



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

Master Minimum Equipment List (MMEL)

Revision: 7
Date: XX/XX/XXXX

Boeing 737 MAX
B737-7/-8/-8200/-9/-10
The Boeing Company

Utilize [Boeing MMEL Link](#) for access to complete MMEL document on manufacturer's website

Flight Operations Evaluation Board (FOEB)

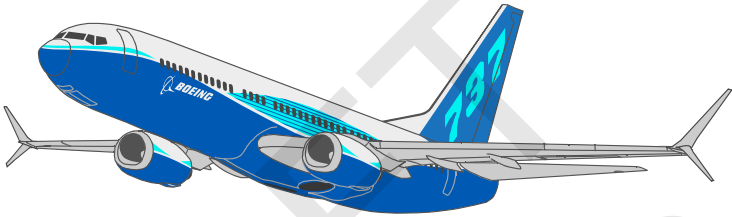
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Aircraft Evaluation Division
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FAA Approved: _____
Manager, Air Carrier Branch

The OEM agrees with the following statements by acceptance of this approval. The MMEL approved herein must be presented exactly as approved by the FAA in its entirety, with no alterations, edits, or missing information. Any modifications render this MMEL invalid. The OEM must provide unrestricted public access to this MMEL until it is superseded by a subsequent FAA-published or FAA-approved MMEL revision. If the OEM does not comply with these conditions, the FAA may issue a superseding MMEL revision.



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



737 MAX
Master Minimum Equipment List
(MMEL)
737-7/-8/-8200/-9/-10

Flight Operations Evaluation Board (FOEB)

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Federal Aviation Administration (FAA)
737 MAX Master Minimum Equipment List

Preface

Section List

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Federal Aviation Administration (FAA)
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Preface

Revision Record

Revision Transmittal Letter

To: All holders of Federal Aviation Administration Master Minimum Equipment List.

Subject: Master Minimum Equipment List (MMEL) Revision 7.

MMEL Revision 7 is a complete revision. MMEL Revision 7 incorporates changes to apply restrictions, adjust format and nomenclature and increase dispatch flexibility.

Revision Record

No.	Revision Date	Date Filed
6	July 22, 2024	

No.	Revision Date	Date Filed
7	XX/XX/XXXX	

General

This 737 MAX Master Minimum Equipment List (MMEL) is approved by the Federal Aviation Administration (FAA) Flight Operations Evaluation Board (FOEB).

Revisions include a Transmittal Letter, a new Revision Record, Revision Highlights, and a List of Effective Pages. The Revision Record should be completed by the person incorporating the revision into the Master Minimum Equipment List.

Filing Instructions

Consult the List of Effective Pages. The List of Effective Pages determines the correct content of the manual. Pages identified with an asterisk (*) are either replacement pages or new (original) issue pages.

Pages may be re-dated without revision bars. This is due to repagination of content. The List of Effective Pages will reflect the date change, but there will not be a corresponding revision highlight.

Revision Highlights

Specific changes in this revision are noted in the following highlights.

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Section 2 - MMEL

ATA 21 - Air Conditioning

Ground Conditioned Air Connector Check Valve

2.21-21-01.1 Moved item to sub-item for 737-7/-8/-8200/-9.

2.21-21-01.2 Added new sub-item for 737-10.

Overboard Exhaust Valve

2.21-27-02.1 Moved item to sub-item for 737-7/-8/-8200/-9.

2.21-27-02.2 Added new sub-item for 737-10.

Cabin Pressure Control Systems

2.21-31-01.1 Moved item to sub-item for 737-7/-8/-8200/-9.

2.21-31-01.2 Added new sub-item for 737-10.

2.21-31-01.2 Modified sub-item title to specify 737-7/-8/-8200/-9 applicability.

2.21-31-01.3 Added new sub-item for 737-10.

Main Outflow Valve

2.21-31-02.1 Moved item to sub-item for 737-7/-8/-8200/-9.

2.21-31-02.1 Added new sub-item for 737-10.

Positive Pressure Relief Valves

2.21-32-01.1 Moved item to sub-item for 737-7/-8/-8200/-9.

2.21-32-01.2 Added new sub-item for 737-10.

Cabin Rate of Climb Indicator

2.21-33-01.1 Moved item to sub-item for 737-7/-8/-8200/-9.

2.21-33-01.1 Added new sub-item for 737-10.

Cabin Differential Pressure Indication

2.21-33-02.1 Moved item to sub-item for 737-7/-8/-8200/-9.

2.21-33-02.1 Added new sub-item for 737-10.

Cabin Altitude Indication

2.21-33-03.1 Moved item to sub-item for 737-7/-8/-8200/-9.

2.21-33-03.1 Added new sub-item for 737-10.

Air Conditioning Packs

2.21-51-01.3 Modified MMEL provisos.

Pack Flow Sensors

2.21-51-04.1 Added MMEL proviso.

Pack Control Communication Systems

2.21-51-08.1 Replaced blank proviso with "May be inoperative".

Temperature Indications

2.21-61-03.1 Replaced blank proviso with "May be inoperative".

2.21-61-03.1 Replaced blank proviso with "May be inoperative".

ATA 22 - Autoflight**Mode Control Panel Windows**

2.22-11-03.1 Replaced blank proviso with "May be inoperative".

2.22-11-03.1 Replaced blank proviso with "May be inoperative".

2.22-11-03.1 Replaced blank proviso with "May be inoperative".

2.22-11-03.1 Replaced blank proviso with "May be inoperative".

2.22-11-03.2 Replaced blank proviso with "May be inoperative".

Mode Control Panel Selectors

2.22-11-04.1 Replaced blank proviso with "May be inoperative".

Mode Control Panel Switches

2.22-11-05.1 Replaced blank proviso with "May be inoperative".

2.22-11-05.2 Replaced blank proviso with "May be inoperative".

2.22-11-05.2 Replaced blank proviso with "May be inoperative".

Mode Control Panel Switch Lights

2.22-11-06.1 Replaced blank proviso with "May be inoperative".

2.22-11-06.1 Replaced blank proviso with "May be inoperative".

2.22-11-06.1 Added new sub-item.

Automatic Landing System (Autoland)

2.22-11-07.1 Moved triple asterisk (***) to different level of MMEL item/sub-item structure.

Autoflight Status Annunciator

2.22-11-08.1 Replaced blank proviso with "May be inoperative".

Takeoff/Go-Around (TO/GA) Switches

2.22-11-09.1 Modified MMEL proviso.

2.22-11-09.1 Modified MMEL note.

Yaw Damper Function

2.22-23-01.1 Replaced blank proviso with "May be inoperative".

ATA 23 - Communications**High Frequency (HF) Communication System**

2.23-11-01.1 Modified MMEL provisos.

2.23-11-01.1 Added MMEL note.

2.23-11-01.1 Added new dispatch option.

Radio Tuning Panel

2.23-12-02.1 Replaced blank proviso with "May be inoperative".

Fixed Emergency Locator Transmitter (ELT)

2.23-24-01.2 Replaced blank proviso with "May be inoperative".

Aircraft Autonomous Distress Tracking (ADT) System (upon incorporation of Boeing Service Bulletin 737-23-1932 or production equivalent)

2.23-24-02.1 Modified item title.

2.23-24-02.3 Replaced blank proviso with "May be inoperative".

Low Frequency Underwater Locating Device (LF-ULD) (upon incorporation of Boeing Service Bulletin 737-23-1621 or production equivalent)

2.23-25-01.1 Modified item title.

Aircraft Communications Addressing and Reporting System (ACARS)

2.23-27-01.2 Replaced blank proviso with "May be inoperative".

Attendant Control Panels

2.23-42-04.1 Replaced blank proviso with "May be inoperative".

Cabin Ready System

2.23-42-05.1 Added new item.

Ground Crew Call System

2.23-43-01.1 Added new item.

Audio Control Panels (ACP)

2.23-51-02.1 Replaced blank proviso with "May be inoperative".

ATA 24 - Electrical Power**Engine Driven Generator DRIVE Lights**

2.24-11-02.1 Replaced blank proviso with "May be inoperative".

Engine Driven Generator Charge Pressure Switch

2.24-11-03.1 Modified item title.

2.24-11-03.1 Replaced blank proviso with "May be inoperative".

BAT DISCHARGE Light

2.24-31-01.1 Replaced blank proviso with "May be inoperative".

External Power System

2.24-41-01.1 Replaced blank proviso with "May be inoperative".

ATA 25 - Equipment/Furnishings**Observer Seats**

2.25-11-02.2 Replaced blank proviso with "May be inoperative".

Installed Physical Secondary Barrier (IPSB)

2.25-24-01.1 Moved item from ATA 52-51-05 to ATA 25-24-01, and updated relief to align with FAA MMEL PL-138 Revision 0.

Portable Flashlights / Flashlight Holders

2.25-64-02.1 Added new dispatch option as permitted by FAA MMEL PL-125.

Escape Slides

2.25-66-01.1 Added new item as permitted by FAA MMEL PL-125.

ATA 26 - Fire Protection**Engine and APU Fire Extinguisher Discharge Lights**

2.26-20-01.1 Replaced blank proviso with "May be inoperative".

ATA 27 - Flight Controls**Control Surface Position Indication System**

2.27-08-01.1 Replaced blank proviso with "May be inoperative".

Wheel to Rudder Interconnect System (WTRIS)

2.27-24-01.1 Replaced blank proviso with "May be inoperative".

Elevator Tab Control Springs

2.27-31-02.1 Added new item.

Flight Spoiler Systems

2.27-61-01.1 Replaced blank proviso with "May be inoperative".

DELETED (Maneuver Load Alleviation (MLA) Function)

2.27-61-02.1 Removed item.

ATA 29 - Hydraulic Power**Hydraulic Reservoir Pressurization System Wheel Well Air Pressure Gauge**

2.29-09-02.1 Replaced blank proviso with "May be inoperative".

Hydraulic Reservoir Fill System

2.29-18-01.1 Replaced blank proviso with "May be inoperative".

ATA 30 - Ice and Rain Protection**Engine (Cowl) Anti-Ice Valves**

2.30-21-01.1 Removed previously deleted dispatch option 30-21-01B and renumbered remaining relief.

COWL ANTI-ICE Lights

2.30-21-03.1 Removed previously deleted dispatch option 30-21-03B and renumbered remaining relief.

Engine Anti-Ice Overpressure Switches

2.30-21-04.1 Added new item.

Electrically Heated Windshields

2.30-41-01.1 Replaced blank proviso with "May be inoperative".

Windshield Wiper Systems

2.30-42-01.1 Replaced blank proviso with "May be inoperative".

ATA 31 - Indicating/Recording Systems**Clock Switches**

2.31-25-01.1 Replaced blank proviso with "May be inoperative".

Aircraft Condition Monitoring System (ACMS) Function

2.31-31-02.1 Replaced blank proviso with "May be inoperative".

MAX Display System (MDS)

2.31-62-01.2 Removed sub-item.

Electronic Flight Instrument System (EFIS) Control Panels

2.31-62-04.1 Replaced blank proviso with "May be inoperative".

2.31-62-04.1 Replaced blank proviso with "May be inoperative".

2.31-62-04.1 Replaced blank proviso with "May be inoperative".

2.31-62-04.2 Replaced blank proviso with "May be inoperative".

2.31-62-04.2 Replaced blank proviso with "May be inoperative".

ATA 32 - Landing Gear**Landing Gear Control Systems**

2.32-31-02.1 Replaced blank proviso with "May be inoperative".

Landing Gear Lever Input Systems

2.32-31-03.1 Replaced blank proviso with "May be inoperative".

Rudder Pedal Nose Wheel Steering System

2.32-51-01.1 Modified MMEL provisos and added new proviso.

ATA 33 - Lights**Passenger Lighted Information Signs and Notice System**

2.33-24-01.1 Added new dispatch option as permitted by FAA MMEL PL-125.

2.33-24-01.2 Replaced blank proviso with "May be inoperative".

Wheel Well Lights

2.33-31-01.1 Replaced blank proviso with "May be inoperative".

Lower Cargo Compartment Light Systems

2.33-37-01.1 Added MMEL proviso.

2.33-37-01.1 Combined sub-items 33-37-01-01 and 33-37-01-02 and moved them to new item 33-37-02.

Lower Cargo Compartment Light Lenses

2.33-37-02.1 Added new item 33-37-02 which combines previous sub-items 33-37-01-01 and 33-37-01-02 and includes modified title, new and modified provisos, and new (M) procedure requirement.

Landing Light LED Array Systems

2.33-42-01.2 Replaced blank proviso with "May be inoperative".

Taxi Light LED Array Systems

2.33-42-02.1 Replaced blank proviso with "May be inoperative".

Runway Turnoff Light LED Array Systems

2.33-42-03.1 Replaced blank proviso with "May be inoperative".

Position Light LED Modules

2.33-43-01.1 Modified MMEL proviso.

Logo Light System

2.33-45-01.1 Replaced blank proviso with "May be inoperative".

Interior Emergency Lighting System

2.33-51-01.1 Added new dispatch relief as permitted by FAA MMEL PL-125.

Exterior Emergency Lighting System

2.33-51-02.1 Added new dispatch option as permitted by FAA MMEL PL-125.

Floor Proximity Emergency Escape Path Marking System

2.33-51-03.1 Added new dispatch relief as permitted by FAA MMEL PL-125.

ATA 34 - Navigation**Mach/Airspeed Warning Systems**

2.34-16-01.1 Replaced blank proviso with "May be inoperative".

Integrated Standby Flight Display (ISFD)

2.34-24-01.1 Replaced blank proviso with "May be inoperative".

2.34-24-01.1 Replaced blank proviso with "May be inoperative".

2.34-24-01.2 Replaced blank proviso with "May be inoperative".

Instrument Landing Systems (ILS)

2.34-31-01.1 Modified MMEL proviso.

Radio Altimeter Systems

2.34-33-01.1 Added MMEL provisos.

DELETED (Head-Up Display (HUD) System)

2.34-36-01.1 Removed item 34-36-01 due to availability of dispatch relief in STC Relief Approval Letter ST02522SE_20211005.

Weather Radar System

2.34-41-01.1 Replaced blank proviso with "May be inoperative".

2.34-41-01.2 Added triple asterisk.

Traffic Alert and Collision Avoidance System (TCAS)

2.34-45-01.2 Replaced blank proviso with "May be inoperative".

Ground Proximity Warning System (GPWS)

2.34-49-01.1 Replaced blank proviso with "May be inoperative".

2.34-49-01.3 Replaced blank proviso with "May be inoperative".

2.34-49-01.3 Replaced blank proviso with "May be inoperative".

ATC Transponder/Automatic Altitude Reporting Systems

2.34-53-01.2 Added (O) procedure requirement.

2.34-53-01.2 Modified proviso.

Flight Management Computer System (FMCS) / Boeing Flight Management Computer System (BFMCS)

2.34-61-01.1 Added (O) procedure requirement.

2.34-61-01.1 Added (O) procedure requirement.

2.34-61-01.3 Replaced blank proviso with "May be inoperative".

ATA 35 - Oxygen**Passenger Oxygen System**

2.35-21-01.1 Modified proviso.

ATA 36 - Pneumatic**DELETED (Dual Bleed Light System)**

2.36-21-02.1 Removed item.

ATA 47 - Inert Gas System**Nitrogen Generation System (NGS)**

2.47-11-01.1 Replaced blank proviso with "May be inoperative".

ATA 49 - Airborne Auxiliary Power**Start Power Unit**

2.49-40-01.1 Replaced blank proviso with "May be inoperative".

APU Bleed Air System

2.49-52-01.1 Added MMEL proviso.

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- 2.49-52-01.1 Modified MMEL note.
 - 2.49-52-01.1 Added (M) procedure requirement.
 - 2.49-52-01.1 Added MMEL proviso.

APU FAULT Light

- 2.49-70-01.1 Replaced blank proviso with “May be inoperative”.

ATA 50 - Cargo and Accessory Compartments**Automatic Cargo Loading Systems**

- 2.50-21-01.1 Replaced blank proviso with “May be inoperative”.

ATA 52 - Doors**Entry/Service Door Hold-Open Latch Assemblies**

- 2.52-11-02.1 Replaced blank proviso with “May be inoperative”.

Lower Cargo Doors Pressure Stop Fittings

- 2.52-31-01.1 Moved item to sub-item for 737-7/-8/-8200/-9.
- 2.52-31-01.1 Added new sub-item for 737-10.

Flight Deck Door Automatic Locking System

- 2.52-51-01.1 Modified sub-item title.
- 2.52-51-01.1 Added MMEL note.

MOVED (Installed Physical Secondary Barrier (IPSB))

- 2.52-51-05.1 Moved item from 52-51-05 to 25-24-01.

Flight Deck Door Stop

- 2.52-51-06.1 Added new item.

Forward Air Stair

- 2.52-61-01.1 Replaced blank proviso with “May be inoperative”.

Door Warning Light System

- 2.52-71-01.1 Modified MMEL sub-item title.

Door Programming Pin Fault

- 2.52-71-02.1 Replaced blank proviso with “May be inoperative”.

ATA 73 - Engine Fuel and Control**Engine Fuel Strainer Sensors**

- 2.73-11-01.1 Replaced blank proviso with “May be inoperative”.

ATA 77 - Engine Indicating**Abnormal Start Indication Systems**

- 2.77-21-01.1 Replaced blank proviso with “May be inoperative”.

Engine Vibration Indications

- 2.77-31-01.1 Replaced blank proviso with “May be inoperative”.

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(MMEL)**

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Federal Aviation Administration (FAA)

LEP

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* 2.23-31-02.1	XX/XX/XXXX	* 2.25-11-02.1	XX/XX/XXXX
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Introduction

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Document Purpose

This MMEL defines the standard of MMEL as approved by the Federal Aviation Administration (FAA). The Preamble and Definitions of this MMEL should be applied to any MEL generated by use of this MMEL.

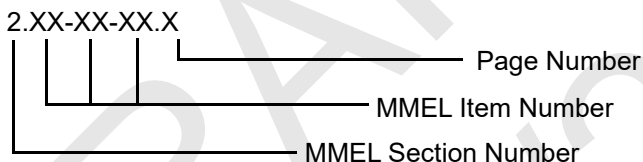
Document Content and Organization

The MMEL is divided into two sections as follows:

SECTION 0 - GENERAL

SECTION 2 - MMEL

This section contains the FAA MMEL. For ease of use, page numbering uses the MMEL item number as follows:



For example, MMEL item 21-51-01 would be found on page 2.21-51-01.1 in Section 2.

Each MMEL item is separated by a double horizontal line, with each applicable sub item separated by a single horizontal line.

Airplane Configurations

This MMEL is applicable to the following Boeing models:

- 737-7
- 737-8
- 737-8200
- 737-9
- 737-10

Document Administration

FAA MMELs are available on Boeing's Dispatch Requirements website:

- <https://www.boeing.com/commercial/dispatchrequirements>

Signed FAA MMEL approval pages, which contain hyperlinks to the complete FAA-approved MMELs on Boeing's Dispatch Requirements website, are available on the FAA's Dynamic Regulatory System (DRS) website:

- <http://drs.faa.gov>

For convenience, FAA MMELs are also available on MyBoeingFleet in Adobe Portable Document Format (PDF) digital media.

Boeing DDGs are available on MyBoeingFleet in Adobe Portable Document Format (PDF) and Adobe FrameMaker digital media.

Operators may purchase DDGs in Hyper Text Markup Language (HTML), Extensible Markup Language (XML) and in Electronic Flight Bag (EFB) compatible digital media.

Operators should use the Boeing Service Requests Application on MyBoeingFleet for comments or questions on these products and services.

Introduction

ATA 21 - Air Conditioning

ATA 22 - Autoflight

ATA 23 - Communications

ATA 24 - Electrical Power

ATA 25 - Equipment/Furnishings

ATA 26 - Fire Protection

ATA 27 - Flight Controls

ATA 28 - Fuel

ATA 29 - Hydraulic Power

ATA 30 - Ice and Rain Protection

ATA 31 - Indicating/Recording Systems

ATA 32 - Landing Gear

ATA 33 - Lights

ATA 34 - Navigation

ATA 35 - Oxygen

ATA 36 - Pneumatic

ATA 38 - Water/Waste

ATA 46 - Information Systems

ATA 47 - Inert Gas System

ATA 49 - Airborne Auxiliary Power

ATA 50 - Cargo and Accessory Compartments

ATA 52 - Doors

ATA 71 - Powerplant

ATA 73 - Engine Fuel and Control

ATA 74 - Ignition

ATA 75 - Bleed Air

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ATA 77 - Engine Indicating

ATA 78 - Engine Exhaust

ATA 79 - Engine Oil

ATA 80 - Starting

General Notes

This section contains MMEL Definitions, the MMEL Preamble, and the MMEL items. The MMEL items have a table of contents for each ATA.

MMEL Definitions

Pursuant to FAA Order 8900.1, Volume 19, Chapter 5, Section 4, this OEM-managed MMEL is authorized to utilize a format consistent with the OEM publication system.

Except as shown below, refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Dynamic Regulatory System (DRS) website.

Exceptions:

- System Page: The MMEL system page format is not used in this MMEL. Each item is presented by the item number, item, MMEL table, and remarks or exceptions.
- Item Number: This line item lists the unique identification for each MMEL item.
- Item: Listed following the item number. See definition for "Item".
- MMEL Table: Table that lists the repair interval, number installed, number required, and procedure symbols.
- Repair Category: Listed in the MMEL table under the table heading "Interval". See definition for "Repair Category".
- Number Installed: Listed in the MMEL table under the table heading "Installed". See definition for "System Page - Number Installed".
- Number Required for Dispatch: Listed in the MMEL table under the table heading "Required". See definition for "System Page - Number Required for Dispatch".
- Remarks or Exceptions: Listed beneath the MMEL table. See definition for "System Page - Remarks or Exceptions".
- Proviso: A proviso is used to stipulate conditions or limitations that must be complied with for operation with the listed item inoperative. Provisos are provided in the "Remarks or Exceptions" section. Each proviso condition is identified by a lower case letter and ends with a period. All provisos must be met.
- (M): The (M) symbol, if applicable, is listed in the MMEL table under the table heading "Procedure". See definition of "(M)".
- (O): The (O) symbol, if applicable, is listed in the MMEL table under the table heading "Procedure". See definition of "(O)".

MMEL Preamble

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL). For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR Part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Dynamic Regulatory System (DRS) website.

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 737-7/-8/-8200/-9/-10 Dispatch Deviations Guide (DDG).

FAA MMEL Policy Letter Application Record

With this MMEL Revision 07, stated policy from the following list of FAA MMEL Policy Letters (PL) has been applied to the appropriate items listed in the MMEL, as applicable.

Note: The FAA MMEL Policy Application Record is not required for inclusion in an operator's MEL.

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

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Section 2

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PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
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	34-55-01
PL-005	Takeoff Warning System	Revision 1 08/15/1997	N/A
PL-009	Public Address System, Crewmember Interphone and Alerting Systems	Revision 12 10/23/2015	23-31-01 23-41-01 23-42-01 23-42-02 23-42-03 23-51-06
PL-013	Oil Temperature and Pressure Instrument MEL Policy	Revision 1 08/15/1997	N/A
PL-024	Lavatory Fire Protection	Revision 5 10/23/2015	26-14-01 26-24-01
PL-025	MMEL/MEL Definitions	Revision 24 04/13/2026	As Applicable
PL-026	Thrust Reversers on Small Turbojet Airplanes	Revision 1 08/15/1997	N/A

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PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-029	Master Minimum Equipment List (M MEL) Requirements for Cockpit Voice Recorder (CVR)	Revision 5 08/10/2010	23-71-01
PL-031	M MEL Format Specification	Revision 3 01/20/2011	As Applicable
PL-032	Traffic Alert and Collision Avoidance System (TCAS)	Revision 7 07/07/2006	34-45-01
PL-034	M MEL and MEL Preamble	Revision 5 04/23/2024	As Applicable
PL-036	14 CFR Part 91 MEL Approval and Preamble	Revision 3 06/16/2020	As Applicable
PL-038	Policy Regarding M MEL 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	22-11-11

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PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
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
PL-054	Terrain Awareness and Warning System (TAWS)	Revision 10 10/31/2005	34-49-01
PL-056	Flight Deck FWD Observer Seat	Revision 5 01/01/2012	25-11-02
PL-058	Flight Deck Headsets and Hand Microphones	Revision 4 03/24/2012	23-51-03 23-51-05
PL-063	Instrument and Equipment Items Required for Emergency Procedures	Revision 4 07/05/2012	As Applicable

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PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
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	34-41-01 34-49-01
PL-069	External Door Indication System	Revision 2 09/24/2003	52-71-01
PL-072	Wing Icing Detection Lights	Revision 4 03/12/2012	33-41-01
PL-076	ATC Transponders and Automatic Altitude Reporting Systems	Revision 7 12/04/2017	34-53-01

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PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-077	Cockpit and Instrument Lighting Systems	Revision 4 12/17/2012	33-11-01
PL-079	Passenger Seat Relief	Revision 9 12/05/2017	25-22-01
PL-083	Water and Waste Systems on Air Carrier Aircraft	Revision 8 05/11/2015	38-10-01 38-30-01
PL-084	Master Minimum Equipment List (MMEL) for Reduced Separation Minimum (RVSM) Operations	Revision 1 08/15/1997	As Applicable
PL-087	Flight Data Recorder (FDR)	Revision 10 08/10/2010	31-31-01
PL-089	FASTEN SEAT BELT WHILE SEATED Signs or Placards	Revision 2 01/31/2009	25-20-01
PL-090	Pitot Heat Indicating System	Revision 1 09/20/2001	30-31-05
PL-093	Autopilot Disconnect MMEL Policy	Revision 1 09/11/2006	N/A

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PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
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	23-12-01
PL-096	Galley/Cabin Waste Receptacles Access Doors/Covers	Revision 2 01/29/2010	25-31-01
PL-097	Flight Attendant Seat(s)	Revision 4 09/06/2007	25-25-01
PL-098	Navigation Databases	Revision 1 06/01/2017	31-62-05 34-61-01
PL-099	Door/Slide Relief Policy	Revision 2 02/26/2010	N/A
PL-100	MMEL/MEL Relief for Cargo Restraint Components	Revision 3 10/02/2020	50-21-02
PL-101	Autopilot Relief	Revision 2 12/15/2011	22-10-01
PL-102	Cargo Compartment Smoke Detection and Fire Suppression Systems	Revision 2 12/17/2012	26-16-01 26-23-01

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PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-104	Storage Bins/Cabin, Galley and Lavatory Storage Compartments / Closets	Revision 7 06/24/2020	25-28-01
PL-105	Automatic Dependent Surveillance-Broadcast (ADS-B) System	Revision 4 02/08/2021	34-53-01
PL-106	High Frequency (HF) Communications	Revision 6 06/26/2025	23-11-01
PL-107	MMEL Relief for Inoperative APU Generator	Revision 1 05/22/2001	24-21-01

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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	21-21-01 21-27-02 21-31-01 21-31-02 21-32-01 21-33-01 21-33-02 21-33-03 21-51-01 21-51-02 26-16-01 26-23-01 50-10-01 52-31-01
PL-109	Supplemental Type Certificate (STC) MMEL/MEL Relief Process	Revision 1 11/07/2019	As Applicable
PL-111	MMEL Policy for Inoperative Standby Attitude Indicator	Revision 1 01/29/2004	34-24-01
PL-112	Relief for 14 CFR 25.795 Compliant Flight Deck Doors	Revision 2 01/18/2012	52-51-01 52-51-02 52-51-03
PL-113	MMEL Relief for Anti-Skid Inoperative	Revision 0 12/20/2002	32-42-01

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PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-114	Nose Gear Steering Systems	Revision 1 10/09/2012	32-51-01
PL-117	Selective Call System (SELCAL)	Revision 0 10/07/2005	23-28-01
PL-119	Two-Section MMELs (Parts 91, 125, and 135)	Revision 6 08/21/2024	N/A
PL-120	Emergency Locator Transmitters (ELT)	Revision 4 03/10/2023	23-24-01 23-24-02 23-25-01 25-63-02
PL-121	Electronic Flight Bag (EFB)	Revision 1 05/05/2021	46-20-01
PL-122	Flight Deck Door Surveillance Systems	Revision 1 10/09/2012	23-75-01 52-51-04
PL-123	Passenger Notice System (Lighted Information Signs)	Revision 1 04/30/2010	33-24-01
PL-124	Damaged Window / Windshield Relief	Revision 0 01/20/2009	N/A

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PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-125	Equipment Relief without Passengers	Revision 1 11/27/2012	25-25-01 25-64-01 25-64-02 25-66-01 33-24-01 33-51-01 33-51-02 33-51-03
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	N/A
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

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PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-132	Portable Emergency Equipment	Revision 0 05/03/2021	25-64-01 25-64-02 25-64-03 26-26-01 35-31-01 35-31-02
PL-138	Installed Physical Secondary Barrier (IPSB)	Revision 0 07/21/2025	25-24-01

Intentionally
Blank

21-21-01 Ground Conditioned Air Connector Check Valve

21-21-01-01 Ground Conditioned Air Connector Check Valve
(737-7/-8/-8200/-9)

21-21-01-01A

21-21-01-01B

21-21-01-02 Ground Conditioned Air Connector Check Valve (737-10)

21-21-01-02A

21-21-01-02B

21-22-01 Flight Deck Foot Heater Systems

21-23-01 Return Air Grille

21-25-01 Recirculation Fans

21-25-01-01 Left Fan

21-25-01-02 Right Fan

21-27-01 Equipment Cooling Supply and Exhaust Fans

21-27-02 Overboard Exhaust Valve

21-27-02-01 Overboard Exhaust Valve (737-7/-8/-8200/-9)

21-27-02-01A

21-27-02-01B

21-27-02-02 Overboard Exhaust Valve (737-10)

21-27-02-02A

21-27-02-02B

21-27-03 Equipment Cooling Low Flow Detector Systems

21-27-04 Equipment Cooling Air Filter

21-27-05 Enhanced E6 Rack Equipment Cooling Exhaust Fan

21-31-01 Cabin Pressure Control Systems

21-31-01-01 Automatic Mode

21-31-01-01-01 Automatic Mode (737-7/-8/-8200/-9)

21-31-01-01-01A

21-31-01-01-01B

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21-31-01-01-02A

21-31-01-01-02B

21-31-01-02 Manual Mode (737-7/-8/-8200/-9)

21-31-01-03 Manual Mode (737-10)

21-31-02 Main Outflow Valve

21-31-02-01 Main Outflow Valve (737-7/-8/-8200/-9)

21-31-02-01-01 Automatic Mode Electronic Actuators/Motors
(737-7/-8/-8200/-9)

21-31-02-02 Main Outflow Valve (737-10)

21-31-02-02-01 Automatic Mode Electronic Actuators/Motors
(737-10)

21-32-01 Positive Pressure Relief Valves

21-32-01-01 Positive Pressure Relief Valves (737-7/-8/-8200/-9)

21-32-01-01A

21-32-01-01B

21-32-01-02 Positive Pressure Relief Valves (737-10)

21-32-01-02A

21-32-01-02B

21-33-01 Cabin Rate of Climb Indicator

21-33-01-01 Cabin Rate of Climb Indicator (737-7/-8/-8200/-9)

21-33-01-01-01 Pressurized Flight

21-33-01-01-02 Unpressurized Flight

21-33-01-02 Cabin Rate of Climb Indicator (737-10)

21-33-01-02-01 Pressurized Flight

21-33-01-02-02 Unpressurized Flight

21-33-02 Cabin Differential Pressure Indication

21-33-02-01 Cabin Differential Pressure Indication (737-7/-8/-8200/-9)

21-33-02-01-01 Cabin Altitude Indication Operative

21-33-02-01-02 Unpressurized Flight

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21-33-02-02 Cabin Differential Pressure Indication (737-10)

21-33-02-02-01 Cabin Altitude Indication Operative

21-33-02-02-02 Unpressurized Flight

21-33-03 Cabin Altitude Indication

21-33-03-01 Cabin Altitude Indication (737-7/-8/-8200/-9)

21-33-03-01-01 Cabin Differential Pressure Indication Operative

21-33-03-01-02 Unpressurized Flight

21-33-03-02 Cabin Altitude Indication (737-10)

21-33-03-02-01 Cabin Differential Pressure Indication Operative

21-33-03-02-02 Unpressurized Flight

21-33-04 Cabin Altitude Warning System

21-33-04-01 CABIN ALTITUDE Light

21-33-04-02 High Altitude Warning System

21-33-05 Outflow Valve Position Indicator

21-45-01 Door Area Heater Systems

21-51-01 Air Conditioning Packs

21-51-01-01 Air Conditioning Packs (737-8/-8200/-9)

21-51-01-01A

21-51-01-01B

21-51-01-02 Air Conditioning Packs (737-7)

21-51-01-02A

21-51-01-02B

21-51-01-02C

21-51-01-03 Air Conditioning Packs (737-10)

21-51-01-03A

21-51-01-03B

21-51-02 Pack Flow Control and Shutoff Valves

21-51-02-01 Electronic Flow Control

21-51-02-02 Position Indicator Switch Discrete Signal

21-51-02-02A

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21-61-03-01 SUPPLY DUCT

21-61-03-02 PASS CABIN

21-61-03-03 PACK

21-61-04 Trim Air Check Valves**21-62-01 Trim Air Pressure Regulating and Shutoff Valve****21-73-01 Ozone Converters**

21-21-01 Ground Conditioned Air Connector Check Valve**21-21-01-01 Ground Conditioned Air Connector Check Valve
(737-71-8/-8200/-9)****21-21-01-01A**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative closed.

21-21-01 Ground Conditioned Air Connector Check Valve**21-21-01-01 Ground Conditioned Air Connector Check Valve
(737-71-8/-8200/-9)****21-21-01-01B**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- Flight is conducted in an unpressurized configuration.
- Outflow valve is positioned to full open position.
- Recirculation fan(s) operates normally.
- 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.

21-21-01 Ground Conditioned Air Connector Check Valve**21-21-01-02 Ground Conditioned Air Connector Check Valve
(737-10)****21-21-01-02A**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative closed.

21-21-01 Ground Conditioned Air Connector Check Valve

21-21-01-02 Ground Conditioned Air Connector Check Valve
(737-10)

21-21-01-02B

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- a. No passengers are carried.
- b. No occupants are carried in the passenger cabin.
- c. Flight is conducted in an unpressurized configuration.
- d. Outflow valve is positioned to full open position.
- e. Recirculation fans operate normally.
- f. Items containing lithium batteries remain in the flight deck.
- g. 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.

21-22-01

Flight Deck Foot Heater Systems

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided flight deck temperature is acceptable to flight crew.

21-23-01 Return Air Grille

Interval	Installed	Required	Procedure
C	-	-	(M)

One may be broken or missing provided:

- a. Broken or missing grille is located within a designated area defined by Boeing.
- b. Grille is removed and replaced with a blanking plate.

21-25-01

Recirculation Fans

Interval	Installed	Required	Procedure
C	2	0	

- May be inoperative provided:
- a. OAT remains below 100 degrees F (38 degrees C).
 - b. Flight is conducted pressurized.
-

21-25-01

Recirculation Fans

21-25-01-01

Left Fan

Interval	Installed	Required	Procedure
C	1	0	

- Left fan may be inoperative provided left pack is operating when OAT is above 100 degrees F (38 degrees C).
-

21-25-01

Recirculation Fans

21-25-01-02

Right Fan

Interval	Installed	Required	Procedure
C	1	0	

- Right fan may be inoperative provided:
- a. Left pack is operating when OAT is above 100 degrees F (38 degrees C).
 - b. Flight is conducted pressurized.
-

21-27-01

Equipment Cooling Supply and Exhaust Fans

Interval	Installed	Required	Procedure
B	4	3	(M)

One fan may be inoperative provided:

- a. All remaining fans are verified to operate normally.
- b. Both low flow detectors are verified to operate normally.

21-27-02 Overboard Exhaust Valve**21-27-02-01 Overboard Exhaust Valve (737-7/-8/-8200/-9)****21-27-02-01A**

Interval	Installed	Required	Procedure
C	1	0	(M)

Except for extended operations (ETOPS), may be inoperative provided:

- Overboard exhaust valve is deactivated in the SMOKE position.
- Both packs operate normally.

21-27-02 Overboard Exhaust Valve**21-27-02-01 Overboard Exhaust Valve (737-7/-8/-8200/-9)****21-27-02-01B**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative in open position provided:

- Flight is conducted in an unpressurized configuration.
- Outflow valve is positioned to full open position.
- Recirculation fan(s) operates normally.
- 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.

21-21-01 Overboard Exhaust Valve**21-27-02-02 Overboard Exhaust Valve (737-10)****21-27-02-02A**

Interval	Installed	Required	Procedure
C	1	0	(M)

Except for extended operations (ETOPS), may be inoperative provided:

- Overboard exhaust valve is deactivated in the SMOKE position.
- Both packs operate normally.

21-27-02 Overboard Exhaust Valve
21-27-02-02 Overboard Exhaust Valve (737-10)
21-27-02-02B

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- a. No passengers are carried.
- b. No occupants are carried in the passenger cabin.
- c. Flight is conducted in an unpressurized configuration.
- d. Outflow valve is positioned to full open position.
- e. Recirculation fans operate normally.
- f. Items containing lithium batteries remain in the flight deck.
- g. 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.

21-27-03

Equipment Cooling Low Flow Detector Systems

Interval	Installed	Required	Procedure
B	2	1	(M) (O)

May be inoperative provided associated fans (supply or exhaust) are verified to operate normally.

21-27-04

Equipment Cooling Air Filter

Interval	Installed	Required	Procedure
C	1	0	(M)

Equipment cooling system may be operated with filter removed.

21-27-05

Enhanced E6 Rack Equipment Cooling Exhaust Fan

Interval	Installed	Required	Procedure
D	1	0	(M)

- May be inoperative provided:
- a. Enhanced E6 Rack Equipment Cooling Exhaust Fan is deactivated.
 - b. All actively cooled and passively cooled equipment located on Enhanced E6 Rack shelves 1 and 3 is deactivated or removed.
-

Federal Aviation Administration (FAA)**ATA 21****737 MAX Master Minimum Equipment List****Section 2****21-31-01 Cabin Pressure Control Systems****21-31-01-01 Automatic Mode****21-31-01-01-01 Automatic Mode (737-7/-8/-8200/-9)****21-31-01-01-01A**

Interval	Installed	Required	Procedure
C	2	1	(M) (O)

One automatic mode may be inoperative provided:

- Manual mode operates normally.
 - Inoperative controller is deactivated.
-

21-31-01 Cabin Pressure Control System**21-31-01-01 Automatic Mode****21-31-01-01-01 Automatic Mode (737-7/-8/-8200/-9)****21-31-01-01-01B**

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

Both automatic modes may be inoperative provided:

- Flight is conducted in an unpressurized configuration.
- Outflow valve is positioned to full open position.
- Recirculation fan(s) operates normally.
- 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.

21-31-01 Cabin Pressure Control Systems**21-31-01-01 Automatic Mode****21-31-01-01-02 Automatic Mode (737-10)****21-31-01-01-02A**

Interval	Installed	Required	Procedure
C	2	1	(M) (O)

One automatic mode may be inoperative provided:

- a. Manual mode operates normally.
- b. Inoperative controller is deactivated.

21-31-01 Cabin Pressure Control System

21-31-01-01 Automatic Mode

21-31-01-01-02 Automatic Mode (737-10)

21-31-01-01-02B

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

May be inoperative provided:

- a. No passengers are carried.
- b. No occupants are carried in the passenger cabin.
- c. Flight is conducted in an unpressurized configuration.
- d. Outflow valve is positioned to full open position.
- e. Recirculation fans operate normally.
- f. Items containing lithium batteries remain in the flight deck.
- g. 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.

21-31-01 Cabin Pressure Control Systems

21-31-01-02 Manual Mode (737-7/-8/-8200/-9)

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- a. Flight is conducted in an unpressurized configuration.
- b. Outflow valve is deactivated in full open position or removed.
- c. Recirculation fan(s) operates normally.
- d. Extended overwater flight is prohibited.
- e. 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.

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Section 2

NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.

21-31-01 Cabin Pressure Control Systems

21-31-01-03 Manual Mode (737-10)

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- No passengers are carried.
- No occupants are carried in the passenger cabin.
- Flight is conducted in an unpressurized configuration.
- Outflow valve is positioned to full open position.
- Recirculation fans operate normally.
- Extended overwater flight is prohibited.
- Items containing lithium batteries remain in the flight deck.
- 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.

21-31-02 Main Outflow Valve**21-31-02-01 Main Outflow Valve (737-7/-8/-8200/-9)**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- Flight is conducted in an unpressurized configuration.
- Outflow valve is deactivated in full open position or removed.
- Recirculation fan(s) operates normally.
- Extended overwater flight is prohibited.
- 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.

21-31-02 Main Outflow Valve**21-31-02-01 Main Outflow Valve (737-7/-8/-8200/-9)****21-31-02-01-01 Automatic Mode Electronic Actuators/Motors (737-7/-8/-8200/-9)**

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided manual mode motor operates normally.

21-31-02 Main Outflow Valve**21-31-02-02 Main Outflow Valve (737-10)**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- No passengers are carried.
- No occupants are carried in the passenger cabin.
- Flight is conducted in an unpressurized configuration.
- Outflow valve is positioned to full open position.
- Recirculation fans operate normally.

- f. Items containing lithium batteries remain in the flight deck.
- g. 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.

- 21-31-02 Main Outflow Valve
- 21-31-02-02 Main Outflow Valve (737-10)
- 21-31-02-02-01 Automatic Mode Electronic Actuators/Motors (737-10)

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided manual mode motor operates normally.

21-32-01 Positive Pressure Relief Valves**21-32-01-01 Positive Pressure Relief Valves (737-7/-8/-8200/-9)****21-32-01-01A**

Interval	Installed	Required	Procedure
C	2	1	(M)

May be inoperative closed for pressurized flight.

21-32-01 Positive Pressure Relief Valves**21-32-01-01 Positive Pressure Relief Valves (737-7/-8/-8200/-9)****21-32-01-01B**

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

May be inoperative provided:

- Flight is conducted in an unpressurized configuration.
- Outflow valve is positioned to full open position.
- Recirculation fan(s) operates normally.
- 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.

21-21-01 Positive Pressure Relief Valves**21-32-01-02 Positive Pressure Relief Valves (737-10)****21-32-01-02A**

Interval	Installed	Required	Procedure
C	2	1	(M)

May be inoperative closed for pressurized flight.

21-32-01 Positive Pressure Relief Valves
21-32-01-02 Positive Pressure Relief Valves (737-10)
21-32-01-02B

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

May be inoperative provided:

- a. No passengers are carried.
- b. No occupants are carried in the passenger cabin.
- c. Flight is conducted in an unpressurized configuration.
- d. Outflow valve is positioned to full open position.
- e. Recirculation fans operate normally.
- f. Items containing lithium batteries remain in the flight deck.
- g. 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.

21-33-01 Cabin Rate of Climb Indicator**21-33-01-01 Cabin Rate of Climb Indicator (737-7/-8/-8200/-9)****21-33-01-01-01 Pressurized Flight**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided both automatic modes of cabin pressure control systems operate normally.

21-33-01 Cabin Rate of Climb Indicator**21-33-01-01 Cabin Rate of Climb Indicator (737-7/-8/-8200/-9)****21-33-01-01-02 Unpressurized Flight**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- Flight is conducted in an unpressurized configuration.
- Outflow valve is positioned to full open position.
- Recirculation fan(s) operates normally.
- 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.

21-33-01 Cabin Rate of Climb Indicator**21-33-01-02 Cabin Rate of Climb Indicator (737-10)****21-33-01-02-01 Pressurized Flight**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided both automatic modes of cabin pressure control systems operate normally.

21-33-01 Cabin Rate of Climb Indicator

21-33-01-02 Cabin Rate of Climb Indicator (737-10)

21-33-01-02-02 Unpressurized Flight

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- a. No passengers are carried.
- b. No occupants are carried in the passenger cabin.
- c. Flight is conducted in an unpressurized configuration.
- d. Outflow valve is positioned to full open position.
- e. Recirculation fans operate normally.
- f. Items containing lithium batteries remain in the flight deck.
- g. 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.

21-33-02 Cabin Differential Pressure Indication**21-33-02-01 Cabin Differential Pressure Indication
(737-7/-8/-8200/-9)****21-33-02-01-01 Cabin Altitude Indication Operative**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided:

- Cabin altitude indication operates normally.
- A chart is provided to crew to convert cabin altitude to differential pressure.

21-33-02 Cabin Differential Pressure Indication**21-33-02-01 Cabin Differential Pressure Indication
(737-7/-8/-8200/-9)****21-33-02-01-02 Unpressurized Flight**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- Flight is conducted in an unpressurized configuration.
- Outflow valve is positioned to full open position.
- Recirculation fan(s) operates normally.
- 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.

21-33-02 Cabin Differential Pressure Indication**21-33-02-02 Cabin Differential Pressure Indication (737-10)****21-33-02-02-01 Cabin Altitude Indication Operative**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided:

- Cabin altitude indication operates normally.

b. A chart is provided to crew to convert cabin altitude to differential pressure.

21-33-02 Cabin Differential Pressure Indication
21-33-02-02 Cabin Differential Pressure Indication (737-10)
21-33-02-02-02 Unpressurized Flight

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- a. No passengers are carried.
- b. No occupants are carried in the passenger cabin.
- c. Flight is conducted in an unpressurized configuration.
- d. Outflow valve is positioned to full open position.
- e. Recirculation fans operate normally.
- f. Items containing lithium batteries remain in the flight deck.
- g. 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.

21-33-03 Cabin Altitude Indication**21-33-03-01 Cabin Altitude Indication (737-7/-8/-8200/-9)****21-33-03-01-01 Cabin Differential Pressure Indication Operative**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided:

- Cabin differential pressure indication operates normally.
- A chart is provided to crew to convert differential pressure to cabin altitude.

21-33-03 Cabin Altitude Indication**21-33-03-01 Cabin Altitude Indication (737-7/-8/-8200/-9)****21-33-03-01-02 Unpressurized Flight**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- Flight is conducted in an unpressurized configuration.
- Outflow valve is positioned to full open position.
- Recirculation fan(s) operates normally.
- 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.

21-33-03 Cabin Altitude Indication**21-33-03-02 Cabin Altitude Indication (737-10)****21-33-03-02-01 Cabin Differential Pressure Indication Operative**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided:

- Cabin differential pressure indication operates normally.
- A chart is provided to crew to convert differential pressure to cabin altitude.

21-33-03 Cabin Altitude Indication

21-33-03-02 Cabin Altitude Indication (737-10)

21-33-03-02-02 Unpressurized Flight

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- a. No passengers are carried.
- b. No occupants are carried in the passenger cabin.
- c. Flight is conducted in an unpressurized configuration.
- d. Outflow valve is positioned to full open position.
- e. Recirculation fans operate normally.
- f. Items containing lithium batteries remain in the flight deck.
- g. 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.

21-33-04 Cabin Altitude Warning System

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided flight altitude remains at or below 10,000 ft. MSL.

21-33-04 Cabin Altitude Warning System**21-33-04-01 CABIN ALTITUDE Light**

Interval	Installed	Required	Procedure
C	2	1	(O)

May be inoperative provided flight crew performs a briefing on cabin altitude warning indications and procedures before engine start for first flight of day and following any change of either flight crewmember.

21-33-04 Cabin Altitude Warning System**21-33-04-02 High Altitude Warning System**

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

21-33-05

Outflow Valve Position Indicator

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided valve is verified to operate normally.

21-45-01

Door Area Heater Systems

Interval	Installed	Required	Procedure
D	-	0	(M)

May be inoperative deactivated.

Federal Aviation Administration (FAA)**ATA 21****737 MAX Master Minimum Equipment List****Section 2****21-51-01 Air Conditioning Packs****21-51-01-01 Air Conditioning Packs (737-8/-8200/-9)****21-51-01-01A**

Interval	Installed	Required	Procedure
C	2	1	(O)

Except for ETOPS, may be inoperative provided flight altitude remains at or below FL 250.

21-51-01 Air Conditioning Packs**21-51-01-01 Air Conditioning Packs (737-8/-8200/-9)****21-51-01-01B**

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

Except for ETOPS, both may be inoperative provided:

- Flight is conducted in an unpressurized configuration.
- Recirculation fan(s) operates normally.
- Both E/E equipment cooling exhaust fans operate normally.
- 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.

21-51-01 Air Conditioning Packs**21-51-01-02 Air Conditioning Packs (737-7)****21-51-01-02A**

Interval	Installed	Required	Procedure
C	2	1	(M) (O)

Except for ETOPS, one may be inoperative provided:

- Flight altitude remains at or below FL 250.
 - Smoke vent valve is verified to operate normally.
-

21-51-01 Air Conditioning Packs**21-51-01-02 Air Conditioning Packs (737-7)****21-51-01-02B**

Interval	Installed	Required	Procedure
C	2	1	(O)

Except for ETOPS, one may be inoperative provided:

- Flight altitude remains at or below FL 250.
- Procedures are established and used to ensure forward lower lobe 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.

21-51-01 Air Conditioning Packs**21-51-01-02 Air Conditioning Packs (737-7)****21-51-01-02C**

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

Except for ETOPS, both may be inoperative provided:

- Flight is conducted in an unpressurized configuration.
- Recirculation fan(s) operates normally.
- Both E/E equipment cooling exhaust fans operate normally.
- 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.

21-51-01 Air Conditioning Packs**21-51-01-03 Air Conditioning Packs (737-10)****21-51-01-03A**

Interval	Installed	Required	Procedure
C	2	1	(O)

Except for ETOPS, one may be inoperative provided:

- Flight altitude remains at or below FL 250.
- Procedures are established and used to ensure forward lower lobe 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.

21-51-01 Air Conditioning Packs**21-51-01-03 Air Conditioning Packs (737-10)****21-51-01-03B**

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

May be inoperative provided:

- No passengers are carried.
- No occupants are carried in the passenger cabin.
- Flight is conducted in an unpressurized configuration.
- Outflow valve is positioned to full open position.
- Recirculation fans operate normally.
- Both E/E equipment cooling exhaust fans operate normally.
- Items containing lithium batteries remain in the flight deck.
- 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.

21-51-02 Pack Flow Control and Shutoff Valves

Interval	Installed	Required	Procedure
C	2	0	(M)

May be inoperative provided:

- Affected valve is deactivated closed.
- Associated pack is considered inoperative.

21-51-02 Pack Flow Control and Shutoff Valves**21-51-02-01 Electronic Flow Control**

Interval	Installed	Required	Procedure
C	2	0	(O)

May be inoperative provided:

- Appropriate performance adjustments are applied.
- Procedures are established and used to ensure forward and aft 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.

21-51-02 Pack Flow Control and Shutoff Valves**21-51-02-02 Position Indicator Switch Discrete Signal****21-51-02-02A**

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative failed open provided both air conditioning packs operate normally.

21-51-02

Pack Flow Control and Shutoff Valves

21-51-02-02

Position Indicator Switch Discrete Signal

21-51-02-02B

Interval	Installed	Required	Procedure
C	2	1	(O)

May be inoperative failed closed provided:

- a. Both air conditioning packs operate normally.
- b. An Unpressurized Takeoff or a No Engine Bleed Takeoff is not conducted.

21-51-03

Fan Bypass Check Valves

21-51-03A

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative open or missing provided airport ambient temperature remains below 80 degrees F (27 degrees C).

21-51-03

Fan Bypass Check Valves

21-51-03B

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative open or missing for an associated inoperative pack.

21-51-03

Fan Bypass Check Valves

21-51-03C

Interval	Installed	Required	Procedure
D	2	1	

May be inoperative open or missing provided pack associated with remaining fan bypass check valve operates normally.

21-51-04

Pack Flow Sensors

Interval	Installed	Required	Procedure
C	2	0	(M)

- May be inoperative provided:
- a. Associated pack flow sensor is deactivated.
 - b. Pack inlet pressure sensor(s) for associated air conditioning pack(s) is verified to operate normally.
-

21-51-05 Pack Temperature Control Valves**21-51-05A**

Interval	Installed	Required	Procedure
C	2	0	(O)

May be inoperative provided associated standby pack temperature control valve is verified to operate normally.

21-51-05 Pack Temperature Control Valves**21-51-05B**

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

May be inoperative provided:

- Associated pack temperature control valve is locked closed.
 - Associated standby pack temperature control valve is verified to operate normally.
-

21-51-05 Pack Temperature Control Valves**21-51-05C**

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided associated pack is considered inoperative.

21-51-06 Standby Pack Temperature Control Valves

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided associated pack temperature control valve operates normally.

21-51-07

PACK Light Systems

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided associated pack is considered inoperative.

21-51-08

Pack Control Communication Systems

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative.

21-51-09

Pack Ram Air Systems

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

May be inoperative provided:

- a. Associated ram air inlet panels and exhaust louvers are deactivated and secured in flight open position.
 - b. Operations are not conducted on runways covered with slush or on gravel runways.
 - c. Associated pack is not operated during takeoff or landing on wet runways or runways with standing water.
 - d. Appropriate performance adjustments are applied.
-

21-61-01 Pack/Zone Temperature Control Systems

21-61-01A

Interval	Installed	Required	Procedure
C	3	0	

May be inoperative provided TRIM AIR switch remains OFF.

21-61-01 Pack/Zone Temperature Control Systems

21-61-01B

Interval	Installed	Required	Procedure
C	3	0	(M)

May be inoperative provided associated trim air modulating valve is deactivated CLOSED.

21-61-02

ZONE TEMP Lights

Interval	Installed	Required	Procedure
C	3	0	

May be inoperative provided associated SUPPLY DUCT temperature indication operates normally.

21-61-03 Temperature Indications

21-61-03-01 SUPPLY DUCT

Interval	Installed	Required	Procedure
C	3	0	

May be inoperative provided associated ZONE TEMP light operates normally.

21-61-03 Temperature Indications

21-61-03-02 PASS CABIN

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative.

21-61-03 Temperature Indications

21-61-03-03 PACK

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative.

21-61-04

Trim Air Check Valves

Interval	Installed	Required	Procedure
C	2	1	(M)

May be inoperative provided associated valve is secured closed.

21-62-01 Trim Air Pressure Regulating and Shutoff Valve

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative deactivated closed.

21-73-01

Ozone Converters

Interval	Installed	Required	Procedure
C	2	-	

As required by 14 CFR.

Intentionally
Blank

22-10-01 Autopilot Systems

22-11-03 Mode Control Panel Windows

- 22-11-03-01 IAS/MACH
- 22-11-03-02 HEADING
- 22-11-03-03 VERT SPEED
- 22-11-03-04 ALTITUDE
- 22-11-03-05 COURSE
- 22-11-03-06 Window Lighting

22-11-04 Mode Control Panel Selectors

- 22-11-04-01 Vertical Speed Thumbwheel (DN, UP)
- 22-11-04-02 Bank Angle Selector (10, 15, 20, 25, 30)

22-11-05 Mode Control Panel Switches

- 22-11-05-01 A/P ENGAGE Control Wheel Steering (CWS) Switches (A or B)
- 22-11-05-02 A/P ENGAGE Command (CMD) Switches (A or B)
- 22-11-05-03 Autothrottle (A/T) ARM Switch
- 22-11-05-04 SPEED Switch
- 22-11-05-05 Flight Director (F/D) Switches
- 22-11-05-06 IAS/MACH Change Over (C/O) Switch
- 22-11-05-07 Approach (APP) Switch
- 22-11-05-08 N1, LNAV, VNAV, LVL CHG, V/S, HDG SEL, ALT HLD, and VOR/LOC Switches
- 22-11-05-09 SPD INTV and ALT INTV Switches
- 22-11-05-10 Autopilot DISENGAGE Bar

22-11-06 Mode Control Panel Switch Lights

- 22-11-06-01 A/P ENGAGE Control Wheel Steering (CWS) Switch Lights
- 22-11-06-02 A/P ENGAGE Command (CMD) Switch Lights
- 22-11-06-03 A/T ARM Switch Light
- 22-11-06-04 Mode Selector Switch Lights

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22-10-01

Autopilot Systems

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided approach minimums do not require its use.

Federal Aviation Administration (FAA)**ATA 22****737 MAX Master Minimum Equipment List****Section 2****22-11-03 Mode Control Panel Windows****22-11-03-01 IAS/MACH**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.
- - - - -**22-11-03 Mode Control Panel Windows****22-11-03-02 HEADING**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.
- - - - -**22-11-03 Mode Control Panel Windows****22-11-03-03 VERT SPEED**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.
- - - - -**22-11-03 Mode Control Panel Windows****22-11-03-04 ALTITUDE**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.
- - - - -**22-11-03 Mode Control Panel Windows****22-11-03-05 COURSE**

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative.

22-11-03 Mode Control Panel Windows

22-11-03-06 Window Lighting

Interval	Installed	Required	Procedure
B	1	0	

May be inoperative provided:

- Selected airspeed indications operate normally.
- Selected heading indications operate normally.
- Selected vertical speed indications operate normally.
- Selected altitude indications operate normally.
- Selected course indications operate normally.

22-11-04 Mode Control Panel Selectors
22-11-04-01 Vertical Speed Thumbwheel (DN, UP)

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided procedures do not require its use.

22-11-04 Mode Control Panel Selectors
22-11-04-02 Bank Angle Selector (10, 15, 20, 25, 30)

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.

22-11-05 Mode Control Panel Switches**22-11-05-01 A/P ENGAGE Control Wheel Steering (CWS) Switches (A or B)**

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative.

22-11-05 Mode Control Panel Switches**22-11-05-02 A/P ENGAGE Command (CMD) Switches (A or B)**

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided approach minimums do not require its use.

22-11-05 Mode Control Panel Switches**22-11-05-03 Autothrottle (A/T) ARM Switch**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided approach minimums do not require autothrottle use.

22-11-05 Mode Control Panel Switches**22-11-05-04 SPEED Switch**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided approach minimums do not require autothrottle use.

22-11-05 Mode Control Panel Switches**22-11-05-05 Flight Director (F/D) Switches**

Interval	Installed	Required	Procedure
C	2	0	

Federal Aviation Administration (FAA)**ATA 22****737 MAX Master Minimum Equipment List****Section 2**

May be inoperative provided approach minimums do not require flight director use.

22-11-05 Mode Control Panel Switches**22-11-05-06 IAS/MACH Change Over (C/O) Switch**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.

22-11-05 Mode Control Panel Switches**22-11-05-07 Approach (APP) Switch**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided approach minimums do not require autopilot or flight director use.

22-11-05 Mode Control Panel Switches**22-11-05-08 N1, LNAV, VNAV, LVL CHG, V/S, HDG SEL, ALT HLD, and VOR/LOC Switches**

Interval	Installed	Required	Procedure
C	8	0	

May be inoperative provided enroute operations do not require their use.

22-11-05 Mode Control Panel Switches**22-11-05-09 SPD INTV and ALT INTV Switches**

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative.

22-11-05

Mode Control Panel Switches

22-11-05-10

Autopilot DISENGAGE Bar

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided control wheel autopilot disconnect switches operate normally.

22-11-06 Mode Control Panel Switch Lights
22-11-06-01 A/P ENGAGE Control Wheel Steering (CWS) Switch Lights

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative.

22-11-06 Mode Control Panel Switch Lights
22-11-06-02 A/P ENGAGE Command (CMD) Switch Lights

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided approach minimums do not require use of autopilot.

22-11-06 Mode Control Panel Switch Lights
22-11-06-03 A/T ARM Switch Light

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.

22-11-06 Mode Control Panel Switch Lights
22-11-06-04 Mode Selector Switch Lights

Interval	Installed	Required	Procedure
C	10	0	

May be inoperative.

22-11-07

Automatic Landing System (Autoland)

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided approach minimums do not require its use.

22-11-07

Automatic Landing System (Autoland)

22-11-07-01

LAND 3 Autoland

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided approach minimums do not require its use.

22-11-08 Autoflight Status Annunciator
22-11-08-01 Autopilot (A/P) Disengage Light

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative.

22-11-08 Autoflight Status Annunciator
22-11-08-02 Autothrottle (A/T) Disengage Light
22-11-08-02A

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided approach minimums do not require use of autothrottle.

22-11-08 Autoflight Status Annunciator
22-11-08-02 Autothrottle (A/T) Disengage Light
22-11-08-02B

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided autothrottle is not used.

22-11-09 Takeoff/Go-Around (TO/GA) Switches**22-11-09A**

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided approach minimums do not require its use.

22-11-09 Takeoff/Go-Around (TO/GA) Switches**22-11-09B**

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided:

- Operate both thrust levers manually for takeoff and go-around.
- Autopilot and flight director are not used on approach below 500 ft. AGL or MDA, whichever is higher.

NOTE: Flight director takeoff, go-around, and windshear guidance are not available with both TO/GA switches inoperative.

22-11-10 Control Wheel Autopilot Disengage Switches

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided:

- a. Mode Control Panel autopilot DISENGAGE bar operates normally.
- b. Autopilot is not used below 1,500 ft. AGL.
- c. Approach minimums do not require use of autopilot.

22-11-11 Altitude Alerting System

Interval	Installed	Required	Procedure
A	1	0	(O)

May be inoperative provided:

- Autopilot with altitude hold and altitude capture operates normally.
 - Enroute operations (i.e., RVSM) do not require its use.
 - Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made.
 - Repairs are made within 3 flight days.
-

22-11-11 Altitude Alerting System**22-11-11-01 Aural Alert**

Interval	Installed	Required	Procedure
C	-	0	

May be inoperative provided:

- Visual alert operates normally.
 - Autopilot with altitude hold and altitude capture operates normally.
-

22-11-11 Altitude Alerting System**22-11-11-02 Visual Alert**

Interval	Installed	Required	Procedure
C	-	0	

May be inoperative provided:

- Aural alert operates normally.
 - Autopilot with altitude hold and altitude capture operates normally.
-

22-11-12 Flight Director Systems

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided approach minimums do not require its use.

22-21-01 Mach Trim Systems**22-21-01A**

Interval	Installed	Required	Procedure
C	2	1	(M)

May be inoperative provided:

- Associated Mach trim system is deactivated.
 - Remaining Mach trim system is verified to operate normally.
-

22-21-01 Mach Trim Systems**22-21-01B**

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

May be inoperative provided:

- Mach trim actuator is verified to be in null/uncommanded elevator position.
 - Appropriate performance adjustments are applied.
-

22-23-01 Yaw Damper Function

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided YAW DAMPER switch remains OFF.

22-23-01 Yaw Damper Function

22-23-01-01 YAW DAMPER Light

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.

22-31-01

Autothrottle System

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided approach minimums do not require its use.

22-31-02 Thrust Mode Display

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided thrust mode limits are observed.

23-11-01 High Frequency (HF) Communication System

23-11-01A

23-11-01B

23-11-01C

23-11-01-01 HF Data Link

23-11-01-01A

23-11-01-01B

23-12-01 Very High Frequency (VHF) Communication System

23-12-01-01 VHF Data Link

23-12-01-01A

23-12-01-01B

23-12-02 Radio Tuning Panel

23-12-02-01 Switch Lights, Key Lights

23-15-01 Satellite Communication System (SATCOM)

23-15-01A

23-15-01B

23-15-01-01 SATCOM Data Link

23-15-01-01A

23-15-01-01B

23-24-01 Fixed Emergency Locator Transmitter (ELT)

23-24-01A

23-24-01B

23-24-01C

23-24-01D

23-24-01-01 Remote ELT Switch

23-24-01-02 ELT Indicator Light

**23-24-02 Aircraft Autonomous Distress Tracking (ADT) System
(upon incorporation of Boeing Service Bulletin
737-23-1932 or production equivalent)**

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23-31-01 Passenger Address (PA) System

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23-31-02 Prerecorded Passenger Announcement System

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23-41-01 Service Interphone System

23-41-01-01 Flight Deck to Ground/Ground to Flight Deck Function
(Includes Interphone Jack Located on External Power Panel)

23-41-01-01A

23-41-01-01B

23-42-01 Service (Cabin) Interphone System

23-42-01-01 Flight Deck to Cabin, Cabin to Flight Deck Functions

23-42-01-01A

23-42-01-01B

23-42-01-02 Cabin to Cabin Functions

23-42-01-02A

23-42-01-02B

23-42-02 Interphone Handset System

23-42-02-01 Flight Deck

23-42-02-01A

23-42-02-01B

23-42-02-02 Cabin

23-42-03 Call System (Audio/Visual Alerting)

23-42-03-01 Flight Deck Call Visual Alerting System

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23-75-01C

23-75-02 Direct View System

23-75-02A

23-75-02B

Intentionally
Blank

23-11-01 High Frequency (HF) Communication System

23-11-01A

Interval	Installed	Required	Procedure
D	-	0	

Any in excess of those required by 14 CFR may be inoperative.

23-11-01 High Frequency (HF) Communication System

23-11-01B

Interval	Installed	Required	Procedure
C	2	1	(O)

May be inoperative while conducting operations that require two LRCS provided:

- SATVOICE system operates normally.
- SATVOICE services are available as a LRCS over the intended route of flight and to all required alternates.
- Enroute procedures do not require its use.
- Alternate procedures are established and used.

NOTE: Two Voice LRCS must be operative for ETOPS operations.

23-11-01 High Frequency (HF) Communication System

23-11-01C

Interval	Installed	Required	Procedure
C	2	1	(O)

Except for ETOPS, may be inoperative while conducting operations that require two LRCS provided:

- SATVOICE or CPDLC system operates normally.
 - SATVOICE or CPDLC services are available as a LRCS over the intended route of flight and to all required alternates.
 - Enroute procedures do not require its use.
 - Alternate procedures are established and used.
-

23-11-01 High Frequency (HF) Communication System

23-11-01-01 HF Data Link

23-11-01-01A

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided alternate procedures are established and used.

23-11-01 High Frequency (HF) Communication System

23-11-01-01 HF Data Link

23-11-01-01B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

23-12-01 Very High Frequency (VHF) Communication System

Interval	Installed	Required	Procedure
D	-	-	

Any in excess of those required by 14 CFR may be inoperative provided VHF-1 radio operates normally.

23-12-01 Very High Frequency (VHF) Communication System**23-12-01-01 VHF Data Link****23-12-01-01A**

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided alternate procedures are established and used.

23-12-01 Very High Frequency (VHF) Communication System**23-12-01-01 VHF Data Link****23-12-01-01B**

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

23-12-02 Radio Tuning Panel

Interval	Installed	Required	Procedure
C	-	2	

May be inoperative provided:

- a. Left radio tuning panel operates normally.
- b. Inoperative radio tuning panel remains OFF.

23-12-02 Radio Tuning Panel

23-12-02-01 Switch Lights, Key Lights

Interval	Installed	Required	Procedure
C	45	0	

May be inoperative.

23-15-01 Satellite Communication System (SATCOM)

23-15-01A

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided alternate procedures are established and used.

23-15-01 Satellite Communication System (SATCOM)

23-15-01B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

23-15-01 Satellite Communication System (SATCOM)

23-15-01-01 SATCOM Data Link**23-15-01-01A**

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided alternate procedures are established and used.

23-15-01 Satellite Communication System (SATCOM)

23-15-01-01 SATCOM Data Link**23-15-01-01B**

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

Federal Aviation Administration (FAA)

ATA 23

737 MAX Master Minimum Equipment List

Section 2

23-24-01 Fixed Emergency Locator Transmitter (ELT)

23-24-01A

Interval	Installed	Required	Procedure
A	1	0	(M)

May be inoperative provided:

- System is deactivated.
 - Repairs are made within 90 consecutive calendar-days.
-

23-24-01 Fixed Emergency Locator Transmitter (ELT)

23-24-01B

Interval	Installed	Required	Procedure
A	1	0	(M)

May be missing provided:

- Placard stating "ELT not installed" is placed in view of the pilot.
 - Repairs are made within 90 consecutive calendar-days.
-

23-24-01 Fixed Emergency Locator Transmitter (ELT)

23-24-01C

Interval	Installed	Required	Procedure
D	1	0	(M)

Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.

23-24-01 Fixed Emergency Locator Transmitter (ELT)

23-24-01D

Interval	Installed	Required	Procedure
D	1	0	

Any in excess of those required by 14 CFR may be missing.

23-24-01

Fixed Emergency Locator Transmitter (ELT)

23-24-01-01

Remote ELT Switch

Interval	Installed	Required	Procedure
D	1	0	(M)

- May be inoperative provided:
- a. Remote ELT Switch is deactivated.
 - b. ELT Switch is placed in the ARMED mode.

23-24-01

Fixed Emergency Locator Transmitter (ELT)

23-24-01-02

ELT Indicator Light

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative.

Federal Aviation Administration (FAA)

ATA 23

737 MAX Master Minimum Equipment List

Section 2

**23-24-02 Aircraft Autonomous Distress Tracking (ADT) System
(upon incorporation of Boeing Service Bulletin
737-23-1932 or production equivalent)**

**23-24-02-01 Emergency Locator Transmitter - Distress Tracking
(ELT-DT)**

23-24-02-01A

Interval	Installed	Required	Procedure
A	1	0	(M)

May be inoperative provided:

- System is deactivated.
 - Repairs are made within 90 consecutive calendar-days.
-

**23-24-02 Aircraft Autonomous Distress Tracking (ADT) System
(upon incorporation of Boeing Service Bulletin
737-23-1932 or production equivalent)**

**23-24-02-01 Emergency Locator Transmitter - Distress Tracking
(ELT-DT)**

23-24-02-01B

Interval	Installed	Required	Procedure
A	1	0	(M)

May be missing provided:

- Placard stating "ELT not installed" is placed in view of the pilot.
 - Repairs are made within 90 consecutive calendar-days.
-

**23-24-02 Aircraft Autonomous Distress Tracking (ADT) System
(upon incorporation of Boeing Service Bulletin
737-23-1932 or production equivalent)**

**23-24-02-01 Emergency Locator Transmitter - Distress Tracking
(ELT-DT)**

23-24-02-01C

Interval	Installed	Required	Procedure
D	1	0	(M)

Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.

**23-24-02 Aircraft Autonomous Distress Tracking (ADT) System
(upon incorporation of Boeing Service Bulletin
737-23-1932 or production equivalent)**

**23-24-02-01 Emergency Locator Transmitter - Distress Tracking
(ELT-DT)**

23-24-02-01D

Interval	Installed	Required	Procedure
D	1	0	

Any in excess of those required by 14 CFR may be missing.

**23-24-02 Aircraft Autonomous Distress Tracking (ADT) System
(upon incorporation of Boeing Service Bulletin
737-23-1932 or production equivalent)**

**23-24-02-01 Emergency Locator Transmitter - Distress Tracking
(ELT-DT)**

23-24-02-01-01 Remote ELT Switch

Interval	Installed	Required	Procedure
D	1	0	(M)

May be inoperative provided:

- Remote ELT Switch is deactivated.
- ELT-DT Switch is placed in the ARMED mode.

**23-24-02 Aircraft Autonomous Distress Tracking (ADT) System
(upon incorporation of Boeing Service Bulletin
737-23-1932 or production equivalent)**

**23-24-02-01 Emergency Locator Transmitter - Distress Tracking
(ELT-DT)**

23-24-02-01-02 ELT Indicator Light

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative.

**23-24-02 Aircraft Autonomous Distress Tracking (ADT) System
(upon incorporation of Boeing Service Bulletin
737-23-1932 or production equivalent)**

23-24-02-02 ADT Trigger Unit (ATU)

23-24-02-02A

Interval	Installed	Required	Procedure
A	1	0	(M)

May be inoperative provided:

- System is deactivated.
- ELT-DT is set to fixed ELT mode.
- Repairs are made within 90 consecutive calendar-days.

**23-24-02 Aircraft Autonomous Distress Tracking (ADT) System
(upon incorporation of Boeing Service Bulletin
737-23-1932 or production equivalent)**

23-24-02-02 ADT Trigger Unit (ATU)

23-24-02-02B

Interval	Installed	Required	Procedure
A	1	0	(M)

May be missing provided:

- ELT-DT is set to fixed ELT mode.
- Repairs are made within 90 consecutive calendar-days.

**23-24-02 Aircraft Autonomous Distress Tracking (ADT) System
(upon incorporation of Boeing Service Bulletin
737-23-1932 or production equivalent)**

23-24-02-02 ADT Trigger Unit (ATU)

23-24-02-02C

Interval	Installed	Required	Procedure
D	1	0	(M)

Any in excess of those required by 14 CFR may be inoperative provided:

- a. System is deactivated.
- b. ELT-DT is set to fixed ELT mode.

23-24-02

Aircraft Autonomous Distress Tracking (ADT) System
(upon incorporation of Boeing Service Bulletin
737-23-1932 or production equivalent)

23-24-02-02

ADT Trigger Unit (ATU)

23-24-02-02D

Interval	Installed	Required	Procedure
D	1	0	(M)

Any in excess of those required by 14 CFR may be missing provided ELT-DT is set to fixed ELT mode.

23-25-01 **Low Frequency Underwater Locating Device (LF-ULD) (upon incorporation of Boeing Service Bulletin 737-23-1621 or production equivalent)**

23-25-01A

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative or missing.

23-25-01 **Low Frequency Underwater Locating Device (LF-ULD) (upon incorporation of Boeing Service Bulletin 737-23-1621 or production equivalent)**

23-25-01B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative or missing provided operations do not require its use.

23-27-01 Aircraft Communications Addressing and Reporting System (ACARS)

23-27-01A

Interval	Installed	Required	Procedure
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.

23-27-01 Aircraft Communications Addressing and Reporting System (ACARS)

23-27-01B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

NOTE: Any portion of system that operates normally may be used.

23-27-01 Aircraft Communications Addressing and Reporting System (ACARS)

23-27-01-01 FMC/BFMC Interface Function**23-27-01-01A**

Interval	Installed	Required	Procedure
C	-	0	(O)

May be inoperative provided alternate procedures are established and used.

NOTE: Any portion of system that operates normally may be used.

23-27-01

Aircraft Communications Addressing and Reporting System (ACARS)

23-27-01-01

FMC/BFMC Interface Function

23-27-01-01B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

NOTE: Any portion of system that operates normally may be used.

23-27-01

Aircraft Communications Addressing and Reporting System (ACARS)

23-27-01-02

ACARS Printer

Interval	Installed	Required	Procedure
D	-	0	

May be inoperative.

23-28-01 Selective Call System (SELCAL)

23-28-01A

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided alternate procedures are established and used.

23-28-01 Selective Call System (SELCAL)

23-28-01B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

23-28-01 Selective Call System (SELCAL)

23-28-01-01 Channels (Including Lights)**23-28-01-01A**

Interval	Installed	Required	Procedure
C	-	0	(O)

May be inoperative provided alternate procedures are established and used.

23-28-01 Selective Call System (SELCAL)

23-28-01-01 Channels (Including Lights)**23-28-01-01B**

Interval	Installed	Required	Procedure
D	-	0	

May be inoperative provided procedures do not require its use.

Federal Aviation Administration (FAA)**ATA 23****737 MAX Master Minimum Equipment List****Section 2****23-31-01 Passenger Address (PA) System****23-31-01A**

Interval	Installed	Required	Procedure
B	1	0	(O)

May be inoperative provided:

- Flight attendant alerting system (audio or visual) operates normally.
- Alternate, normal, and emergency procedures and/or operating restrictions are established and used.

NOTE: Any station function(s) that operates normally may be used.

23-31-01 Passenger Address (PA) System**23-31-01B**

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided:

- PA is not required by 14 CFR.
- Alternate, normal, and emergency procedures, and/or operating restrictions are established and used.

NOTE: Any station function(s) that operates normally may be used.

23-31-01 Passenger Address (PA) System**23-31-01-01 Lavatory Speakers**

Interval	Installed	Required	Procedure
C	-	0	(O)

May be inoperative provided alternate procedures are established and used.

23-31-01 Passenger Address (PA) System**23-31-01-02 Cabin Speakers**

Interval	Installed	Required	Procedure
C	-	-	

May be inoperative provided no adjacent cabin speaker pairs (forward to aft) are

inoperative.

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23-31-02 Prerecorded Passenger Announcement System

23-31-02A

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided alternate procedures are established and used.

23-31-02 Prerecorded Passenger Announcement System

23-31-02B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

23-41-01 Service Interphone System**23-41-01-01 Flight Deck to Ground/Ground to Flight Deck Function (Includes Interphone Jack Located on External Power Panel)****23-41-01-01A**

Interval	Installed	Required	Procedure
C	1	0	(O)

Service interphone flight deck to ground/ground to flight deck function may be inoperative provided:

- a. Flight interphone jack located on external power panel and/or in nose wheel well interphone box operates normally.
 - b. Alternate procedures are established and used.
-

23-41-01 Service Interphone System**23-41-01-01 Flight Deck to Ground/Ground to Flight Deck Function (Includes Interphone Jack Located on External Power Panel)****23-41-01-01B**

Interval	Installed	Required	Procedure
B	1	0	(O)

May be inoperative provided alternate procedures are established and used.

Federal Aviation Administration (FAA)**ATA 23****737 MAX Master Minimum Equipment List****Section 2****23-42-01 Service (Cabin) Interphone System****23-42-01-01 Flight Deck to Cabin, Cabin to Flight Deck Functions****23-42-01-01A**

Interval	Installed	Required	Procedure
B	-	-	(O)

May be inoperative provided:

- Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of cabin handsets.
- Alternate communication procedures between affected flight attendant station(s) are established and used.

NOTE: Any station function(s) that operates normally may be used.

23-42-01 Service (Cabin) Interphone System**23-42-01-01 Flight Deck to Cabin, Cabin to Flight Deck Functions****23-42-01-01B**

Interval	Installed	Required	Procedure
C	-	0	(O)

May be inoperative provided:

- Crewmember interphone system is not required by 14 CFR.
- Alternate, normal, and emergency procedures and/or operating restrictions are established and used.

NOTE: Any station function(s) that operates normally may be used.

23-42-01 Service (Cabin) Interphone System**23-42-01-02 Cabin to Cabin Functions****23-42-01-02A**

Interval	Installed	Required	Procedure
B	2	0	(O)

May be inoperative provided alternate communication procedures between affected flight attendant station(s) are established and used.

NOTE: Any station function(s) that operates normally may be used.

23-42-01Service (Cabin) Interphone System

23-42-01-02Cabin to Cabin Functions

23-42-01-02B

Interval	Installed	Required	Procedure
B	-	-	(O)

May be inoperative provided:

- a. Cabin to cabin interphone functions operate normally on at least 50% of cabin handsets.
- b. Alternate communication procedures between affected flight attendant station(s) are established and used.

NOTE: Any station function(s) that operates normally may be used.

23-42-02 Interphone Handset System**23-42-02-01 Flight Deck**

23-42-02-01A

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided:

- Flight deck to cabin communication operates normally.
- Alternate procedures are established and used.

- - - - -

23-42-02 Interphone Handset System**23-42-02-01 Flight Deck**

23-42-02-01B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

- - - - -

23-42-02 Interphone Handset System**23-42-02-02 Cabin**

Interval	Installed	Required	Procedure
B	-	-	(O)

May be inoperative provided:

- 50% of cabin handsets operate normally.
- 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 operate normally may be used.

- - - - -

23-42-03 Call System (Audio/Visual Alerting)**23-42-03-01 Flight Deck Call Visual Alerting System**

Interval	Installed	Required	Procedure
B	1	0	

May be inoperative provided:

- Flight deck audio alerting system operates normally.
 - Flight deck audio alerting system differentiates between normal and emergency calls.
-

23-42-03 Call System (Audio/Visual Alerting)**23-42-03-02 Flight Deck Call Audio Alerting System**

Interval	Installed	Required	Procedure
B	1	0	

May be inoperative provided:

- Flight deck visual alerting system operates normally
 - Flight deck visual alerting system differentiates between normal and emergency calls.
-

23-42-03 Call System (Audio/Visual Alerting)**23-42-03-03 Flight Attendant Visual Alerting System**

Interval	Installed	Required	Procedure
B	1	0	(O)

May be inoperative provided:

- PA system operates normally.
- 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.
- Alternate procedures for contacting flight attendants are established and used.

NOTE 1: Passenger to Attendant Call System is considered Nonessential Equipment and Furnishing (NEF) item.

NOTE 2: Any visual alerting system function(s) that operates normally may be used.

23-42-03

Call System (Audio/Visual Alerting)

23-42-03-04

Flight Attendant Audio Alerting System

Interval	Installed	Required	Procedure
B	1	0	(O)

May be inoperative provided:

- a. PA system operates normally.
- b. If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally.
- 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) item.

NOTE 2: Any audio alerting system function(s) that operates normally may be used.

23-42-04

Attendant Control Panels

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative.

NOTE: Any portion of the system that operates normally may be used.

23-42-05 Cabin Ready System

23-42-05A

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided alternate procedures are established and used.

NOTE: Any portion of the system that operates normally may be used.

23-42-05 Cabin Ready System

23-42-05B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

NOTE: Any portion of the system that operates normally may be used.

23-43-01

Ground Crew Call System

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided alternate procedures are established and used.

23-51-01

Flight Deck Speakers

Interval	Installed	Required	Procedure
C	2	1	

- May be inoperative provided:
- a. Procedures do not require their use.
 - b. Headset or headphones associated with inoperative speaker operate normally and are used.
-

23-51-02

Audio Control Panels (ACP)

23-51-02-01

First Officer

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided observer audio control panel operates normally.

23-51-02

Audio Control Panels (ACP)

23-51-02-02

Observer

Interval	Installed	Required	Procedure
A	1	0	

May be inoperative provided:

- a. First officer audio control panel operates normally.
- b. Repairs are made within 2 flight days.

23-51-02

Audio Control Panels (ACP)

23-51-02-03

Switch Lights

Interval	Installed	Required	Procedure
C	-	0	

May be inoperative.

Federal Aviation Administration (FAA)**ATA 23****737 MAX Master Minimum Equipment List****Section 2****23-51-03 Flight Deck Headsets/Headphones**

Interval	Installed	Required	Procedure
D	-	-	

Any in excess of those required by 14 CFR may be inoperative.

23-51-03 Flight Deck Headsets/Headphones**23-51-03-01 Headset Boom Microphones****23-51-03-01A**

Interval	Installed	Required	Procedure
A	-	0	

May be inoperative provided:

- Associated hand microphone is installed and operates normally.
- Repairs are made within 3 flight days.

23-51-03 Flight Deck Headsets/Headphones**23-51-03-01 Headset Boom Microphones****23-51-03-01B**

Interval	Installed	Required	Procedure
D	-	-	

Any in excess of those required by 14 CFR may be inoperative.

23-51-03 Flight Deck Headsets/Headphones**23-51-03-02 Headset Earphones/Headphones**

Interval	Installed	Required	Procedure
C	-	1	

May be inoperative provided associated flight compartment speaker operates normally.

23-51-03

Flight Deck Headsets/Headphones

23-51-03-03

Active Noise Canceling/Reduction Function

Interval	Installed	Required	Procedure
D	-	0	

May be inoperative provided normal audio function of headset is operative.

Federal Aviation Administration (FAA)**ATA 23****737 MAX Master Minimum Equipment List****Section 2****23-51-04 Push-To-Talk (PTT) Switches****23-51-04-01 Control Wheel PTT Switches**

Interval	Installed	Required	Procedure
C	2	1	(M)

May be inoperative provided:

- Inoperative switch is either verified failed open or is deactivated.
 - Associated audio control panel PTT switch operates normally.
-

23-51-04 Push-To-Talk (PTT) Switches**23-51-04-02 Audio Control Panel (ACP) PTT Switches**

Interval	Installed	Required	Procedure
C	2	1	(M)

May be inoperative provided:

- Inoperative switch is verified failed open.
 - Associated control wheel PTT switch operates normally.
-

23-51-04 Push-To-Talk (PTT) Switches**23-51-04-03 Glareshield PTT Switches***********23-51-04-03A**

Interval	Installed	Required	Procedure
C	2	0	(M)

May be inoperative provided inoperative switch is verified failed open or is deactivated.

23-51-04 Push-To-Talk (PTT) Switches**23-51-04-03 Glareshield PTT Switches***********23-51-04-03B**

Interval	Installed	Required	Procedure
D	2	0	(M)

May be inoperative provided:

- a. Inoperative switch is verified failed open or is deactivated.
- b. Procedures do not require its use.

23-51-05 Flight Deck Hand Microphones

23-51-05A

Interval	Installed	Required	Procedure
C	-	0	

May be inoperative or missing provided associated boom microphone operates normally.

23-51-05 Flight Deck Hand Microphones

23-51-05B

Interval	Installed	Required	Procedure
D	-	0	

Any in excess of those required by 14 CFR may be inoperative.

23-51-06 Flight Interphone System**23-51-06-01 Flight Deck to Ground/Ground to Flight Deck Function (Includes Interphone Jacks Located on External Power Panel and/or in Nose Wheel Well Interphone Box)****23-51-06-01A**

Interval	Installed	Required	Procedure
C	1	0	(O)

Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided:

- Service interphone jack located on external power panel operates normally.
- Alternate procedures are established and used.

23-51-06 Flight Interphone System**23-51-06-01 Flight Deck to Ground/Ground to Flight Deck Function (Includes Interphone Jacks Located on External Power Panel and/or in Nose Wheel Well Interphone Box)****23-51-06-01B**

Interval	Installed	Required	Procedure
B	1	0	(O)

May be inoperative provided alternate procedures are established and used.

23-51-07 Passenger Cabin Medical Communications System

23-51-07A

Interval	Installed	Required	Procedure
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 which operates normally may be used.

23-51-07 Passenger Cabin Medical Communications System

23-51-07B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative and components may be missing provided procedures do not require its use.

NOTE: Any portion of the system which operates normally may be used.

23-71-01

Cockpit Voice Recorder System (CVR)

Interval	Installed	Required	Procedure
A	1	0	(M)

- May be inoperative provided:
- a. Flight Data Recorder (FDR) operates normally.
 - b. Recorder Independent Power Supply (RIPS) is deactivated.
 - c. Repairs are made within 3 flight days.

23-71-01

Cockpit Voice Recorder System (CVR)

23-71-01-01

Recorder Independent Power Supply (RIPS)

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided RIPS battery is removed.

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Section 2

23-75-01 Flight Deck Door Visual Surveillance System

23-75-01A

Interval	Installed	Required	Procedure
A	1	0	(O)

May be inoperative and components may be missing provided:

- Alternate procedures are established and used.
- Repairs are made within 3 flight days.

NOTE: Any portion of the system which operates normally may be used.

23-75-01 Flight Deck Door Visual Surveillance System

23-75-01B

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative and components may be missing provided:

- The flight deck door viewing port is installed and operates normally.
- Alternate procedures are established and used.

NOTE: Any portion of the system which operates normally may be used.

23-75-01 Flight Deck Door Visual Surveillance System

23-75-01C

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative and components may be missing provided procedures do not require its use.

23-75-02

Direct View System

23-75-02A

Interval	Installed	Required	Procedure
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.

23-75-02

Direct View System

23-75-02B

Interval	Installed	Required	Procedure
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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24-00-01	Frequency Indications (CPS FREQ)
24-00-02	AC Voltage Indications (AC VOLTS)
24-00-03	AC Ammeter (AC AMPS)
24-00-04	DC Ammeter Indications (DC AMPS)
24-00-04-01	Without AUX BAT
24-00-04-02	With AUX BAT
24-00-05	DC Voltmeter Indications (DC Volts)
24-00-05-01	Without AUX BAT
24-00-05-02	With AUX BAT
24-11-01	Engine Driven Generator Systems
24-11-02	Engine Driven Generator DRIVE Lights
24-11-03	Engine Driven Generator Charge Pressure Switch
24-21-01	APU Generator System
24-28-01	GEN OFF BUS Lights
24-28-02	APU GEN OFF BUS Light
24-30-01	ELEC Light
24-31-01	BAT DISCHARGE Light
24-31-02	TR UNIT Light
24-41-01	External Power System

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24-00-01

Frequency Indications (CPS FREQ)

Interval	Installed	Required	Procedure
C	7	1	(O)

May be inoperative provided indication is verified to operate normally for STBY PWR position.

24-00-02

AC Voltage Indications (AC VOLTS)

Interval	Installed	Required	Procedure
C	7	1	(O)

May be inoperative provided indication is verified to operate normally for STBY PWR position.

24-00-03

AC Ammeter (AC AMPS)

Interval	Installed	Required	Procedure
C	7	0	

May be inoperative provided associated GEN OFF BUS lights operate normally.

24-00-04 DC Ammeter Indications (DC AMPS)

24-00-04-01 Without AUX BAT

Interval	Installed	Required	Procedure
C	7	1	(O)

May be inoperative provided:

- a. Battery position operates normally.
- b. Procedures do not require its use.

24-00-04 DC Ammeter Indications (DC AMPS)

24-00-04-02 With AUX BAT

Interval	Installed	Required	Procedure
C	8	2	(O)

May be inoperative provided:

- a. Battery positions operate normally.
- b. Procedures do not require its use.

24-00-05

DC Voltmeter Indications (DC Volts)

24-00-05-01

Without AUX BAT

Interval	Installed	Required	Procedure
C	7	2	(O)

- May be inoperative provided:
- a. Battery position operates normally.
 - b. STBY PWR position operates normally.
-

24-00-05

DC Voltmeter Indications (DC Volts)

24-00-05-02

With AUX BAT

Interval	Installed	Required	Procedure
C	8	3	(O)

- May be inoperative provided:
- a. Battery positions operate normally.
 - b. STBY PWR position operates normally.
-

24-11-01

Engine Driven Generator Systems

Interval	Installed	Required	Procedure
B	2	1	(M) (O)

Except for ETOPS, may be inoperative provided:

- a. Associated engine driven generator is disconnected.
- b. APU generator operates normally and is used to supply associated buses throughout flight.

24-11-02

Engine Driven Generator DRIVE Lights

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative.

24-11-03

Engine Driven Generator Charge Pressure Switch

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative.

24-21-01

APU Generator System

Interval	Installed	Required	Procedure
C	1	0	

Except for ETOPS, may be inoperative provided both engine driven generator systems operate normally.

24-28-01 GEN OFF BUS Lights

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided associated generator AC AMPS indication operates normally.

24-28-02

APU GEN OFF BUS Light

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided:

- a. APU generator CPS FREQ indication operates normally.
- b. APU generator AC AMPS indication operates normally.

24-30-01

ELEC Light

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative off provided:

- a. Standby Power Test is accomplished once each flight day.
- b. Battery charger is verified to operate normally.

24-31-01

BAT DISCHARGE Light

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.

24-31-02 TR UNIT Light

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided the transformer rectifiers are verified to operate normally.

24-41-01

External Power System

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.

NOTE: Any portion of system that operates normally may be used.

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25-00-01 Nonessential Equipment & Furnishings (NEF)

25-11-01 Flight Crew Seats

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- 25-11-01-02 Vertical Adjustment
- 25-11-01-03 Armrests
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 - 25-11-02-01A
 - 25-11-02-01B
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25-64-03-03A

25-64-03-03B

25-64-03-03-01 Tamper Seals or Tags

25-66-01 Escape Slides

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25-00-01

Nonessential Equipment & Furnishings (NEF)

Interval	Installed	Required	Procedure
	-	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 flight crew and included in operator's appropriate document.

NOTE: Exterior lavatory door ashtrays are not considered NEF items.

Federal Aviation Administration (FAA)**ATA 25****737 MAX Master Minimum Equipment List****Section 2****25-11-01 Flight Crew Seats****25-11-01-01 Recline Mechanism**

Interval	Installed	Required	Procedure
A	2	0	(M)

May be inoperative provided:

- Seat is secured in a position acceptable to affected crewmember.
 - Repairs are made within 2 flight days.
-

25-11-01 Flight Crew Seats**25-11-01-02 Vertical Adjustment**

Interval	Installed	Required	Procedure
A	2	0	(M)

May be inoperative provided:

- Seat is secured in a position acceptable to affected crewmember.
 - Repairs are made within 2 flight days.
-

25-11-01 Flight Crew Seats**25-11-01-03 Armrests**

Interval	Installed	Required	Procedure
B	4	0	(M)

May be inoperative provided:

- Affected armrest is stowed in the retracted position or removed.
 - Seat is acceptable to affected crewmember.
-

25-11-01 Flight Crew Seats**25-11-01-04 Lumbar/Thigh Supports**

Interval	Installed	Required	Procedure
C	4	0	

May be inoperative provided seat is acceptable to affected crewmember.

25-11-01Flight Crew Seats

25-11-01-05Headrests

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative or missing provided seat is acceptable to affected crewmember.

Federal Aviation Administration (FAA)**ATA 25****737 MAX Master Minimum Equipment List****Section 2****25-11-02 Observer Seats****25-11-02-01 First Observer Seat (Including Associated Equipment)****25-11-02-01A**

Interval	Installed	Required	Procedure
A	1	0	

May be inoperative provided:

- A passenger seat in passenger cabin is made available to an FAA inspector for performance of official duties.
 - Repairs are made within 2 flight days.
-

25-11-02 Observer Seats**25-11-02-01 First Observer Seat (Including Associated Equipment)****25-11-02-01B**

Interval	Installed	Required	Procedure
A	1	0	

May be inoperative provided:

- Second observer seat is available to an FAA inspector for performance of official duties.
 - Repairs are made within 2 flight days.
-

25-11-02 Observer Seats**25-11-02-01 First Observer Seat (Including Associated Equipment)****25-11-02-01C**

Interval	Installed	Required	Procedure
A	1	0	

May be inoperative provided:

- Required minimum safety equipment (oxygen and safety belt) is available.
- Seat is acceptable to an FAA inspector for performance of official duties.
- 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 (oxygen and safety belt) 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).

25-11-02 Observer Seats

25-11-02-02 Second Observer Seat (Including Associated Equipment)

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative.

NOTE: Pilot in command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

25-20-01

FASTEN SEAT BELT WHILE SEATED Signs or Placards

Interval	Installed	Required	Procedure
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.

25-22-01 Passenger Seats (Includes all Configurations and Locations)

Interval	Installed	Required	Procedure
D	-	-	

May be inoperative provided:

- Seat does not restrict access to any emergency exit, egress route, or main aisle.
- Affected seat(s) is blocked and placarded "DO NOT OCCUPY".

NOTE 1: A seat with an inoperative or missing seat belt or shoulder harness is considered inoperative.

NOTE 2: Affected seat(s) may include seat(s) behind and/or adjacent outboard seats.

NOTE 3: Inoperative seats do not affect required number of flight attendants.

25-22-01 Passenger Seats (Includes all Configurations and Locations)**25-22-01-01 Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)****25-22-01-01A**

Interval	Installed	Required	Procedure
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 operate normally may be used.

25-22-01 Passenger Seats (Includes all Configurations and Locations)**25-22-01-01 Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)****25-22-01-01B**

Interval	Installed	Required	Procedure
D	-	-	

May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.

Federal Aviation Administration (FAA)**ATA 25****737 MAX Master Minimum Equipment List****Section 2**

NOTE: Any position controls that operate normally may be used.

25-22-01 Passenger Seats (Includes all Configurations and Locations)**25-22-01-02 Under Seat Baggage Restraining System**

Interval	Installed	Required	Procedure
C	-	-	(O)

May be inoperative provided:

- Baggage is not stowed under seat with inoperative restraining system.
- Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT".
- Procedures are established to alert cabin crew of inoperative restraining system.

25-22-01 Passenger Seats (Includes all Configurations and Locations)**25-22-01-03 Armrests****25-22-01-03-01 Armrests with Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls**

Interval	Installed	Required	Procedure
D	-	-	(M)

May be inoperative or missing and seat occupied provided:

- Armrest does not restrict access to any emergency exit, egress route, or main aisle.
- If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.

25-22-01 Passenger Seats (Includes all Configurations and Locations)**25-22-01-03 Armrests****25-22-01-03-02 Armrests without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls**

Interval	Installed	Required	Procedure
D	-	-	

Federal Aviation Administration (FAA)**Section 2****737 MAX Master Minimum Equipment List****ATA 25**

May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.

25-22-01 Passenger Seats (Includes all Configurations and Locations)**25-22-01-04 Seat Belt Air Bag Restraint Systems***********25-22-01-04-01 Seat Belt Air Bags Required by 14 CFR**

Interval	Installed	Required	Procedure
D	-	-	

May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".

25-22-01 Passenger Seats (Includes all Configurations and Locations)**25-22-01-04 Seat Belt Air Bag Restraint Systems***********25-22-01-04-02 Seat Belt Air Bags Not Required by 14 CFR**

Interval	Installed	Required	Procedure
D	-	-	(M)

May be inoperative or disconnected provided seat belt operates normally.

25-22-01 Passenger Seats (Includes all Configurations and Locations)**25-22-01-05 Delethalization Pads*********

Interval	Installed	Required	Procedure
D	-	-	

May be inoperative or missing provided affected seat(s) is blocked and placarded "DO NOT OCCUPY".

25-24-01 Installed Physical Secondary Barrier (IPSB)

25-24-01A

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided:

- IPSB is secured in the fully stowed position in accordance with standard operating procedures.
 - Alternate procedures are established and used.
-

25-24-01 Installed Physical Secondary Barrier (IPSB)

25-24-01B

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- IPSB is removed.
 - Alternate procedures are established and used.
-

25-24-01 Installed Physical Secondary Barrier (IPSB)

25-24-01C

Interval	Installed	Required	Procedure
D	1	0	(O)

May be inoperative provided:

- IPSB is secured in the fully stowed position in accordance with standard operating procedures.
 - IPSB is not required by 14 CFR.
 - Procedures do not require its use.
-

25-24-01

Installed Physical Secondary Barrier (IPSB)

25-24-01D

Interval	Installed	Required	Procedure
D	1	0	(M)

May be inoperative provided:

- a. IPSB is removed.
 - b. IPSB is not required by 14 CFR.
 - c. Procedures do not require its use.
-

25-25-01 Flight Attendant Seat Assembly (Single or Dual Position)**25-25-01-01 Required Flight Attendant Seats****25-25-01-01A**

Interval	Installed	Required	Procedure
B	-	-	(M) (O)

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

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

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

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

NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that proximity to exits and distribution requirements of the applicable 14 CFRs are met.

NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.

25-25-01 Flight Attendant Seat Assembly (Single or Dual Position)**25-25-01-01 Required Flight Attendant Seats****25-25-01-01B**

Interval	Installed	Required	Procedure
C	-	0	(M) (O)

May be inoperative provided:

- No passengers are carried.
- A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried.

- c. Folding type seat stows automatically or is secured in the retracted position.
- d. Affected seat position or seat assembly is not occupied.
- e. Alternate procedures are established and used.

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

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

25-25-01 Flight Attendant Seat Assembly (Single or Dual Position)

25-25-01-02 Excess Flight Attendant Seats

Interval	Installed	Required	Procedure
C	-	-	(M)

May be inoperative provided:

- a. Affected seat position or seat assembly is not occupied.
- 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.

25-28-01 Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets

25-28-01A

Interval	Installed	Required	Procedure
C	-	-	(M)

May be inoperative provided:

- Procedures are established to secure affected bin, compartment, or closet in closed position.
- Affected bin, compartment, or closet is prominently placarded "DO NOT USE".
- Any emergency equipment located in affected bin, compartment, or closet is considered inoperative.
- Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed.

NOTE 1: For overhead bins, if no partitions are installed, entire overhead bin is considered inoperative.

NOTE 2: Proviso is not intended to preclude crewmember inspections.

25-28-01 Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets

25-28-01B

Interval	Installed	Required	Procedure
C	-	-	(M) (O)

May be inoperative provided:

- For non-retractable doors, affected door is removed.
- For retractable doors, affected door is removed or secured in retracted (fully open) position.
- Affected bin, compartment, or closet is prominently placarded "DO NOT USE".
- Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed.
- Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets.
- 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 affected bin, compartment, or closet (permanently affixed) is available for use.

25-28-01 Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets

25-28-01C

Interval	Installed	Required	Procedure
C	-	-	

May be inoperative in closed position provided:

- Affected bin, compartment, or closet is prominently placarded "DO NOT USE".
- Any emergency equipment located in affected bin, compartment, or closet is considered inoperative.
- 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.

25-28-01 Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets

25-28-01-01 Multi Latch/Quarter-Turn Lug Installations

Interval	Installed	Required	Procedure
C	-	-	

One latch/lug per compartment may be inoperative provided:

- Remaining latch(es)/lug(s) on affected compartment operates normally.
- If affected compartment is used for a galley cart, cart remains empty.

25-28-01 Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets

25-28-01-02 Storage Compartment Key Locks

Interval	Installed	Required	Procedure
D	-	0	(M)

May be inoperative in unlocked position provided doors can be secured by other means.

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25-31-01

Galley/Cabin Waste Receptacle Access Doors/Covers

Interval	Installed	Required	Procedure
C	-	-	(M) (O)

May be inoperative provided:

- a. The container is empty and the access is secured to prevent waste introduction into the compartment.
- b. Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.

Federal Aviation Administration (FAA)

ATA 25

737 MAX Master Minimum Equipment List

Section 2

25-40-01 Exterior Lavatory Door Ashtrays
25-40-01-01 Airplanes With Multiple Exterior Lavatory Door Ashtrays Installed

25-40-01-01A

Interval	Installed	Required	Procedure
A	-	-	

Up to and including 50% may be missing or inoperative for 10 days.

NOTE: Crew lavatories are included in total aircraft exterior lavatory door ashtray count.

25-40-01 Exterior Lavatory Door Ashtrays
25-40-01-01 Airplanes With Multiple Exterior Lavatory Door Ashtrays Installed

25-40-01-01B

Interval	Installed	Required	Procedure
A	-	-	

More than 50% may be missing or inoperative for 3 days.

NOTE: Crew lavatories are included in total aircraft exterior lavatory door ashtray count.

25-40-01 Exterior Lavatory Door Ashtrays
25-40-01-02 Airplanes With Only One Exterior Lavatory Door Ashtray Installed

Interval	Installed	Required	Procedure
A	1	0	

May be missing or inoperative for 10 days.

25-40-02

Lavatory Waste Container Flapper/Access Doors

Interval	Installed	Required	Procedure
C	-	-	(M)

- May be inoperative provided:
- a. Associated waste container is empty and access is secured to prevent waste introduction into the waste container.
 - b. Associated lavatory is used only by crewmembers.
 - c. Associated lavatory entrance door is locked closed and placarded "INOPERATIVE - DO NOT ENTER".
- NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers.

25-62-01

Flotation Equipment (Crew and Passengers)

Interval	Installed	Required	Procedure
D	-	-	

Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.

25-63-01 Emergency Evacuation Signal System

25-63-01A

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided alternate procedures are established and used.

25-63-01 Emergency Evacuation Signal System

25-63-01B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

25-63-02

Emergency Locator Transmitter (ELT) (Survival)

Interval	Installed	Required	Procedure
D	-	-	

Any in excess of those required by 14 CFR may be inoperative or missing.

25-64-01 Megaphones**25-64-01A**

Interval	Installed	Required	Procedure
D	-	-	

Any in excess of those required by 14 CFR may be inoperative or removed provided:

- Inoperative megaphone remains in a certified location until removed from the aircraft at the next suitable maintenance facility.
 - Location placarding is removed or obscured.
 - Required distribution is maintained.
-

25-64-01 Megaphones**25-64-01B**

Interval	Installed	Required	Procedure
C	-	0	(O)

May be inoperative or missing provided:

- No passengers are carried.
 - A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried.
 - Alternate procedures are established and used.
-

25-64-01 Megaphones**25-64-01-01 Tamper Seals or Tags**

Interval	Installed	Required	Procedure
C	-	0	(O)

May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.

25-64-02 Portable Flashlights / Flashlight Holders

25-64-02A

Interval	Installed	Required	Procedure
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.
- c. Location placarding is removed or obscured.

25-64-02 Portable Flashlights / Flashlight Holders

25-64-02B

Interval	Installed	Required	Procedure
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.
- b. Location placarding is removed or obscured.

25-64-02 Portable Flashlights / Flashlight Holders

25-64-02C

Interval	Installed	Required	Procedure
C	-	0	(O)

May be missing or 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.
- c. Alternate procedures are established and used.

25-64-02

Portable Flashlights / Flashlight Holders

25-64-02-01

Tamper Seals or Tags

Interval	Installed	Required	Procedure
C	-	-	(O)

May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.

Federal Aviation Administration (FAA)**ATA 25****737 MAX Master Minimum Equipment List****Section 2****25-64-03 Emergency Medical Equipment****25-64-03-01 First Aid Kit (FAK) and/or Associated Equipment****25-64-03-01A**

Interval	Installed	Required	Procedure
A	-	-	(O)

If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided:

- The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit.
- Location placarding is removed or obscured.
- 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.

25-64-03 Emergency Medical Equipment**25-64-03-01 First Aid Kit (FAK) and/or Associated Equipment****25-64-03-01B**

Interval	Installed	Required	Procedure
D	-	-	

Any in excess of those required by 14 CFR may be incomplete or removed.

25-64-03 Emergency Medical Equipment**25-64-03-01 First Aid Kit (FAK) and/or Associated Equipment****25-64-03-01-01 Tamper Seals or Tags*********

Interval	Installed	Required	Procedure
C	-	-	(O)

May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.

25-64-03 Emergency Medical Equipment**25-64-03-02 Emergency Medical Kit (EMK) and/or Associated Equipment****25-64-03-02A**

Interval	Installed	Required	Procedure
A	-	0	(O)

May be incomplete or removed provided:

- EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit.
- Location placarding is removed or obscured.
- 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.

25-64-03 Emergency Medical Equipment**25-64-03-02 Emergency Medical Kit (EMK) and/or Associated Equipment****25-64-03-02B**

Interval	Installed	Required	Procedure
D	-	-	

Any in excess of those required by 14 CFR may be incomplete or removed.

25-64-03 Emergency Medical Equipment**25-64-03-02 Emergency Medical Kit (EMK) and/or Associated Equipment****25-64-03-02-01 Tamper Seals or Tags**

Interval	Installed	Required	Procedure
C	-	-	(O)

May be inoperative, damaged, or missing provided proper EMK servicing is verified at each preflight.

25-64-03 Emergency Medical Equipment**25-64-03-03 Automatic External Defibrillator (AED) and/or Associated Equipment****25-64-03-03A**

Interval	Installed	Required	Procedure
A	-	0	(O)

May be incomplete, inoperative, or removed provided:

- AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit.
- Location placarding is removed or obscured.
- 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.

25-64-03 Emergency Medical Equipment**25-64-03-03 Automatic External Defibrillator (AED) and/or Associated Equipment****25-64-03-03B**

Interval	Installed	Required	Procedure
D	-	-	

Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.

25-64-03 Emergency Medical Equipment**25-64-03-03 Automatic External Defibrillator (AED) and/or Associated Equipment****25-64-03-03-01 Tamper Seals or Tags**

Interval	Installed	Required	Procedure
C	-	-	(O)

May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.

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25-66-01 Escape Slides

Interval	Installed	Required	Procedure
C	-	1	(M) (O)

May be missing or 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.
 - 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 the inoperative exit(s) and instructions not to use the inoperative exit(s).
 - g. Alternate procedures are established and used.
-

26-10-01 Fire Warning System

26-10-01-01 BELL CUTOOUT Switch

26-10-01-02 Bell Cutout Function of Master Fire Warning Light

26-11-01 Engine Overheat and Fire Detection Systems

26-11-02 Engine Start Lever Fire Indication Lights

26-14-01 Lavatory Smoke Detection Systems

26-14-01-01 Lavatory Smoke Detector SELF TEST Switch

26-14-01-02 Flight Deck LAVATORY SMOKE Light

26-14-01-02A

26-14-01-02B

26-15-01 APU Fire Detection System

26-15-01-01 APU DET INOP Light

26-15-01-02 External Warning Horn/Warning Light

26-16-01 Lower Cargo Compartment Fire Detection Systems

26-16-01-01 Fwd/Aft Detection Loops

26-16-01-02 DETECTOR FAULT Light

26-18-01 Wheel Well Fire Detection System

26-18-01A

26-18-01B

26-18-01-01 Detection Loops

26-18-02 Wing-Body Overheat Detection System

26-18-02-01 Left Loop

26-18-02-02 Right Loop

26-18-02-03 Wing-Body Overheat Test System

26-19-01 Equipment Cooling Smoke Detection System

26-19-01-01 Smoke Detectors

26-19-01-02 EQUIP SMOKE Light

26-20-01 Engine and APU Fire Extinguisher Discharge Lights

26-20-01-01 Engine Fire Extinguisher Discharge Lights

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26-10-01

Fire Warning System

26-10-01-01

BELL CUTOUT Switch

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided the Bell Cutout Function of both Master Fire Warning Lights operate normally.

26-10-01

Fire Warning System

26-10-01-02

Bell Cutout Function of Master Fire Warning Light

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided the BELL CUTOUT Switch operates normally.

26-11-01 Engine Overheat and Fire Detection Systems

Interval	Installed	Required	Procedure
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.

26-11-02

Engine Start Lever Fire Indication Lights

Interval	Installed	Required	Procedure
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.
- b. Repairs are made within 3 flight days.

26-14-01 Lavatory Smoke Detection Systems

Interval	Installed	Required	Procedure
C	-	0	(M) (O)

For each lavatory, lavatory smoke detection system may be inoperative provided:

- Lavatory waste receptacle is empty.
- Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER".
- Lavatory is used only by crewmembers.

NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.

26-14-01 Lavatory Smoke Detection Systems**26-14-01-01 Lavatory Smoke Detector SELF TEST Switch**

Interval	Installed	Required	Procedure
C	-	0	(M)

May be inoperative provided associated lavatory smoke detector is verified to operate normally.

26-14-01 Lavatory Smoke Detection Systems**26-14-01-02 Flight Deck LAVATORY SMOKE Light**

26-14-01-02A

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided:

- Lavatory smoke detection systems operate normally.
 - Alternate procedures are established and used.
-

26-14-01

Lavatory Smoke Detection Systems

26-14-01-02

Flight Deck LAVATORY SMOKE Light

26-14-01-02B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

26-15-01 APU Fire Detection System

Interval	Installed	Required	Procedure
C	1	0	

Except for ETOPS, may be inoperative provided:

- a. APU is not used.
- b. Both engine driven generator systems operate normally.
- c. At least one engine bleed air shutoff valve (PRSOV) operates normally.

NOTE: Dispatch is not allowed if the APU is required by other procedures.

26-15-01 APU Fire Detection System

26-15-01-01 APU DET INOP Light

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided:

- a. Light is extinguished.
- b. APU Fire Detection system is verified to operate normally before each APU start.

26-15-01 APU Fire Detection System

26-15-01-02 External Warning Horn/Warning Light

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided flight deck APU overheat/fire protection panel is continuously monitored during ground APU operation.

26-16-01 Lower Cargo Compartment Fire Detection Systems

Interval	Installed	Required	Procedure
C	2	0	(O)

May be inoperative provided procedures are established and used to ensure associated 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.

26-16-01 Lower Cargo Compartment Fire Detection Systems**26-16-01-01 Fwd/Aft Detection Loops**

Interval	Installed	Required	Procedure
C	4	2	(O)

One loop (A or B) in each compartment may be inoperative provided remaining loop is verified to operate normally.

26-16-01 Lower Cargo Compartment Fire Detection Systems**26-16-01-02 DETECTOR FAULT Light**

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided cargo fire panel TEST switch is used to check for cargo fire detection system faults before each flight.

26-18-01 Wheel Well Fire Detection System**26-18-01A**

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided:

- Wheel well fire detection system is deactivated.
- Brake temperature monitoring system (BTMS) operates normally.

26-18-01 Wheel Well Fire Detection System**26-18-01B**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- Wheel well fire detection system is deactivated.
- Landing gear remains extended for 10 minutes after takeoff.
- Appropriate performance adjustments are applied.

NOTE: In case of engine failure after V1, landing gear should be retracted until takeoff obstacles are cleared.

26-18-01 Wheel Well Fire Detection System**26-18-01-01 Detection Loops**

Interval	Installed	Required	Procedure
C	2	1	(M)

May be inoperative provided wheel well detection system is put in a single loop configuration.

26-18-02 Wing-Body Overheat Detection System**26-18-02-01 Left Loop**

Interval	Installed	Required	Procedure
C	1	0	(O)

Except for ETOPS, may be inoperative provided:

- Only right pack and engine bleed is used for pressurization.
 - Left pack is considered inoperative.
 - Use of APU is prohibited except for engine start.
 - ISOLATION VALVE switch remains CLOSED and left engine BLEED air switch remains OFF for all operations except engine start.
 - Airplane is not operated in known or forecast icing conditions.
-

26-18-02 Wing-Body Overheat Detection System**26-18-02-02 Right Loop**

Interval	Installed	Required	Procedure
C	1	0	(O)

Except for ETOPS, may be inoperative provided:

- Only left pack and left engine or APU bleed air is used for pressurization.
 - Right pack is considered inoperative.
 - ISOLATION VALVE switch remains CLOSED and right engine BLEED air switch remains OFF for all operations except engine start.
 - Airplane is not operated in known or forecast icing conditions.
-

26-18-02 Wing-Body Overheat Detection System**26-18-02-03 Wing-Body Overheat Test System**

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided operative detector loops are verified to operate normally once each flight day.

26-19-01 Equipment Cooling Smoke Detection System
26-19-01-01 Smoke Detectors

Interval	Installed	Required	Procedure
C	2	1	(M)

One smoke detector may be inoperative provided:

- a. Inoperative smoke detector is deactivated.
- b. Remaining smoke detector is verified to operate normally.

26-19-01 Equipment Cooling Smoke Detection System
26-19-01-02 EQUIP SMOKE Light

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided E/E Cooling smoke detectors are verified to operate normally.

26-20-01

Engine and APU Fire Extinguisher Discharge Lights

26-20-01-01

Engine Fire Extinguisher Discharge Lights

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative.

26-20-01

Engine and APU Fire Extinguisher Discharge Lights

26-20-01-02

APU Fire Extinguisher Discharge Light

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided APU fire extinguisher bottle is verified to have an adequate charge before each flight.

26-20-02 Engine/APU Fire Extinguisher Test System

Interval	Installed	Required	Procedure
C	3	0	(M)

May be inoperative provided:

- Failure is verified to be in squib test circuit.
- For each inoperative squib test circuit, associated squib circuit is verified to operate normally once each flight day.

26-20-02 Engine/APU Fire Extinguisher Test System**26-20-02-01 APU Fire Extinguisher Squib Test Circuits**

Interval	Installed	Required	Procedure
C	2	1	(O)

May be inoperative provided remaining APU squib test circuit is verified to operate normally once each flight day.

26-20-02 Engine/APU Fire Extinguisher Test System**26-20-02-02 APU Fire Extinguisher Test Light (Squib Light)**

Interval	Installed	Required	Procedure
C	1	0	

Except for ETOPS, may be inoperative provided:

- APU is not used.
- Both engine driven generator systems operate normally.
- At least one of bleed system PRSOVs operates normally.

26-22-01

APU Fire Extinguisher System

Interval	Installed	Required	Procedure
C	1	0	

Except for ETOPS, may be inoperative provided:

- a. APU is not used.
- b. Both engine driven generator systems operate normally.
- c. At least one of bleed system PRSOVs operates normally.

26-22-02

APU Fire Shutoff System

Interval	Installed	Required	Procedure
C	1	0	

Except for ETOPS, may be inoperative provided:

- a. APU is not used.
- b. Both engine driven generator systems operate normally.
- c. At least one of bleed system PRSOVs operates normally.

26-23-01 Lower Cargo Compartment Fire Suppression System

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided procedures are established and used to ensure lower cargo compartments or zones 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.

26-23-01 Lower Cargo Compartment Fire Suppression System**26-23-01-01 DISCH Light**

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided operative extinguisher bottles are verified to have an adequate charge once each flight day.

26-23-01 Lower Cargo Compartment Fire Suppression System**26-23-01-02 Extinguisher Bottle Pressure Switches**

Interval	Installed	Required	Procedure
C	2	0	(M)

May be inoperative provided associated extinguisher bottle is verified to have an adequate charge once each flight day.

26-23-01 Lower Cargo Compartment Fire Suppression System**26-23-01-03 EXT Light (FWD and AFT) Systems**

Interval	Installed	Required	Procedure
C	2	0	(M)

May be inoperative provided:

- a. Failure is verified to be in squib light circuit.

- b. Both associated squib circuits are verified to operate normally once each flight day.

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26-24-01 Lavatory Fire Extinguisher Systems**26-24-01A**

Interval	Installed	Required	Procedure
C	-	0	

For each lavatory, lavatory fire extinguisher system may be inoperative provided associated lavatory smoke detection system operates normally.

26-24-01 Lavatory Fire Extinguisher Systems**26-24-01B**

Interval	Installed	Required	Procedure
C	-	0	(M) (O)

For each lavatory, lavatory fire extinguisher system may be inoperative provided:

- Lavatory waste receptacle is empty.
- Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER".
- Lavatory is used only by crewmembers.

NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.

26-26-01 Portable Fire Extinguishers

Interval	Installed	Required	Procedure
D	-	-	

Any in excess of those required by 14 CFR may be inoperative or removed provided:

- a. Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility.
- b. Location placarding is removed or obscured.
- c. Required distribution is maintained.

NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.

26-26-01 Portable Fire Extinguishers

26-26-01-01 Tamper Seals or Tags

Interval	Installed	Required	Procedure
C	-	-	(O)

May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.

27-08-01	Control Surface Position Indication System
27-21-01	Rudder Trim Indicator
27-21-02	STBY RUD ON Light
27-24-01	Wheel to Rudder Interconnect System (WTRIS)
27-31-01	FEEL DIFF PRESS Light System
27-31-02	Elevator Tab Control Springs
27-51-01	Flap Load Relief Function
27-61-01	Flight Spoiler Systems
27-61-01-01	Spoiler Control Channels
27-61-02	DELETED (Maneuver Load Alleviation (MLA) Function)
27-61-03	Emergency Descent Spoilers (EDS) Function
27-62-01	Auto Speedbrake System
27-62-02	SPEEDBRAKES EXTENDED Light
27-83-01	Autoslat Systems
27-83-02	AUTO SLAT FAIL Light System
27-88-01	Leading Edge Flap/Slat Position Light Systems
27-88-01-01	Leading Edge Indications for Slats 1, 2, 3, 6, 7, and 8 (737-7)
27-88-01-02	Leading Edge Indications for Slats 1, 2, 7, and 8 (737-8/-8200/-9/-10)

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27-08-01

Control Surface Position Indication System

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.

I

27-21-01

Rudder Trim Indicator

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- a. Rudder trim actuator is verified to operate normally.
- b. Rudder trim is verified to be centered before each departure.

27-21-02

STBY RUD ON Light

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided:

- a. Rudder is verified to operate normally on hydraulic system A and B independently.
- b. Standby hydraulic pump is verified to operate normally.
- c. Rudder force fight monitor is deactivated.

27-24-01 Wheel to Rudder Interconnect System (WTRIS)

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.

27-31-01

FEEL DIFF PRESS Light System

Interval	Installed	Required	Procedure
B	1	0	(M)

May be inoperative provided elevator feel system is verified to operate normally once each flight day.

27-31-02 Elevator Tab Control Springs

Interval	Installed	Required	Procedure
A	8	6	(M)

One may be broken or missing per elevator provided:

- a. Broken spring is removed.
- b. Remaining springs are verified to operate normally.
- c. Repairs are made within 10 flight days.

27-51-01

Flap Load Relief Function

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided appropriate performance adjustments are applied.

27-61-01 Flight Spoiler Systems

Interval	Installed	Required	Procedure
C	8	6	(M) (O)

Except for spoiler pair 5/8, one symmetrical pair may be inoperative provided:

- a. Inoperative spoiler pair is deactivated in the retracted position.
- b. All other spoilers are verified to operate normally.
- c. Antiskid system operates normally.
- d. Use of flaps 1 for takeoff is prohibited.
- e. Flight altitude remains at or below FL 375.
- f. Crosswinds for takeoff and landing do not exceed 25 knots.
- g. Crosswinds for a zero crab landing technique do not exceed 13 knots.
- h. Appropriate performance adjustments are applied.

27-61-01 Flight Spoiler Systems
27-61-01-01 Spoiler Control Channels

Interval	Installed	Required	Procedure
C	3	2	

May be inoperative.

27-61-02

DELETED (Maneuver Load Alleviation (MLA) Function)

Interval	Installed	Required	Procedure

Deleted, Revision 7.

27-61-03 Emergency Descent Spoilers (EDS) Function

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided:

- a. Flight spoiler systems operate normally.
- b. Flight altitude remains at or below FL 300.

27-62-01

Auto Speedbrake System

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

- May be inoperative provided:
- a. Auto speedbrake system is deactivated.
 - b. Appropriate performance adjustments are applied.

27-62-02

SPEEDBRAKES EXTENDED Light

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided speedbrakes are verified to operate normally.

27-83-01

Autoslat Systems

Interval	Installed	Required	Procedure
C	2	1	(O)

May be inoperative provided:

- a. Remaining autoslat system is verified to operate normally.
- b. AUTO SLAT FAIL light system operates normally.

27-83-02 AUTO SLAT FAIL Light System

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided autoslat systems are verified to operate normally once every 2 flight days.

27-88-01 Leading Edge Flap/Slat Position Light Systems**27-88-01-01 Leading Edge Indications for Slats 1, 2, 3, 6, 7, and 8 (737-7)**

Interval	Installed	Required	Procedure
C	18	17	(M) (O)

One leading edge slat indication light on overhead annunciator panel may be inoperative provided:

- All remaining indications on leading edge devices annunciator panel are verified to operate normally.
 - Stall warning operation of both systems is verified to operate normally.
 - Associated leading edge slat position is visually verified by flight crew before each takeoff and landing.
 - Maximum speed is limited to 300 KIAS at/below FL 200 or 0.65 Mach above FL 200.
-

27-88-01 Leading Edge Flap/Slat Position Light Systems**27-88-01-02 Leading Edge Indications for Slats 1, 2, 7, and 8 (737-8/-8200/-9/-10)**

Interval	Installed	Required	Procedure
C	12	11	(M) (O)

One leading edge slat indication light on overhead annunciator panel may be inoperative provided:

- All remaining indications on leading edge devices annunciator panel are verified to operate normally.
 - Stall warning operation of both systems is verified to operate normally.
 - Associated leading edge slat position is visually verified by flight crew before each takeoff and landing.
 - Maximum speed is limited to 300 KIAS at/below FL 200 or 0.65 Mach above FL 200.
-

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28-21-01 Pressure Fueling System

28-21-01-01 Refuel Panel Fuel Quantity Indications

28-21-01-02 Fueling Manifold Check Valves

28-21-01-03 Fueling Shutoff Valves

28-21-01-04 Refuel Panel Fueling Power Control Switch

28-22-01 Main Tank Boost Pumps

28-22-02 Center Tank Boost Pumps

28-22-02A

28-22-02B

28-22-03 Center Tank Fuel Boost Pump Automatic Shutoff System

28-22-03A

28-22-03B

28-22-03C

28-22-04 Fuel Scavenge System

28-22-04A

28-22-04B

28-22-04C

28-22-05 Crossfeed VALVE OPEN Light

28-22-06 SPAR VALVE CLOSED Lights

28-22-07 Fuel Shutoff Valve Battery and Charger

28-25-01 APU DC Fuel Boost Pump

28-25-02 APU Fuel Shutoff Valve

28-41-01 Fuel Quantity Indication Systems

28-41-01-01 Main Tanks

28-41-01-02 Center Tank

28-41-01-02A

28-41-01-02B

28-41-02 Total Fuel Quantity Indication

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28-42-01-01 LOW PRESSURE Lights

28-42-02 Center Tank LOW PRESSURE Light Systems

28-42-02-01 LOW PRESSURE Lights

28-43-01 Fuel Temperature Indicating System**28-44-01 Fuel Measuring Sticks**

28-21-01 Pressure Fueling System

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided alternate procedures are established and used.

NOTE: MMEL item 28-21-01 relief may not be applied to defer maintenance of an inoperative system or indication for which an MMEL 28-21-01 subitem exists.

28-21-01 Pressure Fueling System**28-21-01-01 Refuel Panel Fuel Quantity Indications**

Interval	Installed	Required	Procedure
C	3	0	(M)

May be inoperative provided alternate procedures are used for refueling the associated fuel tank.

28-21-01 Pressure Fueling System**28-21-01-02 Fueling Manifold Check Valves**

Interval	Installed	Required	Procedure
C	3	0	(M)

May be inoperative provided associated fueling shutoff valve is verified to operate normally.

28-21-01 Pressure Fueling System**28-21-01-03 Fueling Shutoff Valves**

Interval	Installed	Required	Procedure
C	3	0	(M)

May be inoperative provided:

- Inoperative fueling shutoff valve(s) is verified to be sealed closed.
- Fueling receptacle does not leak.
- Alternate refueling procedures are established and used.

28-21-01

Pressure Fueling System

28-21-01-04

Refuel Panel Fueling Power Control Switch

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative off provided refuel panel indicator test switch operates normally in FUEL DOOR SWITCH BYPASS position.

28-22-01

Main Tank Boost Pumps

Interval	Installed	Required	Procedure
C	4	3	(M) (O)

Except for ETOPS beyond 120 minutes, may be inoperative provided:

- a. Inoperative pump is deactivated.
- b. Appropriate minimum fuel quantities are maintained in associated tank.

28-22-02 Center Tank Boost Pumps

28-22-02A

Interval	Installed	Required	Procedure
C	2	1	(M) (O)

May be inoperative with center tank fueled provided:

- a. Inoperative pump is deactivated.
 - b. Center tank quantity indication operates normally.
 - c. LOW PRESSURE light for remaining center fuel tank pump operates normally.
 - d. With center tank fueled, fuel quantity remaining in main tanks is adequate to reach a suitable airport if remaining center pump fails at any time.
 - e. Center tank fuel is accounted for in the airplane weight and balance in the event center tank fuel cannot be used.
-

28-22-02 Center Tank Boost Pumps

28-22-02B

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

May be inoperative provided:

- a. Inoperative pumps are deactivated.
- b. Center tank quantity indication operates normally.
- c. Center tank fuel is considered unusable and is accounted for in the airplane weight and balance.

NOTE: AFM fuel loading and usage limitations are for usable fuel.

28-22-03 Center Tank Fuel Boost Pump Automatic Shutoff System**28-22-03A**

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided associated center tank fuel boost pump is considered inoperative.

28-22-03 Center Tank Fuel Boost Pump Automatic Shutoff System**28-22-03B**

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided center tank remains empty.

28-22-03 Center Tank Fuel Boost Pump Automatic Shutoff System**28-22-03C**

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative with center tank fueled provided:

- Both center tank pump LOW PRESSURE light systems operate normally.
- Center tank fuel quantity indication system operates normally.
- Center tank boost pumps are not ON unless personnel are available in flight deck to monitor LOW PRESSURE lights.
- For ground operations, center tank boost pump switches are not ON unless center tank fuel quantity exceeds 1,000 lb (453 kg), except when defueling or transferring fuel.
- Center tank boost pumps are OFF for takeoff if center tank fuel is less than 5,000 lb (2,300 kg) with airplane readied for initial taxi.
- Center tank fuel pumps may be repositioned ON when established in cruise flight if more than 1,000 lb (453 kg) of fuel remain in center tank.
- Both center tank boost pumps are selected OFF when center tank fuel quantity reaches 1,000 lb (453 kg) of fuel during climb or cruise.

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- h. Both center tank boost pumps are selected OFF when center tank fuel quantity reaches 3,000 lb (1,400 kg) of fuel during descent or landing.
 - i. Both center tank fuel boost pumps are selected OFF at first indication of fuel pump low pressure.
 - j. Defueling with passengers on board is prohibited.
-

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28-22-04

Fuel Scavenge System

28-22-04A

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided fuel scavenge shutoff valve is closed.

28-22-04

Fuel Scavenge System

28-22-04B

Interval	Installed	Required	Procedure
C	1	0	(O)

Except for ETOPS beyond 120 minutes, may be inoperative provided:

- a. Scavenge shutoff valve is open.
 - b. Left main tank forward boost pump is not used.
 - c. Left main tank aft boost pump operates normally.
 - d. Appropriate minimum fuel quantities are maintained in left main tank.
-

28-22-04

Fuel Scavenge System

28-22-04C

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided:

- a. Scavenge shutoff valve is open.
 - b. Center tank remains empty.
-

28-22-05

Crossfeed VALVE OPEN Light

Interval	Installed	Required	Procedure
C	1	0	(M)

- Except for ETOPS, may be inoperative provided:
- a. Crossfeed valve is verified to operate normally.
 - b. Fuel quantity indications for both main tanks operate normally.

28-22-06

SPAR VALVE CLOSED Lights

Interval	Installed	Required	Procedure
C	2	0	(M)

May be inoperative provided associated valve is verified to operate normally once each flight day.

28-22-07

Fuel Shutoff Valve Battery and Charger

Interval	Installed	Required	Procedure
D	1	0	(M)

May be inoperative deactivated.

28-25-01

APU DC Fuel Boost Pump

Interval	Installed	Required	Procedure
D	1	0	(M)

May be inoperative provided pump is deactivated.

28-25-02

APU Fuel Shutoff Valve

Interval	Installed	Required	Procedure
C	1	0	(M)

Except for ETOPS, may be inoperative provided:

- a. Valve is deactivated closed.
- b. APU is considered inoperative.

28-41-01 Fuel Quantity Indication Systems**28-41-01-01 Main Tanks**

Interval	Installed	Required	Procedure
C	2	1	(M) (O)

Except for ETOPS, may be inoperative provided:

- Fuel quantity in associated tank is verified by an acceptable procedure.
 - Both fuel pumps in associated tank operate normally.
 - Fuel flow indicators operate normally.
 - Center tank fuel quantity indication system operates normally.
 - FMC FUEL is initialized with known total fuel quantity.
-

28-41-01 Fuel Quantity Indication Systems**28-41-01-02 Center Tank****28-41-01-02A**

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided:

- Center tank remains empty.
 - Both main tank fuel quantity indication systems operate normally.
-

28-41-01 Fuel Quantity Indication Systems**28-41-01-02 Center Tank****28-41-01-02B**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

Except for ETOPS, may be inoperative provided:

- Fuel quantity in center tank is verified by an acceptable procedure.
 - Both center tank fuel pumps operate normally.
 - Fuel flow indicators operate normally.
 - Both main tank fuel quantity indication systems operate normally.
 - FMC FUEL is initialized with known total fuel quantity.
-

28-41-02

Total Fuel Quantity Indication

Interval	Installed	Required	Procedure
C	1	0	(O)

Except for ETOPS, may be inoperative provided:

- a. Fuel flow indicators operate normally.
- b. FMC FUEL is initialized with known total fuel quantity.

28-42-01

Main Tank LOW PRESSURE Light Systems

Interval	Installed	Required	Procedure
C	4	3	

May be inoperative provided associated pump is considered inoperative.

28-42-01

Main Tank LOW PRESSURE Light Systems

28-42-01-01

LOW PRESSURE Lights

Interval	Installed	Required	Procedure
C	4	3	(M)

May be inoperative provided:

- a. MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.
- b. Both pumps in associated tank operate normally.

28-42-02 Center Tank LOW PRESSURE Light Systems

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided associated pump is considered inoperative.

28-42-02 Center Tank LOW PRESSURE Light Systems

28-42-02-01 LOW PRESSURE Lights

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

May be inoperative provided:

- a. MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.
- b. Both center tank pumps operate normally.

28-43-01

Fuel Temperature Indicating System

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided total air temperature (TAT) is used as an indication of fuel temperature.

28-44-01

Fuel Measuring Sticks

Interval	Installed	Required	Procedure
C	16	0	

May be inoperative or missing provided fuel quantity is determined by other acceptable means.

- 29-09-01 Hydraulic Reservoir Pressurization System Sources**
- 29-09-02 Hydraulic Reservoir Pressurization System Wheel Well Air Pressure Gauge**
- 29-18-01 Hydraulic Reservoir Fill System**
- 29-31-01 Hydraulic Systems A and B Pressure Indications**
- 29-32-01 Electric Hydraulic Pump Overheat Indication Systems**
- 29-33-01 Hydraulic Systems A and B Flight Deck Quantity Indications**
- 29-33-02 Standby System Low Quantity Indication System**
- 29-33-03 Hydraulic Reservoir Wheel Well Quantity Indicators**
- 29-34-01 Engine Driven Hydraulic Pump Low Pressure Indication Systems**
- 29-34-02 Electric Hydraulic Pump Low Pressure Indication Systems**
- 29-34-03 Standby System Pump Low Pressure Indication**

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29-09-01

Hydraulic Reservoir Pressurization System Sources

Interval	Installed	Required	Procedure
C	2	1	(M)

May be inoperative provided it is verified hydraulic reservoirs can be pressurized.

29-09-02

Hydraulic Reservoir Pressurization System Wheel
Well Air Pressure Gauge

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.

29-18-01

Hydraulic Reservoir Fill System

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.

29-31-01 Hydraulic Systems A and B Pressure Indications

Interval	Installed	Required	Procedure
C	2	1	(O)

May be inoperative provided:

- a. Associated system pressure is verified to be normal before each departure.
- b. Associated system pump LOW PRESSURE indications operate normally.
- c. Associated flight deck quantity indication operates normally.

29-32-01

Electric Hydraulic Pump Overheat Indication Systems

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided associated pump low pressure indication operates normally.

29-33-01 Hydraulic Systems A and B Flight Deck Quantity Indications

Interval	Installed	Required	Procedure
C	2	0	(M)

May be inoperative provided:

- a. Associated system quantity is verified to be normal before each departure.
 - b. Associated system pressure indication operates normally.
 - c. Associated system pump LOW PRESSURE indications operate normally.
-

29-33-02

Standby System Low Quantity Indication System

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided:

- a. Standby system quantity is verified to be normal before each departure.
- b. Standby system pump low pressure indication operates normally.

29-33-03 Hydraulic Reservoir Wheel Well Quantity Indicators

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided associated flight deck quantity indicator operates normally.

29-34-01

Engine Driven Hydraulic Pump Low Pressure
Indication Systems

Interval	Installed	Required	Procedure
C	2	0	(O)

- May be inoperative provided:
- a. Associated pump pressure is verified to be normal before each departure.
 - b. Associated system flight deck quantity indication operates normally.
 - c. Associated system electric hydraulic pump low pressure indication operates normally.
-

29-34-02

Electric Hydraulic Pump Low Pressure Indication Systems

Interval	Installed	Required	Procedure
C	2	0	(O)

May be inoperative provided:

- a. Associated pump pressure is verified to be normal before each departure.
- b. Associated system flight deck quantity indication operates normally.
- c. Associated system engine driven hydraulic pump low pressure indication operates normally.

29-34-03

Standby System Pump Low Pressure Indication

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided:

- a. Standby pump pressure is verified to be normal before each departure.
- b. Standby system low quantity indication operates normally.
- c. System B hydraulic pumps operate normally.

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30-11-01 Wing Anti-Ice Valves

30-11-01A

30-11-01B

30-11-02 Wing VALVE Lights

30-11-03 Control Stand Wing Anti-Ice Switches

30-11-03A

30-11-03B

30-21-01 Engine (Cowl) Anti-Ice Valves

30-21-02 Engine Anti-Ice COWL VALVE Position Lights and TAI Indications

30-21-02A

30-21-02B

30-21-02C

30-21-03 COWL ANTI-ICE Lights

30-21-04 Engine Anti-Ice Overpressure Switches

30-31-01 Pitot Probe Heaters

30-31-01-01 Captain and First Officer Pitot Heaters

30-31-01-02 Auxiliary Pitot Heater (Right Lower Probe)

30-31-02 Total Air Temperature Probe Heater

30-31-03 Angle of Attack Sensor Heaters

30-31-04 Elevator Pitot Probe Heaters

30-31-05 Pitot and Temperature Probe Heater Lights

30-31-05-01 Pitot Probe Heater Lights

30-31-05-02 Total Air Temperature (TAT) Probe Heater Light

30-31-05-02A

30-31-05-02B

30-31-06 Alpha Vane Heater Light Systems

30-31-06A

30-31-06B

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30-31-07 Air Data Probe Heater Systems

30-31-07-01 AUTO Activation

30-41-01 Electrically Heated Windshields

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30-41-01-02 No. 2 Windows

30-41-01-03 No. 3 Window Heat Systems

30-41-02 Windshield Defog System

30-42-01 Windshield Wiper Systems

30-42-01-01 Park Function

30-42-01-02 Intermittent Speed Function

30-42-01-03 Low Speed Function

30-42-01-04 High Speed Function

30-42-01-04A

30-42-01-04B

30-71-01 Drain Mast Heaters

30-81-01 Ice Detection System

30-81-01A

30-81-01B

30-11-01 Wing Anti-Ice Valves**30-11-01A**

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

Except for ETOPS beyond 120 minutes, may be inoperative provided:

- Affected valve is secured closed.
- Airplane is not operated in known or forecast icing conditions..

30-11-01 Wing Anti-Ice Valves**30-11-01B**

Interval	Installed	Required	Procedure
C	2	1	(M) (O)

May be inoperative secured open provided:

- Except for engine start, associated manifold is depressurized when outside air temperature is above 50 degrees F (10 degrees C).
- Associated engine bleed thrust limits are followed, WING ANTI-ICE switch is set to ON position when use of the wing anti-ice system is required, and the associated manifold is pressurized.
- Air conditioning and pressurization requirements are followed when one manifold is depressurized.
- Appropriate performance adjustments are applied.

30-11-02

Wing VALVE Lights

Interval	Installed	Required	Procedure
C	2	0	(M)

May be inoperative provided valve is verified to operate normally before operating in known or forecast icing conditions.

30-11-03

Control Stand Wing Anti-Ice Switches

30-11-03A

Interval	Installed	Required	Procedure
C	2	0	(O)

May be inoperative closed.

30-11-03

Control Stand Wing Anti-Ice Switches

30-11-03B

Interval	Installed	Required	Procedure
C	2	0	(O)

May be inoperative open.

30-21-01 Engine (Cowl) Anti-Ice Valves

Interval	Installed	Required	Procedure
C	2	1	(M)

Except for ETOPS beyond 120 minutes, may be inoperative provided:

- a. Affected valve is locked closed.
- b. Airplane is not operated in known or forecast icing conditions.

30-21-02

Engine Anti-Ice COWL VALVE Position Lights and TAI Indications

30-21-02A

Interval	Installed	Required	Procedure
C	4	0	(O)

May be inoperative provided associated valve is verified to operate normally before each departure.

30-21-02

Engine Anti-Ice COWL VALVE Position Lights and TAI Indications

30-21-02B

Interval	Installed	Required	Procedure
C	4	2	

One valve position indication (either COWL VALVE light or TAI indication) for each engine may be inoperative.

30-21-02

Engine Anti-Ice COWL VALVE Position Lights and TAI Indications

30-21-02C

Interval	Installed	Required	Procedure
C	4	2	

May be inoperative provided associated valve is considered inoperative.

30-21-03 COWL ANTI-ICE Lights

Interval	Installed	Required	Procedure
C	2	1	

Except for ETOPS beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions.

30-21-04

Engine Anti-Ice Overpressure Switches

Interval	Installed	Required	Procedure
C	4	2	(M)

- May be inoperative provided:
- a. Inoperative overpressure switch(es) is deactivated.
 - b. One overpressure switch for each engine operates normally.
-

30-31-01 Pitot Probe Heaters

30-31-01-01 Captain and First Officer Pitot Heaters

Interval	Installed	Required	Procedure
B	2	1	

Except for ETOPS beyond 120 minutes, may be inoperative provided:

- a. Operations are conducted in Day VMC only.
 - b. Aux pitot heater operates normally.
 - c. Airplane is not operated in visible moisture.
 - d. Airplane is not operated in known or forecast icing conditions.
-

30-31-01 Pitot Probe Heaters

30-31-01-02 Auxiliary Pitot Heater (Right Lower Probe)

Interval	Installed	Required	Procedure
B	1	0	

Except for ETOPS beyond 120 minutes, may be inoperative provided:

- a. Captain and First Officer pitot heaters operate normally.
 - b. Airplane is not operated in known or forecast icing conditions.
-

30-31-02

Total Air Temperature Probe Heater

Interval	Installed	Required	Procedure
C	1	0	

Except for ETOPS beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions.

30-31-03

Angle of Attack Sensor Heaters

Interval	Installed	Required	Procedure
C	2	0	

Except for ETOPS beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions.

30-31-04

Elevator Pitot Probe Heaters

Interval	Installed	Required	Procedure
B	2	1	

Except for ETOPS beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions.

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30-31-05 Pitot and Temperature Probe Heater Lights

30-31-05-01 Pitot Probe Heater Lights

Interval	Installed	Required	Procedure
B	5	0	(M)

Except for ETOPS beyond 120 minutes, may be inoperative provided:

- Associated heater is verified to operate normally.
- Airplane is not operated in known or forecast icing conditions.

30-31-05 Pitot and Temperature Probe Heater Lights

30-31-05-02 Total Air Temperature (TAT) Probe Heater Light

30-31-05-02A

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided associated heater is verified to operate normally before each departure.

30-31-05 Pitot and Temperature Probe Heater Lights

30-31-05-02 Total Air Temperature (TAT) Probe Heater Light

30-31-05-02B

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided associated heater is inoperative.

30-31-06

Alpha Vane Heater Light Systems

30-31-06A

Interval	Installed	Required	Procedure
C	2	0	(M)

May be inoperative provided associated heater function is verified to operate normally before each departure.

30-31-06

Alpha Vane Heater Light Systems

30-31-06B

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided associated heater is considered inoperative.

30-31-07 Air Data Probe Heater Systems

30-31-07-01 AUTO Activation

Interval	Installed	Required	Procedure
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.

30-41-01 Electrically Heated Windshields**30-41-01-01 No. 1 Windows**

Interval	Installed	Required	Procedure
C	2	1	

Except for ETOPS beyond 120 minutes, may be inoperative provided:

- Associated FWD WINDOW HEAT switch remains OFF.
 - Airplane is not operated in known or forecast icing conditions.
 - Both No. 2 window heaters operate normally.
 - Windshield defog system operates normally.
 - Airspeed is limited to 250 KIAS below 10,000 ft. MSL.
-

30-41-01 Electrically Heated Windshields**30-41-01-02 No. 2 Windows**

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided:

- Associated SIDE WINDOW HEAT switch remains OFF.
 - Both No. 1 window heaters operate normally.
 - Windshield defog system operates normally.
 - Airspeed is limited to 250 KIAS below 10,000 ft. MSL.
-

30-41-01 Electrically Heated Windshields**30-41-01-03 No. 3 Window Heat Systems**

Interval	Installed	Required	Procedure
D	2	0	

May be inoperative.

30-41-02 Windshield Defog System

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided electrically heated windshields for No. 1 and No. 2 windows operate normally.

30-42-01 Windshield Wiper Systems

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided:

- Airplane is not operated in precipitation within 5 statute miles of airport of takeoff or intended landing.
- Approach minimums do not require its use.

30-42-01 Windshield Wiper Systems**30-42-01-01 Park Function**

Interval	Installed	Required	Procedure
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.

30-42-01 Windshield Wiper Systems**30-42-01-02 Intermittent Speed Function**

Interval	Installed	Required	Procedure
D	2	0	

May be inoperative.

30-42-01 Windshield Wiper Systems**30-42-01-03 Low Speed Function**

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided both high speed functions operate normally.

30-42-01 Windshield Wiper Systems

30-42-01-04 High Speed Function

30-42-01-04A

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided both low speed functions operate normally.

30-42-01 Windshield Wiper Systems

30-42-01-04 High Speed Function

30-42-01-04B

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided both low speed functions operate normally and rain intensity is less than moderate.

30-71-01

Drain Mast Heaters

Interval	Installed	Required	Procedure
C	2	0	(M)

May be inoperative provided water supply to associated components is secured off.

30-81-01 Ice Detection System

30-81-01A

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided alternate procedures are established and used.

30-81-01 Ice Detection System

30-81-01B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

31-25-01 Clock Switches

31-31-01 Flight Data Recorder System (FDR)

31-31-01A

31-31-01B

31-31-01-01 FDR Recording Parameters Required by 14 CFR

31-31-01-02 FDR Recording Parameters not Required by 14 CFR

31-31-02 Aircraft Condition Monitoring System (ACMS) Function

31-62-01 MAX Display System (MDS)

31-62-01-01 Display Units (DU)

31-62-01-01-01 Outboard DU

31-62-01-01-02 Inboard DU

31-62-01-01-03 Manual BRT/CONTRAST Controls

31-62-01-01-04 DELETED (Touch Screen Functions)

31-62-02 Remote Light Sensor (RLS) System

31-62-03 Engine Display Control SELECTORS

31-62-04 Electronic Flight Instrument System (EFIS) Control Panels

31-62-04-01 Minimums (MINS) Reference Selectors

31-62-04-02 MAP Switches

31-62-04-02-01 STA (Station)

31-62-04-02-02 WPT (Waypoint)

31-62-04-02-03 ARPT (Airport)

31-62-04-02-04 DATA

31-62-04-02-05 POS (Position)

31-62-05 Airport Map Function

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31-25-01

Clock Switches

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative.

31-31-01 Flight Data Recorder System (FDR)**31-31-01A**

Interval	Installed	Required	Procedure
C	-	-	

Any in excess of those required by 14 CFR may be inoperative.

31-31-01 Flight Data Recorder System (FDR)**31-31-01B**

Interval	Installed	Required	Procedure
A	-	0	

May be inoperative provided:

- Cockpit Voice Recorder (CVR) operates normally.
 - Airplane is not dispatched from a designated airport as listed in operator's MEL unless:
 - FDR failure occurs after pushback but prior to takeoff, or
 - FDR repair was attempted but was not successful.
 - 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.
 - Repairs are made within 3 flight days.
-

31-31-01 Flight Data Recorder System (FDR)**31-31-01-01 FDR Recording Parameters Required by 14 CFR**

Interval	Installed	Required	Procedure
A	-	-	

Up to three recording parameters may be inoperative provided:

- Cockpit Voice Recorder (CVR) operates normally.
 - Repairs are made within 20 calendar-days.
-

31-31-01

Flight Data Recorder System (FDR)

31-31-01-02

FDR Recording Parameters not Required by 14 CFR

Interval	Installed	Required	Procedure
A	-	-	

May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.

31-31-02

Aircraft Condition Monitoring System (ACMS)
Function

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative.

31-62-01 MAX Display System (MDS)**31-62-01-01 Display Units (DU)****31-62-01-01-01 Outboard DU**

Interval	Installed	Required	Procedure
A	2	1	(M) (O)

May be inoperative provided:

- Associated PFD/MFD display selector switch remains in the INBD position.
 - Opposite PFD/MFD display selector switch is verified to operate normally.
 - Captain's and First Officer's engine display control selectors operate normally.
 - Engine display is available and selected on opposite inboard display.
 - ISFD operates normally.
 - EFIS Control Panels operate normally.
 - Inboard display units operate normally.
 - Repairs are made within 2 flight days.
-

31-62-01 MAX Display System (MDS)**31-62-01-01 Display Units (DU)****31-62-01-01-02 Inboard DU**

Interval	Installed	Required	Procedure
A	2	1	(M) (O)

May be inoperative provided:

- Associated PFD/MFD display selector switch remains in the OUTBD position.
 - Opposite PFD/MFD display selector switch is verified to operate normally.
 - Captain's and First Officer's engine display control selectors operate normally.
 - Engine display is available and selected on opposite inboard display.
 - ISFD operates normally.
 - EFIS Control Panels operate normally.
 - Outboard display units operate normally.
 - Repairs are made within 2 flight days.
-

31-62-01 MAX Display System (MDS)

31-62-01-01 Display Units (DU)

31-62-01-01-03 Manual BRT/CONTRAST Controls

Interval	Installed	Required	Procedure
C	4	0	

Brightness function (outer control) may be inoperative for each display unit provided remote light sensor (RLS) system operates normally and display brightness is acceptable to flightcrew.

31-62-01 MAX Display System (MDS)

31-62-01-01 Display Units (DU)

31-62-01-01-04 DELETED (Touch Screen Functions)

Interval	Installed	Required	Procedure

Deleted, Revision 7.

31-62-02Remote Light Sensor (RLS) System

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided manual display brightness/contrast controls operate normally.

31-62-03

Engine Display Control SELECTORS

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided both FMC/BFMCs and both CDU/MCDU/TCDUs operate normally.

31-62-04 Electronic Flight Instrument System (EFIS) Control Panels**31-62-04-01 Minimums (MINS) Reference Selectors**

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided approach procedures do not require its use.

31-62-04 Electronic Flight Instrument System (EFIS) Control Panels**31-62-04-02 MAP Switches****31-62-04-02-01 STA (Station)**

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative.

31-62-04 Electronic Flight Instrument System (EFIS) Control Panels**31-62-04-02 MAP Switches****31-62-04-02-02 WPT (Waypoint)**

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative.

31-62-04 Electronic Flight Instrument System (EFIS) Control Panels**31-62-04-02 MAP Switches****31-62-04-02-03 ARPT (Airport)**

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative.

31-62-04

Electronic Flight Instrument System (EFIS) Control Panels

31-62-04-02

MAP Switches

31-62-04-02-04

DATA

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative.

31-62-04

Electronic Flight Instrument System (EFIS) Control Panels

31-62-04-02

MAP Switches

31-62-04-02-05

POS (Position)

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative.

31-62-05

Airport Map Function

Interval	Installed	Required	Procedure
A	1	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.
 - e. Is repaired within ten (10) flight days.
- NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.

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32-11-01	Main Landing Gear Lower Shock Strut Pressure Gauges (737-10)
32-30-01	Landing Gear Actuation System
32-31-01	Landing Gear Selector Bypass Valve
32-31-02	Landing Gear Control Systems
	32-31-02A
	32-31-02B
32-31-03	Landing Gear Lever Input Systems
32-32-01	Main Landing Gear Uplock Springs
32-32-02	Main Landing Gear Frangible Fitting (737-7/-8/-8200/-9)
32-35-01	Landing Gear Manual Extension System
32-41-01	Hydraulic Brake Pressure Indication System
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32-41-01-02	Flight Deck Brake Pressure Indicating System
32-41-02	Gear Retraction Braking System
32-42-01	Antiskid System
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32-42-01-02	Antiskid System (737-10)
32-42-02	Alternate Antiskid Valves
32-42-02-01	Alternate Antiskid Valves (737-7/-8/-8200/-9)
32-42-02-02	Alternate Antiskid Valves (737-10)
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32-44-01-02	Parking Brake Valve (737-10)
32-44-02	Parking Brake Light
32-44-02-01	Flight Deck Parking Brake Light
32-44-02-02	External Parking Brake Light
	32-44-02-02A

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32-46-01A

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32-49-01 Tire Pressure Indication System

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32-51-01 Rudder Pedal Nose Wheel Steering System

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(737-10)**

32-71-01 Two-Position Tail Skid

32-71-01-01 737-8/-8200

32-71-01-01-01 Retraction Mechanism

32-71-01-01-01A

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32-71-01-02-01A

32-71-01-02-01B

32-71-01-02-02 Cartridge Core Assembly

32-71-01-03 737-10

32-71-01-03-01 Retraction Mechanism

32-71-01-03-01A

32-71-01-03-01B

32-71-01-03-02 Cartridge Core Assembly

32-11-01

Main Landing Gear Lower Shock Strut Pressure Gauges (737-10)

Interval	Installed	Required	Procedure
C	2	0	(M)

May be inoperative provided:

- a. Associated main landing gear lower shock strut chamber pressure is checked before each flight.
- b. Two-position tail skid operates normally.

32-30-01

Landing Gear Actuation System

Interval	Installed	Required	Procedure
B	1	0	(M) (O)

May be inoperative provided:

- a. Landing gear is secured in down position.
- b. Airplane is dispatched in accordance with AFM Landing Gear Extended appendix.

32-31-01

Landing Gear Selector Bypass Valve

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- a. Landing gear selector bypass valve is deactivated in the normal position.
- b. Appropriate performance adjustments are applied.

32-31-02

Landing Gear Control Systems

32-31-02A

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative.

32-31-02

Landing Gear Control Systems

32-31-02B

Interval	Installed	Required	Procedure
B	2	0	(M) (O)

May be inoperative provided:

- a. Landing gear is secured in down position.
- b. Airplane is dispatched in accordance with AFM Landing Gear Extended appendix.

32-31-03

Landing Gear Lever Input Systems

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative.

32-32-01

Main Landing Gear Uplock Springs

Interval	Installed	Required	Procedure
B	4	3	(M)

One spring on one main gear uplock mechanism may be missing.

32-32-02

Main Landing Gear Frangible Fitting
(737-7/-8/-8200/-9)

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

May be broken or missing provided:

- a. Fitting is replaced with a hydraulic cap assembly.
- b. Landing gear remains extended for 2 minutes after takeoff.
- c. Takeoff performance is based on landing gear extended.

32-35-01

Landing Gear Manual Extension System

Interval	Installed	Required	Procedure
B	1	0	(M) (O)

- May be inoperative provided:
- a. Landing gear is secured in down position.
 - b. Airplane is dispatched in accordance with AFM Landing Gear Extended appendix.
-

32-41-01 Hydraulic Brake Pressure Indication System**32-41-01-01 Wheel Well Brake Accumulator Gauge**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided flight deck brake pressure indicating system operates normally.

32-41-01 Hydraulic Brake Pressure Indication System**32-41-01-02 Flight Deck Brake Pressure Indicating System**

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided:

- Wheel well brake accumulator gauge operates normally.
- Brake accumulator charge is verified normal once each flight day.

32-41-02

Gear Retraction Braking System

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided:

- a. Landing gear remains extended for 2 minutes after takeoff.
- b. Takeoff performance is based on landing gear extended.

32-42-01

Antiskid System

32-42-01-01

Antiskid System (737-7/-8/-8200/-9)

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- a. Inoperative antiskid channels are deactivated.
 - b. Autobrake system is not used.
 - c. Appropriate performance adjustments for antiskid inoperative are applied.
-

32-42-01

Antiskid System

32-42-01-02

Antiskid System (737-10)

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- a. Inoperative antiskid channels are deactivated.
 - b. Gear retraction braking system is considered inoperative.
 - c. Autobrake system is not used.
 - d. Appropriate performance adjustments for antiskid inoperative are applied.
-

32-42-02 Alternate Antiskid Valves

32-42-02-01 Alternate Antiskid Valves (737-7/-8/-8200/-9)

Interval	Installed	Required	Procedure
C	2	0	(M)

May be inoperative provided alternate brake system is verified to operate normally.

32-42-02 Alternate Antiskid Valves

32-42-02-02 Alternate Antiskid Valves (737-10)

Interval	Installed	Required	Procedure
C	2	0	(M)

May be inoperative provided:

- a. Alternate brake system is verified to operate normally.
- b. Gear retraction braking system is considered inoperative.

32-42-03

Automatic Brake System

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative deactivated.

32-44-01 **Parking Brake Valve**

32-44-01-01 **Parking Brake Valve (737-7/-8/-8200/-9)**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- a. Parking brake valve is deactivated in closed position.
 - b. Antiskid system is considered inoperative.
 - c. Autobrake system is not used.
 - d. Appropriate performance adjustments for antiskid inoperative are applied.
-

32-44-01 **Parking Brake Valve**

32-44-01-02 **Parking Brake Valve (737-10)**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- a. Parking brake valve is deactivated in closed position.
 - b. Antiskid system is considered inoperative.
 - c. Gear retraction braking system is considered inoperative.
 - d. Autobrake system is not used.
 - e. Appropriate performance adjustments for antiskid inoperative are applied.
-

32-44-02 Parking Brake Light**32-44-02-01 Flight Deck Parking Brake Light**

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided parking brake shutoff valve is verified to operate normally.

32-44-02 Parking Brake Light**32-44-02-02 External Parking Brake Light**

32-44-02-02A

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided alternate procedures are established and used.

32-44-02 Parking Brake Light**32-44-02-02 External Parking Brake Light**

32-44-02-02B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

32-46-01 Brake Temperature Monitoring System

32-46-01A

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided AFM Maximum Quick Turnaround Weight limitations are observed.

NOTE: Any portion of system that operates normally may be used.

32-46-01 Brake Temperature Monitoring System

32-46-01B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

32-49-01

Tire Pressure Indication System

32-49-01A

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided alternate procedures are established and used.

NOTE: Any portion of system that operates normally may be used.

32-49-01

Tire Pressure Indication System

32-49-01B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

32-51-01 Rudder Pedal Nose Wheel Steering System

Interval	Installed	Required	Procedure
A	1	0	(M) (O)

May be inoperative provided:

- a. Rudder pedal nose wheel steering system is deactivated disengaged.
- b. Nose wheel steering wheel is verified to operate normally.
- c. Taxi, takeoffs, and landings are made by pilot with access to an operating nose wheel steering wheel.
- d. Approach minimums do not require its use.
- e. Airplane is not operated on runways contaminated with standing water, slush, or snow.
- f. Maximum crosswind is reduced by 10 kts for operation on dry or wet runways.
- g. Repairs are made within 3 flight days.

32-51-02

Nose Wheel Steering Switch

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided:

- a. Landing gear transfer valve is verified to operate normally.
- b. Rudder pedal nose wheel steering operates normally.

32-61-01

Main Landing Gear Shrink Link Proximity Switches
(737-10)

Interval	Installed	Required	Procedure
C	2	0	(M)

May be inoperative provided:

- a. Malfunction is verified to be in the associated main landing gear shrink link proximity sensor.
- b. Associated main landing gear shock strut inner cylinder is visually checked before each departure.

32-71-01 Two-Position Tail Skid

32-71-01-01 737-8/-8200**32-71-01-01-01 Retraction Mechanism****32-71-01-01-01A**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- Tail skid is locked in retracted position.
- Appropriate performance adjustments are applied.

32-71-01 Two-Position Tail Skid

32-71-01-01 737-8/-8200**32-71-01-01-01 Retraction Mechanism****32-71-01-01-01B**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- Tail skid is locked in extended position.
- Appropriate performance adjustments are applied.

32-71-01 Two-Position Tail Skid

32-71-01-01 737-8/-8200**32-71-01-01-02 Cartridge Core Assembly**

Interval	Installed	Required	Procedure
B	1	0	(M) (O)

May be inoperative provided:

- Verify there is no internal or external structural damage.
- Tail skid is locked in retracted position.
- Appropriate performance adjustments are applied.

Federal Aviation Administration (FAA)

ATA 32

737 MAX Master Minimum Equipment List

Section 2

32-71-01 Two-Position Tail Skid

32-71-01-02 737-9

32-71-01-02-01 Retraction Mechanism

32-71-01-02-01A

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- Tail skid is locked in retracted position.
- Appropriate performance adjustments are applied.

32-71-01 Two-Position Tail Skid

32-71-01-02 737-9

32-71-01-02-01 Retraction Mechanism

32-71-01-02-01B

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- Tail skid is locked in extended position.
- Appropriate performance adjustments are applied.

32-71-01 Two-Position Tail Skid

32-71-01-02 737-9

32-71-01-02-02 Cartridge Core Assembly

Interval	Installed	Required	Procedure
B	1	0	(M) (O)

May be inoperative provided:

- Verify there is no internal or external structural damage.
- Tail skid is locked in retracted position.
- Appropriate performance adjustments are applied.

32-71-01 Two-Position Tail Skid**32-71-01-03 737-10****32-71-01-03-01 Retraction Mechanism****32-71-01-03-01A**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- Both main landing gear lower shock strut pressure gauges operate normally.
 - Tail skid is locked in retracted position.
 - Appropriate performance adjustments are applied.
-

32-71-01 Two-Position Tail Skid**32-71-01-03 737-10****32-71-01-03-01 Retraction Mechanism****32-71-01-03-01B**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- Both main landing gear lower shock strut pressure gauges operate normally.
 - Tail skid is locked in extended position.
 - Appropriate performance adjustments are applied.
-

32-71-01 Two-Position Tail Skid**32-71-01-03 737-10****32-71-01-03-02 Cartridge Core Assembly**

Interval	Installed	Required	Procedure
B	1	0	(M) (O)

May be inoperative provided:

- Both main landing gear lower shock strut pressure gauges operate normally.
 - Verify there is no internal or external structural damage.
 - Tail skid is locked in retracted position.
 - Appropriate performance adjustments are applied.
-

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- 33-11-01 Flight Compartment and Instrument Lighting System**
- 33-11-02 System Annunciator Lights (Glareshield Panel)**
 - 33-11-02A
 - 33-11-02B
- 33-11-03 Main Panel Light Controls**
- 33-16-01 Master Lights Test and Dim System**
 - 33-16-01-01 Master and Individual Light's Test Function
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- 33-21-01 Cabin Interior Illumination**
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Intentionally
Blank

33-11-01

Flight Compartment and Instrument Lighting System

Interval	Installed	Required	Procedure
C	-	-	

Individual lights may be inoperative provided:

- a. Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided.
- b. Remaining lighting system lights are positioned so that direct rays are shielded from flight crewmembers' eyes.
- c. Lighting configuration and intensity is acceptable to the flight crew.

NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.

NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights and/or cracked or missing filters.

33-11-02 System Annunciator Lights (Glareshield Panel)

33-11-02A

Interval	Installed	Required	Procedure
C	12	11	(O)

May be inoperative for an operating system.

33-11-02 System Annunciator Lights (Glareshield Panel)

33-11-02B

Interval	Installed	Required	Procedure
C	12	-	

May be inoperative for an associated inoperative system.

33-11-03

Main Panel Light Controls

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided:

- a. Associated switch remains in OFF position.
- b. Associated display unit brightness/contrast controls operate normally.
- c. Light intensity is acceptable to flight crew.

33-16-01 Master Lights Test and Dim System
33-16-01-01 Master and Individual Light's Test Function

Interval	Installed	Required	Procedure
C	-	-	(O)

Master test and individual light's press-to-test functions may be inoperative provided intended function of associated light is verified to operate normally once each flight day.

33-16-01 Master Lights Test and Dim System
33-16-01-02 Dim Function

Interval	Installed	Required	Procedure
B	1	0	

May be inoperative provided:

- a. Master TEST and BRT functions operate normally.
- b. Except during light test, switch is set to BRT.
- c. Light intensity is acceptable to flight crew.

33-21-01 Cabin Interior Illumination**33-21-01-01 Without Photoluminescent Emergency Escape Path Marking System**

Interval	Installed	Required	Procedure
C	-	-	

Individual lights may be inoperative provided sufficient lighting remains for cabin attendants to perform their duties.

33-21-01 Cabin Interior Illumination**33-21-01-02 With Photoluminescent Emergency Escape Path Marking System**

Interval	Installed	Required	Procedure
C	-	-	

Individual lights may be inoperative provided:

- Sufficient lighting remains for cabin attendants to perform their duties.
 - Remaining lighting is sufficient to charge photoluminescent emergency escape path marking system.
-

33-24-01 Passenger Lighted Information Signs and Notice System

33-24-01-01 Individual Passenger Lighted Information Signs

33-24-01-01A

Interval	Installed	Required	Procedure
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.
- 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.

33-24-01 Passenger Lighted Information Signs and Notice System

33-24-01-01 Individual Passenger Lighted Information Signs

33-24-01-01B

Interval	Installed	Required	Procedure
C	-	-	(O)

May be inoperative and associated passenger seat or lavatory may be occupied provided:

- a. PA system operates normally.
- b. PA system is used to notify passengers and cabin crew when associated sign(s) is placed on or off.

33-24-01 Passenger Lighted Information Signs and Notice System

33-24-01-01 Individual Passenger Lighted Information Signs

33-24-01-01C

Interval	Installed	Required	Procedure
C	-	0	(O)

May be missing or 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.
 - c. Alternate procedures are established and used.
-

33-24-01 Passenger Lighted Information Signs and Notice System**33-24-01-02 Aural Tone System**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.

33-24-01 Passenger Lighted Information Signs and Notice System**33-24-01-03 Flight Deck Automatic Function**

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided:

- a. Manual control function operates normally.
 - b. Alternate procedures are established and used.
-

33-25-01 Sterile Flight Compartment Light System

33-25-01A

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided alternate procedures are established and used.

33-25-01 Sterile Flight Compartment Light System

33-25-01B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

33-31-01

Wheel Well Lights

Interval	Installed	Required	Procedure
C	5	0	

May be inoperative.

33-37-01 Lower Cargo Compartment Light Systems

Interval	Installed	Required	Procedure
C	-	0	

Individual lights may be inoperative provided sufficient lighting remains for ground personnel to perform their duties.

33-37-01 Lower Cargo Compartment Light Systems

33-37-01-01 MOVED (Forward Compartment Light Lens)

Interval	Installed	Required	Procedure

Relief combined with ATA 33-37-01-02 (Aft Compartment Light Lens) and moved to ATA 33-37-02, Revision 7.

33-37-01 Lower Cargo Compartment Light Systems

33-37-01-02 MOVED (Aft Compartment Light Lens)

Interval	Installed	Required	Procedure

Relief combined with ATA 33-37-01-01 (Forward Compartment Light Lens) and moved to ATA 33-37-02, Revision 7.

33-37-02

Lower Cargo Compartment Light Lenses

Interval	Installed	Required	Procedure
C	-	0	(M)

May be broken or missing provided:

- a. Associated LED module(s) is deactivated.
- b. Associated light lens housing(s) is sealed with an appropriate fire-resistant glass-cloth tape or equivalent.
- c. Associated lower cargo compartment light system(s) is considered inoperative.

33-41-01

Wing Illumination Lights

Interval	Installed	Required	Procedure
C	2	0	(O)

May be inoperative provided ground deicing procedures do not require their use.

33-42-01 Landing Light LED Array Systems**33-42-01A**

Interval	Installed	Required	Procedure
C	4	2	

One LED array may be inoperative on each side.

NOTE: There is an inboard LED array and an outboard LED array inside the strakelet on each wing. These same lights are also used for the taxi lights. Taxi lights may also be affected (see MMEL item 33-42-02).

33-42-01 Landing Light LED Array Systems**33-42-01B**

Interval	Installed	Required	Procedure
C	4	2	

Both LED arrays on one side may be inoperative provided the Runway Turnoff Light on the same side operates normally.

NOTE: There is an inboard LED array and an outboard LED array inside the strakelet on each wing. These same lights are also used for the taxi lights. Taxi lights may also be affected (see MMEL item 33-42-02).

33-42-01 Landing Light LED Array Systems**33-42-01C**

Interval	Installed	Required	Procedure
C	4	0	

May be inoperative provided operations are not conducted at night.

NOTE: There is an inboard LED array and an outboard LED array inside the strakelet on each wing. These same lights are also used for the taxi lights. Taxi lights may also be affected (see MMEL item 33-42-02).

33-42-01

Landing Light LED Array Systems

33-42-01-01

Alternate Flash Function

Interval	Installed	Required	Procedure
D	-	0	

May be inoperative.

33-42-02

Taxi Light LED Array Systems

Interval	Installed	Required	Procedure
C	4	0	

May be inoperative.

NOTE: There is an inboard LED array and an outboard LED array inside the strakelet on each wing. These same lights are also used for the landing lights. Landing lights may also be affected (see MMEL item 33-42-01).

33-42-03

Runway Turnoff Light LED Array Systems

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative.

33-43-01

Position Light LED Modules

33-43-01A

Interval	Installed	Required	Procedure
C	6	0	

May be inoperative provided operations are not conducted at night.

33-43-01

Position Light LED Modules

33-43-01B

Interval	Installed	Required	Procedure
C	6	4	

May be inoperative provided:

- a. One red wing tip LED module operates normally.
- b. One green wing tip LED module operates normally.
- c. Both white tail position LED modules operate normally.

33-43-02 Winglet Aft Marker Lights

33-43-02A

Interval	Installed	Required	Procedure
C	2	0	(O)

May be inoperative provided alternate procedures are established and used.

33-43-02 Winglet Aft Marker Lights

33-43-02B

Interval	Installed	Required	Procedure
D	2	0	

May be inoperative provided procedures do not require its use.

33-44-01

Red ANTI-COLLISION Lights

33-44-01A

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided white anti-collision STROBE lights operate normally.

33-44-01

Red ANTI-COLLISION Lights

33-44-01B

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided:

- a. At least one white anti-collision STROBE light operates normally.
- b. Operations are not conducted at night.

33-44-02 White Anti-Collision STROBE Lights

33-44-02A

Interval	Installed	Required	Procedure
C	4	0	

May be inoperative provided red ANTI-COLLISION lights operate normally.

33-44-02 White Anti-Collision STROBE Lights

33-44-02B

Interval	Installed	Required	Procedure
C	4	0	

May be inoperative provided:

- a. At least one red ANTI-COLLISION light operates normally.
- b. Operations are not conducted at night.

33-45-01

Logo Light System

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative.

33-51-01 Interior Emergency Lighting System

Interval	Installed	Required	Procedure
C	-	0	(O)

May be missing or 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.
- c. Alternate procedures are established and used.

33-51-01 Interior Emergency Lighting System

33-51-01-01 Aisle Lights

Interval	Installed	Required	Procedure
C	-	-	

Light assemblies installed above aisle may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.

33-51-01 Interior Emergency Lighting System

33-51-01-02 Flight Deck Exit Light

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided operations are not conducted at night.

33-51-02 Exterior Emergency Lighting System**33-51-02A**

Interval	Installed	Required	Procedure
B	1	0	

May be inoperative provided operations are not conducted at night.

33-51-02 Exterior Emergency Lighting System**33-51-02B**

Interval	Installed	Required	Procedure
C	1	0	(O)

May be missing or inoperative provided:

- No passengers are carried.
 - A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations.
 - Alternate procedures are established and used.
 - The forward entry door escape slide lights are verified to operate normally for night operations.
-

33-51-03 Floor Proximity Emergency Escape Path Marking System

Interval	Installed	Required	Procedure
C	-	0	(O)

May be missing or 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.
 - c. Alternate procedures are established and used.
-

33-51-03 Floor Proximity Emergency Escape Path Marking System

33-51-03-01 Seat-Mounted and Monument-Mounted LED and Incandescent Lighting System

33-51-03-01-01 Seat-Mounted LED and Incandescent Lights

Interval	Installed	Required	Procedure
C	-	-	

May be inoperative provided:

- a. All monument mounted lights operate normally.
 - b. All lights within two seat rows of a monument (including a class divider) operate normally.
 - c. All lights within two seat rows of the overwing exit doors and the mid-cabin exit doors (if installed) operate normally.
 - d. Inoperative seat mounted lights are not adjacent.
 - e. At least two lamps/bulbs in the flood light (if installed) and in each exit indicator operate normally.
-

33-51-03 Floor Proximity Emergency Escape Path Marking System

33-51-03-01 Seat-Mounted and Monument-Mounted LED and Incandescent Lighting System

33-51-03-01-02 Exit Indicator Lamps/Bulbs

Interval	Installed	Required	Procedure
C	-	-	

May be inoperative provided at least two lamps/bulbs in each exit indicator operate normally.

33-51-03 Floor Proximity Emergency Escape Path Marking System

33-51-03-02 Photoluminescent Lighting System

33-51-03-02-01 Photoluminescent Strips

Interval	Installed	Required	Procedure
C	-	-	

A maximum of 5 inches of any length of photoluminescent strip may be inoperative.

33-51-03 Floor Proximity Emergency Escape Path Marking System

33-51-03-02 Photoluminescent Lighting System

33-51-03-02-02 Exit Indicator Lamps/Bulbs

Interval	Installed	Required	Procedure
C	-	-	

May be inoperative provided at least three lamps/bulbs in each exit indicator operate normally.

Intentionally
Blank

- 34-16-01 Mach/Airspeed Warning Systems**
- 34-23-01 Standby Magnetic Compass**
- 34-24-01 Integrated Standby Flight Display (ISFD)**
 - 34-24-01-01 Attitude Indication
 - 34-24-01-02 Approach Mode
 - 34-24-01-03 Heading Display
 - 34-24-01-04 Switch Lights
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- 34-32-01 Marker Beacon System**
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- 34-36-01 DELETED (Head-Up Display (HUD) System)**
- 34-41-01 Weather Radar System**
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 - 34-41-01B
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 - 34-45-01-01A
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34-53-01-02B

34-53-01-02C

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34-61-01-04A

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34-65-01 Vertical Situation Display (VSD) System

34-65-01A

34-65-01B

Intentionally
Blank

34-16-01

Mach/Airspeed Warning Systems

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative.

34-23-01

Standby Magnetic Compass

Interval	Installed	Required	Procedure
B	1	0	

May be inoperative provided:

- a. Integrated standby flight display (ISFD) heading display operates normally.
- b. Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.

34-24-01 Integrated Standby Flight Display (ISFD)**34-24-01-01 Attitude Indication**

Interval	Installed	Required	Procedure
B	1	0	

May be inoperative provided:

- Operations are conducted in Day VMC only.
 - Operations are not conducted into known or forecast over-the-top conditions.
-

34-24-01 Integrated Standby Flight Display (ISFD)**34-24-01-02 Approach Mode**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.

34-24-01 Integrated Standby Flight Display (ISFD)**34-24-01-03 Heading Display**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided standby magnetic compass operates normally.

34-24-01 Integrated Standby Flight Display (ISFD)**34-24-01-04 Switch Lights**

Interval	Installed	Required	Procedure
C	5	0	

May be inoperative.

34-24-01

Integrated Standby Flight Display (ISFD)

34-24-01-05

Dedicated Battery

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.

34-31-01Instrument Landing Systems (ILS)

Interval	Installed	Required	Procedure
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 their use.

34-31-02 Global Navigation Satellite Landing System (GLS)

Interval	Installed	Required	Procedure
D	2	-	

May be inoperative provided approach minimums do not require its use.

34-32-01

Marker Beacon System

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided approach minimums do not require its use.

34-33-01 Radio Altimeter Systems

Interval	Installed	Required	Procedure
C	2	1	(M) (O)

May be inoperative provided:

- a. Inoperative radio altimeter is deactivated.
- b. Approach minimums or operating procedures do not require its use.
- c. Associated autopilot is not used for approach and landing.
- d. Autothrottle is not used for approach and landing.
- e. Associated flight director is not used for approach and landing.
- f. Antiskid system operates normally.
- g. Both alternate antiskid valves operate normally.
- h. Automatic brake system operates normally.
- i. Parking brake valve operates normally.
- j. Appropriate performance adjustments are applied.

NOTE: If arming LNAV on the 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).

34-36-01

DELETED (Head-Up Display (HUD) System)

Interval	Installed	Required	Procedure

Deleted, Revision 7.

34-41-01 Weather Radar System**34-41-01A**

Interval	Installed	Required	Procedure
D	2	1	

May be inoperative.

34-41-01 Weather Radar System**34-41-01B**

Interval	Installed	Required	Procedure
C	-	0	(O)

May be inoperative provided:

- Weather radar equipment is not required by 14 CFR.
- Ground proximity warning system (GPWS) reactive windshear alert (mode 7) operates normally.
- Alternate procedures are established and used.

34-41-01 Weather Radar System**34-41-01C**

Interval	Installed	Required	Procedure
B	-	0	(O)

May be inoperative provided:

- Weather radar equipment is not required by 14 CFR.
- Alternate procedures are established and used.

NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.

34-41-01 Weather Radar System**34-41-01-01 Predictive Windshear (PWS) Function****34-41-01-01A**

Interval	Installed	Required	Procedure
C	-	0	(O)

May be inoperative provided:

- a. Alternate procedures are established and used.
- b. Ground proximity warning system (GPWS) reactive windshear alert (mode 7) operates normally.

34-41-01 Weather Radar System

34-41-01-01 Predictive Windshear (PWS) Function

34-41-01-01B

Interval	Installed	Required	Procedure
B	-	0	(O)

May be inoperative provided alternate procedures are established and used.

NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.

34-41-01 Weather Radar System

34-41-01-02 Auto Tilt Function

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided manual tilt function operates normally.

34-45-01 Traffic Alert and Collision Avoidance System (TCAS)

Interval	Installed	Required	Procedure
B	1	0	(M)

May be inoperative provided:

- System is deactivated and secured.
 - Enroute or approach procedures do not require its use.
-

34-45-01 Traffic Alert and Collision Avoidance System (TCAS)**34-45-01-01 Resolution Advisory (RA) Display Systems****34-45-01-01A**

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative on non-flying pilot side.

34-45-01 Traffic Alert and Collision Avoidance System (TCAS)**34-45-01-01 Resolution Advisory (RA) Display Systems****34-45-01-01B**

Interval	Installed	Required	Procedure
C	2	0	(O)

May be inoperative provided:

- Traffic Alert (TA) visual display and audio functions operate normally.
 - TA only mode is selected by crew.
 - Enroute or approach procedures do not require its use.
-

34-45-01 Traffic Alert and Collision Avoidance System (TCAS)**34-45-01-02 Traffic Alert (TA) Display Systems**

Interval	Installed	Required	Procedure
C	2	0	(O)

May be inoperative provided:

- RA visual display and audio functions operate normally.

b. Enroute or approach procedures do not require its use.

34-45-01 Traffic Alert and Collision Avoidance System (TCAS)**34-45-01-03 Audio Function**

Interval	Installed	Required	Procedure
B	1	0	

May be inoperative provided enroute or approach procedures do not require use of TCAS.

34-45-01 Traffic Alert and Collision Avoidance System (TCAS)**34-45-01-04 Airspace Selection Function**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.

34-49-01 Ground Proximity Warning System (GPWS)**34-49-01-01 GPWS Function**

Interval	Installed	Required	Procedure
A	1	0	(O)

May be inoperative provided:

- Alternate procedures are established and used.
- Repairs are made within 2 flight days.

34-49-01 Ground Proximity Warning System (GPWS)**34-49-01-01 GPWS Function****34-49-01-01-01 Modes 1-4**

Interval	Installed	Required	Procedure
A	4	0	(O)

May be inoperative provided:

- Alternate procedures are established and used.
- Repairs are made within 2 flight days.

34-49-01 Ground Proximity Warning System (GPWS)**34-49-01-01 GPWS Function****34-49-01-01-02 Excessive Deviation Below Glideslope (Mode 5)**

Interval	Installed	Required	Procedure
B	1	0	

May be inoperative.

34-49-01 Ground Proximity Warning System (GPWS)**34-49-01-01 GPWS Function****34-49-01-01-03 Advisory Altitude/Bank Angle Callout (Mode 6)****34-49-01-01-03A**

Interval	Installed	Required	Procedure
B	1	0	(O)

May be inoperative provided alternate procedures are established and used.

34-49-01 Ground Proximity Warning System (GPWS)

34-49-01-01 GPWS Function

34-49-01-01-03 Advisory Altitude/Bank Angle Callout (Mode 6)

34-49-01-01-03B

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided:

- Advisory callout not required by 14 CFR.
 - Alternate procedures are established and used.
-

34-49-01 Ground Proximity Warning System (GPWS)

34-49-01-01 GPWS Function

34-49-01-01-04 Reactive Windshear (RWS) Detection (Mode 7)

34-49-01-01-04A

Interval	Installed	Required	Procedure
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.

34-49-01 Ground Proximity Warning System (GPWS)

34-49-01-01 GPWS Function

34-49-01-01-04 Reactive Windshear (RWS) Detection (Mode 7)

34-49-01-01-04B

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided:

- Weather radar system predictive windshear alert mode operates normally.
 - Alternate procedures are established and used.
-

34-49-01 Ground Proximity Warning System (GPWS)**34-49-01-01 GPWS Function****34-49-01-01-05 Test Mode**

Interval	Installed	Required	Procedure
A	1	0	

May be inoperative provided:

- GPWS is considered inoperative.
 - Repairs are made within 2 flight days.
-

34-49-01 Ground Proximity Warning System (GPWS)**34-49-01-02 Terrain Awareness Function**

Interval	Installed	Required	Procedure
B	1	0	(O)

May be inoperative provided alternate procedures are established and used.

34-49-01 Ground Proximity Warning System (GPWS)**34-49-01-03 Terrain Displays****34-49-01-03A**

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative.

34-49-01 Ground Proximity Warning System (GPWS)**34-49-01-03 Terrain Displays****34-49-01-03B**

Interval	Installed	Required	Procedure
B	2	0	

May be inoperative.

34-49-01

Ground Proximity Warning System (GPWS)

34-49-01-04

Runway Awareness and Advisory System (RAAS)
and/or Overrun Warning (ORW) System

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided the GROUND PROXIMITY RUNWAY INHIBIT switch is set to INHIBIT.

34-51-01 VOR Systems

Interval	Installed	Required	Procedure
D	2	-	

Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative.

34-53-01 ATC Transponder/Automatic Altitude Reporting Systems**34-53-01A**

Interval	Installed	Required	Procedure
D	2	1	

Any in excess of those required by 14 CFR may be inoperative.

34-53-01 ATC Transponder/Automatic Altitude Reporting Systems**34-53-01B**

Interval	Installed	Required	Procedure
B	2	0	

May be inoperative provided:

- Operations do not require its use.
 - Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight.
-

34-53-01 ATC Transponder/Automatic Altitude Reporting Systems**34-53-01-01 Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR**

Interval	Installed	Required	Procedure
A	-	0	

May be inoperative provided:

- Operations do not require its use.
 - Repairs are made prior to completion of next heavy maintenance visit.
-

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737 MAX Master Minimum Equipment List

Section 2

34-53-01 ATC Transponder/Automatic Altitude Reporting Systems

34-53-01-02 ADS-B Out Extended Squitter

34-53-01-02A

Interval	Installed	Required	Procedure
B	2	0	(O)

May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.

NOTE: Any ADS-B Out function that operates normally may be used.

34-53-01 ATC Transponder/Automatic Altitude Reporting Systems

34-53-01-02 ADS-B Out Extended Squitter

34-53-01-02B

Interval	Installed	Required	Procedure
C	2	1	(O)

One may be inoperative provided operative transponder is selected.

34-53-01 ATC Transponder/Automatic Altitude Reporting Systems

34-53-01-02 ADS-B Out Extended Squitter

34-53-01-02C

Interval	Installed	Required	Procedure
D	2	0	

May be inoperative provided:

- Enroute operations do not require its use.
- It is not required by 14 CFR.

NOTE: Any ADS-B Out function that operates normally may be used.

34-55-01

Distance Measuring Equipment (DME) Systems

Interval	Installed	Required	Procedure
D	2	-	

Any in excess of those required by 14 CFR may be inoperative.

34-57-01

Automatic Direction Finder (ADF) System

Interval	Installed	Required	Procedure
D	-	-	

Any in excess of those required by 14 CFR may be inoperative.

34-58-01

Global Positioning System (GPS)

34-58-01A

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided enroute operations do not require its use.

34-58-01

Global Positioning System (GPS)

34-58-01B

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

May be inoperative provided:

- a. Correct UTC time and date are entered manually.
- b. Alternate procedures are established and used.

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737 MAX Master Minimum Equipment List

Section 2

34-61-01 Flight Management Computer System (FMCS) / Boeing Flight Management Computer System (BFMCS)

34-61-01-01 Flight Management Computer (FMC) / Boeing Flight Management Computer (BFMC)

34-61-01-01-01 FMC/BFMC on Airplanes with ISDU Installed

34-61-01-01-01A

Interval	Installed	Required	Procedure
C	-	1	(O)

May be inoperative provided it is not required to meet 14 CFR navigation requirements.

34-61-01 Flight Management Computer System (FMCS) / Boeing Flight Management Computer System (BFMCS)

34-61-01-01 Flight Management Computer (FMC) / Boeing Flight Management Computer (BFMC)

34-61-01-01-01 FMC/BFMC on Airplanes with ISDU Installed

34-61-01-01-01B

Interval	Installed	Required	Procedure
C	-	0	(M) (O)

Except for ETOPS, may be inoperative provided:

- Autothrottle system is deactivated.
- Enroute operations do not require its use.
- Appropriate performance adjustments are applied.

34-61-01 Flight Management Computer System (FMCS) / Boeing Flight Management Computer System (BFMCS)

34-61-01-01 Flight Management Computer (FMC) / Boeing Flight Management Computer (BFMC)

34-61-01-01-02 FMC/BFMC on Airplanes without ISDU Installed

Interval	Installed	Required	Procedure
C	-	1	(O)

May be inoperative provided it is not required to meet 14 CFR navigation requirements.

34-61-01 Flight Management Computer System (FMCS) / Boeing Flight Management Computer System (BFMCS)

34-61-01-02 Navigation Databases

Interval	Installed	Required	Procedure
A	-	0	

May be inoperative provided:

- Operations do not require its use.
- It is not used in a primary navigation system required by 14 CFR.
- Alternate procedures are established and used.
- The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft.
- Repairs are made within 10 flight days.

NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.

34-61-01 Flight Management Computer System (FMCS) / Boeing Flight Management Computer System (BFMCS)

34-61-01-03 CDU/MCDU/TCDU

34-61-01-03-01 CDU/MCDU/TCDU on Airplanes with ISDU Installed

34-61-01-03-01A

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided enroute operations do not require its use.

34-61-01 Flight Management Computer System (FMCS) / Boeing Flight Management Computer System (BFMCS)

34-61-01-03 CDU/MCDU/TCDU

34-61-01-03-01 CDU/MCDU/TCDU on Airplanes with ISDU Installed

34-61-01-03-01B

Interval	Installed	Required	Procedure
C	2	0	

Except for ETOPS, may be inoperative provided enroute operations do not require its use.

34-61-01 Flight Management Computer System (FMCS) / Boeing Flight Management Computer System (BFMCS)

34-61-01-03 CDU/MCDU/TCDU

34-61-01-03-02 CDU/MCDU/TCDU on Airplanes without ISDU Installed

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided enroute operations do not require its use.

34-61-01 Flight Management Computer System (FMCS) / Boeing Flight Management Computer System (BFMCS)

34-61-01-03 CDU/MCDU/TCDU

34-61-01-03-03 Switch Lights/Key Lights

Interval	Installed	Required	Procedure
C	-	0	

May be inoperative.

34-61-01 Flight Management Computer System (FMCS) / Boeing Flight Management Computer System (BFMCS)**34-61-01-04 FMC Alert Lights****34-61-01-04A**

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided FMC/BFMC is not used for autopilot guidance during approach.

34-61-01 Flight Management Computer System (FMCS) / Boeing Flight Management Computer System (BFMCS)**34-61-01-04 FMC Alert Lights****34-61-01-04B**

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided FMC/BFMC is not used for autopilot guidance.

34-65-01 Vertical Situation Display (VSD) System

34-65-01A

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided alternate procedures are established and used.

34-65-01 Vertical Situation Display (VSD) System

34-65-01B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

35-11-01 Crew Oxygen System

- 35-11-01-01 Flight Deck Crew Oxygen Pressure Indicator
- 35-11-01-02 Overboard Vent and Discharge Indicator Disk

35-11-02 Crew Oxygen External Fill Panel

- 35-11-02-01 Crew Oxygen Pressure Indicator

35-21-01 Passenger Oxygen System

35-21-01A

35-21-01B

35-21-02 Oxygen Service Units

- 35-21-02-01 Passenger Service Units
- 35-21-02-02 Attendant Service Units
- 35-21-02-03 Lavatory Service Units
- 35-21-02-04 Automatic Presentation System
- 35-21-02-05 Door Latches

35-31-01 Portable Oxygen Bottles or Units (Including Masks and Hoses)

- 35-31-01-01 Tamper Seals or Tags

35-31-02 Portable Protective Breathing Equipment (PBE)

- 35-31-02-01 Tamper Seals or Tags

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35-11-01 Crew Oxygen System**35-11-01-01 Flight Deck Crew Oxygen Pressure Indicator**

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided crew oxygen supply is verified to be above minimum required before each departure.

35-11-01 Crew Oxygen System**35-11-01-02 Overboard Vent and Discharge Indicator Disk**

Interval	Installed	Required	Procedure
C	1	0	

May be damaged or missing.

35-11-02 Crew Oxygen External Fill Panel

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided it is verified leak-tight integrity of crew oxygen supply system is not affected.

35-11-02 Crew Oxygen External Fill Panel

35-11-02-01 Crew Oxygen Pressure Indicator

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided an alternate procedure is used to verify oxygen supply is above minimum requirements for dispatch.

35-21-01 Passenger Oxygen System**35-21-01A**

Interval	Installed	Required	Procedure
B	1	0	(O)

May be inoperative provided:

- Both air conditioning packs operate normally.
- Pressurization system operates normally.
- Flight is not conducted where minimum enroute altitude is above 14,000 ft. MSL.
- Airplane remains at or below FL 250.
- Portable oxygen supplies comply with 14 CFR.
- Passengers are appropriately briefed.

35-21-01 Passenger Oxygen System**35-21-01B**

Interval	Installed	Required	Procedure
B	1	0	

May be inoperative provided flight is conducted at or below 10,000 ft. MSL

Federal Aviation Administration (FAA)**ATA 35****737 MAX Master Minimum Equipment List****Section 2****35-21-02 Oxygen Service Units****35-21-02-01 Passenger Service Units**

Interval	Installed	Required	Procedure
B	-	-	(M)

May be inoperative provided associated seats are blocked and placarded to prevent occupancy.

35-21-02 Oxygen Service Units**35-21-02-02 Attendant Service Units**

Interval	Installed	Required	Procedure
B	-	-	(M)

May be inoperative provided associated flight attendant seat is considered inoperative.

NOTE: Airplane must also be dispatched using MMEL item 25-25-01-01.

35-21-02 Oxygen Service Units**35-21-02-03 Lavatory Service Units**

Interval	Installed	Required	Procedure
B	-	-	(M)

May be inoperative provided associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER".

NOTE: These provisions are not intended to prohibit lavatory inspections by crewmembers.

35-21-02 Oxygen Service Units**35-21-02-04 Automatic Presentation System**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- a. Manual deployment system is verified to operate normally.
 - b. Airplane remains at or below FL 300.
-

35-21-02 Oxygen Service Units**35-21-02-05 Door Latches**

Interval	Installed	Required	Procedure
B	-	-	(M) (O)

Automatic opening feature of door latch(es) may be inoperative unlatched provided:

- a. Associated door is taped closed.
 - b. Associated oxygen service unit operates normally.
 - c. Flight remains at or below FL 250.
 - d. Affected passengers occupying seats with an inoperative door latch are briefed on alternate oxygen mask procedure.
-

35-31-01 Portable Oxygen Bottles or Units (Including Masks and Hoses)

Interval	Installed	Required	Procedure
D	-	-	

Any in excess of those required by 14 CFR may be inoperative or removed provided:

- a. An inoperative or not properly serviced portable oxygen bottle/unit remains in a certified location until removed or serviced at the next suitable maintenance facility.
- b. Location placarding is removed or obscured if all units at a specific storage location are inoperative or missing.
- 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 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.

35-31-01 Portable Oxygen Bottles or Units (Including Masks and Hoses)

35-31-01-01 Tamper Seals or Tags

Interval	Installed	Required	Procedure
C	-	-	(O)

May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.

35-31-02 Portable Protective Breathing Equipment (PBE)

Interval	Installed	Required	Procedure
D	-	-	

Any in excess of those required by 14 CFR may be inoperative or removed provided:

- Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility.
- Location placarding is removed or obscured.
- 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.

35-31-02 Portable Protective Breathing Equipment (PBE)**35-31-02-01 Tamper Seals or Tags**

Interval	Installed	Required	Procedure
C	-	-	(O)

May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.

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36-11-01 Engine Bleed Air Control Systems

36-11-01-01 Primary Control Card

36-11-01-02 Anti-Ice Inhibit Function

36-11-01-03 Backup Control Card

36-11-01-03A

36-11-01-03B

36-11-01-04 Air Supply Controller (ASC) Bleed System Health Monitor

36-11-01-04A

36-11-01-04B

36-11-01-05 Bleed Control Backup Protection Functions

36-11-01-05A

36-11-01-05B

36-11-01-06 Bleed Control Engine Data

36-11-02 Engine Bleed Air Control Sensors

36-11-02-01 Manifold Pressure (PM2) Sensors

36-11-02-02 Intermediate Pressure (PI) Sensors

36-11-03 Pressure Regulating and Shutoff Valve (PRSOV) Systems

36-11-03-01 Pressure Regulating and Shutoff Valves

36-11-03-01A

36-11-03-01B

36-11-04 High Pressure Shutoff Valve (HPSOV) Systems

36-11-04-01 High Pressure Shutoff Valves

36-11-04-02 HPSOV Control

36-11-05 Engine BLEED Lights

36-11-05A

36-11-05B

36-11-06 Duct Vent Valve

36-11-06A

36-11-06B

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36-12-01-01 Fan Air Modulating Valves

36-13-01 Bleed Air Isolation Valve**36-13-02 Bleed Air Isolation Valve Control**

36-13-02A

36-13-02B

36-13-03 Ground Pneumatic Connector Check Valve

36-13-03A

36-13-03B

36-21-01 Bleed Air Duct Pressure Indications**36-21-02 DELETED (Dual Bleed Light System)**

36-11-01 Engine Bleed Air Control Systems**36-11-01-01 Primary Control Card**

Interval	Installed	Required	Procedure
C	2	1	(M) (O)

May be inoperative provided:

- Associated backup card operates normally.
 - Associated high pressure shutoff valve is deactivated closed.
 - A minimum of 60% N1 is maintained on associated engine during flight in icing conditions.
 - Associated air supply controller bleed system health monitor operates normally.
 - Appropriate performance adjustments are applied.
-

36-11-01 Engine Bleed Air Control Systems**36-11-01-02 Anti-Ice Inhibit Function**

Interval	Installed	Required	Procedure
C	2	1	(M) (O)

May be inoperative provided:

- Associated high pressure shutoff valve is deactivated closed.
 - A minimum of 60% N1 is maintained on associated engine during flight in icing conditions.
 - Appropriate performance adjustments are applied.
-

36-11-01 Engine Bleed Air Control Systems**36-11-01-03 Backup Control Card****36-11-01-03A**

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided:

- Associated primary control card operates normally.
 - Associated air supply controller bleed system health monitor operates normally.
-

36-11-01 Engine Bleed Air Control Systems**36-11-01-03 Backup Control Card****36-11-01-03B**

Interval	Installed	Required	Procedure
C	2	0	(O)

Except for ETOPS beyond 120 minutes, may be inoperative provided associated pressure regulating and shutoff valve (PRSOV) is not used.

36-11-01 Engine Bleed Air Control Systems**36-11-01-04 Air Supply Controller (ASC) Bleed System Health Monitor****36-11-01-04A**

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided:

- Associated primary control card operates normally.
 - Associated backup control card operates normally.
-

36-11-01 Engine Bleed Air Control Systems**36-11-01-04 Air Supply Controller (ASC) Bleed System Health Monitor****36-11-01-04B**

Interval	Installed	Required	Procedure
C	2	0	(O)

Except for ETOPS beyond 120 minutes, may be inoperative provided associated pressure regulating and shutoff valve (PRSOV) is not used.

36-11-01 Engine Bleed Air Control Systems**36-11-01-05 Bleed Control Backup Protection Functions****36-11-01-05A**

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided associated primary control card operates normally.

36-11-01 Engine Bleed Air Control Systems**36-11-01-05 Bleed Control Backup Protection Functions****36-11-01-05B**

Interval	Installed	Required	Procedure
C	2	0	(O)

Except for ETOPS beyond 120 minutes, may be inoperative provided associated pressure regulating and shutoff valve (PRSOV) is not used.

36-11-01 Engine Bleed Air Control Systems**36-11-01-06 Bleed Control Engine Data**

Interval	Installed	Required	Procedure
C	2	1	(M) (O)

May be inoperative provided:

- Associated high pressure shutoff valve is deactivated closed.
 - A minimum of 60% N1 is maintained on associated engine during flight in icing conditions.
 - Appropriate performance adjustments are applied.
-

36-11-02 Engine Bleed Air Control Sensors

36-11-02-01 Manifold Pressure (PM2) Sensors

Interval	Installed	Required	Procedure
C	2	0	(M)

May be inoperative provided:

- a. Associated pneumatic pressure indication system is considered inoperative.
 - b. Associated Manifold Pressure 1 Sensor is verified to operate normally.
-

36-11-02 Engine Bleed Air Control Sensors

36-11-02-02 Intermediate Pressure (PI) Sensors

Interval	Installed	Required	Procedure
C	2	1	(M) (O)

May be inoperative provided:

- a. Associated high pressure shutoff valve is deactivated closed.
 - b. A minimum of 60% N1 is maintained on associated engine during flight in icing conditions.
 - c. Appropriate performance adjustments are applied.
-

36-11-03 Pressure Regulating and Shutoff Valve (PRSOV) Systems**36-11-03-01 Pressure Regulating and Shutoff Valves****36-11-03-01A**

Interval	Installed	Required	Procedure
C	2	1	(M) (O)

Except for ETOPS beyond 120 minutes, may be inoperative provided:

- Valve is secured closed.
 - Airplane is not operated in known or forecast icing conditions.
 - Flight altitude remains at or below FL 250.
 - Appropriate performance adjustments are applied.
-

36-11-03 Pressure Regulating and Shutoff Valve (PRSOV) Systems**36-11-03-01 Pressure Regulating and Shutoff Valves****36-11-03-01B**

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

Except for ETOPS beyond 120 minutes, may be inoperative provided:

- Valves are secured closed.
 - Airplane is not operated in known or forecast icing conditions.
 - APU bleed air system operates normally.
 - Flight altitude remains at or below 17,000 ft.
-

36-11-04 High Pressure Shutoff Valve (HPSOV) Systems

36-11-04-01 High Pressure Shutoff Valves

Interval	Installed	Required	Procedure
C	2	1	(M) (O)

May be inoperative provided:

- a. Affected valve is deactivated closed.
 - b. A minimum of 60% N1 is maintained on associated engine during flight in icing conditions.
 - c. Appropriate performance adjustments are applied.
-

36-11-04 High Pressure Shutoff Valve (HPSOV) Systems

36-11-04-02 HPSOV Control

Interval	Installed	Required	Procedure
C	2	1	(M) (O)

May be inoperative provided:

- a. Affected valve is deactivated closed.
 - b. A minimum of 60% N1 is maintained on associated engine during flight in icing conditions.
 - c. Appropriate performance adjustments are applied.
-

36-11-05 Engine BLEED Lights**36-11-05A**

Interval	Installed	Required	Procedure
C	2	1	(O)

Except for ETOPS beyond 120 minutes, may be inoperative provided:

- Associated engine bleed air switch remains OFF except for engine start.
 - Airplane is not operated in known or forecast icing conditions.
 - Flight altitude remains at or below FL 250.
 - Appropriate performance adjustments are applied.
-

36-11-05 Engine BLEED Lights**36-11-05B**

Interval	Installed	Required	Procedure
C	2	0	(O)

Except for ETOPS beyond 120 minutes, may be inoperative provided:

- Engine bleed air switches remain OFF except for engine start.
 - Airplane is not operated in known or forecast icing conditions.
 - APU bleed air system operates normally.
 - Flight altitude remains at or below 17,000 ft.
-

36-11-06 Duct Vent Valve

36-11-06A

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative closed provided that a No Engine Bleed Takeoff is not conducted.

36-11-06 Duct Vent Valve

36-11-06B

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative open.

36-12-01 Fan Air Modulating Valve (FAMV) Systems**36-12-01-01 Fan Air Modulating Valves**

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

Except for ETOPS beyond 120 minutes, may be inoperative provided:

- Affected valve is deactivated in full open position.
- Airplane is not operated in known or forecast icing conditions.
- Appropriate performance adjustments are applied.

NOTE: Associated thrust reverser system must be considered inoperative if associated thrust reverser inner walls are composed of one Titanium Inner Wall (TIW) half and one Composite Inner Wall (CIW) half. Thrust reversers with Titanium Inner Walls (TIWs) can be identified by part numbers 315A6295-1, -2, -3, and -4, whereas thrust reversers with Composite Inner Walls (CIWs) can be identified by part numbers 315A6295-5 and higher.

36-13-01 Bleed Air Isolation Valve

Interval	Installed	Required	Procedure
C	1	0	(M)

Except for ETOPS beyond 120 minutes, may be inoperative provided:

- a. Valve remains closed except for engine start.
- b. Airplane is not operated in known or forecast icing conditions.

36-13-02

Bleed Air Isolation Valve Control

36-13-02A

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided Bleed Air Isolation Valve is verified to operate normally.

36-13-02

Bleed Air Isolation Valve Control

36-13-02B

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided Bleed Air Isolation Valve is verified to operate normally.

36-13-03 Ground Pneumatic Connector Check Valve

36-13-03A

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

Except for ETOPS beyond 120 minutes, may be inoperative open provided:

- a. Right pneumatic manifold remains depressurized after starting right engine.
 - b. Airplane is not operated in known or forecast icing conditions.
 - c. Flight altitude remains at or below FL 250.
-

36-13-03 Ground Pneumatic Connector Check Valve

36-13-03B

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative closed.

36-21-01

Bleed Air Duct Pressure Indications

Interval	Installed	Required	Procedure
C	2	0	(O)

May be inoperative provided alternate procedures are established and used.

36-21-02 DELETED (Dual Bleed Light System)

Interval	Installed	Required	Procedure

Deleted, Revision 7.

38-10-01 Potable Water System

38-10-01A

38-10-01B

38-30-01 Lavatory Waste System

38-30-01A

38-30-01B

38-30-01-01 Vacuum Blower

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38-10-01Potable Water System

38-10-01A

Interval	Installed	Required	Procedure
C	-	-	(M)

Individual components may be inoperative provided:

- a. Associated components are deactivated or isolated.
- b. Associated system components are verified not to have leaks.

NOTE: Any portion of system that operates normally may be used.

38-10-01Potable Water System

38-10-01B

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided:

- a. System is drained.
- b. Procedures are established to ensure that system is not serviced.

38-30-01 Lavatory Waste System**38-30-01A**

Interval	Installed	Required	Procedure
C	-	-	(M)

Individual components may be inoperative provided:

- Associated components are deactivated or isolated.
- Associated system components are verified not to have leaks.

NOTE: Any portion of system that operates normally may be used.

38-30-01 Lavatory Waste System**38-30-01B**

Interval	Installed	Required	Procedure
C	-	0	(M)

Associated lavatory system may be inoperative provided:

- Associated components are deactivated or isolated to prevent leaks.
- Associated lavatory door is secured closed and placarded "INOPERATIVE - DO NOT ENTER".

NOTE: These provisions are not intended to prohibit inspections by crewmembers.

38-30-01 Lavatory Waste System**38-30-01-01 Vacuum Blower**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- Vacuum blower is deactivated.
- Lavatories are not used on the ground or at flight altitudes below 16,000 ft.

46-13-01 Onboard Network System (ONS)

46-13-01A

46-13-01B

46-20-01 Electronic Flight Bag (EFB) Systems

46-20-01-01 EFB System (Installed EFB System)

46-20-01-01A

46-20-01-01B

46-20-01-02 Data Connectivity

46-20-01-02A

46-20-01-02B

46-20-01-03 Power Supply / Power Connection

46-20-01-03A

46-20-01-03B

46-20-01-04 Mounting Device

46-20-01-04A

46-20-01-04B

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46-13-01 Onboard Network System (ONS)

46-13-01A

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided alternate procedures are established and used.

NOTE: Any function that operates normally may be used.

46-13-01 Onboard Network System (ONS)

46-13-01B

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative provided procedures do not require its use.

NOTE: Any function that operates normally may be used.

Federal Aviation Administration (FAA)**ATA 46****737 MAX Master Minimum Equipment List****Section 2****46-20-01 Electronic Flight Bag (EFB) Systems***********46-20-01-01 EFB System (Installed EFB System)****46-20-01-01A**

Interval	Installed	Required	Procedure
C	-	-	(O)

May be inoperative provided alternate procedures are established and used.

NOTE: Any function, program, or document which operates normally may be used.

46-20-01 Electronic Flight Bag (EFB) Systems*********46-20-01-01 EFB System (Installed EFB System)****46-20-01-01B**

Interval	Installed	Required	Procedure
D	-	0	

May be inoperative provided procedures do not require its use.

46-20-01 Electronic Flight Bag (EFB) Systems*********46-20-01-02 Data Connectivity****46-20-01-02A**

Interval	Installed	Required	Procedure
C	-	-	(O)

May be inoperative provided alternate procedures are established and used.

46-20-01 Electronic Flight Bag (EFB) Systems*********46-20-01-02 Data Connectivity****46-20-01-02B**

Interval	Installed	Required	Procedure
D	-	0	

May be inoperative provided procedures do not require its use.

46-20-01 Electronic Flight Bag (EFB) Systems

46-20-01-03 Power Supply / Power Connection

46-20-01-03A

Interval	Installed	Required	Procedure
C	-	-	(O)

May be inoperative provided alternate procedures are established and used.

46-20-01 Electronic Flight Bag (EFB) Systems

46-20-01-03 Power Supply / Power Connection

46-20-01-03B

Interval	Installed	Required	Procedure
D	-	0	

May be inoperative provided procedures do not require its use.

46-20-01 Electronic Flight Bag (EFB) Systems

46-20-01-04 Mounting Device

46-20-01-04A

Interval	Installed	Required	Procedure
C	-	-	(M) (O)

May be inoperative provided:

- Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft.
 - Alternate procedures are established and used.
-

46-20-01

Electronic Flight Bag (EFB) Systems

46-20-01-04

Mounting Device

46-20-01-04B

Interval	Installed	Required	Procedure
D	-	0	(M)

May be inoperative provided:

- a. Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft.
- b. Procedures do not require its use.

47-11-01 Nitrogen Generation System (NGS)

47-11-01-01 Nitrogen Generation Degraded

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47-11-01

Nitrogen Generation System (NGS)

Interval	Installed	Required	Procedure
A	1	0	(M)

- May be inoperative provided:
- a. NGS shutoff valve is deactivated closed.
 - b. Repairs are made within 10 flight days.

47-11-01

Nitrogen Generation System (NGS)

47-11-01-01

Nitrogen Generation Degraded

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.

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- 49-11-01 Auxiliary Power Unit**
- 49-15-01 APU Air Inlet Door**
 - 49-15-01A*
 - 49-15-01B*
 - 49-15-01C*
- 49-15-01-01 APU Air Inlet DOOR Light System
 - 49-15-01-01A*
 - 49-15-01-01B*
- 49-40-01 Start Power Unit**
 - 49-40-01-01 AC/DC Start Systems
- 49-40-02 Start Converter Unit**
 - 49-40-02-01 Voltage Regulator Function
- 49-52-01 APU Bleed Air System**
 - 49-52-01A*
 - 49-52-01B*
- 49-52-02 APU Surge Control System**
 - 49-52-02A*
 - 49-52-02B*
- 49-70-01 APU FAULT Light**
- 49-70-02 APU LOW OIL PRESSURE Light**
- 49-70-03 APU OVERSPEED Light**

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49-11-01

Auxiliary Power Unit

Interval	Installed	Required	Procedure
C	1	0	(M)

Except for ETOPS, may be inoperative provided:

- a. APU switch remains OFF.
- b. Both engine driven generator systems operate normally.
- c. At least one engine bleed air shutoff valve (PRSOV) operates normally.
- d. APU fuel shutoff valve is verified closed.

Federal Aviation Administration (FAA)

ATA 49

737 MAX Master Minimum Equipment List

Section 2

49-15-01 APU Air Inlet Door**49-15-01A**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- Door is deactivated in flight open position.
 - Appropriate performance adjustments are applied.
-

49-15-01 APU Air Inlet Door**49-15-01B**

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided:

- Door is deactivated in closed position.
 - APU is considered inoperative.
-

49-15-01 APU Air Inlet Door**49-15-01C**

Interval	Installed	Required	Procedure
C	1	0	(O)

Except for ETOPS, may be inoperative in any position ranging from closed position to flight open (17 degrees) position provided:

- APU is considered inoperative.
 - Appropriate performance adjustments are applied.
-

49-15-01 APU Air Inlet Door**49-15-01-01 APU Air Inlet DOOR Light System****49-15-01-01A**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative for an inoperative APU air inlet door.

- 49-15-01
- APU Air Inlet Door
- 49-15-01-01
- APU Air Inlet DOOR Light System
- 49-15-01-01B

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided APU air inlet door is verified to operate normally before each departure.

49-40-01 Start Power Unit

Interval	Installed	Required	Procedure
C	1	0	(M)

Except for ETOPS, may be inoperative provided:

- a. Start power unit is deactivated.
- b. APU is considered inoperative.

49-40-01 Start Power Unit

49-40-01-01 AC/DC Start Systems

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative.

49-40-02

Start Converter Unit

Interval	Installed	Required	Procedure
C	1	0	(M)

Except for ETOPS, may be inoperative provided:

- a. Start converter unit is deactivated.
- b. APU is considered inoperative.

49-40-02

Start Converter Unit

49-40-02-01

Voltage Regulator Function

Interval	Installed	Required	Procedure
C	1	0	

Except for ETOPS, may be inoperative provided:

- a. Both engine driven generator systems operate normally.
- b. APU generator is not used for electrical power.

NOTE: APU may be used as a pneumatic source.

49-52-01 APU Bleed Air System

49-52-01A

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided:

- a. APU bleed air valve is verified to be closed.
- b. APU bleed air valve electrical connector is deactivated.
- c. At least one of bleed system PRSOVs operates normally.

NOTE: APU may be used to provide electrical power but will not be able to provide bleed air.

49-52-01 APU Bleed Air System

49-52-01B

Interval	Installed	Required	Procedure
C	1	0	(M)

Except for ETOPS, may be inoperative provided:

- a. APU bleed air valve electrical connector is deactivated.
- b. Both engine driven generator systems operate normally.
- c. At least one of bleed system PRSOVs operates normally.
- d. APU is not used.

49-52-02

APU Surge Control System

49-52-02A

Interval	Installed	Required	Procedure
C	1	0	

- May be inoperative provided:
- a. Surge control valve is in open position.
 - b. At least one of bleed system PRSOVs operates normally.
 - c. APU bleed air is not used.

NOTE: APU may be used to provide electrical power.

49-52-02

APU Surge Control System

49-52-02B

Interval	Installed	Required	Procedure
C	1	0	

- May be inoperative provided:
- a. Surge control valve is in closed position.
 - b. APU is considered inoperative.
-

49-70-01

APU FAULT Light

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.

49-70-02

APU LOW OIL PRESSURE Light

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided APU automatic shutdown system is verified to operate normally.

49-70-03 APU OVERSPEED Light

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided APU automatic shutdown system is verified to operate normally.

50-10-01 Lower Cargo Compartment Lining Panels and Floor Panels

50-21-01 Automatic Cargo Loading Systems

50-21-02 Cargo Compartment Restraint Components

50-21-02A

50-21-02B

50-21-02C

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50-10-01

Lower Cargo Compartment Lining Panels and Floor Panels

Interval	Installed	Required	Procedure
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.

50-21-01

Automatic Cargo Loading Systems

Interval	Installed	Required	Procedure
D	-	0	

May be inoperative.

NOTE: Any portion of system(s) that operates normally may be used.

50-21-02 Cargo Compartment Restraint Components**50-21-02A**

Interval	Installed	Required	Procedure
A	-	-	(M)

May be inoperative or missing provided:

- Cargo-loading limits from the OEM Weight and Balance Manual are observed.
- Repairs are made within 120 consecutive calendar-days.

50-21-02 Cargo Compartment Restraint Components**50-21-02B**

Interval	Installed	Required	Procedure
A	-	-	

May be inoperative or missing provided:

- Cargo compartment remains empty.
- Repairs are made within 120 consecutive calendar-days.

50-21-02 Cargo Compartment Restraint Components**50-21-02C**

Interval	Installed	Required	Procedure
A	-	-	

Individual cargo areas may be inoperative provided:

- Aircraft is operated in accordance with the OEM Weight and Balance Manual.
- Repairs are made within 120 consecutive calendar-days.

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52-11-01 Left Main Cabin Door Pressure Stop Fittings

52-11-01-01 Forward Entry Door

52-11-01-02 Aft Door

52-11-02 Entry/Service Door Hold-Open Latch Assemblies

52-11-02-01 Latch Release Lever

52-22-01 Flight Lock System

52-31-01 Lower Cargo Doors Pressure Stop Fittings

52-31-01-01 Lower Cargo Doors Pressure Stop Fittings
(737-7/-8/-8200/-9)

52-31-01-01-01 Pressurized Flight

52-31-01-01-02 Unpressurized Flight

52-31-01-02 Lower Cargo Doors Pressure Stop Fittings (737-10)

52-31-01-02-01 Pressurized Flight

52-31-01-02-02 Unpressurized Flight

52-31-02 Lower Cargo Doors Door Balance Mechanism

52-31-03 Lower Cargo Doors Hold Open Device

52-31-03A

52-31-03B

52-31-04 Cargo Door Exterior Handle Recess/Hinge Spring Assemblies

52-51-01 Flight Deck Door Automatic Locking System

52-51-01-01 Flight Deck Access System (Keypad)

52-51-01-01-01 LEDs

52-51-01-01-02 Door Bell Mode

52-51-01-01-03 Switch Guard

52-51-01-02 Flight Deck Door LOCK FAIL Light

52-51-01-03 Flight Deck Door AUTO UNLK Light

52-51-01-04 Flight Deck Door Lock Control Selector

52-51-02 Flight Deck Door Deadbolt

52-51-03 Flight Deck Door Pressure Relief Panels

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- 52-51-04 Flight Deck Door Viewing Port**
 - 52-51-04A*
 - 52-51-04B*
- 52-51-05 MOVED (Installed Physical Secondary Barrier (IPSB))**
- 52-51-06 Flight Deck Door Stop**
- 52-61-01 Forward Air Stair**
- 52-71-01 Door Warning Light System**
 - 52-71-01-01 Entry and Service Doors
 - 52-71-01-02 Cargo and Equipment Doors
 - 52-71-01-03 Airstair Door
 - 52-71-01-04 Overwing Doors
 - 52-71-01-05 Mid-Cabin Doors (737-8200/-9/-10)
- 52-71-02 Door Programming Pin Fault**

52-11-01 Left Main Cabin Door Pressure Stop Fittings**52-11-01-01 Forward Entry Door**

Interval	Installed	Required	Procedure
B	18	17	(M) (O)

May be broken or missing provided:

- There are no visible defects on other fittings for associated door.
 - Pressure differential does not exceed 6.0 psi.
 - Cabin pressure control system AUTO or ALTN control mode operates normally.
 - Alternate procedures are established and used.
-

52-11-01 Left Main Cabin Door Pressure Stop Fittings**52-11-01-02 Aft Door**

Interval	Installed	Required	Procedure
B	14	13	(M) (O)

May be broken or missing provided:

- There are no visible defects on other fittings for associated door.
 - Pressure differential does not exceed 3.4 psi.
 - Cabin pressure control system AUTO or ALTN control mode operates normally.
 - Alternate procedures are established and used.
-

52-11-02 Entry/Service Door Hold-Open Latch Assemblies
52-11-02-01 Latch Release Lever

Interval	Installed	Required	Procedure
C	4	0	

May be inoperative.

52-22-01

Flight Lock System

Interval	Installed	Required	Procedure
C	-	0	(M) (O)

May be inoperative provided:

- a. For inoperative flight lock(s), inputs to associated flight deck indications are deactivated.
- b. It is verified each associated exit is able to be unlatched and opened before each departure.
- 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.

Federal Aviation Administration (FAA)**ATA 52****737 MAX Master Minimum Equipment List****Section 2****52-31-01 Lower Cargo Doors Pressure Stop Fittings****52-31-01-01 Lower Cargo Doors Pressure Stop Fittings
(737-7/-8/-8200/-9)****52-31-01-01-01 Pressurized Flight**

Interval	Installed	Required	Procedure
A	24	22	(M)

Any one may be broken or missing on each door or frame provided:

- No defects are visible on other fittings for associated door.
 - Cabin pressure controller AUTO mode operates normally.
 - Adjacent stop fittings are inspected within 25 flights.
 - Not more than 50 flights are made before completion of repairs or replacements.
-

52-31-01 Lower Cargo Doors Pressure Stop Fittings**52-31-01-01 Lower Cargo Doors Pressure Stop Fittings
(737-7/-8/-8200/-9)****52-31-01-01-02 Unpressurized Flight**

Interval	Installed	Required	Procedure
C	24	20	(M) (O)

Two may be broken or missing on each door or frame provided:

- Flight is conducted in an unpressurized configuration.
- Recirculation fan(s) operates normally.
- 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.

52-31-01 Lower Cargo Doors Pressure Stop Fittings**52-31-01-02 Lower Cargo Doors Pressure Stop Fittings (737-10)****52-31-01-02-01 Pressurized Flight**

Interval	Installed	Required	Procedure
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.
 - d. Not more than 50 flights are made before completion of repairs or replacements.
-

52-31-01 Lower Cargo Doors Pressure Stop Fittings**52-31-01-02 Lower Cargo Doors Pressure Stop Fittings (737-10)****52-31-01-02-02 Unpressurized Flight**

Interval	Installed	Required	Procedure
C	24	20	(M) (O)

May be inoperative provided:

- a. No passengers are carried.
- b. No occupants are carried in the passenger cabin.
- c. Flight is conducted in an unpressurized configuration.
- d. Outflow valve is positioned to full open position.
- e. Recirculation fans operate normally.
- f. Items containing lithium batteries remain in the flight deck.
- g. 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.

52-31-02 Lower Cargo Doors Door Balance Mechanism

Interval	Installed	Required	Procedure
C	2	0	(M)

May be inoperative provided a safety hold open device is used when door is in open position.

52-31-03

Lower Cargo Doors Hold Open Device

52-31-03A

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided associated door balance mechanism operates normally.

52-31-03

Lower Cargo Doors Hold Open Device

52-31-03B

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided cargo compartment remains empty or items remaining are not accessed.

52-31-04 Cargo Door Exterior Handle Recess/Hinge Spring Assemblies

Interval	Installed	Required	Procedure
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.

NOTE: This MMEL item may be applied to an inoperative exterior handle recess spring/spring assembly and/or to an inoperative flapper door hinge spring assembly.

52-51-01 Flight Deck Door Automatic Locking System

Interval	Installed	Required	Procedure
A	1	0	(M) (O)

May be inoperative provided:

- Automatic locking system is deactivated.
- Door deadbolt operates normally and is used to lock door.
- Alternate procedures are established and used for locking and unlocking door using deadbolt.
- Repairs are made within 2 flight-days.

52-51-01 Flight Deck Door Automatic Locking System**52-51-01-01 Flight Deck Access System (Keypad)**

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- Keypad is deactivated.
- Alternate procedures are established and used.

NOTE: Flight deck access system includes keypad and door chime module. If door chime module is inoperative, airplane must be dispatched using MMEL item 52-51-01.

52-51-01 Flight Deck Door Automatic Locking System**52-51-01-01 Flight Deck Access System (Keypad)****52-51-01-01-01 LEDs**

Interval	Installed	Required	Procedure
C	3	0	(O)

May be inoperative provided alternate procedures are established and used.

52-51-01 Flight Deck Door Automatic Locking System**52-51-01-01 Flight Deck Access System (Keypad)****52-51-01-01-02 Door Bell Mode**

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided alternate procedures are established and used.

52-51-01 Flight Deck Door Automatic Locking System**52-51-01-01 Flight Deck Access System (Keypad)****52-51-01-01-03 Switch Guard**

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative or missing provided flight deck door LOCK FAIL light operates normally.

52-51-01 Flight Deck Door Automatic Locking System**52-51-01-02 Flight Deck Door LOCK FAIL Light**

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided automatic lock controls are verified to operate normally.

52-51-01 Flight Deck Door Automatic Locking System**52-51-01-03 Flight Deck Door AUTO UNLK Light**

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided:

- Automatic lock controls are verified to operate normally.
- Door chime operates normally.

52-51-01

Flight Deck Door Automatic Locking System

52-51-01-04

Flight Deck Door Lock Control Selector

Interval	Installed	Required	Procedure
C	1	0	(M) (O)

May be inoperative provided:

- a. Keypad is deactivated.
- b. Automatic lock is verified to operate normally.
- c. Alternate procedures are established and used.

52-51-02

Flight Deck Door Deadbolt

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative provided flight deck door automatic locking system operates normally.

52-51-03

Flight Deck Door Pressure Relief Panels

Interval	Installed	Required	Procedure
A	2	0	

May be inoperative provided:

- a. Panels are in latched position.
- b. Repairs are made within 2 flight days.

52-51-04 Flight Deck Door Viewing Port

52-51-04A

Interval	Installed	Required	Procedure
A	1	0	(O)

May be inoperative provided:

- a. Alternate procedures are established and used.
 - b. Repairs are made within 3 flight days.
-

52-51-04 Flight Deck Door Viewing Port

52-51-04B

Interval	Installed	Required	Procedure
C	1	0	(O)

May be inoperative provided:

- a. An electronic flight deck door visual surveillance system is installed and operates normally.
 - b. Alternate procedures are established and used.
-

52-51-05

MOVED (Installed Physical Secondary Barrier (IPSB))

Interval	Installed	Required	Procedure

Relief moved to ATA 25-24-01, Revision 7.

52-51-06 Flight Deck Door Stop

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative.

52-61-01

Forward Air Stair

Interval	Installed	Required	Procedure
D	1	0	

May be inoperative.

NOTE: Any mode that operates normally may be used.

Federal Aviation Administration (FAA)**ATA 52****737 MAX Master Minimum Equipment List****Section 2****52-71-01 Door Warning Light System****52-71-01-01 Entry and Service Doors**

Interval	Installed	Required	Procedure
C	4	0	(M) (O)

May be inoperative provided associated door is verified closed and latched before each departure.

NOTE: If two or more entry/service door warning lights are inoperative due to failed door sensors, all flight lock systems are considered inoperative.

52-71-01 Door Warning Light System**52-71-01-02 Cargo and Equipment Doors**

Interval	Installed	Required	Procedure
C	3	0	(M) (O)

May be inoperative provided associated door is verified closed and latched before each departure, including pushing inward against the door.

52-71-01 Door Warning Light System**52-71-01-03 Airstair Door*********

Interval	Installed	Required	Procedure
C	1	0	(M)

May be inoperative provided associated door is verified closed and latched before each departure.

52-71-01 Door Warning Light System**52-71-01-04 Overwing Doors**

Interval	Installed	Required	Procedure
C	4	0	(M) (O)

Individual light indication may be inoperative provided:

- Each associated exit is verified closed and latched before each departure.
- Associated flight lock is verified to operate normally.

52-71-01

Door Warning Light System

52-71-01-05

Mid-Cabin Doors (737-8200/-9/-10)

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

- Individual light indication may be inoperative provided:
- a. Each associated exit is verified closed and latched before each departure.
 - b. Associated flight lock is verified to operate normally.

52-71-02

Door Programming Pin Fault

Interval	Installed	Required	Procedure
C	1	0	

May be inoperative.

- 71-11-01 Fan Cowl Latch Indication Systems (upon incorporation of Boeing Service Bulletin 737-71-1894 or production equivalent)

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71-11-01

Fan Cowl Latch Indication Systems (upon
incorporation of Boeing Service Bulletin 737-71-1894
or production equivalent)

Interval	Installed	Required	Procedure
D	2	0	(M)

May be inoperative provided the associated fan cowl latch indication system blade(s) is removed.

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73-11-01 Engine Fuel Strainer Sensors

73-30-01 Fuel Control ENG VALVE CLOSED Indicating System

73-31-01 Fuel Flow Indications

73-34-01 Fuel Filter Bypass Indication Systems

73-34-01-01 Engine Main Fuel/Oil Heat Exchanger Sensors

73-34-01-02 Engine Fuel Filter Sensors

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73-11-01

Engine Fuel Strainer Sensors

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative.

73-30-01 Fuel Control ENG VALVE CLOSED Indicating System

Interval	Installed	Required	Procedure
C	2	0	(M)

May be inoperative provided associated valve is verified to operate normally.

73-31-01

Fuel Flow Indications

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided flight deck fuel quantity indicating systems operate normally.

73-34-01 Fuel Filter Bypass Indication Systems
73-34-01-01 Engine Main Fuel/Oil Heat Exchanger Sensors

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided associated engine fuel filter sensor operates normally.

73-34-01 Fuel Filter Bypass Indication Systems
73-34-01-02 Engine Fuel Filter Sensors

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative provided associated engine fuel/oil heat exchanger sensor operates normally.

74-00-01 Ignition Systems

74-00-01-01 Left Ignition Systems

74-00-01-01A

74-00-01-01B

74-00-01-02 Right Ignition Systems

74-00-01-02A

74-00-01-02B

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74-00-01 Ignition Systems**74-00-01-01 Left Ignition Systems****74-00-01-01A**

Interval	Installed	Required	Procedure
B	2	1	(O)

May be inoperative provided:

- Ignition select switch remains in BOTH position.
 - Right ignition systems operate normally.
-

74-00-01 Ignition Systems**74-00-01-01 Left Ignition Systems****74-00-01-01B**

Interval	Installed	Required	Procedure
C	2	0	(O)

Except for ETOPS, may be inoperative provided:

- Ignition select switch remains in BOTH position.
 - Associated engine right ignition system operates normally.
-

74-00-01 Ignition Systems**74-00-01-02 Right Ignition Systems****74-00-01-02A**

Interval	Installed	Required	Procedure
B	2	1	(M) (O)

May be inoperative provided:

- Associated engine left ignition system is connected to standby power.
 - Left ignition systems operate normally.
 - Ignition select switch remains in BOTH position.
-

74-00-01

Ignition Systems

74-00-01-02

Right Ignition Systems

74-00-01-02B

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

Except for ETOPS, may be inoperative provided:

- a. Associated engine left ignition system is connected to standby power.
- b. Associated engine left ignition system operates normally.
- c. Ignition select switch remains in BOTH position.

75-23-01 EEC Cooling Systems

75-23-02 Modulated Turbine Cooling (MTC) Systems

75-24-01 Turbine Case Cooling Air Flow Systems

75-24-01-01 High Pressure Turbine Active Clearance Control
(HPTACC) Valves

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75-23-01

EEC Cooling Systems

Interval	Installed	Required	Procedure
D	-	0	(M)

May be inoperative provided associated fans are deactivated off.

75-23-02

Modulated Turbine Cooling (MTC) Systems

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

- May be inoperative provided:
- a. At least one MTC valve for the inoperative MTC system is locked open.
 - b. Appropriate performance adjustments are applied.
-

75-24-01

Turbine Case Cooling Air Flow Systems

75-24-01-01

High Pressure Turbine Active Clearance Control (HPTACC) Valves

Interval	Installed	Required	Procedure
C	2	0	(M) (O)

May be inoperative provided:

- a. Inoperative HPTACC valve is locked in the closed position.
- b. Both EECs operate in the normal mode.
- c. Appropriate performance adjustments are applied.

Intentionally
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77-21-01 Abnormal Start Indication Systems

77-31-01 Engine Vibration Indications

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77-21-01

Abnormal Start Indication Systems

Interval	Installed	Required	Procedure
C	2	0	

May be inoperative.

77-31-01

Engine Vibration Indications

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative.

78-31-01 Thrust Reverser Systems

78-34-01 Reverse Thrust Lever Interlocks

78-34-01A

78-34-01B

78-36-01 REVERSER LIMITED Lights (Aft Overhead Panel)

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78-31-01

Thrust Reverser Systems

Interval	Installed	Required	Procedure
C	2	1	(M) (O)

May be inoperative provided:

- a. Inoperative reverser is secured in the forward thrust position.
- b. Appropriate performance adjustments are applied.

78-34-01 Reverse Thrust Lever Interlocks

78-34-01A

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative released.

78-34-01 Reverse Thrust Lever Interlocks

78-34-01B

Interval	Installed	Required	Procedure
C	2	1	(O)

May be inoperative not released provided appropriate performance adjustments are applied.

78-36-01

REVERSER LIMITED Lights (Aft Overhead Panel)

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided associated reverser is considered inoperative.

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79-21-01 Engine Oil Debris Monitoring System (ODMS)

79-21-01-01 Engine Oil Debris Monitoring System (ODMS) Sensor

79-31-01 Oil Quantity Indication Systems

79-35-01 Oil Filter Bypass Warning Systems

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79-21-01

Engine Oil Debris Monitoring System (ODMS)

Interval	Installed	Required	Procedure
C	2	1	(M)

May be inoperative provided:

- a. Malfunction is verified to be in the associated engine oil debris monitoring system.
- b. Associated engine oil filter bypass warning system operates normally.

79-21-01

Engine Oil Debris Monitoring System (ODMS)

79-21-01-01

Engine Oil Debris Monitoring System (ODMS) Sensor

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided associated engine oil filter bypass warning system operates normally.

79-31-01

Oil Quantity Indication Systems

Interval	Installed	Required	Procedure
B	2	1	(M)

Except for ETOPS, may be inoperative provided:

a. Oil tank is filled to maximum recommended capacity at each refueling.

b. There is no evidence of above normal oil consumption or leakage.

79-35-01Oil Filter Bypass Warning Systems

Interval	Installed	Required	Procedure
C	2	1	

May be inoperative provided associated engine ODMS, including ODMS sensor, operates normally.

NOTE: An inoperative oil filter bypass warning system is indicated by status message ENG 1 OIL FILTER SENSOR or ENG 2 OIL FILTER SENSOR for the associated engine.

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80-11-01 Starter Valve Open Alerts

80-11-02 Engine Start Switch Ground Hold/Cutout Systems

80-11-03 Engine Start Valves

Intentionally
Blank

80-11-01

Starter Valve Open Alerts

Interval	Installed	Required	Procedure
C	2	1	(O)

May be inoperative provided:

- a. Associated engine start valve operates normally.
- b. Flight crew verify associated start valve is closed after engine start.

80-11-02

Engine Start Switch Ground Hold/Cutout Systems

Interval	Installed	Required	Procedure
C	2	0	(O)

May be inoperative provided alternate start procedures are established and used.

80-11-03

Engine Start Valves

Interval	Installed	Required	Procedure
C	2	1	(M) (O)

Except for ETOPS, may be inoperative provided:

- a. Associated START VALVE OPEN alert operates normally.
- b. Alternate start procedures are established and used.

Intentionally
Blank