GPS capable Multimode Receiver with onside LCD Alternate Nav CDU (ANCDU) and Electronic Standby Attitude Indicator (ESAI), in conjunction with one Inertial Reference System (IRS), and one CDU/Computer.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-02	(-300/-400/-500/-600/-700/-800/-900/-900ER) (Cont'd)					
36-02-05	Navigation Databases	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) 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.	
36-02-06	HSI Miles to Waypoint Display (Non-EFIS-300/-400/-500)	C	2	0	May be inoperative provided procedures do not require its use.	
36-03 ***	Universal Avionics UNS-1F				MOVED (applicable to STCs ST03356AT and ST03362AT).	
36-04 ***	Innovative Solutions and Support FMS				MOVED (applicable to STC ST03272CH).	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
37 ***	Windshear Warning and Flight Guidance System (Reactive)					
37A		B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
37B		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
38 ***	Pitch Limit Indication (PLI)	C	2	0	May be inoperative.	
40	Traffic Collision and Avoidance System (TCAS)					
40A		B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
40B		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
(Continued)						

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
40	Traffic Collision and Avoidance System (TCAS) (Cont'd)					
40-01 ***	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1	May be inoperative on non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	
40-02	Resolution Advisory (RA) Display System(s)					
40-02A		C	2	1	May be inoperative on non-flying pilot side.	
40-02B		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by crew, and c) Enroute or approach procedures do not require its use.	
40-03	Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
40-04	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
40-05 ***	Airspace Selection Function	C	-	0	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
41 ***	Engine Pressure Ratio Limit (EPRL) System (-100/-200)	C	1	0	May be inoperative.	
42	Radio Magnetic Indicators (RMI)					
42-01	(-100/-200)	C	-	1	May be inoperative provided affected RMI is not a source of heading data for Horizontal Situation Indicator (HSI).	
42-02	(-300/-400/-500)	C	-	1	May be inoperative.	
42-03	(-600/-700/-800/-900/-900ER)					
42-03-01	EFIS/Map	C	3	1	Two may be inoperative provided Captain's RMI or Standby RMI operates normally.	
42-03-02 ***	PFD/ND	C	1	0	Standby RMI may be inoperative provided Captain's Inboard DU is connected to Standby Power.	
43 ***	Radio Height Alert	D	2	0	May be inoperative.	
44 ***	Head-Up Display System (HUD)	D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any mode which operates normally may be used.	
45 ***	Global Positioning System (GPS)					
45A		C	-	0	May be inoperative provided alternate procedures are established and used.	
45B		D	-	0	May be inoperative provided procedures do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
46 ***	Microwave Landing System (MLS)	D	-	0	May be inoperative provided approach procedures do not require its use.	
47 ***	ILS Beam Deviation Lights	C	2	0	May be inoperative provided approach minimums do not require their use.	
48	EFIS Control Panel					
48-01 ***	Map Switches (-300/-400/-500)					
48-01-01	VOR/ADF	C	2	1	May be inoperative.	
48-01-02	NAV AID	C	2	1	May be inoperative.	
48-01-03	ARPT	C	2	1	May be inoperative.	
48-01-04	RTE DATA	C	2	1	May be inoperative.	
48-01-05	WPT	C	2	1	May be inoperative.	
48-02 ***	Decision Height Reference (DH REF) Indication (-300/-400/-500)	C	2	0	May be inoperative provided: a) Approach procedures do not require its use, and b) Decision height is displayed on both EADIs.	
48-03 ***	Decision Height/Mins Selector (-300/-400/-500/-600/-700/-800/-900/-900ER)	C	2	0	May be inoperative provided approach procedures do not require its use.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
48	EFIS Control Panel (Cont'd)					
48-04	Map Switches (-600/-700/-800/ -900/-900ER)					
48-04-01	POS	C	2	1	May be inoperative.	
48-04-02	STA	C	2	1	May be inoperative.	
48-04-03	ARPT	C	2	1	May be inoperative.	
48-04-04	DATA	C	2	1	May be inoperative.	
48-04-05	WPT	C	2	1	May be inoperative.	
49	Right IRS DC Power Supply System (-300/-400/-500/-600/ -700/-800/-900/-900ER)	B	1	0	(O) May be inoperative provided: a) Remaining IRS Mode Selector Unit lights are not illuminated, and b) Autopilot dual channel mode is not used during approach.	
51 ***	Metric Altimeter	D	-	0	May be inoperative provided operations do not require its use.	
52 ***	Performance Management System (PMS) with Windshear Detection/Alerting System				MOVED (applicable to STC SA2018NM).	
53 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System				MOVED (applicable to UPS STC).	

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TABLE KEY

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
54 ***	Integrated Standby Systems					
54-01	Integrated Standby Flight Display (ISFD)					
54-01-01	Attitude Display	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.	
54-01-02	ILS Indication	D	1	0	May be inoperative.	
54-01-03	Heading Display	C	1	0	May be inoperative.	
54-01-04	Metric Altimeter Display	D	1	0	May be inoperative provided operations do not require its use.	
54-01-05	Dedicated Battery	C	1	0	May be inoperative.	
54-02	Integrated Standby Instrument System (ISIS) (Boeing SB 737-31-1435)					
54-02-01	Attitude Display	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.	
54-02-02	ILS Indication	D	1	0	May be inoperative.	
54-02-03	Heading Display	C	1	0	May be inoperative.	
54-02-04	Metric Altimeter Display	D	1	0	May be inoperative provided operations do not require its use.	
54-02-05	Dedicated Battery	C	1	0	May be inoperative.	

(Continued)

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
54 ***	Integrated Standby Systems (Cont'd)					
54-03	Electronic Standby Instrument System (ESIS) (-300/-400/-500 Series)				MOVED (applicable to STC ST03125NY).	
55 ***	Vertical Situation Display (VSD) System (-600/-700/-800/-900/-900ER)					
55A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
55B		D	1	0	May be inoperative provided procedures do not require its use.	
56 ***	Global Navigation Satellite Landing System (GLS) (-600/-700/-800/-900/-900ER)	D	2	-	May be inoperative provided approach minimums do not require its use.	
57 ***	Enhanced Vision System (EVS)				MOVED (applicable to STC ST00039MC).	

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4. REMARKS OR EXCEPTIONS

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
02	Passenger Service Units (PSUs)	B	-	-	(M) May be inoperative provided: a) Associated seats are blocked and placarded to prevent occupancy, and b) Units operate normally for all usable lavatory and flight attendant locations.	
02-01	Automatic Presentation	C	1	0	(M)(O) May be inoperative provided: a) Alternate deployment system is verified to operate normally, and b) Airplane remains at or below FL 300.	
02-02	Door Latches	B	-	-	(M)(O) Automatic opening feature of door latch(es) may be inoperative unlatched and taped closed provided: a) PSU oxygen system operates normally, b) Flight remains at or below FL 250, and c) Passenger(s) occupying seat(s) with inoperative door latch(es) are briefed on oxygen mask procedure.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
03	Oxygen Pressure Indicators					
03-01	Flight Deck Crew Oxygen Indicator	C	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.	
03-02 ***	External Service Panel Crew Oxygen Indicator	C	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.	
03-03	Flight Deck Passenger Oxygen Indicator (-100/-200)	C	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.	
03-04	Flight Deck Crew/Passenger Oxygen Indicator (-600/-700/-800, -900/-900ER)	C	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.	
03-05	Overpressure Discharge Indication Disk	C	-	0	May be damaged or missing.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
04	Portable Oxygen Bottles or Units (Including Masks and Hoses)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ul style="list-style-type: none"> 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. 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.	
04-01 ***	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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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
05	Passenger Oxygen System					
05A		B	1	0	(M)(O) May be inoperative provided: a) Flight is not conducted where minimum enroute altitude is above 14,000 ft. MSL, b) Both air conditioning packs operate normally, c) Remaining components of pressurization system operate normally, d) Airplane remains at or below FL 250, e) Portable oxygen supplies comply with 14 CFR, and f) Passengers are appropriately briefed.	
05B		C	1	0	May be inoperative for all-cargo configuration.	
05C		B	1	0	May be inoperative provided flight is conducted at or below 10,000 ft. MSL.	
05D	Supernumerary Oxygen Masks (-800BCF)	C	-	0	May be inoperative provided associated seat is not occupied.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
06	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.	
06-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	
07 ***	External Service Panel, Oxygen Fill Station	C	1	0	(M) May be inoperative provided leak-tight integrity of oxygen supply system is not affected.	

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TABLE KEY

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
01	Manifold Isolation Shutoff Valve					
01-01	(-100/-200)	C	1	0	(M) May be inoperative provided: a) Valve remains closed except for engine start, and b) Airplane is not operated in known or forecast icing conditions.	
01-02	(-300/-400/-500)	C	1	0	(M) May be inoperative provided: a) Modified Main Engine controls or production equivalent have been installed, b) Valve remains closed except for engine start, and c) Airplane is not operated in known or forecast icing conditions.	
01-03	(-600/-700/-800/-900/-900ER)	C	1	0	(M) Except for ETOPS beyond 120 minutes, may be inoperative provided: a) Valve remains closed except for engine start, and b) Airplane is not operated in known or forecast icing conditions.	

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TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
02	Ground Pneumatic Connector Check Valve					
02A		C	1	0	(M)(O) Except for ETOPS beyond 120 minutes, may be inoperative open provided: <ul style="list-style-type: none"> a) Right pneumatic manifold remains depressurized after starting right engine, b) Airplane is not operated in known or forecast icing conditions, and c) Altitude remains at or below FL 250. 	
02B		C	1	0	May be inoperative closed.	
03	Precooler Control Valves					
03-01	(-100/-200)	C	2	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Associated engine bleed shutoff valve remains closed after engine start, and b) Airplane is not operated in known or forecast icing conditions. 	
(Continued)						

AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------	--

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
03	Precooler Control Valves (Cont'd)					
03-02	(-300/-400/-500/-600/-700/-800/-900/-900ER)					
03-02A		C	2	0	(O) Except for ETOPS beyond 120 minutes, may be inoperative in any position provided: a) Associated engine bleed shutoff valve remains closed, and b) Airplane is not operated in known or forecast icing conditions.	
03-02B		C	2	0	(M)(O) Except for ETOPS beyond 120 minutes, may be inoperative full open provided: a) Airplane is not operated in known or forecast icing conditions, and b) Appropriate performance adjustments are applied.	
04	Pneumatic Pressure Indication Systems	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
05	Engine Bleed Air Shutoff Valves (PRSOV)					
05-01	(-100/-200)	C	2	0	(M)(O) May be inoperative provided: a) Valve is secured closed after engine start, and b) Airplane is not operated in known or forecast icing conditions.	
(Continued)						

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TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
05	Engine Bleed Air Shutoff Valves (PRSOV) (Cont'd)					
05-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)					
05-02A		C	2	1	(M)(O) Except for ETOPS beyond 120 minutes, may be inoperative provided: a) Valve is secured closed before engine start, b) Airplane is not operated in known or forecast icing conditions, and c) Flight altitude remains at or below FL 250.	
05-02B		C	2	0	(M)(O) Except for ETOPS beyond 120 minutes, may be inoperative provided: a) Valves are secured closed before engine start, b) Airplane is not operated in known or forecast icing conditions, c) APU bleed air system operates normally, and d) Flight altitude remains at or below 17,000ft.	
06	Dual Bleed Light System	C	1	0	(O) May be inoperative provided: a) APU bleed air is not used in flight, and b) APU bleed valve is verified closed before each departure.	
07	13 th Stage Bleed Air Modulating and Shutoff Valves (-100/-200)	C	2	0	(M) May be inoperative provided airplane is not operated in known or forecast icing conditions.	

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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
08	Engine Bleed Trip Off Lights	C	2	0	(O) Except for ETOPS beyond 120 minutes, may be inoperative provided: a) Associated engine bleed is not used except for engine start, and b) Airplane is not operated in known or forecast icing conditions.	
09	High Stage Valves (-300/-400/-500/-600/-700/-800/-900/-900ER)	C	2	1	(M) One may be inoperative locked closed provided a minimum of 60% N ₁ is maintained on associated engine during flight in icing conditions.	

Draft
 Feb 12, 2019

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
01	Potable Water Systems					
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.	
01B		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
02	Lavatory Waste Systems					
02A		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.	

(Continued)

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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
02	Lavatory Waste Systems (Cont'd)					
02B		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.	
02-01	Vacuum Blower (-600/-700/-800/-900/-900ER)	C	1	0	(M)(O) May be inoperative provided: a) Vacuum blower is deactivated, and b) Lavatories are not used on the ground or at flight altitudes below 16,000 ft.	

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TABLE KEY

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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
01 ***	Electronic Flight Bag (EFB) Systems					
01-01	EFB System (Installed EFB System)					
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.	
01-01B		D	-	0	May be inoperative provided procedures do not require its use.	
01-02					MOVED (applicable to STC ST03165AT).	
01-03	Stowage/Charger Assembly				MOVED (applicable to STC ST01118CH).	

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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
01 ***	Electronic Flight Bag (EFB) Systems (Cont'd)					
01-04	Data Connectivity					
01-04A		C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
01-04B		D	-	0	May be inoperative provided procedures do not require its use.	
01-05	Power Supply / Power Connection					
01-05A		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
01-05B		D	-	0	May be inoperative provided procedures do not require its use.	
01-06	Mounting Device					
01-06A		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.	
01-06B		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.	
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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
01 ***	Electronic Flight Bag (EFB) Systems (Cont'd)					
01-07					MOVED (applicable to STC ST02949CH).	
02 ***	Onboard Network System (ONS) (-700/-800/-900/-900ER)					
02A		C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function that operates normally may be used.	
02B		D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any function that operates normally may be used.	

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47. Inert Gas System

Sequence No.	Item	1	2	3	4	Change Bar
01 ***	Nitrogen Generation System (NGS) (All Models)					
01	All Models (Upon Incorporation of Boeing Service Bulletin 737-47-1002, 737-47-1003, 737-47-1004, 737-47-1005, 737-47-1006, 737-47-1007, 737-47-1008, or Production Equivalent)	A	1	0	(M) May be inoperative provided: a) NGS shutoff valve is deactivated closed, and b) Repairs are made within 10 flight-days.	
01-01	Nitrogen Generation Degraded	C	1	0	May be inoperative.	

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
01	Auxiliary Power Unit (APU)					
01A		C	1	0	Except for ETOPS, may be inoperative provided: a) Procedures do not require its use, and b) Airplane with APS2000 APU installed, perform a visual inspection of the tail cone area and the adjacent control surfaces to confirm that there is no evidence of heat damage or delamination.	
01B		C	1	0	(M) Except for ETOPS, may be removed provided: a) Procedures do not require its use, b) APU is removed, c) APU switch remains OFF, d) APU compartment is inspected after first flight and then every 100 flight hours, and e) Removed APU is accounted for in the airplane weight and balance.	
02	APU Annunciator LOW OIL PRESSURE and OVER SPEED Lights	C	2	0	May be inoperative provided APU Auto Shutdown System operates normally.	
03	APU Auto Shutdown System (-100/-200/-300/-400/-500)	C	1	0	(M) Except for ETOPS, may be inoperative provided: a) APU is not used in flight, b) APU annunciator lights operate normally, and c) APU is monitored continuously.	
04	APU Annunciator LOW OIL QUANTITY/MAINT Light	C	1	0	(M) May be inoperative and APU used provided oil quantity is checked once each flight-day.	

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
05	APU EGT Indicator					
05-01	Model GTCP85-129	C	1	0	(O) Except for ETOPS, may be inoperative provided: a) All warning and caution lights operate normally, b) APU is used to supply electrical power and for starting one engine only, and c) Passengers are not permitted on board until APU has been shut down.	
05-02	Model GTCP36-280, APS-2000, and AS 131-9B	C	1	0	May be inoperative.	
06	APU Air Inlet Door					
06A		C	1	0	(M)(O) May be inoperative provided: a) Door is deactivated in the fully open position, and b) Appropriate performance adjustments are applied.	
06B		C	1	0	(O) Except for ETOPS, may be inoperative in any position ranging from closed to fully open provided: a) APU is considered inoperative, and b) Appropriate performance adjustments are applied. NOTE: Refer to MMEL Item 49-01, Auxiliary Power Unit.	
(Continued)						

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
06	APU Air Inlet Door (Cont'd)					
06C		C	1	0	(M) May be inoperative provided: a) Door is deactivated in closed position, and b) APU is considered inoperative. NOTE: Refer to MMEL Item 49-01, APU Auxiliary Power Unit.	
07	APU Bleed Air Valve					
07A		C	1	0	(M) May be inoperative closed. NOTE: APU may be used to provide electrical power.	
07B		C	1	0	(O) Except for ETOPS, may be inoperative provided: a) APU bleed air check valve operates normally, and b) APU is not operated.	
(Continued)						

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
08 ***	APU DC Fuel Boost Pump	D	1	0	May be inoperative.	
09	APU Surge Control System					
09-01 ***	Surge Bleed Valve (Models GTCP85-129 and APS-2000) (-100/-200/-300/-400/-500)					
09-01A		C	1	0	May be inoperative in open position provided APU bleed air is not used for engine start on ground.	
09-01B		C	1	0	May be inoperative in closed position provided APU operation is limited to FL 250 or below.	
09-02	Surge Control Valve (Model AS 131-9B) (-600/-700/-800/-900/-900ER)					
09-02A		C	1	0	May be inoperative in open position provided APU bleed air is not used. NOTE: APU may be used to provide electrical power.	
09-02B		C	1	0	(O) Except for ETOPS, may be inoperative in closed position provided APU is not used.	

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
10 ***	APU Cockpit Hourmeter (-100/-200/-300/ -400/-500)	D	1	0	May be inoperative.	
11 ***	APU Start Counter Meter (-100/-200/-300/ -400/-500)	D	1	0	May be inoperative.	
12	APU Annunciator HIGH OIL TEMP/FAULT Light	C	1	0	May be inoperative.	
13 ***	APU Fuel Heater (-100/-200/-300/ -400/-500)	C	1	0	(M) May be inoperative provided APU operates normally.	
14 ***	APU Flap Indicator Interlock System				MOVED (applicable to STC SA5730NM or ST00131SE).	
15	Start Power Unit (-600/-700/-800/ -900/-900ER)	C	1	0	(M) Except for ETOPS, may be inoperative provided procedures do not require use of APU.	
15-01	AC/DC Start Systems	C	2	1	May be inoperative.	
16	Start Converter Unit (-600/-700/-800/ -900/-900ER)	C	1	0	(M) Except for ETOPS, may be inoperative provided procedures do not require use of APU.	
16-01	Voltage Regulator Function	C	1	0	Except for ETOPS, may be inoperative provided APU generator is not used for electrical power. NOTE: APU may be used as a pneumatic source.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
01 ***	Forward Air Stair	D	1	0	NOTE: Any mode that operates normally may be used.	
02 ***	Aft Air Stair (-100/-200)					
02A		C	1	1	Electrical mode may be inoperative provided door operates normally as an emergency exit in passenger configuration.	
02B		D	1	0	May be inoperative in all-cargo configuration only.	
03	Door Warning Light System					
03-01	Entry/Service/Cargo/Equipment/Airstair	C	-	0	(M) May be inoperative provided associated door is verified closed and locked before each departure. NOTE: On -600/-700/-800/-900/-900ER, if two or more entry/service door warning lights are inoperative due to failed door sensors, overwing exit flight lock system and mid exit flight lock system (-900ER) will not function properly. Refer to item 52-15.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
03	Door Warning Light System (Cont'd)					
03-02	Overwing (-600/-700/-800/-900/-900ER)	C	-	0	(M) May be inoperative provided: a) Associated door is verified closed and latched before each departure, and b) Associated flight lock is verified to operate normally.	
03-03	Cabin Door Indication System				MOVED (applicable to STC ST02000NY).	
03-04 ***	Mid-Exit (-900ER)	C	1	0	(M) May be inoperative provided associated door is verified closed and latched before each departure.	
04 ***	Tire Burst Screen Warning Light System (-100/-200/-300)	C	1	0	(M) May be inoperative provided: a) Main wheel well screens are inspected for security and damage before each departure, and b) For combined Equipment/Tire Burst Screen Warning Light, visually verify that electronics compartment and lower nose compartment are secured and locked, and main wheel well screen is secured and undamaged before each departure.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
05	Left Main Cabin Door Pressure Stop Fittings					
05-01	Aft Airstair Door and Forward Entry Door					
05-01A		B	-	-	(M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated door, b) Pressure differential does not exceed 6.0 psi, and c) Analog cabin pressure control system standby control mode operates normally and STBY is used.	
05-01B		B	-	-	(M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated door, b) Pressure differential does not exceed 6.0 psi, c) Digital cabin pressure control system AUTO or ALTN control mode operates normally, and d) Alternate procedures are established and used.	
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
05	Left Main Cabin Door Pressure Stop Fittings (Cont'd)					
05-02	Aft Door without Airstairs					
05-02A		B	-	-	(M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated door, b) Pressure differential does not exceed 3.4 psi, and c) Analog cabin pressure control system standby control mode operates normally and STBY is used.	
05-02B		B	-	-	(M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated door, b) Pressure differential does not exceed 3.4 psi, c) Digital cabin pressure control system AUTO or ALTN control mode operates normally, and d) Alternate procedures are established and used.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
06	Lower Cargo Doors Pressure Stop Fittings					
06-01	(All Models)	A	24	22	(M) Any one may be broken or missing on each door or frame provided: a) No defects are visible on other fittings for associated door, b) Cabin pressure controller AUTO mode operates normally, c) Adjacent stop fittings are inspected within 25 flights, and d) Not more than 50 flights are made before completion of repairs or replacements.	
06-02	(-100/-200/-300/-400/ -500/-900/-900ER)	C	24	20	(M)(O) Two may be broken or missing on each door or frame provided airplane is operated in an unpressurized configuration only.	
06-03	(-600/-700/-800 Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	24	20	(M)(O) Two may be broken or missing on each door or frame provided airplane is operated in an unpressurized configuration only.	
(Continued)						

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
06	Lower Cargo Doors Pressure Stop Fittings (Cont'd)					
06-04	(-600/-700/-800 All-Passenger Configuration Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	24	20	(M)(O) Two may be broken or missing on each door or frame provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
07	Entry/Service Door Hold-Open Latch Assemblies	C	-	0	May be inoperative for all-cargo operations.	
07-01	Latch Release Lever	C	-	0	May be inoperative.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
08 ***	Flight Deck Door Lock System (Not 14 CFR Part 25, § 25.795 Compliant)					
08A		C	1	0	(M) May be inoperative provided: a) Door lock solenoid is deactivated in locked position, and b) Door is verified to lock and unlock manually.	
08B		C	1	0	May be inoperative provided supplemental flight deck door security device is installed and operates normally.	
08C		D	1	0	May be inoperative provided all-cargo operations are being conducted.	
09	Lower Cargo Doors Door Balance Mechanism	C	2	0	(M) May be inoperative provided a safety hold open device is used when door is in open position.	
10	Main Cabin Cargo Door				MOVED (applicable to STC SA2969SO).	
11	Main Cargo Door Electrically Powered Hydraulic Pump (Standalone Hydraulic System Only)				MOVED (applicable to STC SA2969SO).	
12	Main Cargo Door Hydraulic Hand Pump				MOVED (applicable to STC SA2969SO).	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
13	Main Cargo Door Lift/Operating Systems					
13-01	Electric and/or Manual Mode (-200C)					
13-01A		C	-	1	One may be inoperative provided remaining mode operates normally.	
13-01B		C	-	0	(M) May be inoperative provided door is verified closed and locked before each departure.	
13-02	Electric Mode (-700C/-800BCF)	C	1	0	(M) May be inoperative provided manual mode is verified to operate normally.	
13-03	Hydroelectric and/or Manual Mode				MOVED (applicable to STCs ST01566LA, ST00287AT, ST01827LA, ST01961SE, and ST02556SE).	
13-03-01					MOVED (applicable to STCs ST01566LA, ST01961SE, and ST02556SE).	
14 ***	Lower Cargo Doors Hold Open Mechanism/Device					
14A		C	2	0	May be inoperative provided Door Balance Mechanism operates normally.	
14B		C	2	0	May be inoperative provided cargo compartment remains empty.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
15	Flight Lock System					
15-01	Overwing Exit (-600/-700/-800/ -900/-900ER)	C	-	0	(M)(O) May be inoperative provided: a) For inoperative flight lock(s), inputs to associated flight deck indications are deactivated, b) Each affected exit is verified to be capable of being unlatched and opened before each departure, and c) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.	
15-02 ***	Mid Exit (-900ER)	C	-	0	(M)(O) May be inoperative provided: a) For inoperative flight lock(s), inputs to associated flight deck indications are deactivated, b) Each affected exit is verified to be capable of being unlatched and opened before each departure, and c) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
16	Main Cabin Exit/Slide (All-Cargo Configuration)					
16A		C	-	0	All doors/slides in cargo area except L1/R1 may be inoperative or slide missing without restriction.	
16B		B	-	1	L1 may be inoperative or slide missing provided R1 operates normally.	
16C		B	-	1	R1 may be inoperative or slide missing provided L1 operates normally.	
16D		B	-	0	May be inoperative or slide missing provided: a) Only essential crewmembers, including official observer(s) in observer seat(s), are allowed on the flight, and b) An alternate means of egress is available.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
17 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (14 CFR Part 25, § 25.795 Compliant)	C	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock door, and c) Alternate procedures are established and used for locking and unlocking door using dead bolt.	
17-01	Flight Deck Access Panel System (Keypad)	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
17-01-01	LEDs	C	3	0	(O) May be inoperative provided alternate procedures are established and used.	
17-01-02 ***	Door Bell Mode	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
17-01-03	Switch Guard	C	1	0	May be inoperative or missing provided flight deck door LOCK FAIL light operates normally.	
17-02	Flight Deck Door LOCK FAIL Light	C	1	0	(M) May be inoperative provided automatic lock controls are verified to operate normally.	
17-03	Flight Deck Door AUTO UNLK Light	C	1	0	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime operates normally.	
17-04	Fight Deck Door Lock Control Selector	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, b) Automatic lock is verified to operate normally, and c) Alternate procedures are established and used.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
18 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Dead Bolt (14 CFR Part 25, § 25.795 Compliant)	C	1	0	May be inoperative provided automatic lock controls operate normally.	
19 ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR Part 25, § 25.795 Compliant)				MOVED (applicable to JAMCO STC).	
20	Flight Deck Door Pressure Relief Panels					
20-01 ***	JAMCO Flight Deck Security Door Pressure Relief Latches (14 CFR Part 25, § 25.795 Compliant)				MOVED (applicable to JAMCO STC).	
20-02 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door (14 CFR Part 25, § 25.795 Compliant)	A	2	0	May be inoperative provided: a) Panels are in latched position, and b) Repairs are made within 2 flight-days.	

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Sequence No.	Item	1	2	3	4	Change Bar
21 ***	JAMCO Flight Deck Security Door Mechanical Catch Pin Lock (14 CFR Part 25, § 25.795 Compliant)				MOVED (applicable to JAMCO STC).	
22 ***	Flight Deck Door Hold Open Device (e.g., Door Stop, Foot Plunger)	D	1	0	May be inoperative.	
23 ***	Flight Deck Door Viewing Port					
23A		A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight-days.	
23B		C	1	0	(O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used.	
23-01	All-Cargo Configuration					
23-01A		C	1	0	May be inoperative provided courier/supernumerary compartment remains empty.	
23-01B		D	1	0	May be inoperative provided procedures do not require its use.	
24	Main Cabin Cargo Door Vent Door				MOVED (applicable to STC ST01827LA).	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
25	Cargo Door Exterior Handle Recess/Hinge Spring Assemblies	C	2	0	(M) May be inoperative or missing provided the affected cargo door exterior handle is secured in a recessed position flush with the fuselage.	
26	Door Slides					
26-01	No Passengers Carried	C	-	1	(M) (O) May be inoperative or missing provided: <ol style="list-style-type: none"> a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, c) Each person has unobstructed access from their seat to an operative exit, either regular or emergency, d) Inoperative exits are conspicuously identified as inoperative, e) Any Emergency Exit sign and floor proximity lights associated only with the inoperative exits are covered to obscure the sign and lights. f) Safety briefing includes the location of inoperative exit(s) and instructions not to use the inoperative exit(s), and g) Alternate procedures are established and used. 	

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
01	Fuel Heater Timers (-100/-200)	C	2	1	(O) One may be inoperative provided associated fuel heater VALVE OPEN light operates normally.	
02	Fuel Heater Valves (-100/-200)	C	2	0	(M)(O) May be inoperative closed provided fuel temperature is maintained at or above 32 °F (0 °C).	
03	Fuel Heater VALVE OPEN Lights (-100/-200)					
03A		C	2	0	(M) May be inoperative provided valve is verified to operate normally before each departure.	
03B		C	2	0	(O) May be inoperative provided fuel temperature is maintained at or above 32 °F (0 °C).	
04	Fuel Filter Differential Pressure Warning Systems					
04-01	(-100/-200)	C	2	1	(O) May be inoperative provided fuel heater system is checked to operate normally.	
04-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	C	2	1	(M) May be inoperative provided malfunction is verified to be in warning system.	
05	Fuel Flow Indication Systems	C	2	1	One may be inoperative provided: a) N ₁ , N ₂ for associated engine operate normally, and b) Both main tank fuel quantity indicators operate normally.	

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
06 ***	Fuel Used Indicators	C	2	0		
07	Power Management Control (PMC) Systems (-300/-400/-500)	C	2	0	(O) May be inoperative provided: a) Both PMCs remain OFF, and b) AFM Appendix performance adjustments are applied.	
08	Power Management Control (PMC) INOP Lights (-300/-400/-500)	C	2	0	(O) May be inoperative provided: a) Both PMCs remain OFF, and b) AFM Appendix performance adjustments are applied.	
10	Fuel Control ENG VALVE CLOSED Indicating System (-600/-700/-800/-900/-900ER)	C	2	0	(M) May be inoperative provided associated HPSOV is verified to operate normally.	
11	Electronic Engine Control (EEC) (-600/-700/-800/-900/-900ER)					
11-01	Normal (ON) Mode	C	2	0	(O) May be inoperative provided: a) Both engines are operated in ALTERNATE mode, b) Strut/Wing leading edge over-braided wire bundles are installed per Boeing Service Bulletin or production equivalent, and c) Applicable AFM performance adjustments are applied.	
12	Electronic Engine Control (EEC) Alternate Power Supply System (-600/-700/-800/-900/-900ER)	A	4	3	(M) May be inoperative deactivated provided repairs are made in accordance with the times established in Boeing Maintenance Planning Data document, D626A001, Section 1, items 73-020-01 and 73-020-02.	

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74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
01	Ignition Systems					
01-01	(-100/-200)					
01-01-01	High Energy System (Twin 20 Joule)	C	4	2	Except for ETOPS, left igniter may be inoperative on each engine.	
01-01-02	Low Energy System (4 Joule)	C	2	0	(O) May be inoperative provided switching is available to permit selection of operative high energy system for continuous ignition.	
01-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)					
01-02-01	Left Ignition Systems					
01-02-01A		B	2	1	(O) One may be inoperative provided: a) Ignition Select Switch remains in BOTH position, and b) Right ignition systems operate normally.	
01-02-01B		C	2	0	(O) Except for ETOPS, may be inoperative provided: a) Ignition Select Switch remains in BOTH position, and b) Associated engine right ignition system operates normally.	
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74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
01	Ignition Systems (Cont'd)					
01-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)					
01-02-02	Right Ignition Systems					
01-02-02A		B	2	1	(M)(O) One may be inoperative provided: a) Ignition Select Switch remains in BOTH position, b) Left ignition systems operate normally, and c) Associated engine left igniter is connected to AC Standby Bus by an acceptable configuration.	
01-02-02B		C	2	0	(M)(O) Except for ETOPS, may be inoperative provided: a) Ignition Select Switch remains in BOTH position, b) Associated engine left ignition systems operate normally, and c) Associated engine left igniter is connected to AC Standby Bus by an acceptable configuration.	

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75. Bleed Air

Sequence No.	Item	1	2	3	4	Change Bar
01 ***	Gravel Protection System (-100/-200)	D	1	0	(M) Valves may be inoperative closed provided operations do not require its use.	
02 ***	High Pressure Turbine Clearance Control (HPTCC) Timer(s) (-300/-400/-500)	C	2	0	(M) May be inoperative provided system(s) are deactivated.	

Draft
 Feb 12, 2026

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<p>AIRCRAFT: Boeing B-737</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
01	Engine Pressure Ratio Systems (-100/-200)					
01-01	Digital Counters	C	2	0	May be inoperative.	
01-02	EPR Reference Selectors	C	2	1	May be inoperative.	
02	N ₁ Tachometers					
02-01	(-100/-200)	B	2	1	(O) One may be inoperative provided N ₂ and fuel flow indicator for associated engine operate normally.	
02-01-01 ***	Digital Counters	B	2	0	NOTE: An indicator with an operating pointer is considered to operate normally.	
02-02	(-300/-400/-500/-600/-700/-800/-900/-900ER)					
02-02-01	Digital Counters	B	2	0	(O) Except for EIS/CDS equipped airplanes, may be inoperative provided autothrottle is used for takeoff thrust setting. NOTE: An indicator with an operating pointer is considered to operate normally.	
02-02-02	Reference N ₁ Bugs	C	2	1	May be inoperative.	
(Continued)						

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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
02	N ₁ Tachometers (Cont'd)					
02-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)					
02-02-03	Manual Set Indication	C	2	0	May be inoperative.	
02-03 ***	N ₁ Warning Lights (-100/-200/-300/ -400/-500)	B	2	0	May be inoperative provided associated N ₁ pointer operates normally.	
03	N ₂ Tachometers					
03-01	(-100/-200)	B	2	1	(O) One may be inoperative provided: a) N ₁ and fuel flow indicators for associated engine operate normally, and b) An alternate starting procedure is established and used.	
03-02	(-300/-400/-500)	B	2	1	(O) One may be inoperative provided: a) N ₁ and fuel flow indicators for associated engine operate normally, b) An alternate starting procedure is established and used, and c) Engine #1 N ₂ tach generator operates normally.	
03-03 ***	Digital Counters	C	2	0	May be inoperative except for EIS/CDS equipped airplanes. NOTE: An indicator with an operating pointer is considered to operate normally.	
03-04 ***	N ₂ Warning Lights (-100/-200/-300/ -400/-500)	B	2	0	May be inoperative provided associated N ₂ pointer operates normally.	

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AIRCRAFT: Boeing B-737	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
05	Vibration Indicating Systems					
05-01 ***	(-100/-200)	C	2	0	May be inoperative.	
05-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	C	2	1	May be inoperative.	
06	EGT Indications					
06-01 ***	Digital Counters	C	2	0	May be inoperative except for EIS/CDS equipped airplanes.	
06-02 ***	EGT Warning Lights (-100/-200/-300/ -400/-500)	C	2	0	May be inoperative provided associated EGT pointer operates normally.	
09 ***	Abnormal Start Indication Systems (-300/-400/-500/-600/ -700/-800/-900/-900ER)	C	2	0	May be inoperative.	
10	LOW IDLE Light (-300/-400/-500)	B	1	0	(M) May be inoperative provided: a) Engine idle control system is verified to operate normally, and b) Both engines installed are "modified" engines (Boeing SB 737-77-1031 or production equivalent).	

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 Boeing B-737

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
01	Thrust Reverser Systems					
01-01	(-100/-200)					
01-01A		C	2	1	(M)(O) One may be inoperative provided thrust reverser is deactivated and secured closed.	
01-01B		C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Thrust reverser guide carriage is verified to be in over-center (forward thrust) position, and b) Override System is armed only after landing. 	
01-02	(-300/-400/-500)	C	2	1	(M)(O) One may be inoperative provided thrust reverser is locked in forward thrust position.	
01-03	(-600/-700/-800/-900/-900ER)	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Thrust reverser is locked in forward thrust position, and b) Appropriate performance adjustments are applied. 	

AIRCRAFT:
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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
02	REVERSER UNLOCKED Lights (-100/-200/-300/-400/-500)	C	2	1	(M) One may be inoperative provided reverser is locked in closed (forward thrust) position.	
04 ***	Thrust REVERSER ARMED Light(s) (-100/-200)	C	-	0	(M) May be inoperative provided lights are deactivated.	
05	Thrust Reverser Override Switches (-100/-200)	C	2	1	One may be inoperative for an associated inoperative thrust reverser.	
06 ***	Thrust Reverser LOW PRESSURE Light (-100/-200)	C	1	0	(M) May be inoperative provided accumulators are charged before each departure. NOTE: Reverse thrust may not be available when System A pressure is lost.	
07	REVERSER Lights (Aft Overhead Panel) (-300/-400/-500/-600/-700/-800/-900/-900ER)	C	2	1	(M) One may be inoperative provided associated reverser is locked in closed (forward thrust) position.	

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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
01	Oil Quantity Indication Systems	B	2	1	(M) Except for ETOPS, one may be inoperative provided: <ol style="list-style-type: none"> a) Oil tank is filled to maximum recommended capacity at each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Associated low oil pressure warning system operates normally. 	
01-01 ***	Oil Quantity Indicator Test Switch (-100/-200/-300/-400/-500)	C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Oil tanks are filled to maximum recommended capacity at each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Engine low oil pressure warning systems operate normally. 	
02	Oil Filter Bypass Warning Systems					
02-01	(-100/-200/-300/-400/-500/-600/-700/-800/-900/-900ER)	C	2	1	(M) One may be inoperative provided: <ol style="list-style-type: none"> a) Malfunction is in warning system, and b) Oil filter is inspected for presence of contaminants once each flight-day. 	
02-02	(-600/-700/-800/-900/-900ER)	C	2	1	(M) One may be inoperative provided: <ol style="list-style-type: none"> a) Malfunction is in the warning system, b) All three Magnetic Chip Detectors are inspected for presence of contaminants once each flight-day, and c) Oil supply filter pop-out indicator is confirmed not extended once each flight-day. 	

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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
04	Oil Low Pressure Warning Systems	B	2	0	May be inoperative provide associated oil pressure, oil temperature, and oil quantity indicators operates normally.	
04-01	(-100/-200/-300/-400/-500 upon incorporation of Boeing Service Bulletin 737-30A1064)	B	2	0	May be inoperative provided: <ol style="list-style-type: none"> a) Associated oil pressure, oil temperature and oil quantity indicators operates normally, and b) AUTO function of the Air Data Heat System is considered inoperative. NOTE: Refer to MMEL Item 30-22-01 (Air Data Probe Heat Systems, AUTO activation).	

Draft
 Feb 12, 2020

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 Boeing B-737

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
01	Starter Valve Open Indications					
01-01 ***	(-100/-200)	C	2	0	May be inoperative provided Start Valve Arming System is installed and operating normally.	
01-02	(-300/-400/-500/-600/-700/-800/-900/-900ER)	C	2	1	(O) One may be inoperative provided it is checked after engine start that associated valve is closed.	
02 ***	Engine Starter Auto Cutout					
02-01	(-100/-200)	C	2	0	May be inoperative provided: a) Flightcrew manually selects Start Switch to OFF at 40% N ₂ , and b) Takeoff in icing conditions is not permitted with No. 1 Engine Starter Auto Cutout inoperative.	
02-02	(-300/-400/-500)	C	2	0	May be inoperative provided flightcrew manually selects Start Switch OFF at 46% N ₂ .	
02-03	(-600/-700/-800/-900/-900ER)	C	2	0	May be inoperative provided flightcrew manually selects Start Switch OFF or AUTO at 55% N ₂ .	
03	Starter Valves					
03-01	(-100/-200)	C	2	0	(M)(O) May be inoperative provided alternate starting 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

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
03	Starter Valves (Cont'd)					
03-02	(-300/-400/-500)	C	2	1	(M)(O) One may be inoperative provided: a) Modified Main Engine Controls or production equivalent have been incorporated, b) Associated start valve light operates normally, and c) Manual override start procedures are used.	
03-03	(-600/-700/-800/ -900/-900ER)	C	2	1	(M)(O) Except for ETOPS, one may be inoperative provided: a) Associated start valve indication operates normally, and b) Manual override start procedures are used.	
04 ***	Starter Valve Arming System (-100/-200)	C	1	0	May be inoperative provided Starter Valve Open Lights are installed and operating normally.	