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

Master Minimum Equipment List (MMEL)

Revision: 60
Date: 02/09/2018

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

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HIGHLIGHTS OF CHANGE

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

Page	Explanation of Change
All	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars.
ATA 21 AIR CONDITIONING	
Item 01-02	Added STC ST02556SE nomenclature to title.
Item 01-06	New relief item for -800BCF airplane.
Item 01-06A	New relief item for -800BCF airplane.
Item 01-06B	New relief item for -800BCF airplane.
Item 02-05	New relief item.
Item 10-02	Added -800BCF nomenclature to title.
Item 10-02-02	Added -800BCF nomenclature to title and revised proviso c) not applicable to -800BCF airplane.
Item 10-02-03	Added -800BCF nomenclature to title and revised proviso d) not applicable to -800BCF airplane.
Item 11-02-03	Added -800BCF nomenclature to title.
Item 12-02	Added -800BCF nomenclature to title.
Item 12-02-02	Added -800BCF nomenclature to title and revised proviso c) not applicable to -800BCF airplane.
Item 12-02-03	Added -800BCF nomenclature to title and revised proviso d) not applicable to -800BCF airplane.
Item 13-02	Added -800BCF nomenclature to title.
Item 13-02-02	Added -800BCF nomenclature to title and revised proviso c) not applicable to -800BCF airplane.
Item 13-02-03	Added -800BCF nomenclature to title and revised proviso d) not applicable to -800BCF airplane.
Item 14-03	Added -800BCF nomenclature to title.

HIGHLIGHTS OF CHANGE

Page	Explanation of Change
Item 14-03-02	Added -800BCF nomenclature to title and revised proviso b) not applicable to -800BCF airplane.
Item 14-03-03	Added -800BCF nomenclature to title and revised proviso c) not applicable to -800BCF airplane.
Item 14-04	Added -800BCF nomenclature to title.
Item 14-04-02	Added -800BCF nomenclature to title and revised proviso b) not applicable to -800BCF airplane.
Item 14-04-03	Added -800BCF nomenclature to title and revised proviso c) not applicable to -800BCF airplane.
Item 15-02-02	Added -800BCF nomenclature to title.
Item 15-02-03	Added -800BCF nomenclature to title and revised proviso b) not applicable to -800BCF airplane
Item 15-02-04	Added -800BCF nomenclature to title and revised proviso c) not applicable to -800BCF airplane.
Item 15-03-02	Added -800BCF nomenclature to title and revised proviso b) not applicable to -800BCF airplane.
Item 15-03-03	Added -800BCF nomenclature to title and revised proviso c) not applicable to -800BCF airplane.
Item 16-02	Added -800BCF nomenclature to title.
Item 16-02-02	Added -800BCF nomenclature to title and revised proviso c) not applicable to -800BCF airplane.
Item 16-02-03	Added -800BCF nomenclature to title and revised proviso d) not applicable to -800BCF airplane.
Item 17-02	Added -800BCF nomenclature to title.
Item 17-04	Added -800BCF nomenclature to title.
Item 18-02	Added -800BCF nomenclature to title.
Item 19-02-01	Added -800BCF nomenclature to title.
Item 19-02-02	Added -800BCF nomenclature to title.
Item 21-02-01	Added -800BCF nomenclature to title.
Item 21-02-02	Added -800BCF nomenclature to title.

HIGHLIGHTS OF CHANGE

Page	Explanation of Change
Item 26-02-02	Added -800BCF nomenclature to title and revised proviso c) not applicable to -800BCF airplane.
Item 26-02-03	Added -800BCF nomenclature to title and revised proviso d) not applicable to -800BCF airplane.
Item 27-03	Added -800BCF nomenclature to title.
Item 32	Added -800BCF nomenclature to title.
Item 33	Added -800BCF nomenclature to title.
Item 33C	Revised proviso to remove “is not used” and replaced with “considered inoperative”.
Item 34	Added -800BCF nomenclature to title.
Item 35-01	Added -800BCF nomenclature to title.
Item 36-01	Added -800BCF nomenclature to title.
Item 39-01	Added -800BCF nomenclature to title.
Item 40-02-02	Added -800BCF nomenclature to title and revised proviso c) not applicable to -800BCF airplane.
Item 40-02-03	Added -800BCF nomenclature to title and revised proviso d) not applicable to -800BCF airplane.
Item 40-02-05	Added -800BCF nomenclature to title.
Item 41-05	New relief item applicable to -800BCF airplanes.
Item 42	Added -800BCF nomenclature to title.
Item 43	Added -800BCF nomenclature to title.
Item 44	Added -800BCF nomenclature to title.
Item 45	Added -800BCF and STC ST02556SE nomenclature to title.
Item 45-01	Added -700C nomenclature to title.
Item 45-02	Added -700C nomenclature to title.
Item 45-03	New relief item applicable to -800BCF airplanes.
Item 45-03A	New relief item applicable to -800BCF airplanes.
Item 45-03B	New relief item applicable to -800BCF airplanes.

HIGHLIGHTS OF CHANGE

Page	Explanation of Change
Item 45-03-01	New relief item applicable to -800BCF airplanes.
Item 45-03-02	New relief item applicable to -800BCF airplanes.
Item 45-04	New relief item applicable to STC ST02556SE airplanes.
Item 45-04A	New relief item applicable to STC ST02556SE airplanes.
Item 45-04B	New relief item applicable to STC ST02556SE airplanes.
Item 46	Added STC ST02556SE nomenclature to title.
Item 49	Added -800BCF nomenclature to title.
ATA 22 AUTOFLIGHT	
Item 02-02	Revised proviso.
ATA 23 COMMUNICATIONS	
Item 03-02	Revised proviso to include turning off inoperative radio tuning panel.
Item 10-01	Revised note to clarify when inoperative ACARS could cause a CVR fault.
Item 10-02	Revised note to clarify when inoperative ACARS could cause a CVR fault.
Item 19-01-01	Revised provisos per Policy Letter (PL) 9, Revision 12.
Item 19-01-02	New relief item per Policy Letter (PL) 9, Revision 12.
Item 19-01-03	Renumbered item, split relief item into options 19-01-03A and 19-01-03B.
Item 19-01-03A	Split item out into option A, modified NOTE per Policy Letter (PL) 9, Revision 12.
Item 19-01-03B	New relief option per Policy Letter (PL) 9, Revision 12.
Item 19-01-04	Renumbered item, split relief item into options 19-01-04A and 19-01-04B.
Item 19-01-04A	Split item out into option A, modified NOTE per Policy Letter (PL) 9, Revision 12.
Item 19-01-04B	New relief option per Policy Letter (PL) 9, Revision 12.
Item 19-02-04B	New relief option per Policy Letter (PL) 9, Revision 12.

HIGHLIGHTS OF CHANGE

Page	Explanation of Change
ATA 25 EQUIPMENT/ FURNISHINGS	
Item 05	Added “(Includes -800BCF and STC ST02556SE)” to title.
Item 05-02	Added STC ST02556SE nomenclature to title.
Item 31	New relief item applicable to -800BCF and per STC ST02556SE airplanes.
ATA 26 FIRE PROTECTION	
Item 12-01	Separated item applicable to -100 thru -800 airplanes due to smoke removal requirements on -900/-900ER airplanes and added proviso e) for flight altitude restriction.
Item 12-02	New relief item applicable to -900/-900ER airplanes.
Item 13-01	Separated item applicable to -100 thru -800 airplanes due to smoke removal requirements on -900/-900ER airplanes and added proviso d) for flight altitude restriction.
Item 13-02	New relief item applicable to -900/-900ER airplanes.
Item 14	Added -800BCF and STC ST02556SE nomenclature to title.
Item 14-01	Added -800BCF nomenclature to title.
Item 14-03	Added -800BCF nomenclature to title.
Item 14-04	Added -800BCF and STC ST02556SE nomenclature to title.
Item 14-04-02	Added -800BCF nomenclature to title.
Item 14-04-08	New relief item applicable per ST02556SE.
Item 25	Added *** to denote optional equipment.
Item 26	New relief item and subitems 26A and 26B per ST02556SE.
Item 26A	New subitem
Item 26B	New subitem
Item 26-01	New relief item per ST02556SE.
Item 26-02	New relief item per ST02556SE.

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HIGHLIGHTS OF CHANGE

Page	Explanation of Change
ATA 27 FLIGHT CONTROLS	
Item 13-03-01A	Corrected weight (Kg) values.
Item 20-01-02B	Corrected weight (Kg) units notation.
Item 20-03A	Added “Airspeed does not exceed 265 KIAS when in-flight gross weight is”. Missing from Revision 59 and to match Revision 58.
ATA 28 FUEL	
Item 23-03	Added FMCS updates 11 and 12 to title.
ATA 30 ICE AND RAIN PROTECTION	
Item 12	Revised title, added proviso.
Item 13	Revised title, added proviso.
ATA 33 LIGHTS	
Item 21	Added -800BCF and STC ST02556SE nomenclature to title.
Item 21-01A	Changed number installed from “2” to “-”.
Item 21-01B	Changed number installed from “2” to “-”.
Item 21-02	Added STC ST02556SE nomenclature to title.
Item 22	Added STC ST02556SE nomenclature to title.
Item 22-01	Added STC ST02556SE nomenclature to title.
Item 22-02	Added STC ST02556SE nomenclature to title.
Item 26	Added STC ST02556SE nomenclature to title.

HIGHLIGHTS OF CHANGE

Page	Explanation of Change
ATA 34 NAVIGATION	
Item 36-01-04	Revised provisos per Policy Letter (PL) 98, Revision 1.
Item 36-02-05	Revised provisos per Policy Letter (PL) 98, Revision 1.
Item 36-03-06	Revised provisos per Policy Letter (PL) 98, Revision 1.
Item 57-01	Revised proviso.
ATA 35 OXYGEN	
Item 05D	New relief item applicable to -800BCF and per STC ST02556SE airplanes.
ATA 36 PNEUMATIC	
Item 06	Revised proviso verifying APU bleed valve in closed position.
ATA 52 DOORS	
Item 13-02	Added -800BCF nomenclature to title.
Item 13-03	Added STC ST02556SE nomenclature to title.
Item 13-03-01	Added STC ST02556SE nomenclature to title.
Item 25	New relief item.
ATA 79 ENGINE OIL	
Item 04	Revised proviso language to reflect requirements of Policy Letter (PL) 13.

DEFINITIONS

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website.

PREAMBLE

For the MMEL, Preamble used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, MMEL and MEL Preamble, or for the preamble used for 14 CFR Part 91 operations, refer to MMEL Policy PL-36, 14 CFR Part 91 MEL and Preamble. Both preambles may be found on the FAA Flight Standards Information Management System (FSIMS) 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 Dispatch Deviations Guide (DDG).

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
01	Air Conditioning Packs					
01-01	All-Passenger Configuration (All Models)					
01-01-01	(-100/-200/-300/-400/ -500/-600 and -700/-800 without PATS Auxiliary Fuel Tanks)	**C**	**2**	**1**	(O) Except for ER operations, one may be inoperative provided flight altitude remains at or below FL 250.	
01-01-02	(-700IGW/-800 with PATS Auxiliary Fuel Tanks)	**C**	**2**	**1**	(M)(O) Except for ER operations, one may be inoperative provided: a) Flight altitude remains at or below FL 250, and b) For airplanes with auxiliary fuel bleed air pressurization system installed, is verified to be operational before each departure.	
01-01-03	(-900/-900ER)	**C**	**2**	**1**	(M)(O) Except for ER operations, one may be inoperative provided: a) Flight altitude remains at or below FL 250, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	

(Continued)

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SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
01	Air Conditioning Packs (Cont'd)					
01-01	All-Passenger Configuration (All Models) (Cont'd)					
01-01-04	(-100/-200)	**C**	**2**	**0**	(M)(O) Except for ER operations, both may be inoperative provided flight is conducted in an unpressurized configuration.	
01-01-05	(-300/-400/-500)	**C**	**2**	**0**	(M)(O) Except for ER operations, both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	

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SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
01	Air Conditioning Packs (Cont'd)					
01-01	All-Passenger Configuration (All Models) (Cont'd)					
01-01-06	(-600/-700/-800)	**C**	**2**	**0**	(M)(O) Except for ER operations, both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Recirculation fan(s) operates normally, c) Both E/E equipment cooling exhaust fans operate normally, d) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and e) Airplanes with Auxiliary tanks installed, auxiliary tanks remain empty or auxiliary fuel is included as part of zero fuel weight. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	

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MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
01	Air Conditioning Packs (Cont'd)					
01-01	All-Passenger Configuration (All Models) (Cont'd)					
01-01-07	(-900/-900ER)	**C**	**2**	**0**	(M)(O) Except for ER operations, both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Recirculation fans operate normally, c) Both E/E equipment cooling exhaust fans operate normally, d) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, e) Forward cargo heat duct is secured closed, and f) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	

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MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
01	Air Conditioning Packs (Cont'd)					
01-02	Combi and All-Cargo Configurations (737C, QC, and STCs ST01566LA, ST01961SE, and ST02556SE)	**C**	**2**	**0**	(M)(O) Except for ER operations, both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	I
01-02-01	Right Pack	**C**	**1**	**0**	(O) Except for ER operations, may be inoperative provided flight altitude remains at or below FL 250.	

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
01	Air Conditioning Packs (Cont'd)					
01-02	Combi and All-Cargo Configurations (737C, QC, and STCs ST01566LA, ST01961SE, and ST02556SE) (Cont'd)					
01-02-02	Left Pack	**C**	**1**	**0**	(O) Except for ER operations, may be inoperative provided: a) Flight Altitude remains at or below FL 250, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
01-03	All-Cargo Configuration (-700C)	**C**	**2**	**1**	(O) Except for ER operations, may be inoperative provided flight altitude remains at or below FL 250.	

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MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
01	Air Conditioning Packs (Cont'd)					
01-04	Pemco COMBI (STC ST03387AT) and All-Cargo Configurations					
01-04A		**C**	**2**	**1**	Except for ER operations, one may be inoperative provided only flight deck is occupied.	
01-04B		**C**	**2**	**1**	(O) Except for ER operations, one may be inoperative provided flight altitude remains at or below FL 250.	
01-04C		**C**	**2**	**0**	(M)(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	

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MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
01	Air Conditioning Packs (Cont'd)					
01-05	All-Cargo Configuration (STC ST01827LA and ST00283AT)					
01-05A		**C**	**2**	**1**	(O) Except for ER operations, one may be inoperative provided flight altitude remains at or below FL 250.	
01-05B		**C**	**2**	**0**	(M)(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure the main deck 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 the Fly Away Kits and which materials can be used as ballast.	

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MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
01	Air Conditioning Packs (Cont'd)					
01-06	All-Cargo Configuration (-800BCF)					|
01-06A		**C**	**2**	**1**	(O) Except for ER operations, may be inoperative provided flight altitude remains at or below FL 250.	|
01-06B		**C**	**2**	**0**	(M)(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartments and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	|

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
02	Pack Air Flow/Shutoff Valves (Includes STC SA2969SO)	**C**	**2**	**0**	(M)(O) May be inoperative deactivated closed.	
02-01	High Flow Mode (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER)	**C**	**2**	**0**		
02-02	APU High Flow Mode	**C**	**2**	**0**		
02-03	Electronic Flow Control (-800/-900/-900ER)	**C**	**2**	**0**		
02-04	Position Indicator Switch Discrete Signal (Flow Control Valve P/N 396608-1)					
02-04A		**C**	**2**	**1**	May be inoperative failed open provided both air conditioning packs operate normally.	
02-04B		**C**	**2**	**1**	May be inoperative failed closed provided both air conditioning packs operate normally.	
02-05 ***	Pack Flow Control Sensors	**C**	**2**	**0**		| |
03	Pack Trip Warning Systems	**C**	**2**	**0**	(M)(O) May be inoperative provided associated pack is not used.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
04	Pack Turbofan (-100/-200/-300/-400/ -500)					
04-01	All-Passenger Configuration (All Models)	**C**	**2**	**0**	(O) May be inoperative provided associated pack(s) is operated only in flight with flaps retracted.	
04-02	Combi and All-Cargo Configurations (737C, QC, STCs SA2969SO, ST01566LA, and ST01961SE)					
04-02-01	Right Pack Turbofan	**C**	**1**	**0**	(O) May be inoperative provided right pack is operated only in flight with flaps retracted.	
04-02-02	Left Pack Turbofan	**C**	**1**	**0**	(O) May be inoperative provided: a) Left pack is operated only in flight with flaps retracted, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	

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SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
04	Pack Turbofan (-100/-200/-300/-400/ -500) (Cont'd)					
04-03	All-Cargo Configuration (STCs ST01827LA and ST00283AT)	**C**	**2**	**0**	(M)(O) May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted.	
05	Pack Ram Air Systems	**C**	**2**	**0**	(M)(O) May be inoperative in FLIGHT OPEN position provided: a) Operations are not conducted on runways covered with slush or on gravel runways, and b) Associated pack is not operated during takeoff or landing on wet runways or runways with standing water.	
05-01 ***	Exhaust Louver Assemblies (-100/-200/-300/-400/ -500)	**C**	**2**	**0**	(M)(O) May be inoperative provided: a) Actuator(s) is disconnected, and b) Louver(s) is secured in full open position.	
06	Pack Turbofan Valves (-100/-200/-300/-400/ -500)					
06-01	All-Passenger Configuration (All Models)	**C**	**2**	**0**	(M)(O) May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
06	Pack Turbofan Valves (-100/-200/-300/-400/ -500) (Cont'd)					
06-02	Combi and All-Cargo Configurations (737C, QC, STCs SA2969SO, ST01566LA, and ST01961SE)					
06-02-01	Right Pack Turbofan Valve	**C**	**1**	**0**	(M)(O) May be inoperative closed provided right pack is operated only in flight with flaps retracted.	
06-02-02	Left Pack Turbofan Valve	**C**	**1**	**0**	(M)(O) May be inoperative closed provided: a) Left pack is operated only in flight with flaps retracted, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
06-03	All-Cargo Configuration (STCs ST01827LA and ST00283AT)	**C**	**2**	**0**	(M)(O) May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
07	RAM DOOR FULL OPEN Indicating Lights	**C**	**2**	**0**		
08	Air Mix Valves (-100/-200/-300/-500/ -600/-700)	**C**	**2**	**0**	(M)(O) May be inoperative provided associated pack is not used.	
09	Air Mix Valve Position Indicators (-100/-200/-300/-500/ -600/-700)	**C**	**2**	**0**		
10	Cabin Rate of Climb Indicator					
10-01	Analog Control System (-100/-200/-300/-400/ -500)					
10-01A		**C**	**1**	**0**	May be inoperative provided AUTO and STBY control modes operate normally.	
10-01B		**C**	**1**	**0**	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
10-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER)	**C**	**1**	**0**	May be inoperative provided AUTO and ALTN control modes operate normally.	|
10-02-01	(-300/-400/-500)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.	

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
10	Cabin Rate of Climb Indicator (Cont'd)					
10-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)					|
10-02-02	(-600/-700/-800/ -800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135, or 737-21-1163 or their Production Equivalents)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally except for -800BCF airplane.	|
10-02-03	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135, or 737-21-1163 or their Production Equivalents)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operates normally except for -800BCF airplane. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	|

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
10	Cabin Rate of Climb Indicator (Cont'd)					
10-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)					
10-02-04	(-900/-900ER)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operates normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
11	Cabin Altitude Warning System	**C**	**1**	**0**	May be inoperative provided flight altitude remains at or below 10,000 feet MSL.	
11-01 ***	High Altitude Warning System	**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
11-02 ***	CABIN ALTITUDE Light					
11-02-01	-100/-200/-300/-400/ -500 (Upon Incorporation of Boeing Service Bulletin 737-31A1325)				Deleted in Revision 57.	
11-02-01A					Deleted in Revision 57.	
11-02-01B					Deleted in Revision 57.	
11-02-02	-300/-500 (Upon Incorporation of ARC Avionics STC ST03945AT)				Deleted in Revision 57.	
11-02-02A					Deleted in Revision 57.	
11-02-02B					Deleted in Revision 57.	
11-02-03	-600/-700/-800/ -800BCF/-900/ -900ER (Upon Incorporation of Boeing Service Bulletin 737-31A1332, or Production Equivalent) STC ST03312NY	**C**	**2**	**1**	(O) May be inoperative provided associated TAKEOFF CONFIG warning light operates normally and flightcrew performs a briefing on cabin altitude warning indications and procedures before engine start for the first flight of the day or following any change of either flightcrew member.	|

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
12	Cabin Altitude Indicator					
12-01	Analog Control System (-100/-200/-300/-400/ -500)					
12-01A		**C**	**1**	**0**	May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to crew to convert differential pressure to cabin altitude.	
12-01B		**C**	**1**	**0**	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
12-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER)	**C**	**1**	**0**	May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to crew to convert differential pressure to cabin altitude.	|
12-02-01	(-300/-400/-500)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.	

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
12	Cabin Altitude Indicator (Cont'd)					
12-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)					|
12-02-02	(-600/-700/-800/ -800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally except for -800BCF airplane.	| | | |
12-02-03	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operates normally except for -800BCF airplane. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	| | | |

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
12	Cabin Altitude Indicator (Cont'd)					
12-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)					|
12-02-04	(-900/-900ER)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operates normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	

MMEL TABLE KEY

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

21. AIR CONDITIONING

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

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
13	Cabin Differential Pressure Indicator (Cont'd)					
13-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)					|
13-02-03	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operates normally except for -800BCF airplane. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	|
13-02-04	(-900/-900ER)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operates normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	

MMEL TABLE KEY

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

21. AIR CONDITIONING

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

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
14	Cabin Pressure Control System (Cont'd)					
14-03	Digital Control System Automatic Modes (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)					|
14-03-02	(-600/-700/-800/ -800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	**C**	**2**	**0**	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operates normally except for -800BCF airplane, c) Extended overwater flight is prohibited, and d) Airplanes with auxiliary tanks installed, auxiliary tanks remain empty or auxiliary fuel is included as part of zero fuel weight.	|

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
14	Cabin Pressure Control System (Cont'd)					
14-03	Digital Control System Automatic Modes (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)					|
14-03-03	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	**C**	**2**	**0**	(M)(O) May be inoperative for unpressurized flight provided: a) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, b) Outflow valve is deactivated in 25% open position or removed, c) Recirculation fan(s) operates normally except for -800BCF airplane, d) Extended overwater flight is prohibited, and e) Airplanes with auxiliary tanks installed, auxiliary tanks remain empty or auxiliary fuel is included as part of zero fuel weight. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	| | | |

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

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

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
14	Cabin Pressure Control System (Cont'd)					
14-04	Digital Control System Manual Mode (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER)					|
14-04-01	(-300/-400/-500)	**C**	**1**	**0**	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited.	
14-04-02	(-600/-700/-800 All-Passenger Configuration/-800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	**C**	**1**	**0**	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve deactivated to 25% open position or removed, b) Recirculation fan(s) operates normally except for -800BCF airplane, and c) Extended overwater flight is prohibited.	| | | |

(Continued)

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
14	Cabin Pressure Control System (Cont'd)					
14-04	Digital Control System Manual Mode (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)					|
14-04-03	(-600/-700/-800 All-Passenger Configuration/-800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	**C**	**1**	**0**	(M)(O) May be inoperative for unpressurized flight provided: a) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, b) Outflow valve is deactivated in 25% open position or removed, c) Recirculation fan(s) operates normally except for -800BCF airplane, and d) Extended overwater flight is prohibited. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. (Continued)	|

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
14	Cabin Pressure Control System (Cont'd)					
14-04	Digital Control System Manual Mode (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)					
14-04-04	(-900/-900ER)	**C**	**1**	**0**	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operates normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
15	Main Outflow Valve					
15-01	Analog Control System Outflow Valve Actuators (AC and/or DC) (-100/-200/-300/-400/ -500)					
15-01A		**C**	**2**	**1**	One actuator may be inoperative for pressurized cargo-only flight, provided airplane is depressurized before landing.	
15-01B		**C**	**2**	**0**	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated open or removed, and b) Extended overwater flight is prohibited.	
15-02	Digital Control System Outflow Valve Automatic Mode Actuators					
15-02-01	(-300/-400/-500)					
15-02-01A		**C**	**2**	**1**	One may be inoperative provided manual mode actuator operates normally.	
15-02-01B		**C**	**2**	**0**	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited.	

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

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

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
15	Main Outflow Valve (Cont'd)					
15-02	Digital Control System Outflow Valve Automatic Mode Actuators (Cont'd)					
15-02-04	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	**C**	**2**	**0**	(M)(O) May be inoperative for unpressurized flight provided: a) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, b) Outflow valve is deactivated in 25% open position or removed, c) Recirculation fan(s) operates normally except for -800BCF airplane, and d) Extended overwater flight is prohibited. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	|

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

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

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
15	Main Outflow Valve (Cont'd)					
15-03	Digital Control System Outflow Valve Manual Mode Actuator (Cont'd)					
15-03-02	(-600/-700/-800/ -800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	**C**	**1**	**0**	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operates normally except for -800BCF airplane, and c) Extended overwater flight is prohibited.	|
15-03-03	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	**C**	**1**	**0**	(M)(O) May be inoperative for unpressurized flight provided: a) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, b) Outflow valve is deactivated in 25% open position or removed, c) Recirculation fan(s) operates normally except for -800BCF airplane, and d) Extended overwater flight is prohibited. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	|

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MMEL TABLE KEY

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

21. AIR CONDITIONING

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

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

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

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
16	Pressure Relief Valves (Cont'd)					
16-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)					|
16-02-03	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents	**C**	**2**	**0**	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operates normally except for -800BCF airplane. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	|
16-02-04	(-900/-900ER)	**C**	**2**	**0**	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operates normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
17	Temperature Indicators					
17-01	Supply Duct (-100/-200/-300/-500/ -600/-700)	**C**	**1**	**0**	May be inoperative provided both duct overheat warning systems operate normally.	
17-02	Supply Duct (-400/-800/-800BCF/ -900/-900ER)	**C**	**3**	**0**	May be inoperative provided associated ZONE TEMP light operates normally.	|
17-03	Pass Cabin	**C**	**-**	**0**		
17-04	Pack (-400/-800/ -800BCF/-900/-900ER)	**C**	**2**	**0**		|
18	Duct Overheat Warning Lights					
18-01	DUCT OVERHEAT (-100/-200/-300/-500/ -600/-700)	**C**	**2**	**0**	May be inoperative provided supply duct temperature indicators operate normally.	
18-02	ZONE TEMP (-400/-800/-800BCF/ -900/-900ER)	**C**	**3**	**0**	May be inoperative provided associated supply duct temperature indicator operates normally.	|

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
19	Passenger Cabin Temperature Control Systems					
19-01	Automatic/Manual Controls (-100/-200/ -300/-500/-600/-700)					
19-01A		**C**	**2**	**1**		
19-01B		**C**	**2**	**0**	(O) May be inoperative provided right pack is not used.	
19-02	FWD/AFT					
19-02-01	(-400/-800/-800BCF/ -900/-900ER)	**C**	**2**	**0**	(O) May be dispatched with faults indicated by ZONE TEMP Light(s) during Master Caution recall provided associated temperature control system is checked to operate normally before each takeoff.	|
19-02-02	(-400/-800/-800BCF)					|
19-02-02A		**C**	**2**	**0**	(M)(O) May be inoperative provided Trim Air Pressure Regulating and Shutoff Valve remains CLOSED.	
19-02-02B		**C**	**2**	**0**	(M)(O) May be inoperative provided associated Trim Air Modulating Valve is deactivated CLOSED.	

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
19	Passenger Cabin Temperature Control Systems (Cont'd)					
19-02	FWD/AFT (Cont'd)					
19-02-03	(-900/-900ER)					
19-02-03A		**C**	**2**	**0**	(M)(O) May be inoperative provided: a) Trim Air Pressure Regulating and Shutoff Valve remains Closed, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	
19-02-03B		**C**	**2**	**0**	(M)(O) May be inoperative provided: a) Associated Trim Air Modulating Valve is deactivated CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
20	Cabin Temperature Indicator				Incorporated into item 21-17, Revision 34a.	
21	Flight Deck Temperature Control Systems					
21-01	Automatic/Manual Controls (-100/-200/ -300/-500/-600/-700)					
21-01A		**C**	**2**	**1**		
21-01B		**C**	**2**	**0**	(O) May be inoperative provided left pack is not used.	
21-02	Primary/Backup Modes					
21-02-01	(-400/-800/-900/ -800BCF/-900ER)	**C**	**2**	**1**	(O) One may be inoperative provided remaining temperature control is verified to operate normally.	|
21-02-02	(-400/-800/-800BCF)					|
21-02-02A		**C**	**2**	**0**	(M)(O) May be inoperative provided Trim Air Pressure Regulating and Shutoff Valve remains CLOSED.	
21-02-02B		**C**	**2**	**0**	(M)(O) May be inoperative provided associated Trim Air Modulating Valve is deactivated CLOSED.	

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21	Flight Deck Temperature Control Systems (Cont'd)					
21-02	Primary/Backup Modes (Cont'd)					
21-02-03	(-900/-900ER)					
21-02-03A		**C**	**2**	**0**	(M)(O) May be inoperative provided: a) Trim Air Pressure Regulating and Shutoff Valve remains CLOSED, b) Forward Cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	
21-02-03B		**C**	**2**	**0**	(M)(O) May be inoperative provided: a) Associated Trim Air Modulating Valve is deactivated CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
22	Forward Outflow Valve (-100/-200/-300/-400/ -500, including STCs SA2969SO, ST01566LA, and ST01961SE)					
22A		**C**	**1**	**0**	Except for 737C and STC ST01566LA and ST01961SE cargo or cargo/passenger operations, may be inoperative closed.	
22B		**C**	**1**	**0**	May be inoperative open provided both packs operate normally.	
22C		**C**	**1**	**0**	(O) May be inoperative open with one pack operating normally provided flight altitude remains at or below FL 200.	
23	FORWARD OUTFLOW CLOSED Indicating Light (-100/-200)	**C**	**1**	**0**		
24 ***	Gasper Fan (-100/-200/-300/-500/ -600/-700)	**D**	**1**	**0**		
25	Water Separator Anti-Icing Systems (-100/-200/-300/-500/ -600/-700)	**C**	**2**	**0**	(M)(O) May be inoperative provided associated pack is not used.	

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
26	Ground Preconditioned Air Connection Check Valve	**C**	**1**	**0**	May be inoperative closed.	
26-01	Analog Control System (-100/-200/-300/-400/ -500)	**C**	**1**	**0**	(M)(O) May be inoperative open provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment (as applicable) remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
26-02	Digital Control System					
26-02-01	(-300/-400/-500)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.	
26-02-02	(-600/-700/-800/ -800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally except for -800BCF airplane.	|

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
26	Ground Preconditioned Air Connection Check Valve (Cont'd)					
26-02	Digital Control System (Cont'd)					
26-02-03	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operates normally except for -800BCF airplane. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	|
26-02-04	(-900/-900ER)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operates normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
27	Electrical/Electronic Equipment Cooling Blowers					
27-01	Non-EFIS (-100/-200/ -300/-400/-500)	**C**	**2**	**1**	Except for ER operations, one may be inoperative.	
27-02	EFIS (-300/-400/-500)					
27-02-01	Supply Fans	**C**	**2**	**1**	Except for ER operations, one may be inoperative.	
27-02-02	Exhaust Fans	**C**	**2**	**1**	Except for ER operations, one may be inoperative.	
27-03	CDS (-600/-700/-800/ -800BCF/-900/-900ER)	**B**	**4**	**3**	(M) One fan may be inoperative provided: a) All remaining fans are verified to operate normally, and b) Both low flow detectors are verified to operate normally.	|
28 ***	Equipment Cooling Check Valve (-100/-200)	**D**	**1**	**0**	May be inoperative open.	
29 ***	Air Cleaner Purge Valves (-100/-200/-300)	**C**	**2**	**0**		

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2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
30 *	Control Cabin Augmentation Fan (-200)					
30A		**C**	**1**	**0**	(M)(O) May be inoperative with fan wind-milling provided OAT remains at or below 120 degrees F (49 degrees C).	
30B		**C**	**1**	**0**	(M)(O) May be inoperative with fan wind-milling provided OAT remains at or below 115 degrees F (46 degrees C) if PDCS is installed and operates normally.	
30C		**C**	**1**	**0**	(M)(O) May be inoperative with fan seized provided: a) One air conditioning pack operates normally, b) OAT remains at or below 100 degrees F (38 degrees C), and c) Window heat operates normally.	

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2. NUMBER INSTALLED
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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
31	Recirculation Fan(s)					
31-01	(-300/-500)	**C**	**1**	**0**	May be inoperative provided left pack is operating when OAT is above 100 degrees F (38 degrees C).	
31-02	(-400 and Pemco -400 COMBI)					
31-02A		**C**	**2**	**1**	One fan may be inoperative provided left pack is operating when OAT is above 100 degrees F (38 degrees C).	
31-02B		**C**	**2**	**0**	May be inoperative provided OAT remains below 100 degrees F (38 degrees C).	
31-03	(-600/-700)	**C**	**1**	**0**	May be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.	
31-04	(-800/-900/-900ER)					
31-04A		**C**	**2**	**1**	Left fan may be inoperative provided left pack is operating when OAT is above 100 degrees F (38 degrees C).	
31-04B		**C**	**2**	**1**	Right fan may be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), and b) Flight is conducted pressurized.	
31-04C		**C**	**2**	**0**	May be inoperative provided: a) OAT remains below 100 degrees F (38 degrees C), and b) Flight is conducted pressurized.	

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
31	Recirculation Fan(s) (Cont'd)					
31-04	(-800/-900/-900ER) (Cont'd)					
31-04-01	(-800EF STC ST02000NY)	**C**	**1**	**0**	May be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.	
31-04-02	(-900 With Greenpoint Technologies, Inc. Interior Installation G12111000-101 STC ST11040SE)	**C**	**1**	**0**	May be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.	
31-05	(-300QC/F, -400F) (STCs ST01566LA, SA2969SO, and SA2970SO Only)	**C**	**1**	**0**	May be inoperative in cargo configuration.	
31-05-01	(STC SA2970SO)	**C**	**1**	**0**	May be inoperative in PAX mode provided OAT remains below 100 degrees F (38 degrees C).	

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
32	Pack Temperature Control System(s) (Electronic Pack/Zone Controller) (-400/-800/-800BCF/ -900/-900ER)	**C**	**4**	**2**	(O) One system (primary or standby) on each pack may be inoperative provided remaining system on associated pack is checked to operate normally.	|
33	Pack Temperature Control Valves (-400/-800/-800BCF/ -900/-900ER)					|
33A		**C**	**2**	**0**	(O) May be inoperative closed provided associated Standby Pack Temperature Control Valve(s) is verified to operate normally.	
33B		**C**	**2**	**0**	(M)(O) May be inoperative provided: a) Associated Temperature Control Valve is deactivated closed, and b) Associated Standby Pack Temperature Control Valve(s) is verified to operate normally.	
33C		**C**	**2**	**0**	(M)(O) May be inoperative provided associated pack is considered inoperative.	| | |

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
34	Standby Pack Temperature Control Valves (-400/-800/-800BCF/ -900/-900ER)					|
34A		**C**	**2**	**0**	(O) May be inoperative provided associated Pack Temperature Control Valve(s) is checked to operate normally.	
34B		**C**	**2**	**0**	(M)(O) May be inoperative provided associated pack is not used.	
35	Trim Air Pressure Regulating and Shutoff Valve					
35-01	(-400/-800/-800BCF)	**C**	**1**	**0**	(M) May be inoperative secured closed.	|
35-02	(-900/-900ER)	**C**	**1**	**0**	(M)(O) May be inoperative secured closed provided: a) Forward cargo heat duct is secured closed, and b) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	
36	Trim Air Modulating Valves					
36-01	(-400/-800/-800BCF)					|
36-01A		**C**	**3**	**0**	(M)(O) May be inoperative closed.	
36-01B		**C**	**3**	**0**	(O) May be inoperative in any position provided Trim Air Pressure Regulating and Shutoff Valve remains closed.	

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
36	Trim Air Modulating Valves (Cont'd)					
36-02	(-900/-900ER)					
36-02A		**C**	**3**	**0**	(M)(O) May be inoperative closed provided: a) Forward cargo heat duct is secured closed, and b) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	
36-02B		**C**	**3**	**0**	(M)(O) May be inoperative in any position provided: a) Trim Air Pressure Regulating and Shutoff Valve remains CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	
37 ***	Outflow Valve Heater Gasket (-100/-200/-300/-400/-500)	**C**	**1**	**0**		
38	Outflow Valve Position Indicator	**C**	**1**	**0**	(M)(O) May be inoperative provided valve is verified to be operating normally.	
39	Trim Air Check Valves					
39-01	(-400/-800/-800BCF/-900/-900ER)	**C**	**2**	**1**	(M) One may be inoperative provided associated valve is deactivated closed.	|

MMEL TABLE KEY

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
40	Equipment Cooling Automatic Flow Control Valve/Overboard Exhaust Valve					
40-01	Analog Control System (-100/-200/-300/-400/ -500)					
40-01A		**C**	**1**	**0**	(M)(O) May be inoperative in open position provided flight is conducted in an unpressurized configuration.	
40-01B		**C**	**1**	**0**	May be inoperative in closed position provided both packs and for airplanes with recirculation fan(s) installed are operated during ground taxi operations.	
40-02	Digital Control System					
40-02-01	(-300/-400/-500)					
40-02-01A		**C**	**1**	**0**	(M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.	
40-02-01B		**C**	**1**	**0**	May be inoperative in closed position provided both packs and for airplanes with recirculation fan(s) installed are operated during ground taxi operations.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
40	Equipment Cooling Automatic Flow Control Valve/Overboard Exhaust Valve (Cont'd)					
40-02	Digital Control System (Cont'd)					
40-02-02	(-600/-700/-800/ -800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	**C**	**1**	**0**	(M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally except for -800BCF airplane.	|
40-02-03	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	**C**	**1**	**0**	(M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operates normally except for -800BCF airplane. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	|

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
40	Equipment Cooling Automatic Flow Control Valve/Overboard Exhaust Valve (Cont'd)					
40-02	Digital Control System (Cont'd)					
40-02-04	(-900/-900ER)	**C**	**1**	**0**	(M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operates normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient air temperature does not exceed 103 degrees F (39 degrees C).	
40-02-05	(-600/-700/-800/ -800BCF/-900/-900ER)	**C**	**1**	**0**	(M)(O) Except for ER operations, may be inoperative provided: a) Actuator is verified to be in smoke position, and b) Both packs operate normally.	|

MMEL TABLE KEY

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
41	Door Area Heater Systems					
41-01 ***	Main Deck Cargo Door Heating Blankets/Systems (737C and -700C)	**D**	**-**	**0**		
41-02	Entry Door Area and Overwing Emergency Exit Hatch Area Heater Systems (-600/-700/ -800/-900/-900ER)	**D**	**-**	**0**	(M) May be inoperative deactivated.	
41-03	Main Cargo Door Heater System (STC ST01566LA)	**D**	**1**	**0**	(M) May be inoperative in Quick Change cargo configuration.	
41-04 ***	Mid-Exit Door Area Heater System (-900ER)	**D**	**1**	**0**	(M) May be inoperative deactivated.	
41-05	Forward Entry Door Area (-800BCF)	**D**	**1**	**0**	(M) May be inoperative deactivated.	|
42	Equipment Cooling Low Flow Detector Systems (-600/-700/-800/ -800BCF/-900/-900ER)	**B**	**2**	**1**	(M)(O) One may be inoperative provided associated fans (supply or exhaust) are verified to operate normally.	|
43	Equipment Cooling Air Filter (-600/-700/-800/ -800BCF/-900/-900ER)	**C**	**1**	**0**	(M) Equipment Cooling System may be operated with filter removed.	|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
44	Fan Bypass Check Valves (-600/-700/-800/ -800BCF/-900/-900ER)					|
44A		**C**	**2**	**0**	May be inoperative open/missing provided airport ambient temperature remains below 80 degrees F (27 degrees C).	
44B		**C**	**2**	**0**	May be inoperative open/missing for an associated inoperative pack.	
44C		**D**	**2**	**1**	One may be inoperative open/missing provided pack associated with remaining fan bypass check valve operates normally.	
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF/ STC ST02556SE)					| |
45-01	Passenger Configuration (-700C)	**C**	**2**	**0**	(M) May be inoperative provided valves are deactivated open.	|

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF/ STC ST02556SE) (Cont'd)					| |
45-02	Passenger and Cargo Configurations (-700C)	**C**	**2**	**0**	(M)(O) May be inoperative in closed position provided: a) Flight is conducted in an unpressurized configuration, b) Recirculation fan operates normally, c) Both E/E equipment cooling exhaust fans operate normally, and d) Procedures are established and used to ensure main deck (as applicable) and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	|
45-02-01	Right Riser SOV	**C**	**1**	**0**	(M)(O) Except for ER operations, may be inoperative closed provided operation is limited to left pack only.	
45-02-02	Left Riser SOV	**C**	**1**	**0**	(M)(O) Except for ER operations, may be inoperative closed provided operation is limited to one pack.	

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF/ STC ST02556SE) (Cont'd)					
45-03	Cargo Configuration (-800BCF)					
45-03A		**C**	**2**	**0**	(M) Both may be inoperative in open position provided: a) Both E/E equipment cooling exhaust fans operate normally, and b) Procedures are established and used to ensure main deck (as applicable) and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF/ STC ST02556SE) (Cont'd)					
45-03	Cargo Configuration (-800BCF) (Cont'd)					
45-03B		**C**	**2**	**0**	(M)(O) Both may be inoperative in closed position provided operation is limited to left pack, and: a) Flight is conducted in a single pack configuration, b) Mix manifold exhaust shutoff valve is in open position, c) Both E/E equipment cooling exhaust fans operate normally, and d) Procedures are established and used to ensure main deck (as applicable) compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF/ STC ST02556SE) (Cont'd)					|
45-03	Cargo Configuration (-800BCF) (Cont'd)					|
45-03-01	Right Riser SOV	**C**	**1**	**0**	(M) Except for ER operations, may be inoperative open provided: a) The left main deck riser SOV is in the open position, b) Both E/E equipment cooling exhaust fans operate normally, c) Mix manifold exhaust shutoff valve is in closed position, and d) Procedures are established and used to ensure main deck compartments (as applicable) remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	|

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF/ STC ST02556SE) (Cont'd)					|
45-03	Cargo Configuration (-800BCF) (Cont'd)					|
45-03-02	Left Riser SOV	**C**	**1**	**0**	(M) Except for ER operations, may be inoperative open provided: a) The right main deck riser SOV is in the open position, b) Both E/E equipment cooling exhaust fans operate normally, c) Mix manifold exhaust shutoff valve is in closed position, d) Procedures are established and used to ensure main deck compartments (as applicable) remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	|

(Continued)

MMEL TABLE KEY

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

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF/ STC ST02556SE) (Cont'd)					|
45-04	STC ST02556SE Only					|
45-04A		**C**	**2**	**0**	(M)(O) May be inoperative provided: a) Valves are deactivated open, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	|
45-04B		**C**	**2**	**1**	(M)(O) May be inoperative closed provided operation is limited to left pack only.	|

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
46	Air Heater Supernumerary Compartment STC ST01566LA (-300RB), ST01961SE, and ST02556SE	**D**	**1**	**0**	May be inoperative provided compartment is not occupied.	|
47 ***	Humidification System (-800EF STC ST02000NY)	**C**	**3**	**0**	May be inoperative provided: a) Manual shutoff valve is closed, and b) All Humidifier Switches are in OFF.	
48 ***	Zonal Drying System (-800EF STC ST02000NY)	**C**	**1**	**0**	(M) May be inoperative provided: a) Humidifiers are switched OFF, and b) Dryer/Humidifier power is removed.	
49	Return Air Grille (-600/-700/-800/ -800BCF/-900/ -900ER)	**C**	**-**	**-**	(M) One may be broken or missing provided: a) Broken or missing grille is located within a designated area as defined by Boeing, and b) Grille is removed and replaced with a blanking plate.	|
50	Flight Deck Foot and Shoulder Heater Systems	**C**	**4**	**0**	May be inoperative provided flight deck temperature is acceptable to flightcrew.	
51 ***	Pack Supply air Cleaner System (-600/-700)	**D**	**2**	**0**	(M) May be inoperative provided associated air cleaner purge valve is deactivated closed.	

MMEL TABLE KEY

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2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
52 ***	Integrated Display Unit (IDU) Cooling System (-300) (Boeing Service Bulletin 737-31-1435)					
52-01	Normal and Alternate Fans	**C**	**2**	**1**	May be inoperative provided IDU COOLING OFF light operates normally.	
52-02	IDU COOLING OFF Light	**C**	**1**	**0**	(M) May be inoperative provided: a) Normal and alternate IDU cooling fans operate normally, and b) IDU cooling fan warning system is verified to operate normally.	

MMEL TABLE KEY

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

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
01	Autopilot Systems					
01A		**C**	**-**	**1**	May be inoperative provided approach minimums do not require its use.	
01B		**B**	**-**	**0**	Except for ER operations, may be inoperative provided: a) Approach minimums do not require their use, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to flightcrew. NOTE 1: Operators should make every effort to repair autopilot early in repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density, and effect of other inoperative systems. NOTE 2: Any mode which functions normally may be used. If CWS is inoperative, do not use other modes (pitch or roll). (Continued)	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
01	Autopilot Systems (Cont'd)					
01-01	Control Wheel Autopilot Disconnect Switches					
01-01A		**C**	**2**	**1**	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require use of autopilot.	
01-01B		**B**	**2**	**0**	May be inoperative provided autopilot is not used.	
01-02 ***	Autopilot Disengage Bar	**C**	**1**	**0**		
02	Autopilot Disengaged Warning System					
02-01	Lights					
02-01A		**C**	**2**	**1**	One may be inoperative when autopilot is used in any axis.	
02-01B		**B**	**2**	**0**	(O) Except for ER operations, may be inoperative provided autopilots are not used.	
02-02 ***	Aural Warning	**C**	**1**	**0**	May be inoperative provided approach minimums do not require use of the autopilot.	|

MMEL TABLE KEY

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
03	Yaw Damper					
03-01	(-100/-200/-300/-400/ -500)					
03-01-01	Without Rudder Pressure Reducer System Installed	**C**	**1**	**0**	(O) May be inoperative provided yaw damper switch remains OFF. NOTE: Refer to AFM Limitations for SP-77 autopilot.	
03-01-02	With Rudder Pressure Reducer System Installed					
03-01-02A		**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Yaw damper switch remains OFF, and b) Rudder Pressure Reducer System is verified to operate normally. NOTE: Refer to AFM Limitations for SP-77 autopilot.	
03-01-02B		**C**	**1**	**0**	(M)(O) May be inoperative provided yaw damper is deactivated. NOTE: Refer to AFM Limitations for SP-77 autopilot.	
03-02	(-600/-700/-800/-900/ -900ER)	**C**	**1**	**0**	(O) May be inoperative provided yaw damper switch remains off.	
03-03 ***	Yaw Damper Indicator	**C**	**1**	**0**		

MMEL TABLE KEY

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
04 ***	Autothrottle System	**C**	**1**	**0**	May be inoperative provided approach minimums do not require its use.	
05	Mach Trim Systems	**C**	**-**	**0**	(M)(O) May be inoperative provided: a) AFM Limitations are observed, and b) Mach trim actuator is verified to be in null/uncommanded elevator position.	
05-01	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**2**	**1**	(M) One may be inoperative deactivated provided: a) Remaining Mach trim system is verified to operate normally, and b) Mach trim fail light operates normally.	

MMEL TABLE KEY

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
06	SP-77/SP-177/SP-300/ Collins Flight and Approach Mode Annunciations	**C**	**-**	**0**	Individual mode annunciations may be inoperative provided associated system modes are not used.	
06-01 ***	SP-177/SP-300 Annunciator Panels (-200/-300/-400/-500)					
06-01A		**C**	**2**	**1**	One may be inoperative provided: a) Engaged system (AP, FD, AT, PDCS, or FMCS) is at pilot position with operative mode annunciator, and b) Approach minimums do not require their use.	
06-01B		**C**	**2**	**0**	May be inoperative provided associated systems are not used. NOTE: PDCS or FMCS data on CDU may be valid when PDC or FMC annunciator is inoperative.	
06-02	SP-77 Approach Progress Displays (-100/-200)					
06-02A		**C**	**2**	**1**	One may be inoperative provided approach minimums do not require their use.	
06-02B		**C**	**2**	**0**	May be inoperative provided associated system modes are not used.	

MMEL TABLE KEY

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
07 *	Dual Angle of Attack Sensors/Stall Warning System Sensors/ Alpha Vanes (-100/-200/-300/-400/ -500)					
07-01	SP-177	**C**	**2**	**1**	(M) Right sensor/vane may be inoperative provided: a) Autopilot B is restricted to CWS, and b) Systems affected by inoperative sensor/vane are deactivated or turned off, and their MEL provisions observed.	
07-02	SP-300	**C**	**2**	**1**	(M) Left or right sensor/vane may be inoperative provided: a) Associated autopilot channel is restricted to CWS, and b) Systems affected by inoperative sensor/vane are deactivated or turned off, and their MEL provisions observed.	
08 *	Autothrottle Disengage Lights					
08A		**C**	**2**	**1**	One may be inoperative when autothrottle is used provided approach minimums do not require their use.	
08B		**C**	**2**	**0**	May be inoperative provided autothrottle is not used.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
09	Speed Trim Fail Light System (-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**1**	**0**	(M) May be inoperative provided speed trim system is verified to operate normally.	
10	Speed Trim System (-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**2**	**1**	(M) One may be inoperative deactivated provided: a) Remaining speed trim system is verified to operate normally, and b) Speed trim fail light operates normally.	
11	STAB OUT OF TRIM Light	**B**	**1**	**0**	(O) Except for ER operations, may be inoperative provided autopilots are not used.	
12 ***	Autopilot Trim Circuit Breaker Monitor (-100/-200)	**C**	**1**	**0**	(M) Trim circuit to monitor stabilizer trim CB may be inoperative provided remaining functions of STAB OUT OF TRIM light operate normally.	
13 ***	Automatic Thrust Restoration (ATR) System (-300)	**C**	**1**	**0**	May be inoperative unless procedures require its use.	
14	Mode Control Panel Selectors (-200/-300/-400/-500/ -600/-700/-800/-900/ -900ER)					
14-01 ***	V/S Selector (DOWN, UP)	**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
14-02 ***	Bank Angle Selector (10, 15, 20, 25, 30)	**C**	**1**	**0**		

MMEL TABLE KEY

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1. REPAIR CATEGORY
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22. AUTOFLIGHT

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

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
15	Mode Control Panel Switches/Paddles (-200/-300/-400/-500/ -600/-700/-800/-900/ -900ER) (Cont'd)					
15-07 ***	APP Switch	**C**	**1**	**0**	May be inoperative provided approach minimums do not require autopilot or flight director use.	
15-08 ***	EPR/N_1, LNAV, VNAV, LVL CHG,V/S, HDG SEL, ALT HOLD, and VOR/LOC Switches	**C**	**-**	**0**	May be inoperative provided enroute operations do not require their use.	
15-09 ***	SPD INTV, PDC, and ALT INTV Switches	**C**	**-**	**0**		
16	Mode Control Panel Windows					
16-01 ***	Vertical Speed (VERT SPEED) (-200/-300/-400/-500/ -600/-700/-800/-900/ -900ER)	**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
16-02	(EFIS/PFD/ND) (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Includes STC ST03355AT)					
16-02-01	Airspeed (IAS/MACH)	**C**	**1**	**0**	May be inoperative and associated selector used provided selected airspeed indications operate normally.	

(Continued)

MMEL TABLE KEY

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2. NUMBER INSTALLED
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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
16	Mode Control Panel Windows (Cont'd)					
16-02	(EFIS/PFD/ND) (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Includes STC ST03355AT) (Cont'd)					
16-02-02	Heading (HEADING)	**C**	**1**	**0**	May be inoperative and associated selector used provided selected heading indications operate normally.	
16-02-03	Vertical Speed (VERT SPEED)	**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
16-02-04	Vertical Speed (VERT SPEED) (-600/-700/-800/-900/ -900ER)	**C**	**1**	**0**	May be inoperative and associated selector used provided selected vertical speed indications operate normally.	
16-02-05	Altitude (ALTITUDE) (-600/-700/-800/-900/ -900ER)	**C**	**1**	**0**	May be inoperative and associated selector used provided selected altitude indications operate normally.	
16-02-06	Course (COURSE)	**C**	**2**	**0**	May be inoperative and associated selector used provided selected course indications operate normally.	

(Continued)

MMEL TABLE KEY

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2. NUMBER INSTALLED
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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
16	Mode Control Panel Windows (Cont'd)					
16-02	(EFIS/PFD/ND) (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Includes STC ST03355AT) (Cont'd)					
16-02-07	Window Lighting	**B**	**1**	**0**	May be inoperative provided: a) Selected airspeed indications operate normally, b) Selected heading indications operate normally, c) Selected vertical speed indications operate normally, d) Selected altitude indications operate normally, and e) Selected course indications operate normally.	
17	Takeoff/Go-Around (TO/GA) Switches					
17A		**C**	**2**	**1**	One may be inoperative provided approach minimums do not require its use.	
17B		**C**	**2**	**0**	May be inoperative provided: a) Both thrust levers are operated manually for takeoff, and b) Autopilot and Flight Director are not used below Minimum Descent Altitude or 500 feet, whichever is higher. NOTE: Flight director go-around and windshear guidance are not available with both TO/GA switches inoperative.	

MMEL TABLE KEY

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2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
18 *	Mode Control Panel Switch Lights					
18-01	Autopilot Engage Switch Lights					
18-01-01	CWS	**C**	**2**	**0**		
18-01-02	CMD					
18-01-02A		**C**	**2**	**1**		
18-01-02B		**B**	**2**	**0**	(O) Except for ER operations, may be inoperative provided autopilots are not used.	
18-02	Mode Selector Switch Lights	**C**	**-**	**0**		
18-03	A/T ARM Switch Light	**C**	**1**	**0**		
19	Thrust Mode Annunciator/ Thrust Mode Display (-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**1**	**0**	May be inoperative provided thrust mode limits are observed.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

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

MMEL TABLE KEY

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2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
01	Flight Deck Speakers					
*******						
01-01	Airplanes with Audio Accessory Unit (AAU)					
01-01-01A		**B**	**-**	**0**	May be inoperative provided: a) Headset earphones or headphones associated with inoperative speaker(s) are installed and operate normally, and b) TCAS audio is considered inoperative, and c) TAWS (GPWS) advisory callouts are considered inoperative.	
01-01-01B		**C**	**-**	**0**	(O) May be inoperative provided: a) Procedures do not require its use, and b) Headset earphones or headphones associated with inoperative speaker(s) are installed and operate normally, and c) Aural alert voices, TCAS, and TAWS (GPWS) are verified to operate normally.	

(Continued)

MMEL TABLE KEY

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

23. COMMUNICATIONS

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

MMEL TABLE KEY

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

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
02	Passenger Address System (Includes STC ST10238SC)					
02-01	Passenger Configuration					
02-01A		**B**	**1**	**0**	(O) May be inoperative provided: a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. NOTE: Any station function(s) that operates normally may be used.	
02-01B		**C**	**1**	**0**	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operates normally may be used.	
02-01-01	Lavatory Speakers	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
02-01-02	Cabin Speakers	**C**	**-**	**-**	May be inoperative provided inoperative speakers are not adjacent to each other.	

(Continued)

MMEL TABLE KEY

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

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
02	Passenger Address System (Includes STC ST10238SC) (Cont'd)					
02-02	Cargo Configuration (Courier/Supernumerary Address System)					
02-02A		**C**	**1**	**0**	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.	
02-02B		**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	
02-02-01	Lavatory Speakers					
02-02-01A		**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
02-02-01B		**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
03	Communication Systems (VHF and UHF)	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by Standby Bus and is not required for emergency procedures.	
03-01 ***	VHF Comm Control Panels	**C**	**-**	**-**	One side of VHF Comm Control panel tuning function may be inoperative provided: a) Associated transceiver can be tuned from opposite side of control panel, and b) Associated transceiver operates normally.	
03-01-01 ***	Active Frequency Light	**C**	**-**	**0**		
03-01-02	Frequency Transfer Switch					
03-01-02A		**C**	**-**	**0**	May be inoperative provided associated VHF active frequency can be selected.	
03-01-02B		**D**	**-**	**-**	May be inoperative provided associated VHF radio is considered inoperative.	
03-01-03	Frequency Selector Knob	**C**	**-**	**2**		
03-01-04	Frequency Indication	**C**	**-**	**2**		
03-02 ***	Radio Tuning Panels	**C**	**3**	**2**	One may be inoperative provided: a) Left radio tuning panel operates normally, and b) Inoperative radio tuning panel remains OFF.	|
03-02-01	Off-Side Tuning Light	**C**	**-**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
04	Crewmember Interphone System					
04-01	Passenger Configuration					
04-01-01	Flight Deck to Cabin, Cabin to Flight Deck Functions	**B**	**-**	**-**	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of cabin handsets, and b) Alternate communications procedures between affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.	
04-01-02	Cabin to Cabin Function					
04-01-02A		**B**	**2**	**0**	(O) May be inoperative provided alternate communications procedures between affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.	
04-01-02B		**B**	**-**	**-**	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least 50% of cabin handsets, and b) Alternate communications procedures between affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.	

(Continued)

MMEL TABLE KEY

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

23. COMMUNICATIONS

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

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MMEL TABLE KEY

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

23. COMMUNICATIONS

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

(Continued)

MMEL TABLE KEY

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

23. COMMUNICATIONS

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

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

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

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
04	Crewmember Interphone System (Cont'd)					
04-03	For an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate					
04-03-01	Flight Deck to Cabin, Cabin to Flight Deck Functions					
04-03-01A		**C**	**-**	**0**	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.	
04-03-01B		**D**	**-**	**0**	May be inoperative provided procedures do not require its use.	
04-03-02	Cabin to Cabin Function	**D**	**-**	**0**		
05	Cabin Attendant(s) Inter-Cabin Phone System				Deleted prior to Revision 27, relief incorporated into item 23-04.	

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Sequence No.	Item	1	2	3	4	Change Bar
06 *	Selective Call System (SELCAL)					
06A		**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
06B		**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	
06-01	Channels					
06-01A		**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
06-01B		**D**	**-**	**0**	May be inoperative provided procedures do not require its use.	
07	Flight Interphone System					
07-01	Flight Deck Intercom				Deleted in Revision 33, relief incorporated into item 25-11.	
07-02	Flight Deck to Ground				Deleted in Revision 45, relief incorporated into item 23-4.	
08	Forward Observer's Audio Selector Panel				Deleted in Revision 33, relief incorporated into item 25-11.	

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23. COMMUNICATIONS

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

MMEL TABLE KEY

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

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
10	Cockpit Voice Recorder System (CVR)					
10-01	Aircraft without Recorder Independent Power Supply (RIPS)	**A**	**1**	**0**	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days. NOTE: With CVR Datalink enabled, an inoperative ACARS could cause a CVR fault, refer to item 23-09.	|
10-02 ***	Aircraft with Recorder Independent Power Supply (RIPS) (-600/-700/-800/-900/ -900ER)	**A**	**1**	**0**	(M) May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, b) RIPS circuit breaker is pulled and collared, c) A 15 minute interval after pulling of the c/b is achieved before departure, and d) Repairs are made within 3 flight days. NOTE 1: CVR is inoperative with the RIPS c/b pulled and collared. NOTE 2: With CVR Datalink enabled, an inoperative ACARS could cause a CVR fault, refer to item 23-09.	|

(Continued)

MMEL TABLE KEY

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

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
10	Cockpit Voice Recorder System (CVR) (Cont'd)					
10-02 ***	Aircraft with Recorder Independent Power Supply (RIPS) (-600/-700/-800/-900/ -900ER) (Cont'd)					
10-02-01	Recorder Independent Power Supply (RIPS)					
10-02-01A		**C**	**1**	**0**	(M) May be inoperative provided: a) CVR operates normally, and b) RIPS battery is removed.	
10-02-01B		**A**	**1**	**0**	(M) May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, b) RIPS battery is removed, and c) Repairs are made within 3 flight days.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
11 *	High Frequency (HF) Communication System (Includes STCs ST02959AT and ST01837LA)					
11A		**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative.	
11B		**C**	**-**	**1**	(O) One may be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO flight plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
12	Emergency Locator Transmitter (ELT)					
*******						
12-01	Survival Type ELTs	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative or missing.	
12-02	Fixed ELTs					
12-02-01	Required by 14 CFR					
12-02-01A		**A**	**-**	**0**	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days	
12-02-01B		**A**	**-**	**0**	May be missing provided repairs are made within 90 days.	
12-02-02	Not Required by 14 CFR					
12-02-02A		**D**	**-**	**-**	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
12-02-02B		**D**	**-**	**-**	Any in excess of those required by 14 CFR may be missing.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
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23. COMMUNICATIONS

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

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MMEL TABLE KEY

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1. REPAIR CATEGORY
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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
14	Flight Deck Headsets Earphones/Headphones and Boom Microphones (Cont'd)					
14-02	Headset Earphones/Headphones					
14-02A		**C**	**-**	**1**	Either captain's or first officer's headset may be inoperative provided associated flight deck speaker operates normally.	
14-02B		**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative.	
14-03	Active Noise Canceling/ Reduction Function	**D**	**-**	**0**	May be inoperative provided normal audio function of headset is operative.	
15 *******	Prerecorded Passenger Announcement System					
15A		**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
15B		**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
16	Push-To-Talk (PTT) Switches					
16-01	Control Wheel PTT Switches	**C**	**2**	**1**	(M) One may be inoperative provided: a) Associated audio selector panel PTT switch operates normally, and b) Affected switch is either verified failed open or is deactivated.	
16-02	Flightcrew Audio Selector Panel PTT Switches	**C**	**2**	**1**	(M) One may be inoperative provided: a) Associated control wheel PTT switch operates normally, and b) Affected switch is verified failed open.	
16-03 ***	Glareshield Panel PTT Switch(es)					
16-03A		**C**	**-**	**0**	(M) May be inoperative provided affected switch is either verified failed open or is deactivated.	
16-03B		**D**	**-**	**0**	(M) May be inoperative provided: a) Affected switch is either verified failed open or is deactivated, and b) Procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
16	Push-To-Talk (PTT) Switches (Cont'd)					
16-04 ***	Pendant Switch(es)					
16-04A		**C**	**-**	**0**	(M) May be inoperative provided affected switch is either verified failed open or is deactivated.	
16-04B		**D**	**-**	**0**	(M) May be inoperative provided: a) Affected switch is either verified failed open or is deactivated, and b) Procedures are not based on its use.	
17	Flight Deck Hand Microphones					
17A		**C**	**-**	**0**	May be inoperative or missing provided associated boom microphone operates normally.	
17B		**D**	**-**	**0**	Any in excess of those required by 14 CFR may be inoperative or missing.	
18 ***	Satellite Communication System (SATCOM)					
18A		**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
18B		**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
19	Alerting System (Audio/Visual)					
19-01	Passenger Configuration					
19-01-01	Flight Deck Call Visual Alerting System	**B**	**1**	**0**	May be inoperative provided: a) Audio alerting system operates normally, and b) Audio alerting system differentiates between normal and emergency calls.	|
19-01-02	Flight Deck Call Audio Alerting System	**B**	**1**	**0**	May be inoperative provided: a) Flight deck visual alerting system operates normally, and b) Flight deck visual alerting system differentiates between normal and emergency calls.	|
19-01-03	Flight Attendant Visual Alerting System					|
19-01-03A		**B**	**1**	**0**	(O) May be inoperative provided: a) PA system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Nonessential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used. (Continued)	|

MMEL TABLE KEY

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

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
19	Alerting System (Audio/Visual) (Cont'd)					
19-01	Passenger Configuration (Cont'd)					
19-01-03	Flight Attendant Visual Alerting System (Cont'd)					|
19-01-03B		**B**	**1**	**0**	(O) May be inoperative provided: a) Audio alerting system operates normally, b) Audio alerting system differentiates between normal and emergency calls, c) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and d) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Nonessential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used.	|

(Continued)

MMEL TABLE KEY

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

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
19	Alerting System (Audio/Visual) (Cont'd)					
19-01	Passenger Configuration (Cont'd)					
19-01-04	Flight Attendant Audio Alerting System					|
19-01-04A		**B**	**-**	**0**	(O) May be inoperative provided: a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Nonessential Equipment and Furnishing (NEF). NOTE 2: Any audio alerting system function(s) that operates normally may be used.	|

(Continued)

MMEL TABLE KEY

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

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
19	Alerting System (Audio/Visual) (Cont'd)					
19-01	Passenger Configuration (Cont'd)					
19-01-04	Flight Attendant Audio Alerting System (Cont'd)					|
19-01-04B		**B**	**-**	**0**	(O) May be inoperative provided: a) Visual alerting system operates normally, b) Visual alerting system differentiates between normal and emergency calls, c) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and d) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Nonessential Equipment and Furnishing (NEF). NOTE 2: Any audio alerting system function(s) that operates normally may be used.	|

(Continued)

MMEL TABLE KEY

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

23. COMMUNICATIONS

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

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

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

MMEL TABLE KEY

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

23. COMMUNICATIONS

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

(Continued)

MMEL TABLE KEY

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

23. COMMUNICATIONS

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

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

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

(Continued)

MMEL TABLE KEY

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

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
21 ***	Electronic Visual Surveillance Systems (All Installed Systems) (Cont'd)					
21-01	All-Cargo Configuration					
21-01A		**C**	**1**	**0**	May be inoperative provided courier/supernumerary compartment remains empty.	
21-01B		**D**	**1**	**0**	May be inoperative and components may be missing provided procedures do not require its use.	
22 ***	Electronic Voice Checklist	**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
23 ***	Multipurpose Interactive Display Unit (MIDU)	**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used for affected subsystems.	
24 ***	Landscape Camera System (-800EF STC ST02000NY)	**D**	**1**	**0**		
24-01	Dome Camera	**D**	**1**	**0**	(M) May be inoperative or missing.	

MMEL TABLE KEY

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

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
25 ***	Automated Flight Information Reporting System (AFIRS) (STCs ST10345SC and ST02361NY)					
25A		**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.	
25B		**D**	**1**	**0**	May be inoperative provided procedures do not require its use. NOTE: Any portion of system that operates normally may be used.	
25-01 ***	Global Voice SATCOM (ST02361NY)					
25-01A		**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
25-01B		**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	

(Continued)

MMEL TABLE KEY

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

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
25	Automated Flight Information Reporting System (AFIRS) (STCs ST10345SC and ST02361NY (Cont'd)					
25-01 ***	Global Voice SATCOM (ST02361NY) (Cont'd)					
25-01-01	Cockpit Dialer Pad					
25-01-01A		**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
25-01-01B		**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	
25-01-02	Flt Compt. Handset					
25-01-02A		**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
25-01-02B		**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	
25-01-03	Pax. Compt. Handset					
25-01-03A		**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
25-01-03B		**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	

MMEL TABLE KEY

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

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
25 ***	Automated Flight Information Reporting System (AFIRS) (STCs ST10345SC and ST02361NY) (Cont'd)					
25-02 ***	Global Messaging (ST02361NY)					
25-02A		**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
25-02B		**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.	
26 ***	Avionica secureLINK Airborne Wireless Router (STC03151AT)	**D**	**1**	**0**	May be inoperative provided procedures do not require its use. NOTE: Any mode that operates normally may be used.	

MMEL TABLE KEY

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

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
27 ***	Data Link Communication					
27A		**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.	
27B		**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.	
28 ***	FWD and AFT Attendant Control Panel LCD Touch Screen Display, Display Processor, and Display Processor Over-Temperature LED Light, Boeing Sky Interior (BSI) (-600/-700/-800/-900/ -900ER)	**C**	**6**	**0**	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.	

MMEL TABLE KEY

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

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
01	Engine Driven Generator Systems					
01-01	(-100/-200/-300/-400/ -500)					
01-01A		**B**	**2**	**1**	(M)(O) Except for ER operations, may be inoperative provided: a) APU generator operates normally and is used throughout flight, and b) An APU fuel heater is installed.	
01-01B		**B**	**2**	**1**	(M)(O) Except for ER operations, may be inoperative provided: a) APU generator operates normally and is used throughout flight, and b) Fuel temperature is maintained at or above 32 degrees F (0 degrees C).	
01-02	(-600/-700/-800/-900/ -900ER)	**B**	**2**	**1**	(M)(O) Except for ER operations, may be inoperative provided: APU generator operates normally and is used throughout flight.	
01-03	(-700/-800 with APU Serial Numbers P-7534 and Lower, or P-7638 and Higher; or Upon Incorporation of Honeywell Service Bulletin 131-49-7949, or Production Equivalent)				Deleted in Revision 53.	

(Continued)

MMEL TABLE KEY

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

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
01	Engine Driven Generator Systems (Cont'd)					
01-04	(-700/-800 with APU Serial Numbers P-7535 through P-7637 Prior to Incorporation of Honeywell Service Bulletin 131-49-7949)				Deleted in Revision 53.	
02	APU Generator System	**C**	**1**	**0**	Except for ER operations, may be inoperative.	
03	Engine Driven Generator LOW OIL PRESSURE/DRIVE Lights					
03-01	(-100/-200/-300/-400/ -500)	**C**	**2**	**0**	LOW OIL PRESSURE/DRIVE lights and associated generator low oil pressure switches may be inoperative provided associated HIGH OIL TEMP light and oil temperature indicator operate normally.	
03-02	(-600/-700/-800/-900/ -900ER)	**C**	**2**	**0**	DRIVE lights and associated generator low oil pressure switches may be inoperative.	
04	Engine Driven Generator Oil Temperature Indicator Systems (-100/-200/ -300/-400/-500)	**C**	**2**	**0**	May be inoperative provided associated LOW OIL PRESSURE/DRIVE light and HIGH OIL TEMP light operates normally.	

MMEL TABLE KEY

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

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
05	Engine Driven Generator HIGH OIL TEMP Lights (-100/-200/-300/-400/ -500)	**C**	**2**	**0**	May be inoperative provided associated LOW OIL PRESSURE/DRIVE light and oil temperature indicator operate normally.	
06	Transformer Rectifiers					
06-01	No. 2 TR (-100/-200)	**B**	**1**	**0**	Except for ER operations, may be inoperative provided: a) All DC busses and all generators (including APU generator) operate normally, and b) APU generator can be electrically connected to either bus.	
07	Frequency Meter	**C**	**1**	**0**		
08	AC Volts Indication	**B**	**1**	**0**	(O) May be inoperative except in STBY PWR position provided Standby Power Test is accomplished.	
08-01	Residual Voltage Function (-100/-200/ -300/-400/-500)	**C**	**1**	**0**		
09	AC Ammeters	**C**	**-**	**0**	May be inoperative provided associated generator off bus lights operate normally.	
10	Generator System Annunciator Panel (-100/-200/-300/-400/ -500)	**C**	**1**	**0**		

MMEL TABLE KEY

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

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
11	External Power System	**C**	**1**	**0**	NOTE: Any portion of system which operates normally may be used.	
11-01 ***	DC Receptacle	**D**	**1**	**0**		
12	GEN OFF BUS Lights	**C**	**2**	**1**	One may be inoperative provided associated generator AC ammeter operates normally.	
13 ***	Galley Load Shed Sensor Module (-300/-400/-500)	**C**	**1**	**0**	May be inoperative provided GALLEY Power Switch remains OFF when APU is being used to power both generator busses on ground.	
14 ***	BAT DISCHARGE Light	**C**	**1**	**0**		
15 ***	TR UNIT Light	**C**	**1**	**0**		
16 ***	ELEC Light					
16-01	(-300/-400/-500)	**C**	**1**	**0**	(O) May be inoperative OFF provided: a) Standby Power Test is accomplished, and b) Battery Charger is verified to operate normally.	
16-02	(-600/-700/-800/ -900/-900ER)	**C**	**1**	**0**	(O) May be inoperative OFF provided: a) Standby Power Test is accomplished once each flight day, and b) Battery Charger is verified to operate normally.	

MMEL TABLE KEY

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

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
17	DC Ammeter Indication	**B**	**1**	**0**	(O) May be inoperative provided: a) BAT position operates normally, b) Standby Power Test is accomplished, and c) Procedures do not require its use.	
18	DC Volts Indication	**B**	**1**	**0**	(O) May be inoperative except in STBY PWR position provided Standby Power Test is accomplished.	
19	APU GEN OFF BUS Light	**C**	**1**	**0**	May be inoperative provided: a) APU frequency meter operates normally, and b) APU ammeter operates normally.	
20 ***	Cabin Power Switch (Jet Aviation Engineering Services (JAES))	**B**	**1**	**0**	(M) May be inoperative provided procedures are established and used to deactivate cabin power.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
01	Megaphones (Includes STCs SA2969SO, and ST10238SC)	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained. NOTE: Not required for all-cargo operations.	
02	Crewmember Shoulder Harness (Flight Deck)				Deleted in Revision 33, relief incorporated into item 25-11.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
03	Flight Attendant Seat Assembly (Single or Dual Position)					
03-01	Required Flight Attendant Seats	**B**	**-**	**-**	(M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or passenger seat which is most accessible to inoperative seat(s) so as to most effectively perform assign duties, c) Alternate procedures are established and used as published in crewmembers manuals, d) Folding type seat stows automatically or is secured in retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY".	

(Continued)

MMEL TABLE KEY

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

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
03	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
03-01	Required Flight Attendant Seats (Cont'd)				NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. NOTE 3: Individual operators, when operating with inoperative seats, will consider locations and combinations of seats to ensure that proximity to exits and distribution requirements of applicable 14 CFR are met. NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to adjacent seat, adjacent seat must operate normally.	

(Continued)

MMEL TABLE KEY

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

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
03	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
03-02	Excess Flight Attendant Seats	**C**	**-**	**-**	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
03-03	All-Cargo Configuration	**D**	**-**	**-**	May be inoperative provided affected seat or seat assembly is not occupied.	
03-04 ***	Seat Cushion Heating System	**D**	**-**	**0**	(M) May be inoperative provided heating system is deactivated.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
04	Cabin Window Shades	**D**	**-**	**0**	May be inoperative in a compartment used for cargo provided AFM Limitations are observed. NOTE: Passenger Cabin Window Shades in compartments configured for passengers only are considered Nonessential Equipment and Furnishing (NEF).	
05	Cargo Compartment Restraint Components (Includes -800BCF and STC ST02556SE)					| |
05A		**A**	**-**	**-**	(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source (i.e., an approved Cargo Loading Manual or Weight and Balance Document) are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	

(Continued)

MMEL TABLE KEY

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

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
05	Cargo Compartment Restraint Components (Includes -800BCF and STC ST02556SE) (Cont'd)					| |
05B		**C**	**-**	**-**	May be inoperative or missing provided associated cargo compartment remains empty.	
05C		**C**	**-**	**-**	May be inoperative or missing provided pallet with inoperative lock(s) is removed.	
05-01	Passenger Pallets (737C, -300 QC, and -700C)	**C**	**-**	**-**	(M) One lock per pallet may be inoperative provided: a) Three seats in group associated with lock are blocked by folding and securing backrests in a forward position, and b) If more than one lock is inoperative, pallet must be removed. NOTE: If a pallet lock cover is broken or missing, associated lock is considered inoperative.	
05-02	Cargo Pallet Locks (Pemco 737 F/QC and COMBI, STC ST02556SE)	**C**	**-**	**-**	(M)(O) May be inoperative or missing provided acceptable cargo loading limits from an approved source (i.e., an approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document) are observed.	| |

MMEL TABLE KEY

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

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
06	Passenger Seat(s) (Includes STC ST10238SC)	**D**	**-**	**-**	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to main aircraft aisle, and c) Affected seat(s) is blocked and placarded “DO NOT OCCUPY”. NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seat(s) does not affect required number of Flight Attendants. NOTE 3: Affected seat(s) may include seat(s) behind and/or adjacent outboard seats.	
06-01	Recline Mechanism					
06-01A		**D**	**-**	**-**	(M) May be inoperative and seat occupied provided seat is secured in upright position.	
06-01B		**D**	**-**	**-**	May be inoperative and seat occupied provided seat back is immovable in full upright position.	

(Continued)

MMEL TABLE KEY

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

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
06	Passenger Seat(s) (Includes STC ST10238SC) (Cont'd)					
06-02	Armrests					
06-02-01	Armrest with Recline Mechanism	**D**	**-**	**-**	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to main aircraft aisle, and c) If armrest is missing, seat is secured in full upright position.	
06-02-02	Armrest without Recline Mechanism	**D**	**-**	**-**	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to main aircraft aisle.	
06-03	Underseat Baggage Restraining Bars	**C**	**-**	**-**	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.	

(Continued)

MMEL TABLE KEY

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

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
06	Passenger Seat(s) (Includes STC ST10238SC) (Cont'd)					
06-04	Electrical/Electronic Systems/Components				Deleted in Revision 49.	
06-05 ***	Seat Belt Air Bag Restraint Systems					
06-05-01	Seat Belt Air Bag Restraint System Required By 14 CFR	**D**	**-**	**-**	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
06-05-02	Seat Belt Air Bag Restraint System Not Required by 14 CFR	**D**	**-**	**-**	May be inoperative or disconnected provided seat belt operated normally.	
07	Second Observer Seat				Moved to item 25-11 prior to Revision 30.	
08	Flight Deck Door Lock Solenoid				Moved to item 52-8 prior to Revision 30.	
09	"Fasten Seat Belts While Seated" Signs or Placards	**C**	**-**	**-**	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	
10 ***	Nonessential Equipment and Furnishing (NEF)		**-**	**0**	May be inoperative, damaged, or missing provided that item(s) is deferred in accordance with operator's NEF deferral program. NEF program, procedures, and processes must be outlined in operator's appropriate document. (M) and (O) procedures, if required, must be available to flightcrew and included in operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	

MMEL TABLE KEY

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

25. EQUIPMENT/FURNISHINGS

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

(Continued)

MMEL TABLE KEY

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

25. EQUIPMENT/FURNISHINGS

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

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
11	Observer Seat(s) (Cont'd)					
11-02 ***	Second Observer's Seat (Including Associated Equipment)	**D**	**1**	**0**	NOTE: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
11-03 ***	Crotch Straps	**C**	**-**	**0**		
11-04	Observer Seat Not Required by 14 CFR (Including Associated Equipment)	**D**	**-**	**0**	NOTE: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
12 ***	Emergency Flashlight Holders/Flashlights					
12-01	Cabin	**C**	**-**	**-**	May be inoperative or missing provided crewmember assigned to affected position has a flashlight of equivalent characteristics readily available.	
12-02	Flight Deck	**C**	**-**	**-**	May be inoperative or missing provided crewmember assigned to affected position has a flashlight of equivalent characteristics readily available.	

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
13 ***	Emergency Evacuation Signal System					
13A		**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
13B		**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	
14	Main Deck Cargo 9G Barrier Net					
14-01	(737F and QC) (PEMCO World Air Services, Inc.)	**C**	**1**	**1**	One net attachment, at any location, may be broken or missing provided maximum loading on main deck is reduced to 34,650 lb. NOTE: Not required for all-passenger operations.	
14-02	(-700C and -700 Combi)					
14-02A		**C**	**1**	**0**	In cargo mode, may be missing or net attachments may be broken or missing provided approved cargo loading limits in Weight and Balance Control and Loading Manual are observed. NOTE: Not required for all-passenger operations.	
14-02B		**D**	**1**	**0**	May be missing or net attachments may be broken or missing provided associated cargo compartment remains empty. NOTE: Not required for all-passenger operations.	

(Continued)

MMEL TABLE KEY

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

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
14	Main Deck Cargo 9G Barrier Net (Cont'd)					
14-03	(STC ST01566LA)					
14-03A		**C**	**1**	**1**	In cargo mode only, one attachment may be broken or missing provided: a) There are no visible defects on remaining net fittings, and b) Maximum allowable load limits are observed.	
14-03B		**D**	**1**	**0**	May be missing or net attachments may be broken or missing provided associated cargo compartment remains empty. NOTE: Not required for all-passenger operations.	
15	Heating Blankets				Moved to item 21-41 in Revision 33.	
16	Lower Cargo Compartment Lining Panels and Floor Panels	**C**	**-**	**-**	(M)(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.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
17	Emergency Medical Equipment (Includes STC ST10238SC)					
17-01	First Aid Kit (FAK) and/or Associated Equipment					
17-01A		**A**	**-**	**-**	(O) If more than one is required by 14 CFR, only one required first aid kit may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
17-01B		**D**	**-**	**-**	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

(Continued)

MMEL TABLE KEY

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

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
17	Emergency Medical Equipment (Includes STC ST10238SC) (Cont'd)					
17-02	Emergency Medical Kit (EMK) and/or Associated Equipment					
17-02A		**A**	**-**	**0**	(O) May be incomplete, missing, or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
17-02B		**D**	**-**	**-**	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
17-03	Augmented Emergency Medical Kit				Deleted in Revision 46.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
17	Emergency Medical Equipment (Includes STC ST10238SC) (Cont'd)					
17-04	Automatic External Defibrillators (AED) and/or Associated Equipment					
17-04A		**A**	**-**	**0**	(O) May be incomplete, missing, or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
17-04B		**D**	**-**	**-**	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
18	Flotation Equipment (Crew and Passengers)	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.	
19	Underseat Baggage Restraining Bars				Moved to item 25-6 in Revision 39.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
20	Exterior Lavatory Door Ashtrays					
20-01	Airplanes with Multiple Exterior Lavatory Door Ashtrays Installed					
20-01A		**A**	**-**	**-**	Up to and including 50% maybe missing or inoperative for 10 days. NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.	
20-01B		**A**	**-**	**-**	More than 50% may be missing or inoperative for 3 days. NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.	
20-02	Airplanes with Only One Exterior Lavatory Door Ashtray Installed	**A**	**1**	**0**	May be missing provided it is replaced within 3 days.	
21	Flightcrew Seats					
21-01	Recline Mechanism	**A**	**2**	**0**	(M) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Repairs are made within 2 flight days.	
21-02	Vertical Adjustment	**A**	**2**	**0**	(M) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Repairs are made within 2 flight days.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
21	Flightcrew Seats (Cont'd)					
21-03	Armrests	**B**	**4**	**0**	(M) May be inoperative in up position or removed provided seat is acceptable to affected crewmember.	
21-04	Lumbar/Thigh Supports	**C**	**4**	**0**	May be inoperative provided seat is acceptable to affected crewmember.	
21-05 ***	Headrests	**C**	**2**	**0**	May be inoperative or missing provided seat is acceptable to affected crewmember.	

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25. EQUIPMENT/FURNISHINGS

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

MMEL TABLE KEY

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

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
23 ***	Automatic Cargo Loading Systems	**D**	**-**	**0**	NOTE: Any portion of system(s) that operates normally may be used.	
24 ***	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets					
24A		**C**	**-**	**-**	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) Affected bin, compartment, or closet is prominently placarded “DO NOT USE”, c) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any item(s) except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
24 *	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd)					
24B		**C**	**-**	**-**	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, d) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and f) Passengers are briefed that affected bin, compartment, or closet is not used. NOTE 1: For overhead bins if no partitions are installed, entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
24 ***	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd)					
24-01 ***	Multi Latch/ Quarter-Turn Lug Installations	**C**	**-**	**-**	One latch/lug per compartment may be inoperative provided: a) Remaining latch(es)/lug(s) on affected compartments operates normally, and b) If affected compartment is used for a galley cart, cart remains empty.	
24-02 ***	Storage Compartment Key Locks	**D**	**-**	**0**	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
25 ***	Beds (Electrical Operation) (Jet Aviation Engineering Services (JAES))	**C**	**-**	**0**	May be inoperative provided manual override system operates normally.	
26 ***	Tables (Electrical Operation) (Jet Aviation Engineering Services (JAES))					
26A		**C**	**-**	**0**	May be inoperative provided manual override system operates normally.	
26B		**C**	**-**	**0**	May be inoperative provided seats at associated inoperative table are not occupied.	
27 ***	Crash Pads (Jet Aviation Engineering Services (JAES))	**C**	**-**	**0**	May be inoperative or missing provided associated seat adjacent to crash pad is not occupied.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
28 ***	Cockpit Smoke Vision System (CSVS) (-600/-700/-800/-900/ -900ER) (STC ST00892LA)	**D**	**2**	**0**	May be inoperative or missing.	|
29 ***	Secondary Door Barrier (Flight Deck Security)					
29A		**C**	**1**	**0**	(O) May be inoperative provided: a) Barrier remains in retracted position, and b) Alternate procedures are established and used.	
29B		**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Barrier is removed, and b) Alternate procedures are established and used.	
29C		**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	
30 ***	Security Kit and/or Associated Equipment	**D**	**-**	**0**	May be inoperative, missing, or have missing equipment.	
31 ***	Supernumerary Seats (-800BCF and ST02556SE)	**D**	**-**	**0**	(M) May be inoperative provided: a) Seat is not occupied, and b) Seat is stowed or secured.	| | |

MMEL TABLE KEY

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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
01	Engine and APU Fire Extinguisher Discharge Lights	**C**	**3**	**0**		
02	Engine Overheat and Fire Detection Systems					
02-01	Basic Systems (-100/-200)	**C**	**4**	**2**	(M) One overheat detection system or one fire detection system per engine may be inoperative provided operative system is tested and operates normally before each departure.	
02-02	Dual Loop	**C**	**4**	**2**	(O) Except for ER operations beyond 120 minutes, one loop (A or B) per engine may be inoperative.	
03	Portable Fire Extinguishers	**D**	**-**	**-**	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
04	Wheel Well Fire Detection System					
04A		**C**	**1**	**0**	(M) May be inoperative provided brake temperature monitoring system (BTMS) operates normally.	
04B		**C**	**1**	**0**	(M)(O) May be inoperative provided an accepted procedure is used to ensure brakes are cool before engine start. NOTE 1: Avoid the possibility of retracting an overheated wheel by leaving landing gear extended for 10 minutes after takeoff. NOTE 2: In case of engine failure after V_1, landing gear should be retracted until takeoff obstacles are cleared.	
05	APU Fire Extinguisher Discharge Discs (-100/-200/-300/-400/ -500)	**C**	**2**	**0**	(M) Discs may be missing provided indicator reading is checked to verify proper charge.	
05-01 ***	HTL Type	**C**	**2**	**0**	(M) Discs may be missing provided bottle integrity is verified by checking APU fire extinguisher bottle discharge light or weighing bottle once each flight day.	
06	APU Fire Shutoff System	**C**	**1**	**0**	(O) Except for ER operations, may be inoperative provided APU is not used.	
07	APU Fire Extinguisher System	**C**	**1**	**0**	(O) Except for ER operations, may be inoperative provided APU is not used.	

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26. FIRE PROTECTION

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

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MMEL TABLE KEY

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1. REPAIR CATEGORY
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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
09	Engine/APU Fire Extinguisher Test System (EXT TEST) (Squib Test) (Cont'd)					
09-02	APU Squib Light	**C**	**1**	**0**	(O) Except for ER operations, may be inoperative provided APU is not used.	
10	Fire Warning Bell					
10-01	Bell Cutout Switch (Overheat/Fire Protection Panel)	**C**	**1**	**0**	May be inoperative provided: a) Bell cutout function of both Master Fire Warning lights operates normally, and b) Fire Warning Bell operates normally.	
10-02	Bell Cutout Function of Master Fire Warning Light	**C**	**2**	**1**	May be inoperative provided: a) Bell cutout function switch operates normally, and b) Fire Warning Bell operates normally.	
11	Master Fire Warning Lights				Deleted prior to Revision 27.	

MMEL TABLE KEY

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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
12	Wing-Body Overheat Detector System (Left)					
12-01	-100/-200/-300/-400/ -500/-600/-700/-800	**C**	**1**	**0**	(O) Except for ER operations, may be inoperative provided: a) Right pack and engine bleed is used for pressurization only, b) Use of APU is prohibited except for engine start, c) Isolation valve and left engine bleed valve remain closed for all operations except engine start, d) Airplane is not operated in known or forecast icing conditions, and e) Flight altitude remains at or below FL 250.	|
12-02	-900/-900ER	**C**	**1**	**0**	(O) Except for ER operations, may be inoperative provided: a) Right pack and engine bleed is used for pressurization only, b) Use of APU is prohibited except for engine start, c) Isolation valve and left engine bleed valve remain closed for all operations except engine start, d) Airplane is not operated in known or forecast icing conditions, e) Flight altitude remains at or below FL 250, f) Forward cargo heat duct is secured closed, and g) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	|

MMEL TABLE KEY

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

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

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE)	**C**	**2**	**0**	(O) May be inoperative provided procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	|
14-01	Fire Detection (-700C, -700 Combi/ -800BCF, STC ST01566LA)					|
14-01A		**C**	**2**	**1**	(O) One loop (A or B) may be inoperative in Combi or Cargo mode.	
14-01B		**C**	**2**	**0**	May be inoperative in Passenger mode.	
14-02	Fire Detection (-400C ST000235BO, -400 Combi ST00248BO)					
14-02-01	Cargo Fire Flight Deck Unit (CFFU)	**C**	**1**	**0**	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative.	
14-02-01-01	FAULT Legend	**C**	**1**	**0**	(M) May be inoperative provided system integrity is confirmed by self-test at Cargo Fire Maintenance Unit (CFMU).	
14-02-01-02	Legend Back-lighting (CARGO FIRE MAIN DECK and TEST)	**C**	**2**	**0**	(O) May be inoperative provided: a) CFFU test is acceptable, b) Operations are not dependent on its use, and c) Sufficient cockpit lighting is available for normal operations.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)					|
14-02	Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) (Cont'd)					
14-02-01	Cargo Fire Flight Deck Unit (CFFU) (Cont'd)					
14-02-01-03	FIRE Legend	**C**	**1**	**0**	May be inoperative provided master FIRE WARN lights and master fire warning bell are checked to operate normally before each departure.	
14-02-01-04	System Self-Test	**C**	**1**	**0**	May be inoperative provided master FIRE WARN lights and master fire warning bell are checked to operate normally before each departure.	

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MMEL TABLE KEY

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1. REPAIR CATEGORY
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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE and ST02556SE) (Cont'd)					|
14-02	Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) (Cont'd)					
14-02-02	Cargo Fire Maintenance Unit (CFMU)	**C**	**1**	**0**	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative.	
14-02-02-01	CFMU Indicator Lights	**C**	**20**	**0**	(M) Individual lights may be inoperative provided: a) Each corresponding location is independently verified by CFFU, and b) Self-test is accomplished. NOTE: Dual loop coverage is maintained with loss of one CFMU loop "A" or "B" subassembly failure.	

(Continued)

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)					|
14-03	Fire Suppression System (-700C/-700 Combi/ -800BCF, STC ST01566LA)	**C**	**1**	**0**	May be inoperative in Passenger mode.	|
14-03-01	DEPR Light					
14-03-01A		**C**	**1**	**0**	May be inoperative in Passenger mode.	
14-03-01B		**C**	**1**	**0**	May be inoperative in Combi or Cargo mode provided MAIN SYS light illuminates during system test.	

(Continued)

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)					|
14-03	Fire Suppression System (-700C/-700 Combi/ -800BCF, STC ST01566LA) (Cont'd)					|
14-03-02	MAIN SYS Light					
14-03-02A		**C**	**1**	**0**	May be inoperative in Passenger mode.	
14-03-02B		**C**	**1**	**0**	(M) May be inoperative in Combi or Cargo mode provided: a) Failure is verified to be in light circuit, and b) System circuit is verified to operate normally once each flight day.	

(Continued)

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)					|
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, ST01961SE, and ST02556SE)	**C**	**-**	**0**	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative.	|
14-04-01	(STC ST01566LA Only)	**C**	**12**	**6**	May be inoperative provided all detectors in opposite loop operate normally.	
14-04-02	System Test Feature (737C/QC/-700 Combi/ -800BCF, and STC ST01566LA)	**C**	**1**	**0**	(M) May be inoperative provided an acceptable method is used to verify detector system integrity.	|

(Continued)

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)					|
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, ST01961SE, and ST02556SE) (Cont'd)					|
14-04-03	System Power (Blue) Light (PEMCO Aeroplex, Inc.) (-300QC, -300F, STC SA2970SO)	**C**	**1**	**0**	(M) May be inoperative provided smoke detectors operate normally.	

(Continued)

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)					|
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, ST01961SE, and ST02556SE) (Cont'd)					|
14-04-04	(STC ST00235BO Only)					
14-04-04-01	Smoke Detector Units	**C**	**10**	**-**	(O) Detector(s) may be inoperative provided no cargo is carried in affected zone.	
14-04-04-02	Smoke Detector Loops	**C**	**20**	**10**	One loop in any detector may be inoperative.	

(Continued)

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)					|
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, ST01961SE, and ST02556SE) (Cont'd)					|
14-04-05	(STC ST00248BO Only)					
14-04-05-01	Smoke Detector Units	**C**	**4**	**0**	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative.	
14-04-05-02	Smoke Detector Loops	**C**	**8**	**4**	One loop in any detector may be inoperative.	

(Continued)

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)					|
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, ST01961SE, and ST02556SE) (Cont'd)					|
14-04-06	(STC ST01827LA Only)					
14-04-06-01	-300	**C**	**12**	**10**	Two detectors may be inoperative provided: a) Inoperative detectors are not in adjacent locations, and b) Detector #1, most forward detector, operates normally.	
14-04-06-02	-400	**C**	**12**	**10**	(M) Two detectors may be inoperative provided they are not in adjacent locations.	

(Continued)

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)					|
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, ST01961SE, and ST02556SE) (Cont'd)					|
14-04-07	(STC ST01961SE Only)					
14-04-07-01	Smoke Detectors	**C**	**20**	**19**	(O) One detector (bus A or B) may be inoperative provided remaining detectors are verified to operate normally before each departure.	
14-04-07-02	DET FAULT Light	**C**	**1**	**0**	(M) May be inoperative provided: a) All CCP smoke detector lights operate normally, and b) System integrity is verified to operate normally before each departure.	

(Continued)

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)					|
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, ST01961SE, and ST02556SE) (Cont'd)					|
14-04-07	(STC ST01961SE Only) (C0nt'd)					
14-04-07-03	CCP Smoke Detector Lights	**C**	**20**	**0**	(M) May be inoperative provided: a) DET FAULT Light operates normally, and b) System integrity is verified to operate normally before each departure.	

(Continued)

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)					|
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, ST01961SE, and ST02556SE) (Cont'd)					|
14-04-07	(STC ST01961SE Only) (Cont'd)					
14-04-07-04	CARGO Light	**C**	**1**	**0**	(M) May be inoperative provided: a) DEPRESS Light operates normally, b) All Class E shutoff valves are verified to be closed after pressing the DEPRESS switch, and c) The forward outflow valve is verified to be open after pressing the DEPRESS switch.	

(Continued)

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)					|
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, ST01961SE, and ST02556SE) (Cont'd)					|
14-04-07	(STC ST01961SE Only) (Cont'd)					
14-04-07-05	DEPRESS Light	**C**	**1**	**0**	(M) May be inoperative provided: a) All Class E shutoff valves are verified to be closed after pressing the DEPRESS switch, and b) The forward outflow valve is verified to be open after pressing the DEPRESS switch.	
14-04-08	Smoke Detectors (STC ST02556SE)	**C**	**20**	**10**	(O) One or more detector of the same loop (A or B) may be inoperative provided all detectors of the opposite loop are verified to operate normally before each departure.	| | | | |

MMEL TABLE KEY

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

26. FIRE PROTECTION

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

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
16	Lavatory Smoke Detection System					
16-01	Passenger Configuration	**C**	**-**	**0**	(M)(O) For each lavatory, lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded: "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers.	
16-02	Cargo Configuration	**D**	**-**	**0**		
16-03 ***	Lavatory Smoke Detector SELF TEST Switch	**C**	**-**	**0**	(M) May be inoperative provided associated lavatory smoke detector is verified to operate normally.	
16-04 ***	Lavatory Smoke Detector TEST Switch on Flight Attendant's Panel	**C**	**-**	**0**	(M) May be inoperative provided each lavatory smoke detector is verified to operate normally.	

MMEL TABLE KEY

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

26. FIRE PROTECTION

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

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
19 *******	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STCs)	**C**	**-**	**0**	(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. NOTE 2: Class E cargo compartments require only installation of smoke or fire detection systems (not suppression).	
19-01	Fwd/Aft Detection Loops					
19-01-01 *******	Boeing installed system, STC ST00749LA-D, ST00763LA-D, ST01184LA, ST01674AT, ST01424LA, ST10153T, ST01804LA, ST01114WI Only	**C**	**4**	**2**	(O) One loop (A or B) in each compartment may be inoperative provided opposite loop is checked to operate normally.	

(Continued)

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STCs) (Cont'd)					
19-01	Fwd/Aft Detection Loops (Cont'd)					
19-01-02 ***	STC ST00405LA-D Only	**C**	**-**	**2**	(O) May be inoperative provided one loop in each compartment is checked to operate normally.	
19-02 ***	Extinguisher Bottles					
19-02-01 ***	No. 1 (STC ST01424LA, ST01457LA, and ST01804LA Only)	**C**	**1**	**0**	(O) May be inoperative provided associated cargo compartment remains empty.	
19-02-02 ***	No. 2 (Boeing installed system and STC ST01184LA Only)	**C**	**1**	**0**	(M)(O) Except for ER operations, may be inoperative with cargo carried in compartment.	
19-02-03 ***	No. 2 (STC ST01424LA ST01457LA, and ST01804LA Only)	**C**	**1**	**0**	(M)(O) May be inoperative provided associated cargo compartment remains empty.	
19-02-04 ***	No. LRD2 (STC ST00405LA-D Only)	**C**	**1**	**0**	(O) Except for ER operations, may be inoperative with cargo carried in compartment.	

(Continued)

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STCs) (Cont'd)					
19-03 ***	Squib Lights (STC ST01424LA, and ST01457LA Only)	**C**	**2**	**0**	(O) May be inoperative provided associated cargo compartment remains empty.	
19-04 ***	DISCH Light(s)					
19-04-01 ***	Boeing installed system, STC ST01184LA and ST00405LA-D Only	**C**	**1**	**0**	(M) May be inoperative provided associated extinguisher bottle(s) is verified to have an adequate charge once each flight day.	
19-04-02 ***	STC ST01424LA, ST01457LA, and ST01804LA Only	**C**	**2**	**0**	May be inoperative provided associated compartment remains empty.	
19-05 ***	Extinguisher Bottle Pressure Switch (Boeing installed system only)	**C**	**-**	**0**	(M) May be inoperative provided associated extinguisher bottle(s) is verified to have an adequate charge once each flight day.	
19-06 ***	EXT Lights (FWD and AFT) (Boeing installed system, STC ST01184LA and ST00405LA-D Only)	**C**	**2**	**0**	(M) May be inoperative provided: a) Failure is verified to be in squib light circuit, and b) Squib circuit is verified to operate normally once each flight day.	

(Continued)

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STCs) (Cont'd)					
19-07 ***	Fault(s) Indicated by Illumination of MX Indicator (STC ST00511LA, ST00404LA-D, ST00740LA-D, ST00745LA-D, ST00751LA-D, and ST00990LA-D Only)	**B**	**-**	**-**	Dispatch with MX indicator illuminated is permitted provided green SYS OK indicator remains illuminated. NOTE: This is a fault tolerant system and unit will continue to perform its intended function as long as green SYS OK indicator remains illuminated.	
19-07-01	Display of FWD INOP and/or AFT INOP Message(s)	**B**	**-**	**-**	(O) May be displayed provided green SYS OK indicator remains illuminated and indicated cargo bay remains empty.	
19-07-02	Smoke Detector(s)	**C**	**-**	**-**	(O) One smoke detector may be inoperative in each compartment provided SYS OK indicator on CDU remains illuminated. NOTE: MX indicator on CDU will remain illuminated.	
19-08 ***	Control Panel ALARM OFF Switch (STC ST00749LA-D and ST00763LA-D Only)	**C**	**1**	**0**	(O) May be inoperative provided Fire Bell cutout switch silences Cargo Bay Fire Protection Fire Warning Bell.	

(Continued)

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STCs) (Cont'd)					
19-09 ***	DET Lights (STC ST01674AT, and ST01114WI Only)	**C**	**4**	**2**	(O) One light in each compartment may be inoperative provided remaining loop in associated compartment is checked to operate normally before each departure.	
19-10 ***	FAIL Lights (STC ST01674AT, and ST01114WI Only)	**C**	**4**	**2**	(O) One light in each compartment may be inoperative provided remaining loop in associated compartment is checked to operate normally before each departure.	
19-11 ***	Smoke Detectors					
19-11-01 ***	STC ST01674AT, and ST01114WI Only	**C**	**-**	**-**	(M) One detector in each detector enclosure may be inoperative provided remaining detector in associated detector enclosure is verified to operate normally before each departure.	
19-11-02 ***	STC ST01424LA, and ST01804LA (-300) Only	**C**	**12**	**6**	(M) May be inoperative provided 2 FWD and 4 AFT in same loop are functional.	
19-11-03 ***	STC ST01457LA, and ST01804LA (-400) Only	**C**	**14**	**7**	(M) May be inoperative provided 3 FWD and 4 AFT in same loop are functional.	
19-11-04 ***	STC ST01804LA (-200)	**C**	**10**	**5**	(M) May be inoperative provided 2 FWD and 3 AFT in same loop are functional.	

(Continued)

MMEL TABLE KEY

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

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STCs) (Cont'd)					
19-12 ***	Fault Panel (E and E Compartment, STCs ST01674AT, and ST01114WI Only)	**D**	**1**	**0**		
19-13 ***	DETECTOR FAULT Light (Boeing Installed System Only)	**C**	**1**	**0**	(O) May be inoperative provided the cargo fire TEST switch is used to check for faults in the cargo fire detection and suppression system before each flight.	
20	Lower Cargo Compartment Fire Extinguisher System				Incorporated into item 26-19 in Revision 39.	
21	Cabin Configuration Test Panel CARGO/ PASSENGER Lights (-700C and -700 Combi)	**C**	**2**	**0**	(M) May be inoperative provided: a) EE Bay Mode Selector Switch is verified to be in appropriate position for intended airplane configuration before each departure, and b) Passenger Oxygen Shutoff Valve is verified to be in appropriate position for intended airplane configuration before each departure.	
22 ***	Galley Fire Detection System (Jet Aviation Engineering Services (JAES))	**C**	**1**	**0**	(M) May be inoperative provided procedures are established and used to deactivate cooktop.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
23 ***	Galley Vent Fire Extinguisher System (STC ST09977)	**C**	**1**	**0**	(M) May be inoperative provided procedures are established and used to deactivate cooktop and vent fan.	
24 ***	Smoke Detectors (Jet Aviation Engineering Services (JAES))					
24-01	Equipment Cabinets	**C**	**-**	**0**	(M) May be inoperative provided all equipment in cabinet is deactivated off.	
24-02	Cabin Compartments	**C**	**-**	**0**	(O) May be inoperative provided associated cabin compartment remains open and is continuously monitored.	
25 ***	Engine Start Lever Fire Indication Lights	**A**	**2**	**0**	(O) May be inoperative provided: a) Engine No.1 and Engine No. 2 fire handle switch lights function normally prior to engine start for each flight, and b) Repairs are made within 3 flight days.	|

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
26 ***	Supernumerary and Lavatory Compartment Fire Detection/ Suppression Systems (STC ST02556SE)					|
26A		**C**	**1**	**0**	(O) May be inoperative provided the supernumerary compartment is occupied during all phases of the flight.	|
26B		**C**	**1**	**0**	(O) May be inoperative while the supernumerary compartment is not occupied provided the flight deck door and the lavatory door remain opened and secured during all phases of the flight.	|
26-01	Supernumerary Compartment Smoke Detector	**C**	**1**	**0**	(O) May be inoperative while the supernumerary compartment is not occupied provided the flight deck door remains opened and secured during all phases of the flight.	|
26-02	Lavatory Smoke Detector	**C**	**1**	**0**	(O) May be inoperative while the supernumerary compartment is not occupied provided the flight deck door and the lavatory door remain opened and secured during all phases of the flight.	|

MMEL TABLE KEY

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

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
01	Stabilizer Main Electrical Trim Operating Light (-100/-200)	**C**	**1**	**0**		
02	Takeoff Warning Horn System				Deleted prior to Revision 27.	
03	Wing Trailing Edge Flap Position Indication System					
03-01	Mechanical Asymmetry Protection (-100/-200)	**C**	**1**	**1**	(O) Left Flap position indication may be inoperative provided proper flap operation is verified prior to each takeoff.	
04	Leading Edge Flap/Slat Position Light Systems					
04-01	(-300,-400,-500)					
04-01A		**C**	**1**	**0**	Aft overhead LE DEVICES Annunciator panel may be inoperative provided forward panel lights operate normally.	
04-01B		**C**	**1**	**0**	(M) Forward panel lights may be inoperative provided: a) LE DEVICES Annunciator panel operates normally and is used to verify proper LED position, b) Stall warning operation of both systems is verified to operate normally, and c) A placard is installed to indicate proper positions for flap configuration in use.	

(Continued)

MMEL TABLE KEY

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

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)					
04-01	(-300,-400,-500) (Cont'd)					
04-01-01	Leading Edge Slat Indications (-300/-500)	**C**	**6**	**5**	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally.	
04-01-02	Leading Edge Slat Indications (-400)	**C**	**6**	**5**	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat, except for slats 3 and 4, on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally.	

(Continued)

MMEL TABLE KEY

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

27. FLIGHT CONTROLS

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

(Continued)

MMEL TABLE KEY

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

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)					
04-02	(-100, -200, -600, -700, -800, -900, -900ER) (Cont'd)					
04-02-02	Leading Edge Slat Indications (-600/-700)	**C**	**8**	**7**	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat, except for slats 4 and 5, on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally.	

(Continued)

MMEL TABLE KEY

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

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)					
04-02	(-100, -200, -600, -700, -800, -900, -900ER) (Cont'd)					
04-02-03	Leading Edge Slat Indications (-800)	**C**	**8**	**7**	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat, except for slats 3, 4, 5, and 6, on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally.	

(Continued)

MMEL TABLE KEY

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

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)					
04-02	(-100, -200, -600, -700, -800, -900, -900ER) (Cont'd)					
04-02-04	Leading Edge Slat Indications (-900/-900ER)	**C**	**8**	**7**	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat, except for slats 2, 3, 4, 5, 6, and 7, on overhead annunciator panel maybe inoperative provided: a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally.	

MMEL TABLE KEY

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

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
05	Flight Control Low Pressure Lights (A and B) Systems (-100/-200)	**C**	**2**	**0**	May be inoperative provided warning lights, hydraulic pressure, and quality indicators operate normally.	
06	Mach Trim System				Moved to item 22-5 prior to Revision 27.	
07 ***	Auto Speed Brake System					
07-01	All Models Except -800 with Short Field Performance (SFP) Option and -900ER	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) System is deactivated, b) Operations are conducted in accordance with AFM, and c) For models with Blended Winglet or Split Scimitar Winglet with Speed Brake Load Alleviation System, Speed Brake Load Alleviation System is considered inoperative.	
07-02	-800SFP	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) System is deactivated, and b) Appropriate performance adjustments are applied.	
07-03	-900ER	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) System is deactivated, b) Appropriate performance adjustments are applied, and c) Load Alleviation System is considered inoperative.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
08	Flap Load Limiter System					
08-01 ***	-100/-200	**C**	**1**	**0**	(M) May be inoperative provided: a) Flaps are verified to operate normally throughout their full range before each departure, and b) Flaps are not extended beyond Flaps 30 at gross weights above 98,000 lbs. (44,453 kg).	
08-02	-300/-400/-500	**C**	**1**	**0**	May be inoperative provided flaps are not extended beyond Flaps 30.	
08-03	-600	**C**	**1**	**0**	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,830 lbs. (42,560 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 105,040 lbs. (47,645 kg).	
08-04	-700	**C**	**1**	**0**	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,480 lbs. (42,401 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 104,403 lbs. (47,356 kg).	

(Continued)

MMEL TABLE KEY

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

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
08	Flap Load Limiter System (Cont'd)					
08-05	-800 without Short Field Performance (SFP) Option	**C**	**1**	**0**	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,995 lbs. (42,635 kg), and b) Flaps are not extended beyond Flaps15 at gross weights above 104,875 lbs. (47,570 kg).	
08-06	-800 with Short Field Performance (SFP) Option	**C**	**1**	**0**	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 95,800 lbs. (43,454 kg), b) Flaps are not extended beyond Flaps 15 at gross weights above 105,000 lbs. (47,627 kg), and c) Flaps are not extended beyond Flaps 10 at gross weights above 135,800 lbs. (61,597 kg).	
08-07	-900	**C**	**1**	**0**	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 94,760 lbs. (42,982 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 105,130 lbs. (47,686 kg).	

(Continued)

MMEL TABLE KEY

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

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
08	Flap Load Limiter System (Cont'd)					
08-08	-900ER	**C**	**1**	**0**	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at landing gross weights above 105,800 lbs. (47,990 kg), b) Flaps are not extended beyond Flaps 15 at landing gross weighs above 113,400 lbs. (51,437 kg), c) Flaps are not extended beyond Flaps 10 at landing gross weights above 135,600 lbs. (61,507 kg), d) Flaps are not extended beyond Flaps 15 at takeoff gross weights above 155,600 lbs. (70,578 kg), and e) Flaps are not extended beyond Flaps 5 at takeoff gross weights above 176,000 lbs. (79,832 kg).	
09	Control Wheel Trim Switch Systems	**B**	**2**	**1**	One may be inoperative on non-flying pilot's side provided stabilizer trim system operates normally on flying pilot's side.	
10	FEEL DIFF PRESS Light System	**B**	**1**	**0**	(M) May be inoperative provided Elevator feel system is verified to operate normally once each flight day.	
11	Auto Slat Fail Light System (-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**1**	**0**	(M) May be inoperative provided: a) Auto slat systems are verified to operate normally, and b) Verification is repeated every 2 flight days.	

MMEL TABLE KEY

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

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
12	Auto Slat Systems (-300/-400/-500.-600/ -700/-800/-900/-900ER)	**C**	**2**	**1**	(O) One system may be inoperative provided: a) Remaining auto slat system is checked to operate normally, and b) Auto Slat fail light operates normally.	
13	Stall Warning Systems					
13-01	(-200/-300/-400/-500/ -600/-700/-800/-900/ -900ER) without Blended Winglet or Split Scimitar Winglet) (-300/-500 with Blended Winglet)	**C**	**-**	**1**	(M) One may be inoperative provided remaining system is verified to operate normally before each departure.	
13-02	(-700/-800/-900 with Blended Winglet or Split Scimitar Winglet without Speedbrake Load Alleviation System)	**C**	**2**	**1**	(M) One may be inoperative provided remaining system is verified to operate normally before each departure.	

(Continued)

MMEL TABLE KEY

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

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
13	Stall Warning Systems (Cont'd)					
13-03	(-700/-800/-900ER with Blended Winglet or Split Scimitar Winglet with Speedbrake Load Alleviation System)	**C**	**2**	**1**	(M) No. 1 SMYD may be inoperative provided remaining stall warning system is verified to operate normally before each departure.	
13-03-01	(-700)					
13-03-01A		**C**	**2**	**1**	(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, c) Airspeed does not exceed 265 KIAS when in-flight gross weight is in excess of 143,000 lbs. (64,863 kg), and d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when in-flight gross weight is in excess of 143,000 lbs. (64,863 kg).	
13-03-01B		**C**	**2**	**1**	(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, and c) Takeoff weight does not exceed 144,500 lbs. (65,544 kg).	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
13	Stall Warning Systems (Cont'd)					
13-03	(-700/-800/-900ER with Blended Winglet or Split Scimitar Winglet with Speedbrake Load Alleviation System) (Cont'd)					
13-03-02	(-800)					
13-03-02A		**C**	**2**	**1**	(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, c) Airspeed does not exceed 265 KIAS when in-flight gross weight is in excess of 155,000 lbs. (70,306 kg), and d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when in-flight gross weight is in excess of 155,000 lbs. (70,306 kg).	
13-03-02B		**C**	**2**	**1**	(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, and c) Takeoff weight does not exceed 156,500 lbs. (70,987 kg)	

(Continued)

MMEL TABLE KEY

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

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
13	Stall Warning Systems (Cont'd)					
13-03	(-700/-800/-900ER with Blended Winglet or Split Scimitar Winglet with Speedbrake Load Alleviation System) (Cont'd)					
13-03-03	(-900ER)					
13-03-03A		**C**	**2**	**1**	(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, c) Airspeed does not exceed 265 KIAS when in-flight gross weight is in excess of 170,000 lbs. (77,110 kg), and d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when in-flight gross weight is in excess of 170,000 lbs. (77,110 kg).	

(Continued)

MMEL TABLE KEY

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

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
13	Stall Warning Systems (Cont'd)					
13-03	(-700/-800/-900ER with Blended Winglet or Split Scimitar Winglet with Speedbrake Load Alleviation System) (Cont'd)					
13-03-03	(-900ER) (Cont'd)					
13-03-03B		**C**	**2**	**1**	(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, and c) Takeoff weight does not exceed 171,500 lbs. (77,791 kg).	
14	Rudder Trim Indicator					
14-01	(-600/-700/-800/-900/ -900ER)	**C**	**1**	**0**	(O) May be inoperative provided: a) Control Surface Position Indication System is installed and operates normally, b) Rudder trim actuator is checked to operate normally, and c) Rudder trim is checked to be centered before each departure.	
14-02	(All Models, Upon Incorporation of Boeing Service Bulletin 737-27-1252, 737-27-1253, or 737-27-1255, or Production Equivalent)	**C**	**1**	**0**	(O) May be inoperative provided: a) Rudder trim actuator is checked to operate normally, and b) Rudder trim is checked centered before each departure.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
15 ***	Mechanical Flaps Position 30 Stop (-100/-200 Modified by STC ST00131SE)	**C**	**1**	**0**		
16	SPEED BRAKE/ SPEEDBRAKES EXTENDED Light					
16-01 ***	(-300/-400/-500)	**D**	**1**	**0**		
16-02	(-600/-700/-800/-900/ -900ER)	**C**	**1**	**0**	(M) May be inoperative provided speedbrakes are verified to operate normally.	
17	Wheel to Rudder Interconnect System (WTRIS) (-600/-700/-800/-900/ -900ER)	**C**	**1**	**0**		
18 ***	Control Surface Position Indicating System	**C**	**1**	**0**		
19	Rudder Pressure Reducer (RPR) System (-100/-200/-300/-400/ -500)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) RPR system is deactivated, and b) RPR valve is verified to provide high pressure output.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
20	Speedbrake Load Alleviation System					
*******						
20-01	-700/-800 with Blended Winglet or Split Scimitar Winglet STC ST00830SE					
20-01-01	-700					
20-01-01A		**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, b) Airspeed does not exceed 265 KIAS when in-flight gross weight is in excess of 143,000 lbs. (64,863 kg), c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when in-flight gross weight is in excess of 143,000 lbs. (64,863 kg), and d) Automatic Speedbrake System is considered inoperative.	
20-01-01B		**C**	**1**	**0**	(M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 143,500 lbs. (65,090 kg).	

(Continued)

MMEL TABLE KEY

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

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
20 *******	Speedbrake Load Alleviation System (Cont'd)					
20-01	-700/-800 with Blended Winglet or Split Scimitar Winglet STC ST00830SE (Cont'd)					
20-01-02	-800					
20-01-02A		**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, b) Airspeed does not exceed 265 KIAS when in-flight gross weight is in excess of 155,000 lbs. (70,306 kg), c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when in-flight gross weight is in excess of 155,000 lbs. (70,306 kg), and d) Automatic Speedbrake System is considered inoperative.	
20-01-02B		**C**	**1**	**0**	(M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 155,500 lbs. (70,533 kg).	I

(Continued)

MMEL TABLE KEY

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

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
20 ***	Speedbrake Load Alleviation System (Cont'd)					
20-02	-300/-500 with Blended Winglet STC ST01219SE					
20-02A		**C**	**1**	**0**	(M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to the full up position, b) Airspeed does not exceed 265 KIAS when in-flight gross weight is in excess of 125,000 lbs. (56,699 kg), and c) Severe turbulent air penetration speed is 265 KIAS or 0.73 Mach, whichever is lower, when in-flight gross weight is in excess of 125,000 lbs. (56,699 kg).	
20-02B		**C**	**1**	**0**	(M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 126,500 lbs. (57,380 kg).	

(Continued)

MMEL TABLE KEY

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

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
20 ***	Speedbrake Load Alleviation System (Cont'd)					
20-03	-900ER with Blended Winglet or Split Scimitar Winglet					
20-03A		**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, b) Airspeed does not exceed 265 KIAS when in-flight gross weight is in excess of 170,000 lbs. (77,110 kg), c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when in-flight gross weight is in excess of 170,000 lbs. (77,110 kg), and d) Automatic Speedbrake System is considered inoperative.	
20-03B		**C**	**1**	**0**	(M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 170,500 lbs. (77,337 kg).	
21 ***	STBY RUD ON light (Boeing Service Bulletin 737-27A-1279, 737-27-1252R3, 737-27-1253R3, 737-27-1255R3, or Production Equivalent Incorporated)	**C**	**1**	**0**	(M)(O) May inoperative provided: a) Rudder is verified to operate normally on hydraulic systems A and B independently, b) Standby hydraulic pump is verified to operate normally, and c) Rudder force fight monitor is deactivated.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
22 *	Quiet Wing Flaps 1* System (STC ST01535SE Only)					
22-01	-200	**C**	**1**	**0**	May be inoperative provided: a) Flaps 1* control switch is positioned in UP position, b) System is deactivated by pulling and collaring circuit breaker MS3320-3, c) Appendix QWS001 “Flaps 1* High Altitude Kit” is not used, and d) All other aspects of QWS supplement are followed. NOTE: C/b MS3320-3 is located on P6-2 panel.	
23	Elevator Tab Control Springs (-600/-700/-800/-900/ -900ER)	**A**	**4**	**3**	(M) One may be broken or missing provided: a) Broken spring is removed, and b) Repairs are made within 10 flight days.	

MMEL TABLE KEY

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

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
01	Fuel Boost Pumps (Main Tanks)					
01-01	(-100/-200/-300/-400/ -500) (All pumps except Plessey 8240 MK I and MK II)					
01-01-01	Aft Pumps	**C**	**2**	**1**	(M)(O) One may be inoperative provided: a) Both main tank forward pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lbs. (3,402 kg), c) A minimum fuel quantity of 2,500 lbs. (1,134 kg) is maintained in associated tank, and d) Boost pump is deactivated.	
01-01-02	Forward Pumps	**C**	**2**	**1**	(M)(O) One may be inoperative provided: a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lbs. (2,177 kg), c) A minimum fuel quantity of 1,800 lbs. (817 kg), and d) Boost pump is deactivated.	

(Continued)

MMEL TABLE KEY

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

28. FUEL

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

(Continued)

MMEL TABLE KEY

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

28. FUEL

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

MMEL TABLE KEY

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

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
02	Fuel Boost Pumps (Center Tank)					
02A		**C**	**2**	**1**	(M) May be inoperative provided: a) Tank remains empty, and b) Boost pump is deactivated.	
02B		**C**	**2**	**1**	(M)(O) May be inoperative with center tank fueled provided: a) Fuel quantity remaining in main wing tanks is adequate to reach a suitable airport if remaining center pump fails at any time, b) Zero fuel weight calculations are adjusted by weight of center tank fuel, c) Effect on airplane balance, in event fuel cannot be used, is accounted for, d) LOW PRESSURE light of operating center fuel tank pump operates normally, e) Center tank quantity indication operates normally, and f) Boost pump is deactivated.	

(Continued)

MMEL TABLE KEY

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

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
02	Fuel Boost Pumps (Center Tank) (Cont'd)					
02C		**C**	**2**	**0**	(M) May be inoperative provided: a) Center tank quantity indication operates normally, b) Center tank remains empty or zero fuel weight calculations are adjusted by weight of center tank fuel, and c) Boost pump is deactivated. NOTE: AFM Limitations for fuel loading must be observed.	
02-01	Universal Fault Interrupter (UFI) (STC ST01844LA, -300, ST02076LA, -600/-700/ -800/-900)	**C**	**2**	**0**	May be inoperative provided associated center tank boost pump is considered inoperative.	

MMEL TABLE KEY

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

28. FUEL

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

(Continued)

MMEL TABLE KEY

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

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
03	Fuel Boost Pump Low Pressure Warning Light Systems (Cont'd)					
03-02	Center Tank Pump Low Pressure Warning Light Systems (Cont'd)					
03-02-01	Center Tank Pump Lights	**C**	**2**	**0**	(M)(O) May be inoperative provided: a) Center Tank Fuel Quantity Indicator operates normally, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.	
04	APU Fuel Valve	**C**	**1**	**0**	(M)(O) Except for ER operations, may be inoperative provided: a) APU is not used, and b) Valve is deactivated closed.	
05	Crossfeed VALVE OPEN Light	**C**	**1**	**0**	(M) Except for ER operations, may be inoperative provided: a) Crossfeed valve is verified to operate normally, b) Fuel quantity indication for both main tanks operates normally.	
06	Flight Deck Fuel Quantity Indicators (Main Tanks)	**C**	**2**	**1**	(M)(O) Except for ER operations, one may be inoperative provided: a) All boost pumps in associated tank operate normally, b) Fuel flow meters operate normally, c) Center tank indicator operates normally, d) Flightcrew periodically computes fuel remaining, or checks fuel remaining against a precomputed fuel burn chart, and e) Fuel quantity in associated main tank is verified by an acceptable procedure.	

MMEL TABLE KEY

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

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
07	Flight Deck Fuel Quantity Indicator (Center Tank)					
07-01	(-100 and -600/-700/ -800/-900/-900ER)	**C**	**1**	**0**	May be inoperative provided: a) One center tank boost pump operates normally, and b) Center tank remains empty.	
07-02	(-200/-300/-400/-500)	**C**	**1**	**0**	(M) May be inoperative provided: a) One center tank boost pump operates normally, and b) Center tank remains empty	
07-03	(-100/-200/-300/-400/ -500)	**C**	**1**	**0**	(M) Except for ER operations, may be inoperative provided: a) Both center tank boost pumps operate normally, and b) Fuel quantity in center tank is verified by an acceptable procedure.	
07-04	(-600/-700/-800/-900/ -900ER) (With Boeing Service Bulletin 737-28A1206 or Production Equivalent Installed)	**C**	**1**	**0**	(M) Except for ER operations, may be inoperative provided: a) Both center tank boost pumps operate normally, and b) Fuel quantity in center tank is verified by an acceptable procedure.	

MMEL TABLE KEY

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

28. FUEL

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

(Continued)

MMEL TABLE KEY

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

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
11 ***	Fueling Bay Fuel Cap	**D**	**1**	**0**		
12	Refueling Control Panel Quantity Indicators	**C**	**-**	**0**	(M) May be inoperative provided fuel quantity is verified by an acceptable procedure.	
13	Manually Operated Defueling Valve				Deleted prior to Revision 27.	
14 ***	Aft Auxiliary Fuel Tank Boost Pumps (Boeing Aux Tank)					
14A		**C**	**2**	**1**	(O) One may be inoperative provided: a) Fuel quantity in other tanks is adequate to reach an alternate destination if remaining pump fails at any time, and b) Fuel in tank is included as part of zero fuel weight.	
14B		**C**	**2**	**0**	May be inoperative provided tank remains empty.	
14C		**C**	**2**	**0**	May be inoperative provided fuel in tank is included as part of zero fuel weight.	

MMEL TABLE KEY

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

28. FUEL

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

MMEL TABLE KEY

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

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
16	Fuel Measuring Sticks/Dripsticks	**C**	**-**	**0**	(M) May be inoperative or broken/missing provided fuel quantity is determined by other acceptable means.	
17 ***	Fuel Scavenge System					
17A		**C**	**1**	**0**	May be inoperative with fuel scavenge shutoff valve closed.	
17B		**C**	**1**	**0**	(O) May be inoperative with fuel scavenge shutoff valve open provided No. 1 Main Fuel Tank forward boost pump remains off.	
17C		**C**	**1**	**0**	May be inoperative with fuel scavenge shutoff valve open provided center tank remains empty.	

MMEL TABLE KEY

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

28. FUEL

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

MMEL TABLE KEY

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

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
20 *	Aft Auxiliary Tank LOW PRESSURE TRANSFER Lights (Rogerson Aux Tank)					
20A		**C**	**2**	**1**	(O) One may be inoperative provided: a) Auxiliary fuel tank indicator operates normally, and b) Automatic transfer system operates normally.	
20B		**C**	**2**	**0**	(O) May be inoperative for an associated inoperative fuel transfer system.	
21	Fuel Quality Test Switches					
21-01	Digital System	**C**	**-**	**0**		
21-02	Analog System (-100/-200/-300)					
21-02-01	Flight Deck	**C**	**1**	**0**	(M) May be inoperative provided associated fuel quantity indicators are verified to operate normally once each flight day.	
21-02-02	Fueling Panel	**C**	**-**	**0**	(M) May be inoperative provided associated fuel quantity is verified by an acceptable procedure.	

MMEL TABLE KEY

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

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
22	FUEL/SPAR VALVE CLOSED Lights					
22-01	FUEL VALVE CLOSED Lights (-100/-200/-300/-400/ -500)	**C**	**2**	**0**	(M) May be inoperative provided: a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operates normally.	
22-02	SPAR VALVE CLOSED Lights (-600/-700/-800/-900/ -900ER)	**C**	**2**	**0**	(M) May be inoperative provided: a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operates normally.	
23 ***	Fuel Summation Unit (FSU) (-200/-300/-400/-500)					
23-01	PDCS	**C**	**1**	**0**	(M)(O) May be inoperative provided PDCS functions requiring gross weight are not used.	
23-02	FMCS (Software Update 7.4 and prior)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) FMCS functions requiring gross weight are not used, and b) AFDS VNAV mode is not used.	
23-03	FMCS (Software Updates 7.5, 8.5, 10x, 11, and 12)	**C**	**1**	**0**	(M)(O) May be inoperative provided alternate procedures are established and used.	|
24	Refuel Panel Fueling Power Control Switch				Incorporated as a subitem of item 28-10 in Revision 47a.	

MMEL TABLE KEY

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

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
25 *	Center Tank Fuel Boost Pump Automatic Shutoff System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed)					
25-01	All Models					
25-01A		**C**	**2**	**0**	May be inoperative provided associated center tank fuel boost pump is considered inoperative.	
25-01B		**C**	**2**	**0**	May be inoperative provided center tank remains empty.	

(Continued)

MMEL TABLE KEY

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

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
25 ***	Center Tank Fuel Boost Pump Automatic Shutoff System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)					
25-02	-100/-200-300/-400/-500	**C**	**2**	**0**	May be inoperative with center tank fueled provided: a) Both center tank fuel boost pump Low Pressure Warning Light Systems operate normally, b) Center tank fuel quantity indication operates normally, c) Center tank fuel boost pump switches must not be ON unless personnel are available in the flight deck to monitor low pressure lights, d) For ground operations, center tank fuel boost pump switches must not be positioned to ON unless the center tank fuel quantity exceeds 1,000 lbs. (453 kg), except when defueling or transferring fuel, e) Both center tank fuel boost pumps are positioned OFF at first indication of fuel pump low pressure, and f) Center tank fuel boost pumps may be positioned ON when established in cruise flight if the center tank contains fuel.	

(Continued)

MMEL TABLE KEY

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

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
25 ***	Center Tank Fuel Boost Pump Automatic Shutoff System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)					
25-03	-600/-700/-800/-900/ -900ER	**C**	**2**	**0**	May be inoperative with center tank fueled provided: a) Both center tank fuel boost pump Low Pressure Warning Light Systems operate normally, b) Center tank fuel quantity indication operates normally, c) Center tank fuel boost pumps must not be ON unless personnel are available in the flight deck to monitor low pressure lights, d) For ground operations, center tank fuel boost pump switches must not be positioned to ON unless the center tank fuel quantity exceeds 1,000 lbs. (453 kg), except when defueling or transferring fuel, e) Center tank fuel boost pumps are OFF for takeoff if center tank fuel is less than 5,000 lbs. (2,300 kg) with airplane readied for initial taxi, (Continued)	

MMEL TABLE KEY

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

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
25 ***	Center Tank Fuel Boost Pump Automatic Shutoff System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)					
25-03	-600/-700/-800/-900/ -900ER (Cont'd)	**C**	**2**	**0**	f) Both center tank fuel boost pumps are selected OFF when center tank fuel quantity reaches 1,000 lbs. (453 kg) of fuel during climb and cruise, g) Both center tank fuel boost pumps are selected OFF when center tank fuel quantity reaches 3,000 lbs. (1,400 kg) of fuel during descent and landing, h) Both center tank fuel boost pumps are positioned OFF at first indication of fuel pump low pressure, i) Center tank fuel boost pumps may be positioned ON when established in cruise flight if the center tank contains more than 1,000 lbs. (453 kg) of fuel,	

(Continued)

MMEL TABLE KEY

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

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
25 *	Center Tank Fuel Boost Pump Automatic Shutoff System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)					
25-03	-600/-700/-800/-900/ -900ER (Cont'd)	**C**	**2**	**0**	j) If the main tanks are not full, the zero fuel gross weight of the airplane plus the weight of center tank fuel may exceed the maximum zero fuel weight by up to 5,000 lbs. (2,300 kg) for takeoff, climb, and cruise and up to 3,000 lbs. (1,400 kg) for descent and landing provided that the effects of balance (CG) have been considered, and k) Defueling with passengers on board is prohibited.	
26	Fuel Shutoff Valve Battery and Charger (-600/700/-800/-900/ -900ER)	**D**	**1**	**0**	(M) May be inoperative deactivated.	

MMEL TABLE KEY

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

28. FUEL

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

MMEL TABLE KEY

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

28. FUEL

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

(Continued)

MMEL TABLE KEY

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

28. FUEL

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

MMEL TABLE KEY

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

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
104	Aft Auxiliary Fuel System Vent Valves (PATS, -700/-800/ -900ER)					
104A		**B**	**2**	**1**	(M)(O) One may be inoperative provided: a) Remaining Aft Aux tank vent valve operates normally, b) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining vent valve fails at any time, and c) Fuel in Aft Aux tank is included as part of zero fuel weight.	
104B		**C**	**2**	**0**	May be inoperative provided Aft Aux tank remains empty.	
104C		**C**	**2**	**0**	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.	
105	Aft Auxiliary Fuel System Bleed Air Valve (PATS, -700/-800/ -900ER)					
105A		**C**	**1**	**0**	May be inoperative provided: a) Both air conditioning packs operate normally, b) Cabin pressure control system operates normally, and c) Aft Aux fuel quantity indicator operates normally.	
105B		**C**	**1**	**0**	May be inoperative provided Aft Aux tank remains empty.	
105C		**C**	**1**	**0**	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.	

MMEL TABLE KEY

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

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
106	Auxiliary Fuel System Isolation Valve Open Light (PATS, -700/-800/ -900ER)	**C**	**1**	**0**	(M) May be inoperative provided isolation valve is visually verified open before each flight.	
107	Auxiliary Fuel System Isolation Valve Closed Light (PATS, -700/-800/ -900ER)	**C**	**1**	**0**	(M) May be inoperative provided isolation valve is visually verified closed before each auxiliary refueling.	
108	Auxiliary Fuel System Isolation Valve (PATS, -700/-800/ -900ER)	**C**	**1**	**0**	(M) May be inoperative provided: a) Isolation valve is safety wired in open position, and b) Electrical connector is capped for flight. NOTE: Fuel remaining in auxiliary tanks may be used for flight.	

MMEL TABLE KEY

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

28. FUEL

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

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. / ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

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

MMEL TABLE KEY

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

28. FUEL

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

MMEL TABLE KEY

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

28. FUEL

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

MMEL TABLE KEY

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

28. FUEL

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

MMEL TABLE KEY

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

28. FUEL

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

MMEL TABLE KEY

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

29. HYDRAULIC POWER

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

MMEL TABLE KEY

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

29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
04	System A Pump Low Pressure Indication Systems	**C**	**2**	**1**	(O) One may be inoperative provided output of associated pump is checked before each departure.	
05	System B Pump Low Pressure Indication Systems	**C**	**2**	**1**	(O) One may be inoperative provided output of associated pump is checked before each departure.	
06	Hydraulic Brake Pressure Indicator				Moved to item 32-13, Revision 33.	
07	System A and B Overheat Light System					
07-01 ***	System A Over-heat Lights (-100/-200)	**D**	**2**	**0**		
07-02	System B Over-heat Lights (-100/-200)	**C**	**2**	**0**	May be inoperative provided associated system B Low Pressure light operates normally.	
07-03	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**2**	**0**	May be inoperative provided associated Low Pressure light operates normally.	
08	Hydraulic Quantity Low Level Light System B (-100/-200)	**C**	**1**	**0**	(M) May be inoperative provided quantity is verified adequate before each departure.	
09	Hydraulic Quantity Low Level Light System (Standby System)	**C**	**1**	**0**	(M) May be inoperative provided quantity is verified adequate before each departure.	

MMEL TABLE KEY

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

29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
10	System A Pumps					
10-01	Engine Driven Hydraulic Pump Depressurization Function	**C**	**-**	**0**		
11	System A Quantity Indication System (Flight Deck)					
11-01	-100/-200	**C**	**1**	**0**	(M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System A pressure indicator operates normally, and c) System B and Standby systems low quantity lights operate normally.	
11-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**1**	**0**	(M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System pressure indication operates normally, and c) Pump low pressure lights operate normally.	
12	Standby System Low Pressure Light	**C**	**1**	**0**	(M) May be inoperative provided: a) Standby system low quantity light operates normally, b) Output of standby pump is verified before each departure, and c) Both System B pumps operate normally.	

MMEL TABLE KEY

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

29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
13	Hydraulic Reservoir Pressurization System Sources	**C**	**-**	**1**	(M) May be inoperative provided reservoir can be pressurized.	
14	System A Overheat Lights				Incorporated into item 29-7 in Revision 39.	
15	System B Quantity Indication System (Flight Deck) (-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**1**	**0**	(M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System pressure indication operates normally, and c) Pump low pressure lights operate normally.	
16 ***	Hydraulic Reservoir Air Pressure Indicator (Wheel Well)	**C**	**-**	**0**		
17	Hydraulic Reservoir Quantity Indicator (Wheel Well)	**C**	**-**	**0**		
18	Hydraulic Reservoir Fill System (Wheel Well)	**C**	**1**	**0**		

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MMEL TABLE KEY

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

30. ICE AND RAIN PROTECTION

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

MMEL TABLE KEY

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

30. ICE AND RAIN PROTECTION

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

(Continued)

MMEL TABLE KEY

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

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
03	Engine and Nose Cowl Anti-Ice Valves (Cont'd)					
03-02	(-300/-400/-500)					
03-02A		**C**	**2**	**1**	(M) One may be inoperative closed provided airplane is not operated in known or forecast icing conditions.	
03-02B		**C**	**2**	**1**	(M)(O) One may be inoperative locked open provided: a) Associated High Stage Valve is considered inoperative, b) Ambient temperature is below 100 degrees F (38 degrees C), c) A minimum of 60% N_1 is maintained on associated engine during flight in icing conditions, and d) Appropriate performance adjustments are applied.	
03-03	(-600/-700/-800/-900/ -900ER)					
03-03A		**C**	**2**	**1**	(M) Except for ER operations beyond 120 minutes, one may be inoperative closed provided airplane is not operated in known or forecast icing conditions.	
03-03B		**C**	**2**	**1**	(M)(O) One may be inoperative locked open provided: a) Associated High Stage Valve is considered inoperative, b) Ambient temperature is below 100 degrees F (38 degrees C), c) A minimum of 60% N_1 is maintained on associated engine during flight in icing conditions, and d) Appropriate performance adjustments are applied.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

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

MMEL TABLE KEY

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

30. ICE AND RAIN PROTECTION

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

(Continued)

MMEL TABLE KEY

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

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
05	Pitot/Static Probe Heaters (Cont'd)					
05-02	(-600/-700/-800/-900/ -900ER)					
05-02-01	Left/Right Pitot Heaters	**B**	**2**	**1**	Except for ER operations beyond 120 minutes, one may be inoperative for day VMC provided: a) Aux Pitot heater operates normally, b) Airplane is not operated in visible moisture, and c) Airplane is not operated in known or forecast icing conditions.	
05-02-02	Aux Pitot Heater (Right Lower Probe)	**B**	**1**	**0**	Except for ER operations beyond 120 minutes, may be inoperative provided: a) Both Left and Right Pitot heaters operate normally, and b) Airplane is not operated in known or forecast icing conditions.	
06 *****	Vertical Stabilizer Pitot Heaters (Elevator and Rudder Feel Systems)	**B**	**2**	**1**	Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
07	Total Air Temperature Probe Heater					
07A		**C**	**-**	**0**	Except for ER operations beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
07B		**C**	**-**	**0**	(O) May be inoperative provided an alternate temperature indicator system is installed and operating normally (i.e., Ram Air or Static Air Temperature).	
08	Angle of Attack Sensor Heater(s)/Stall Warning System Sensor Heater(s)/Alpha Vane Heater(s)	**C**	**-**	**0**	Except for ER operations beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
09	Pitot, Pitot/Static and Temperature Probe Heater Lights					
09-01 ***	Green (Heater On) Lights (-100/-200)					
09-01-01	Pitot and Pitot/Static	**B**	**-**	**-**	(M) One may be inoperative provided: a) Required heater function is verified before each departure, and b) HEATER OFF light operates normally.	
09-01-02	Temperature					
09-01-02A		**C**	**1**	**0**	(M) May be inoperative provided associated heater function is verified to operate normally before each departure.	
09-01-02B		**C**	**1**	**0**	May be inoperative provided associated heater is inoperative.	

(Continued)

MMEL TABLE KEY

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

30. ICE AND RAIN PROTECTION

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

MMEL TABLE KEY

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

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
11	Electrically Heated Windshields					
11-01	No.1 or No. 2 Window (100/-200)	**C**	**4**	**3**	Except for ER operations beyond 120 minutes, one No. 1 or No. 2 window heater may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Windshield defog system operates normally, and c) Airspeed is limited to 250 KIAS below 10,000 feet MSL.	
11-02	No. 1 Window (-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**2**	**1**	Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Both No.2 window heaters operate normally, c) Windshield defog system operates normally, and d) Airspeed is limited to 250 KIAS below 10,000 feet MSL.	
11-03	No. 2 Window (-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**2**	**1**	One may be inoperative provided: a) Both No. 1 window heaters operate normally, b) Windshield defog system operates normally, and c) Airspeed is limited to 250 KIAS below 10,000 feet MSL.	
11-04 ***	No. 4 or No. 5 Window	**C**	**4**	**0**	No. 4 and No. 5 window heat may be inoperative provided airspeed is limited to 250 KIAS below 10,000 feet MSL.	
11-05 ***	No. 3 Window Heat System(s)	**D**	**2**	**0**		

MMEL TABLE KEY

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

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
12	Windshield Defog System	**C**	**1**	**0**	May be inoperative provided electrically heated windshields for No. 1 and No. 2 windows operate normally.	|
13	Windshield Wiper System(s)	**C**	**2**	**0**	May be inoperative provided: a) Airplane is not operated in precipitation within 5 statute miles of airport of takeoff or intended landing, and b) Approach minimums do not require its use.	|
13-01	Park Function	**C**	**2**	**0**	May be inoperative for all flight conditions provided blade(s) can be positioned in a location that will not obstruct forward vision.	
13-02 ***	Intermittent Speed Function (-300/-400/-500/-600/ -700/-800/-900/-900ER)	**D**	**2**	**0**		
13-03	Low Speed Function	**C**	**2**	**0**	May be inoperative provided associated high speed function operates normally.	
13-04	High Speed Function					
13-04A		**C**	**2**	**1**	One may be inoperative provided associated low speed function operates normally.	
13-04B		**C**	**2**	**0**	May be inoperative provided both low speed functions operate normally and rain intensity is less than moderate.	
13-04C					Deleted in Revision 53.	

MMEL TABLE KEY

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

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Rain Repellent System (Including RainBoe and STC ST09864SC) (-100/-200/-300/-400/ -500)	**D**	**1**	**0**		
15 ***	Windshield Perimeter Heater(s)	**C**	**2**	**0**		
16 ***	HEATER OFF Light (-100/-200)	**B**	**1**	**0**	(O) May be inoperative provided: a) Remaining components of pitot heat system are verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions.	
17	COWL ANTI-ICE Lights (-300/-400/-500/-600/ -700/-800/-900/-900ER)					
17A		**C**	**2**	**1**	Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.	
17B		**C**	**2**	**1**	(M)(O) One may be inoperative provided associated cowl anti-ice valve is locked open.	
18 ***	Alpha Vane Heater Light Systems					
18A		**C**	**2**	**0**	(M) May be inoperative provided associated heater function is verified to operate normally before each departure.	
18B		**C**	**2**	**0**	May be inoperative provided associated heater is considered inoperative.	
19 ***	Drain Mast Heaters	**C**	**2**	**0**	(M) May be inoperative provided water supply to associated components is secured off.	

MMEL TABLE KEY

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

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
20 ***	Ice Detection System	**D**	**1**	**0**		
21 ***	Control Stand Wing Anti-Ice Switches					
21A		**C**	**2**	**0**	(O) May be inoperative closed.	
21B		**C**	**2**	**0**	(O) May be inoperative open.	

MMEL TABLE KEY

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

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
01	Clocks	**C**	**2**	**1**	One may be inoperative at either pilot or copilot station.	
01-01 ***	Automatic UTC Update Function	**C**	**2**	**0**	(O) May be inoperative provided manual mode is set and operates normally.	
02	Flight Data Recorder System (FDR)					
02-01	For Air Carrier or Holder of a Commercial Operator Certificate					
02-01A		**C**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative.	
02-01B		**A**	**-**	**0**	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in operator's MEL unless: 1) FDR failure occurs after pushback but prior to takeoff, or 2) FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
02	Flight Data Recorder System (FDR) (Cont'd)					
02-01	For Air Carrier or Holder of a Commercial Operator Certificate (Cont'd)					
02-01-01	FDR Recording Parameters Required by 14 CFR	**A**	**-**	**-**	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
02-01-02	FDR Recording Parameters Not Required by 14 CFR	**A**	**-**	**-**	May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.	
02-02	For an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate					
02-02A		**C**	**-**	**1**	Any in excess of those required by 14 CFR may be inoperative.	
02-02B		**A**	**-**	**0**	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
03	Engine Pressure Ratio Limit (EPRL) System				Moved to item 34-41.	
04 *****	Reference Speed Computer (Total Fuel and V_{Ref} Indicator -100/-200)	**C**	**1**	**0**		

MMEL TABLE KEY

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

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
05	Cockpit Voice Recorder (CVR) System				Moved to item 23-10.	
06 ***	AIDS Maintenance Recorder	**D**	**1**	**0**		
07 ***	Aircraft Condition Monitoring System (ACMS)	**D**	**1**	**0**		
07-01	Quick Access Recorder (Includes Avionica miniQAR) (STCs ST02472AT or ST03151AT)	**D**	**1**	**0**		
08	Common Display System (CDS) (-600/-700/-800/-900/ -900ER)					
08-01	Display Units (DU)					
08-01-01	Lower DU	**C**	**1**	**0**	(O) May be inoperative provided: a) All remaining DUs operate normally, and b) It is checked that engine display can be switched to an alternate DU.	
08-01-02	Inboard DU	**A**	**2**	**1**	(O) For EFIS/MAP configuration, one may be inoperative provided: a) It is checked that engine display can be switched to an alternate DU, b) All navigation must be based on ILS/VOR/DME, and c) Repairs are made within 1 flight day.	

(Continued)

MMEL TABLE KEY

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

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
08	Common Display System (CDS) (-600/-700/-800/-900/ -900ER) (Cont'd)					
08-02	CDS MAINT Annunciation					
08-02-01	PFD/ND	**B**	**-**	**0**	May be dispatched with faults indicated by CDS MAINT annunciation provided CDS Operational Program Software (OPS) P/N 3111-HNP-01A-05 or later, is installed.	
08-02-02	EFIS/MAP	**A**	**-**	**0**	May be dispatched with faults indicated by CDS MAINT annunciation provided: a) Captain's Inboard DU operates normally, b) CDS Operational Program Software (OPS) P/N 3111-HNP-01A-05 or later is installed, and c) Repairs are made within 1 flight day.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
09	Remote Light Sensor System (-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**1**	**0**	May be inoperative provided all manual display brightness controls operate normally.	
10	Speed Reference Selector (-600/-700/-800/-900/ -900ER)	**C**	**1**	**0**	May be inoperative provided speeds can be set using CDU.	
11 ***	Mechanical Timer					
11A		**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
11B		**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	
12 ***	Takeoff Warn Test Switch					
12A		**C**	**1**	**0**		
12B		**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	

MMEL TABLE KEY

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

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
13 ***	Flat Panel Display System (Universal Avionics, Inc. EFI-890) (STC ST03355AT and ST03362AT)					
13-01	Inboard DU (ND)	**A**	**2**	**1**	(O) For PFD/ND configuration, one may be inoperative provided: a) Reversionary Display on PFD is checked prior to departure, b) PFD Lateral Deviation Scale operates normally, and c) Repairs are made within 2 flight days.	
13-01-01	Display Control Panel Switches/Control Knobs	**A**	**-**	**0**	May be inoperative provided: a) Inboard DU is considered inoperative, and b) Repairs are made within 2 flight days.	
13-01-01-01	TERR	**C**	**2**	**1**		
13-01-01-02	TFC	**C**	**2**	**1**		
13-01-01-03	WX	**C**	**2**	**1**		
13-02	Outboard DU (PFD)					
13-02-01	Display Control Panel Switches/Control Knobs					
13-02-01-01	RA/DA Set	**C**	**2**	**0**	May be inoperative provided approach minimums do not require its use.	
13-02-01-02	RA/DA	**C**	**2**	**0**	May be inoperative provided approach minimums do not require its use.	
13-02-01-03	RA/Test	**C**	**2**	**0**		

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
13 ***	Flat Panel Display System (Universal Avionics, Inc. EFI-890) (STC ST03355AT and ST03362AT) (Cont'd)					
13-03	Forward Electronic Panel (ND) (-200)	**B**	**1**	**0**		
13-03-01	TERR	**B**	**1**	**0**	May be inoperative provided Terrain Awareness and Warning System (TAWS) are considered inoperative.	
13-03-02	TFC					
13-03-02A		**D**	**1**	**0**	May be inoperative provided TCAS VSI operates normally.	
13-03-02B		**C**	**1**	**0**	May be inoperative provided TCAS is considered inoperative.	
13-03-03	WX	**C**	**1**	**0**	May be inoperative provided Weather Radar is considered inoperative.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
14 ***	TAKEOFF CONFIG Light					
14-01	-100/-200/-300/-400/ -500 (Upon Incorporation of Boeing Service Bulletin 737-31A1325)				Deleted relief in Revision 57.	
14-02	-300/-500 (Upon Incorporation of ARC Avionics STC Number ST03945AT)				Deleted relief in Revision 57.	
14-03	-600/-700/-800/-900/ -900ER (Upon Incorporation of Boeing Service Bulletin 737-31A1332, or Production Equivalent) STC ST03312NY	**C**	**2**	**1**	(O) May be inoperative provided the associated CABIN ALTITUDE warning light operates normally and flightcrew performs a briefing on cabin altitude warning indications and procedures before engine start for the first flight of the day or following any change of either flightcrew member.	
15 ***	Flat Panel Display System Innovative Solutions and Support (STC ST03125NY) (-300/-400/-500)					
15-01	Integrated Flat Panel Display (IFPD)	**C**	**4**	**3**	One ND may be inoperative.	
15-02	Display Control Panel (DCP)	**A**	**2**	**1**	(O) One may be inoperative provided: a) All functions of operative DCP are verified to operate normally, b) The appropriate ALTN DCP is selected, and c) Repairs are made within 2 flight days.	

MMEL TABLE KEY

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

32. LANDING GEAR

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

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MMEL TABLE KEY

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

32. LANDING GEAR

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

MMEL TABLE KEY

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

32. LANDING GEAR

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

MMEL TABLE KEY

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

32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
13	Hydraulic Brake Pressure Indication System					
13-01	(-100/-200)					
13-01-01	Wheel Well Brake Accumulator Gauges	**C**	**2**	**0**	May be inoperative provided associated flight deck brake pressure indicator operates normally.	
13-01-02	Flight Deck HYD BRAKE PRESS Indicator Systems	**C**	**2**	**1**	(M) One brake indication (A or B) may be inoperative provided associated brake accumulator charge is verified normal once each flight day.	
13-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)					
13-02-01	Wheel Well Brake Accumulator Gauge	**C**	**1**	**0**	May be inoperative provided flight deck brake pressure indicator operates normally.	
13-02-02	Flight Deck HYD BRAKE PRESS Indicator System	**C**	**1**	**0**	(M) May be inoperative provided brake accumulator charge is verified normal once each flight day.	
14	Gear Retraction Braking System (-600/-700/-800/-900/ -900ER)	**C**	**1**	**0**	(O) May be inoperative provided: a) After takeoff, landing gear remains extended for 2 minutes before retraction, and b) Takeoff performance is based on Landing Gear Extended.	
15	Landing Gear Selector Valve Bypass Module (-600/-700/-800/-900/ -900ER)	**C**	**1**	**0**	(M)(O) May be inoperative provided it is deactivated in normal position.	

MMEL TABLE KEY

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

32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
16	Landing Gear Actuation System (-600/-700/-800/-900/ -900ER)	**B**	**1**	**0**	(M)(O) May be inoperative provided: a) Inoperative components are secured by an accepted procedure, b) Landing gear is secured in down position, and c) Airplane is dispatched in accordance with AFM Gear Extended Appendix.	
17	Proximity Switch Electronics Unit (PSEU) System and Supplemental Proximity Sensor Electronics Unit (SPSEU) (-600/-700/-800/-900/ -900ER)					
17-01	PSEU Fault					
17-01A		**C**	**-**	**0**	(M) May be dispatched with faults indicated by PSEU light provided PSEU is checked for faults before each departure.	
17-01B		**C**	**-**	**0**	May be dispatched with faults indicated by PSEU light provided PSEU light can be extinguished.	
17-02	PSEU Light	**C**	**1**	**0**	(M) May be inoperative provided PSEU is checked for faults before each departure.	
17-03 ***	Supplemental Proximity Sensor Electronics Unit (SPSEU) Light (-900ER)	**C**	**1**	**0**	(M) May be inoperative provided SPSEU is checked for faults before each departure.	

MMEL TABLE KEY

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

32. LANDING GEAR

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

MMEL TABLE KEY

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

32. LANDING GEAR

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

MMEL TABLE KEY

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

32. LANDING GEAR

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

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MMEL TABLE KEY

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

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
01	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	**C**	**-**	**-**	Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual button/switch lights and/or annunciation/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
02	Cabin Interior Illumination (Includes Pemco -300QC and -400 COMBI)					
02-01	Passenger and Combi Configurations without Photoluminescent Emergency Escape Path Marking Systems	**C**	**-**	**-**	Individual lights may be inoperative provided sufficient lighting remains for cabin attendants/cargo couriers to perform their duties.	

(Continued)

MMEL TABLE KEY

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

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
02	Cabin Interior Illumination (Includes Pemco -300QC and -400 COMBI) (Cont'd)					
02-02	Passenger and Combi Configurations with Photoluminescent Emergency Escape Path Marking Systems	**C**	**-**	**-**	Individual lights may be inoperative provided: a) Sufficient lighting remains for cabin attendants/cargo couriers to perform their duties, and b) Remaining lighting is sufficient to charge Photoluminescent Emergency Escape Path Marking System.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
03	Passenger Lighted Information Signs and Notice System					
03-01	"NO SMOKING/ FASTEN SEAT BELT/ RETURN TO SEAT" Signs					
03-01A		**C**	**-**	**-**	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded "DO NOT OCCUPY". NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.	
03-01B		**C**	**-**	**-**	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.	
03-02	All-Cargo, Supernumerary/Courier Area Lighted Information Signs	**C**	**-**	**-**	(O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated sign(s) are placed on or off.	

(Continued)

MMEL TABLE KEY

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

33. LIGHTS

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

MMEL TABLE KEY

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

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
05	High Intensity or Strobe Lights System					
05-01 ***	All Models (Except Models with STCs ST01821LA, ST01873LA, and ST02015LA)	**C**	**1**	**0**	May be inoperative provided anti-collision beacons operates normally.	I I
05-02	Models with STCs ST01821LA, ST01873LA, and ST02015LA	**C**	**1**	**0**	May be inoperative provided anti-collision beacons operates normally.	I I
06	Anti-Collision Beacons (Without Blended Winglet or Split Scimitar Winglet, -800/-900/ -900ER Blended Winglet or Split Scimitar Winglet, and -700 Blended Winglet or Split Scimitar Winglet with Dual Glass Lens) (Except STCs ST01821LA and ST01873LA)					
06A		**C**	**2**	**0**	May be inoperative provided wing tip and tail strobe lights are installed and operate normally.	|
06B		**C**	**2**	**0**	May be inoperative provided: a) At least one tail or winglet strobe light operates normally, and b) Operations are not conducted at night.	| | | | |

(Continued)

MMEL TABLE KEY

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

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
06	Anti-Collision Beacons (Without Blended Winglet or Split Scimitar Winglet, -800/-900/ -900ER Blended Winglet or Split Scimitar Winglet, and -700 Blended Winglet or Split Scimitar Winglet with Dual Glass Lens) (Except STCs ST01821LA and ST01873LA) (Cont'd)					
06-01	Blended Winglet					
06-01-01	(-700 with Single Plastic Lens)	**C**	**2**	**0**	May be inoperative other than night operations provided strobe lights operate normally.	
06-01-02	(-800 with Light Fence)				Deleted in Revision 45a. Incorporated into item 33-6.	
06-01-03	(-300/-500 with STC ST01219SE and Winglet Strobe Lights)					
06-01-03A		**C**	**2**	**0**	May be inoperative provided winglet strobe lights operate normally. NOTE: Tail strobe light may be inoperative.	|
06-01-03B		**C**	**2**	**0**	May be inoperative provided at least one tail or winglet strobe light operates normally.	|

(Continued)

MMEL TABLE KEY

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

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
06	Anti-Collision Beacons (Without Blended Winglet or Split Scimitar Winglet, -800/-900/ -900ER Blended Winglet or Split Scimitar Winglet, and -700 Blended Winglet or Split Scimitar Winglet with Dual Glass Lens) (Except STCs ST01821LA and ST01873LA) (Cont'd)					
06-01	Blended Winglet (Cont'd)					
06-01-04	(-700 with single Plastic Lens and STC ST02015LA and 3rd anti-collision beacon)	**C**	**3**	**0**	May be inoperative for other than night operations provided strobe lights operate normally. NOTE: Three anti-collision beacons must be operative from sunset to sunrise operations.	|
06-02	(STCs ST01821LA and ST01873LA)	**C**	**2**	**0**	May be inoperative for other than night operations provided strobe lights operate normally.	|
07	Wing Illumination Lights	**C**	**2**	**0**	(O) May be inoperative provided ground deicing procedures do not require their use.	
07-01 ***	Overwing Ice Lights (Grimes Aerospace STC ST500CH)	**C**	**2**	**0**		

MMEL TABLE KEY

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

33. LIGHTS

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

(Continued)

MMEL TABLE KEY

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

33. LIGHTS

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

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
09	Taxi Light					
09-01 ***	Nose Gear Taxi Light	**C**	**1**	**0**		
09-02 ***	LED Array (Light Assembly)	**C**	**4**	**0**	NOTE: There is an inboard LED array (light assembly) and an outboard LED array (light assembly) inside the strakelet on each wing. These same lights are also used for the landing lights. Landing lights may also be affected (see item 33-08).	
10	Runway Turn Off Lights	**C**	**2**	**0**		

MMEL TABLE KEY

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

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
11	Wing Tip Position Lights	**C**	**4**	**0**	May be inoperative provided operations are not conducted from sunset to sunrise. Deleted in Revision 55. (One or both white wing tip position lights may be inoperative for night operations provided wing tip strobe lights are installed and operate normally).	|
11-01	Light Bulbs/Lamps/LED Modules (Without Blended Winglet or Split Scimitar Winglet, Blended Winglet, or Split Scimitar Winglet with Dual Glass Lens, and -300/-500 with Blended Winglet)	**C**	**-**	**4**	Any except following minimum may be inoperative for operations from sunset to sunrise: a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.	|
11-02	Light Bulbs/Lamps (-700/-800 Blended Winglet with Single Plastic Lens)					
11-02A		**C**	**-**	**5**	Any except following minimum may be inoperative for operations from sunset to sunrise: a) Both stationary red wing tip bulbs, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.	|
11-02B		**B**	**-**	**4**	Any except following minimum may be inoperative for operations from sunset to sunrise: a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.	|
11-02-01	Stationary Red Wing Tip Light Bulbs/Lamps				Deleted in Revision 49a.	

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2. NUMBER INSTALLED
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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
12 ***	Door Locked Light (Flight Deck to Cabin) (Not 14 CFR Part 25, § 25.795 Compliant)	**C**	**1**	**0**	May be inoperative provided locking function operates normally.	
13	Master Caution Lights				Deleted prior to Revision 27.	
14	Exterior Emergency Lighting System					
14A		**B**	**1**	**0**	May be inoperative provided operations are not conducted at night.	
14B		**B**	**1**	**0**	May be inoperative for all-cargo night operations provided forward entry door escape slide lights operate normally.	
15	Interior Emergency Exit Lighting System					
15-01	Mixed or All-Cargo Configuration	**C**	**1**	**0**	Lights may be inoperative in cargo areas provided: a) No persons occupy that area, and b) Forward entrance door light operates normally at all times.	
15-02 ***	Emergency Aisle Lights (-600/-700/-800/-900/ -900ER)	**C**	**-**	**-**	Light assemblies installed above aisle may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.	
15-03 ***	Advance Technology Interior (ATI) (Aisle Light Assemblies) (-200/-300/-400/-500)	**C**	**-**	**-**	Light assemblies installed above aisle (curved edge of stowage bins) may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.	
15-04 ***	Flight Deck Exit Light	**C**	**1**	**0**	May be inoperative provided operations are not conducted at night.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
16	System Annunciator Lights, Left and Right (Pilot's Light Shield)					
16A		**C**	**-**	**-**	(O) One light may be inoperative for an operating system.	
16B		**C**	**-**	**-**	May be inoperative for an associated inoperative system.	
17	Flight Deck Master Lights Test and Individual Lights Press-to-Test Features	**C**	**-**	**-**	(O) May be inoperative provided intended function of associated light(s) is verified once each flight day.	
18	Wheel Well Lights					
18-01	Dome Lights	**C**	**3**	**0**		
18-02	Inspection Flood Lights					
18-02-01	(-100/-200/-300/-400/ -500)					
18-02-01A		**C**	**3**	**1**	Main gear lights may be inoperative provided operations are not conducted at night.	
18-02-01B		**D**	**3**	**0**	Lights may be inoperative provided a landing gear indicating system other than viewer system and independent of center panel is installed and operates normally.	
18-02-02	(-600/-700/-800/-900/ -900ER)	**D**	**2**	**0**		

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
19	Floor Proximity Emergency Escape Path Marking System (All Models and STCs)					
19-01	Incandescent Lighting System	**C**	**-**	**-**	Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA-approved report incorporated in the Master Drawing List for the applicable STC.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
19	Floor Proximity Emergency Escape Path Marking System (All Models and STCs) (Cont'd)					
19-02	Photoluminescent Lighting System	**C**	**-**	**-**	Components may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA-approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA-approved report incorporated in the Master Drawing List for the applicable STC.	
19-03	Seat Mounted LED and Incandescent Lighting Systems	**C**	**-**	**-**	Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA-approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), and d) An FAA-approved report incorporated in the Master Drawing List for the applicable STC.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. / ITEM

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
20 ***	LOGO Light System	**D**	**1**	**0**		
21 ***	Main Deck Cargo Compartment Lighting (737C, 737-700C/ -800BCF, and STCs ST01566LA, SA2969SO, SA2970SO, ST00287AT, ST00283AT, ST01827LA, ST01961SE, and ST02556SE)					|
21-01	Cargo Door Floodlights					
21-01A		**C**	**-**	**0**	(M) May be inoperative for night operations provided alternate procedures are established and used.	|
21-01B		**C**	**-**	**0**	May be inoperative provided operations are not conducted at night. NOTE: Not required for all-passenger operations.	|
21-02	Cargo Compartment Lights (STCs ST00283AT, ST01827LA, and ST02556SE)					|
21-02A		**C**	**-**	**0**	(M) May be inoperative for night operations provided alternate procedures are established and used.	
21-02B		**C**	**-**	**0**	May be inoperative provided operations are not conducted at night.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
22 ***	Main Deck Cargo Door System Annunciator Light (737-300 QC, PEMCO Aeroplex, Inc. -300/-400, and STCs ST01566LA, ST01961SE, and ST02556SE)					|
22-01	System Annunciator Lights, Pilot's Overhead Panel (737-300QC, and STCs ST01566LA, ST01961SE, and ST02556SE)	**A**	**2**	**1**	(M)(O) One warning light may be illuminated provided: a) Alternate procedures are established and used to verify main cargo door is closed and locked, and b) Repairs are made within 2 flight days.	|
22-02	System Annunciator Lights, Operator Control Panel (737-300QC, PEMCO Aeroplex, Inc. -300/-400, and STCs ST01566LA, ST01961SE,and ST02556SE)	**A**	**-**	**-**	(M)(O) One warning light may be inoperative provided: a) It is not a VENT DOOR OPEN light, b) Vent door handle is locked, c) Outside view port is verified green, d) Individual lock is not loose, e) Main cargo door is verified closed, latched, and locked, and f) Repairs are made within 2 flight days.	|
22-03	Hydraulic System Arm Pressure Indicator Lights (PRESS), Operator Control Panel (STC SA2969SO)				Deleted in Revision 49.	
22-04	Hydraulic System Green Indicator Lights, Operator Control Panel (STC SA2969SO)				Deleted in Revision 49.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
23	Master Dim System	**B**	**1**	**0**	Dim function may be inoperative provided: a) TEST and BRT functions operate normally, b) Except during light test, switch is placed in BRT, and c) Light intensity is acceptable to flightcrew.	
24 *****	Sterile Flight Compartment Light System					
24A		**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
24B		**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	
25	Service Area Light Systems (Nose, Electrical Equipment, Air Conditioning, Aft Accessory, APU, Tailcone Compartments, and Fueling Panel)					
25A		**C**	**-**	**0**		
25B		**D**	**-**	**0**	May be inoperative provided operations are not conducted at night.	

MMEL TABLE KEY

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

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
26	Main Cargo Compartment In-Flight Access Alert System (STC ST01961SE and ST02556SE)	**C**	**-**	**0**	May be inoperative provided in-flight access to the main deck cargo compartment is prohibited.	
26-01	Main Cargo Compartment Lights	**C**	**-**	**0**	May be inoperative provided in-flight access to the main deck cargo compartment is prohibited.	
26-02	Main Cargo Compartment Alert Horns	**C**	**2**	**0**	May be inoperative provided in-flight access to the main deck cargo compartment is prohibited.	

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34. NAVIGATION

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

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34. NAVIGATION

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

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
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34. NAVIGATION

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

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

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

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
06	Attitude Director Indicators (ADI)				Deleted prior to Revision 27.	
07	Standby Horizon Indicator					
07-01	Standby Attitude Indicator	**B**	**1**	**0**	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
07-02 ***	ILS Indication	**D**	**1**	**0**		
08 ***	Angle of Attack Indications	**C**	**-**	**0**		
09	Turn and Bank Indicators					
09-01 ***	Rate of Turn Indicators (-100/-200/-300/-400/ -500)					
09-01A		**C**	**2**	**1**		
09-01B		**C**	**2**	**0**	May be inoperative provided Standby Horizon Indicator operates normally.	
10	Directional Gyro Compass System				Deleted prior to Revision 27.	

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

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

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

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

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Sequence No.	Item	1	2	3	4	Change Bar
15	Weather Radar (Cont'd)					
15-04 ***	Autotilt/Multiscan Function (Including STCs ST01843AT, ST01470LA-D)	**C**	**1**	**0**	May be inoperative provided manual tilt function operates normally.	
15-05 ***	Stabilization Function	**C**	**1**	**0**	(M) May be inoperative provided: a) Manual tilt control operates normally, and b) Antenna is verified to scan in a horizontal plane with tilt at zero degrees.	
16	Radio Compass Systems (ADF)	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative.	
17	VHF Navigation Systems (VOR/ILS)					
17-01	(-100/-200/-300/-400/ -500)	**D**	**-**	**-**	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.	
17-01-01	Auto Tune Function	**C**	**-**	**0**	(O) May be inoperative provided: a) Enroute or approach procedures do not require its use, and b) Manual tuning operates normally.	
17-02	(-300/-400/-500 GNLU-920 MMR, STC ST00998LA-D)	**D**	**-**	**-**	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.	
17-02-01	Equipment Cooling Fan	**B**	**2**	**0**		

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Sequence No.	Item	1	2	3	4	Change Bar
17	VHF Navigation Systems (VOR/ILS) (Cont'd)					
17-03	(-600/-700/-800/-900/ -900ER)					
17-03-01	VOR Systems	**D**	**2**	**-**	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative.	
17-03-02	ILS Systems	**D**	**2**	**-**	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.	
17-03-03	Auto Tune Function				Deleted in Revision 52.	

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Sequence No.	Item	1	2	3	4	Change Bar
18	ATC Transponders and Automatic Altitude Reporting System					
18A		**B**	**-**	**0**	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight.	
18B		**D**	**-**	**1**	Any in excess of those required by 14 CFR may be inoperative.	
18-01	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	**A**	**-**	**0**	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.	
18-02 ***	ADS-B Squitter Transmissions					
18-02A		**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.	
18-02B		**D**	**-**	**0**	May be inoperative provided enroute operations do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
19 *******	Instrument Comparator or Warning System (-200/-300/-400/-500, Includes STC ST03355AT)	**C**	**-**	**0**	May be inoperative provided approach minimums do not require its use.	
20	Radio Altimeter Systems					
20-01	Receiver/Transmitters					
20-01-01	(-100/-200)					
20-01-01A		**A**	**-**	**0**	(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) Repairs are made within 2 flight days.	
20-01-01B		**C**	**-**	**0**	(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) GPWS is not required by 14 CFR.	

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

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Sequence No.	Item	1	2	3	4	Change Bar
20	Radio Altimeter Systems (Cont'd)					
20-01	Receiver/Transmitters (Cont'd)					
20-01-03	(-600/-700/-800/-900/ -900ER)	**C**	**2**	**1**	(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) Associated flight director is not used for approach and landing. NOTE: During takeoff with one radio altimeter inoperative, the flight directors and autopilot should be controlled by the FCC on the same side as the valid radio altimeter (i.e., the first flight director and/or autopilot to be engaged must be receiving valid radio altitude data).	
20-02	Indications					
20-02A		**C**	**-**	**2**	May be inoperative provided: a) Independent radio altimeters operate normally for both flightcrew members, and b) Approach minimums do not require their use.	
20-02B		**C**	**-**	**0**	(M)(O) May be inoperative provided: a) Associated receiver/transmitter is verified to operate normally, and b) Approach minimums or operating procedures do not require its use.	

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

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Sequence No.	Item	1	2	3	4	Change Bar
24	Airspeed Indicators (-300/-400/-500)				Deleted in Revision 50. Moved to item 34-1, subitem 2.	
25	Altitude Alerting System	**A**	**1**	**0**	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days.	
25-01	Aural Alert	**C**	**-**	**0**	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
25-02	Visual Alert	**C**	**-**	**0**	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	

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Sequence No.	Item	1	2	3	4	Change Bar
26	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT and ST03362AT)					
26-01	Ground Proximity Warning System (GPWS)	**A**	**1**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs and made within 2 flight days.	
26-01-01	Modes 1 thru 4	**A**	**4**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
26-01-02	Test Mode	**A**	**1**	**0**	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
26-01-03	Glideslope Deviation(s) (Mode 5)					
26-01-03A		**C**	**2**	**1**		
26-01-03B		**B**	**2**	**0**		

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Sequence No.	Item	1	2	3	4	Change Bar
26	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT and ST03362AT) (Cont'd)					
26-01	Ground Proximity Warning System (GPWS) (Cont'd)					
26-01-04	Advisory Callouts					
26-01-04A		**B**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
26-01-04B		**C**	**-**	**0**	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
26-01-05 ***	Windshear Warning and Flight Guidance Mode (Reactive)					
26-01-05A		**B**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
26-01-05B		**C**	**1**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	

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MMEL TABLE KEY

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

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Sequence No.	Item	1	2	3	4	Change Bar
26	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT and ST03362AT) (Cont'd)					
26-02	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	**B**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
26-03	Terrain Displays					
26-03A		**C**	**-**	**1**		
26-03B		**B**	**-**	**0**		
26-03-01 ***	Vision One (STC ST03355AT)	**D**	**-**	**0**		
26-04 ***	Runway Awareness and Advisory System (RAAS)	**C**	**1**	**0**		

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Sequence No.	Item	1	2	3	4	Change Bar
27 ***	Long Range Navigation Systems (INS, Loran, Omega)	**C**	**-**	**O**	As required by 14 CFR.	
28 ***	Performance Data Computer System (PDCS)	**C**	**1**	**0**		
29 ***	Speed Command (Fast-Slow) Indicators (-100/-200/-300/-400/ -500)	**C**	**2**	**0**		
30 ***	ADI Test (-100/-200/-300/-400/ -500)	**C**	**2**	**0**		
31 ***	Speed Cursor Remote Drive	**C**	**1**	**0**		
32	Instrument Transfer Switching System	**C**	**1**	**0**	(O) May be inoperative provided: a) Associated instruments operate normally from isolated sources, and b) Inoperative switches are not moved during flight.	
33	Vertical Gyro System (-100/-200)					
33-01	Number 1 and 2	**C**	**2**	**1**	One may be inoperative provided: a) Auxiliary vertical gyro operates normally, and b) Vertical gyro switch is selected to auxiliary position.	
33-02 ***	Auxiliary Gyro	**C**	**1**	**0**		
34	Standby Altimeter Vibrator				Moved to item 34-3 prior to Revision 30.	

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Sequence No.	Item	1	2	3	4	Change Bar
35	Inertial Reference Systems (IRS) (-300/-400/-500/-600/ -700/-800/-900/-900ER)	**B**	**2**	**1**	(O) Except for ER operations, one may be inoperative provided: a) Remaining IRS operates normally and is used for both Attitude Indications and both HSIs, b) Flight is restricted to day VMC, c) Standby Magnetic Compass operates normally, d) Standby Horizon Indicator or ISFD attitude display operates normally, e) Both Vertical Speed Indications are switched to remaining IRS, if required, and f) Autopilots (any mode) are not used unless SB-737-22-1140 or equivalent is incorporated.	
35-01	IRS Data Display (Aft Overhead Panel)	**C**	**1**	**0**	May be inoperative provided one FMCS CDU operates normally.	
35-02	HSI Ground Speed Display (Non-EFIS -300/-400/ -500)	**C**	**2**	**0**	May be inoperative provided IRS Data Display operates normally.	
35-03	IRS Ground Crew Call Horn	**C**	**1**	**0**		
36	Flight Management Computer System (FMCS)					
36-01 ***	(-200 CMA-900 FMS/GPS)	**D**	**1**	**0**	(M) May be inoperative provided FMS is deactivated.	

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Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-01 ***	(-200 CMA-900 FMS/GPS) (Cont'd)					
36-01-01	Annunciator Lights/Switches (STC ST6895-AT)	**C**	**9**	**0**	(M) May be inoperative provided FMS is deactivated.	
36-01-01-01	NAV/FMS					
36-01-01-01A		**D**	**2**	**0**	May be inoperative provided FMS is considered inoperative.	
36-01-01-01B		**A**	**2**	**1**	May be inoperative on non-flying pilot's side provided: a) Captain's HDG/NAV light and switch operate normally, and b) Repairs are made within 3 flight days.	
36-01-01-02	WPT					
36-01-01-02A		**C**	**2**	**0**	May be inoperative provided procedures do not require its use.	
36-01-01-02B		**A**	**2**	**1**	May be inoperative on non-flying pilot's side provided repairs are made within 3 flight days.	
36-01-01-03	GPS APPR CAP					
36-01-01-03A		**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
36-01-01-03B		**C**	**1**	**0**	May be inoperative provided: a) FMS-DME is operational, and b) Area of flight has adequate DME coverage (minimum of three DME stations in range at all times).	

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Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-01 ***	(-200 CMA-900 FMS/GPS) (Cont'd)					
36-01-01	Annunciator Lights/Switches (STC ST6895-AT) (Cont'd)					
36-01-01-04	GPS INT					
36-01-01-04A		**C**	**2**	**0**	May be inoperative provided procedures do not require its use.	
36-01-01-04B		**A**	**2**	**1**	May be inoperative on non-flying pilot's side provided repairs are made within 3 flight days.	
36-01-01-05	OFFSET	**C**	**2**	**0**	May be inoperative provided procedures do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-01	(-200 CMA-900 FMS/GPS) (Cont'd)					
36-01-02	FMU	**C**	**-**	**1**	May be inoperative provided unit is not required to meet 14 CFR navigation requirements.	
36-01-03	MCDU	**C**	**1**	**0**	May be inoperative provided unit is not required to meet 14 CFR navigation requirements.	
36-01-04	Navigation Databases	**A**	**-**	**0**	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	|
36-01-05	DME					
36-01-05A		**C**	**1**	**0**	Any in excess of those required by 14 CFR may be inoperative.	|
36-01-05B		**C**	**1**	**0**	May be inoperative provided GPS is operational.	

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Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-01	(-200 CMA-900 FMS/GPS) (Cont'd)					
36-01-06	GPS					
36-01-06A		**C**	**1**	**0**	May be inoperative provided all navigation is based on ILS/VOR/DME.	
36-01-06B		**C**	**1**	**0**	May be inoperative provided: a) FMS-DME is operational, and b) Area of flight has adequate DME coverage (minimum of three DME stations in range at all times).	
36-01-07	HSI Switching Unit (STC ST01676AT)					
36-01-07A		**C**	**2**	**0**	May be inoperative provided FMS is considered inoperative.	
36-01-07B		**C**	**2**	**1**		
36-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)					
36-02-01	FMC Alert Lights					
36-02-01A		**C**	**2**	**1**	One may be inoperative provided FMC is not used for autopilot guidance during approach.	
36-02-01B		**C**	**2**	**0**	May be inoperative provided FMC is not used for autopilot guidance.	

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Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)					
36-02-02	Computer	**C**	**-**	**1**	May be inoperative provided it is not required to meet 14 CFR navigation requirements.	
36-02-02-01	-300/-400/-500	**C**	**-**	**0**	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) EFIS speed tapes are not used as primary airspeed indication.	
36-02-02-02	-600/-700/-800/-900/ -900ER	**C**	**-**	**0**	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) Speed Reference Selector operates normally.	
36-02-03 ***	CDU/MCDU					
36-02-03A		**C**	**-**	**1**	May be inoperative provided enroute procedures do not require its use.	
36-02-03B		**C**	**-**	**0**	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) Unit is not required to meet 14 CFR navigation requirements.	

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Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)					
36-02-04 ***	Alternate Navigation Control Display Unit (ANCDU)					
36-02-04-01	CRT ANCDU (-300/-400/-500)	**C**	**-**	**0**	May be inoperative provided: a) IRS data display (on aft overhead panel) operates normally, and b) Unit is not required to meet 14 CFR navigation requirements. NOTE: Two independent navigation systems are required for operations beyond range of radio navigation aids. Requires dual ANCDU or ANCDU and CDU/Computer or dual CDU/Computers.	
36-02-04-02	LCD ANCDU (-700IGW)	**C**	**-**	**0**	May be inoperative provided it is not required to meet 14 CFR navigation requirements. NOTE: Two independent navigation systems are required for operations beyond range of radio navigation aids. Requires dual CDU/Computers, or one GPS capable Multimode Receiver with onside LCD Alternate Nav CDU (ANCDU) and Electronic Standby Attitude Indicator (ESAI), in conjunction with one Inertial Reference System (IRS), and one CDU/Computer. (Continued)	

MMEL TABLE KEY

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)					
36-02-05	Navigation Databases	**A**	**-**	**0**	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	|
36-02-06	HSI Miles to Waypoint Display (Non-EFIS-300/-400/ -500)	**C**	**2**	**0**	May be inoperative provided procedures do not require its use.	
36-03 ***	Universal Avionics UNS-1F (STC ST03356AT and ST03362AT)	**C**	**2**	**0**	May be inoperative provided it is not required to meet 14 CFR navigation requirements.	
36-03-01	Navigation Computer Unit (NCU)	**C**	**2**	**0**	May be inoperative provided it is not required to meet 14 CFR navigation requirements.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
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Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-03 ***	Universal Avionics UNS-1F (STC ST03356AT and ST03362AT) (Cont'd)					
36-03-02	Control Display Unit (CDU) (-300)	**C**	**2**	**0**	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) Unit is not required to meet 14 CFR navigation requirements.	
36-03-03	Global Navigation Satellite System (GNSS)	**C**	**2**	**0**	May be inoperative provided all navigation is based on ILS/VOR/DME.	
36-03-04	Navigation Display (ND) Caution Annunciator Data Block (FMS Alerts) (-300)	**C**	**2**	**1**	May be inoperative provided: a) Data Block operates normally on flying pilot's ND, and b) FMC is not used for autopilot guidance during approach. NOTE: Requires installation of Universal Avionics EFI-890 Display, STC ST03355AT.	

(Continued)

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Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-03 ***	Universal Avionics UNS-1F (STC ST03356AT and ST03362AT) (Cont'd)					
36-03-05	ND Flight Plan Status Block (-300)	**C**	**2**	**1**	May be inoperative on non-flying pilot's ND. NOTE: Requires installation of Universal Avionics EFI-890 Display, STC ST03355AT.	
36-03-06	Navigation Databases	**A**	**-**	**0**	May be out of currency provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	|

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MMEL TABLE KEY

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-04 ***	Innovative Solutions and Support FMS (STCST03272CH) (-400)					
36-04-01	Advanced Navigation - Multipurpose Control Display Unit (AN-MCDU)	**C**	**2**	**1**	One may be inoperative provided offside AN-MCDU is available for manual selection.	
36-04-02	Global Positioning System (GPS)	**C**	**2**	**0**	One or both may be inoperative provided operations and procedures do not require GPS use.	
37 ***	Windshear Warning and Flight Guidance System (Reactive)					
37A		**B**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
37B		**C**	**-**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	

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Sequence No.	Item	1	2	3	4	Change Bar
38 ***	Pitch Limit Indication (PLI)	**C**	**2**	**0**		
39	EFIS Speed Tape				Deleted in Revision 50. Moved to item 34-1, subitem 2.	
40	Traffic Collision and Avoidance System (TCAS) (Includes STC ST03355AT and ST03362AT)					
40A		**B**	**-**	**0**	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
40B		**C**	**-**	**0**	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
40-01 ***	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	**C**	**2**	**1**	May be inoperative on non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	

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1. REPAIR CATEGORY
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Sequence No.	Item	1	2	3	4	Change Bar
40	Traffic Collision and Avoidance System (TCAS) (Includes STC ST03355AT and ST03362AT) (Cont'd)					
40-02	Resolution Advisory (RA) Display System(s)					
40-02A		**C**	**2**	**1**	May be inoperative on non-flying pilot side.	
40-02B		**C**	**-**	**0**	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by crew, and c) Enroute or approach procedures do not require its use.	
40-03	Traffic Alert (TA) Display System(s)	**C**	**-**	**0**	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
40-04	Audio Functions	**B**	**1**	**0**	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
40-05 ***	Airspace Selection Function	**C**	**-**	**0**		
41 ***	Engine Pressure Ratio Limit (EPRL) System (-100/-200)	**C**	**1**	**0**		

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Sequence No.	Item	1	2	3	4	Change Bar
42	Radio Magnetic Indicators (RMI)					
42-01	(-100/-200)	**C**	**-**	**1**	May be inoperative provided affected RMI is not a source of heading data for Horizontal Situation Indicator (HSI).	
42-02	(-300/-400/-500)	**C**	**-**	**1**		
42-03	(-600/-700/-800/-900/ -900ER)					
42-03-01	EFIS/Map	**C**	**3**	**1**	Two may be inoperative provided Captain's RMI or Standby RMI operates normally.	
42-03-02 ***	PFD/ND	**C**	**1**	**0**	Standby RMI may be inoperative provided Captain's Inboard DU is connected to Standby Power.	
43 ***	Radio Height Alert	**D**	**2**	**0**		
44 ***	Head-Up Display System (HUD)	**D**	**-**	**0**	May be inoperative provided procedures do not require its use. NOTE: Any mode which operates normally may be used.	
45 ***	Global Positioning System (GPS)					
45A		**C**	**-**	**0**	May be inoperative provided alternate procedures are established and used.	
45B		**D**	**-**	**0**	May be inoperative provided procedures do not require its use.	

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

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Sequence No.	Item	1	2	3	4	Change Bar
48	EFIS Control Panel (Cont'd)					
48-04	Map Switches (-600/-700/-800/-900/ -900ER)					
48-04-01	POS	**C**	**2**	**1**		
48-04-02	STA	**C**	**2**	**1**		
48-04-03	ARPT	**C**	**2**	**1**		
48-04-04	DATA	**C**	**2**	**1**		
48-04-05	WPT	**C**	**2**	**1**		
49	Right IRS DC Power Supply System (-300/-400/-500/-600/ -700/-800/-900/-900ER)	**B**	**1**	**0**	(O) May be inoperative provided: a) Remaining IRS Mode Selector Unit lights are not illuminated, and b) Autopilot dual channel mode is not used during approach.	
50	ILS System (-600/-700/-800/-900/ -900ER)				Deleted in Revision 37, relief incorporated into item 34-17.	
51 ***	Metric Altimeter	**D**	**-**	**0**	May be inoperative provided operations do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
52 ***	Performance Management System (PMS) with Windshear Detection/Alerting System (STC SA2018NM)	**C**	**-**	**0**	(O) May be inoperative provided: a) TAT Indicator operates normally, b) PMS remains uncoupled from autopilot, c) Autothrottle system is considered inoperative, and d) Windshear Detection and Guidance is considered inoperative.	
53 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	**D**	**-**	**0**	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in operator's MEL will be same as that of 14 CFR required equipment.	
53-01	Cockpit Display and Traffic Information (CDTI)	**D**	**-**	**0**	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.	
53-02	CDTI Control Panel	**D**	**-**	**0**	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to flightcrew.	
53-03	Data Link Transmitter(s)	**D**	**-**	**0**	NOTE: In some aircraft, the Data Link Transmission is an integral part of the transponder, and relief is provided in that section.	
53-04	Data Link Receivers	**D**	**-**	**0**		
53-05	ADS-B Applications	**D**	**-**	**0**		

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Sequence No.	Item	1	2	3	4	Change Bar
54	Integrated Standby Systems					
*******						
54-01	Integrated Standby Flight Display (ISFD)					
54-01-01	Attitude Display	**B**	**1**	**0**	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
54-01-02	ILS Indication	**D**	**1**	**0**		
54-01-03	Heading Display	**C**	**1**	**0**		
54-01-04	Metric Altimeter Display	**D**	**1**	**0**	May be inoperative provided operations do not require its use.	
54-01-05	Dedicated Battery	**C**	**1**	**0**		

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Sequence No.	Item	1	2	3	4	Change Bar
54 *	Integrated Standby Systems (Cont'd)					
54-02	Integrated Standby Instrument System (ISIS) (Boeing SB 737-31-1435)					
54-02-01	Attitude Display	**B**	**1**	**0**	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
54-02-02	ILS Indication	**D**	**1**	**0**		
54-02-03	Heading Display	**C**	**1**	**0**		
54-02-04	Metric Altimeter Display	**D**	**1**	**0**	May be inoperative provided operations do not require its use.	
54-02-05	Dedicated Battery	**C**	**1**	**0**		

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Sequence No.	Item	1	2	3	4	Change Bar
54 *	Integrated Standby Systems (Cont'd)					
54-03	Electronic Standby Instrument System (ESIS) (STC ST03125NY) (-300/-400/-500 Series)					
54-03-01	Attitude Display	**B**	**1**	**0**	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
54-03-02	Heading Display	**C**	**1**	**0**		
54-03-03	VOR/ILS Indications	**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
55 *	Vertical Situation Display (VSD) System (-600/-700/-800/-900/ -900ER)					
55A		**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
55B		**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	
56 *	Global Navigation Satellite Landing System (GLS) (-600/-700/-800/-900/ -900ER)	**D**	**2**	**-**	May be inoperative provided approach minimums do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
57 ***	Enhanced Vision System (EVS) STC ST00039MC	**D**	**-**	**0**	(M) May be inoperative provided EVS is deactivated. NOTE: For the EVS to be considered operative, the EVS Yoke Switch must be operative.	
57-01	EVS Window Heat	**D**	**-**	**0**	(O) Avoid using EVS in known or forecasted icing conditions.	|
57-02	Secondary (Non-HUD) EVS Display System	**D**	**-**	**0**	(M) May be inoperative provided procedures do not require its use.	

MMEL TABLE KEY

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

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
01	Crew Oxygen System				Deleted prior to Revision 27.	
02	Passenger Service Units (PSUs)	**B**	**-**	**-**	(M) May be inoperative provided: a) Associated seats are blocked and placarded to prevent occupancy, and b) Units operate normally for all usable lavatory and flight attendant locations.	
02-01	Automatic Presentation	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Alternate deployment system is verified to operate normally, and b) Airplane remains at or below FL 300.	
02-02	Door Latches	**B**	**-**	**-**	(M) Automatic opening feature of door latch(es) may be inoperative unlatched and taped closed provided: a) PSU oxygen system operates normally, b) Flight remains at or below FL 250, and c) Passenger(s) occupying seat(s) with inoperative door latch(es) are briefed on oxygen mask procedure.	

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35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
03	Oxygen Pressure Indicators					
03-01	Flight Deck Crew Oxygen Indicator	**C**	**1**	**0**	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.	
03-02 ***	External Service Panel Crew Oxygen Indicator	**C**	**1**	**0**	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.	
03-03	Flight Deck Passenger Oxygen Indicator (-100/-200)	**C**	**1**	**0**	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.	
03-04	Flight Deck Crew/Passenger Oxygen Indicator (-600/-700/-800, -900/-900ER)	**C**	**1**	**0**	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.	
03-05	Overpressure Discharge Indication Disk	**C**	**1**	**0**	(O) May be damaged or missing.	
04	Portable Oxygen Dispensing Units (Bottle and Mask)	**D**	**-**	**-**	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at next available maintenance facility.	

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35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
05	Passenger Oxygen System					
05A		**B**	**1**	**0**	(M)(O) May be inoperative provided: a) Flight is not conducted where minimum enroute altitude is above 14,000 feet MSL, b) Both air conditioning packs operate normally, c) Remaining components of pressurization system operate normally, d) Airplane remains at or below FL 250, e) Portable oxygen units are provided for 10% of passengers, and f) Passengers are appropriately briefed.	
05B		**C**	**1**	**0**	May be inoperative for all-cargo configuration.	
05C		**B**	**1**	**0**	May be inoperative provided flight is conducted at or below 10,000 feet MSL.	
05D	Supernumerary Oxygen Masks (-800BCF and ST02556SE)	**C**	**-**	**0**	May be inoperative provided associated seat is not occupied.	|
06	PBE Smoke Hoods	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.	
07 ***	External Service Panel, Oxygen Fill Station	**C**	**1**	**0**	(M) May be inoperative provided leak-tight integrity of oxygen supply system is not affected.	

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36. PNEUMATIC

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

MMEL TABLE KEY

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
02	Ground Pneumatic Connector Check Valve					
02A		**C**	**1**	**0**	(M)(O) Except for ER operations 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, and c) Altitude remains at or below FL 250.	
02B		**C**	**1**	**0**	May be inoperative closed.	
03	Precooler Control Valves					
03-01	(-100/-200)	**C**	**2**	**0**	(M)(O) May be inoperative provided: a) Associated engine bleed shutoff valve remains closed after engine start, and b) Airplane is not operated in known or forecast icing conditions.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
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36. PNEUMATIC

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

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
05	Engine Bleed Air Shutoff Valves (PRSOV) (Cont'd)					
05-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**2**	**0**	(M)(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Valve is secured closed before engine start, and b) Airplane is not operated in known or forecast icing conditions.	
06	Dual Bleed Light System	**C**	**1**	**0**	(O) May be inoperative provided: a) APU bleed air is not used in flight, and b) APU bleed valve is verified closed before each departure.	|
07	13th Stage Bleed Air Modulating and Shutoff Valves (-100/-200)	**C**	**2**	**0**	(M) May be inoperative provided airplane is not operated in known or forecast icing conditions.	
08	Engine Bleed Trip Off Lights	**C**	**2**	**0**	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Associated engine bleed is not used except for engine start, and b) Airplane is not operated in known or forecast icing conditions.	
09	High Stage Valves (-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**2**	**1**	(M) One may be inoperative locked closed provided a minimum of 60% N_1 is maintained on associated engine during flight in icing conditions.	

MMEL TABLE KEY

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

38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
01	Potable Water Systems					
01A		**C**	**-**	**-**	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
01B		**C**	**-**	**-**	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
02	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)					
02A		**C**	**-**	**-**	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	

(Continued)

MMEL TABLE KEY

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

38. WATER/WASTE

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

MMEL TABLE KEY

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

46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
01	Electronic Flight Bag					
*******	(EFB) System					
01-01	Class 3 EFBs (Including Boeing)					
01-01A		**C**	**-**	**1**		
01-01B		**C**	**-**	**-**	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.	
01-01C		**D**	**-**	**0**	May be inoperative provided procedures do not require its use.	
01-02	(STC ST03165AT Only)					
01-02A		**D**	**2**	**0**	(M) May be inoperative provided procedures do not require its use.	
01-02B		**C**	**2**	**0**	(M)(O) May be inoperative provided alternate procedures are established and used.	
01-02-01	Mounting Cradle	**C**	**2**	**1**	(M)(O) May be inoperative provided alternate procedures are established and used.	
01-02-02	Liquid Crystal Display	**C**	**2**	**1**	One may be inoperative provided alternate source for required information is available and used.	

(Continued)

MMEL TABLE KEY

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

46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
01 ***	Electronic Flight Bag (EFB) System (Cont'd)					
01-02	(STC ST03165AT Only) (Cont'd)					
01-02-03	Control Panel Module/ Peripheral Connectivity Unit	**C**	**2**	**1**	One may be inoperative provided alternate source for required information is available and used.	
01-02-03-01	ON/OFF Switch	**C**	**2**	**1**	One may be inoperative in ON position provided: a) EFB Battery charging system operates normally, and b) Normal power to unit is available and operates normally.	
01-02-04	Computer Processing Unit (CPU)	**C**	**2**	**1**	One may be inoperative provided alternate source for required information is available and used.	
01-02-04-01	Backup Battery	**C**	**2**	**1**	One may be inoperative provided normal power is available and operates normally.	
01-02-05	Standby Button					
01-02-05A		**C**	**2**	**0**	May be inoperative in operational mode.	
01-02-05B		**C**	**2**	**0**	May be inoperative in Standby mode provided display is considered inoperative.	

(Continued)

MMEL TABLE KEY

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

46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
01 ***	Electronic Flight Bag (EFB) System (Cont'd)					
01-03	Stowage/Charger Assembly (STC ST01118CH Only)					
01-03-01	Class 1 EFB with All Battery Types	**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	
01-03-02	Class 1 EFB with Lithium Ion Battery	**C**	**1**	**0**	(M)(O) May be inoperative provided alternate procedures are established and used. NOTE: If a Class 1 EFB is to be used, alternate procedures must ensure the battery is charged to a "sufficiently charged" state at appropriate time intervals.	
01-04	Data Connectivity (Class 2)					
01-04A		**C**	**-**	**-**	(O) May be inoperative provided alternate procedures are established and used.	
01-04B		**D**	**-**	**0**	May be inoperative provided procedures do not require its use.	

(Continued)

MMEL TABLE KEY

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

46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
01 ***	Electronic Flight Bag (EFB) System (Cont'd)					
01-05	Power Connection (Class 1 and 2)					
01-05A		**C**	**-**	**-**	(O) May be inoperative provided alternate procedures are established and used.	
01-05B		**D**	**-**	**-**	May be inoperative provided procedures do not require its use.	
01-06	Mounting Device (Class 2)					
01-06A		**C**	**-**	**-**	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
01-06B		**D**	**-**	**-**	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	

(Continued)

MMEL TABLE KEY

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

46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
01 ***	Electronic Flight Bag (EFB) System (Cont'd)					
01-07	(STC ST02949CH Only					
01-07A		**C**	**2**	**1**		
01-07B		**C**	**2**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
01-07C		**D**	**2**	**0**	May be inoperative provided procedures do not require its use. NOTE: Any function, program, or document which operates normally may be used.	
01-07-01	Interface Unit	**C**	**1**	**0**	(O) May be inoperative provided an alternate source for required information is available and used.	
02 ***	Onboard Network System (ONS) (-700/-800/-900/ -900ER)					
02A		**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function that operates normally may be used.	
02B		**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	

MMEL TABLE KEY

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

47. INERT GAS SYSTEM

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

MMEL TABLE KEY

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

49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
01	Auxiliary Power Unit (APU)	**C**	**1**	**0**	Except for ER operations, may be inoperative provided: a) Procedures do not require its use, and b) Perform a visual inspection of the tail cone area and the adjacent control surfaces to confirm that there is no evidence of heat damage or delamination.	
02	APU Annunciator LOW OIL PRESSURE and OVER SPEED Lights	**C**	**2**	**0**	May be inoperative provided APU Auto Shutdown System operates normally.	
03	APU Auto Shutdown System (-100/-200/-300/-400/ -500)	**C**	**1**	**0**	(M) Except for ER operations, may be inoperative provided: a) APU is not used in flight, b) APU annunciator lights operate normally, and c) APU is monitored continuously.	
04	APU Annunciator LOW OIL QUANTITY/MAINT Light	**C**	**1**	**0**	(M) May be inoperative and APU used provided oil quantity is checked once each flight day.	

MMEL TABLE KEY

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

49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
05	APU EGT Indicator					
05-01	Model GTCP85-129	**C**	**1**	**0**	(O) Except for ER operations, may be inoperative provided: a) All warning and caution lights operate normally, b) APU is used to supply electrical power and for starting one engine only, and c) Passengers are not permitted on board until APU has been shut down.	
05-02	Model GTCP36-280, APS-2000, and AS 131-9B	**C**	**1**	**0**		
06	APU Inlet Door					
06A		**C**	**1**	**0**	(O) May be inoperative open.	
06B		**C**	**1**	**0**	(O) Except for ER operations, may be inoperative in any other position if APU is not used.	
07	APU Bleed Air Valve					
07A		**C**	**1**	**0**	(M) May be inoperative closed. NOTE: APU may be used to provide electrical power.	
07B		**C**	**1**	**0**	(O) Except for ER operations, may be inoperative provided: a) APU bleed air check valve operates normally, and b) APU is not operated.	

(Continued)

MMEL TABLE KEY

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

49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
08 ***	APU DC Fuel Boost Pump	**D**	**1**	**0**		
09	APU Surge Control System					
09-01 ***	Surge Bleed Valve (Models GTCP85-129 and APS-2000) (-100/-200/-300/-400/ -500)					
09-01A		**C**	**1**	**0**	May be inoperative in open position provided APU bleed air is not used for engine start on ground. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE provided APU is not operating during approach.	
09-01B		**C**	**1**	**0**	May be inoperative in closed position provided APU operation is limited to FL 250 or below. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.	
09-02	Surge Control Valve (Model AS 131-9B) (-600/-700/-800/-900/ -900ER)					
09-02A		**C**	**1**	**0**	May be inoperative in open position provided APU bleed air is not used. NOTE: APU may be used to provide electrical power.	
09-02B		**C**	**1**	**0**	(O) Except for ER operations, may be inoperative in closed position provided APU is not used.	

(Continued)

MMEL TABLE KEY

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

49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
10 ***	APU Cockpit Hourmeter (-100/-200/-300/-400/ -500)	**D**	**1**	**0**		
11 ***	APU Start Counter Meter (-100/-200/-300/-400/ -500)	**D**	**1**	**0**		
12	APU Annunciator HIGH OIL TEMP/FAULT Light	**C**	**1**	**0**		
13 ***	APU Fuel Heater (-100/-200/-300/-400/ -500)	**C**	**1**	**0**	(M) May be inoperative provided APU operates normally.	
14 ***	APU Flap Indicator Interlock System (-100/-200 Modified by STC SA5730NM or ST00131SE)					
14A		**C**	**1**	**0**	(O) May be inoperative provided: a) Remaining APU surge bleed valve is operating, and b) APU bleed air is used during approach.	
14B		**C**	**1**	**0**	(O) May be inoperative provided APU is not operating during approach.	

MMEL TABLE KEY

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

49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
15	Start Power Unit (-600/-700/-800/-900/ -900ER)	**C**	**1**	**0**	(M) Except for ER operations, may be inoperative provided procedures do not require use of APU.	
15-01	AC/DC Start Systems	**C**	**2**	**1**		
16	Start Converter Unit (-600/-700/-800/-900/ -900ER)	**C**	**1**	**0**	(M) Except for ER operations, may be inoperative provided procedures do not require use of APU.	
16-01	Voltage Regulator Function	**C**	**1**	**0**	Except for ER operations, may be inoperative provided APU generator is not used for electrical power. NOTE: APU may be used as a pneumatic source.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. / ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

52. DOORS

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

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. / ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
03	Door Warning Light System (Cont'd)					
03-02	Overwing (-600/-700/-800/-900/ -900ER)	**C**	**-**	**0**	(M) May be inoperative provided: a) Associated door is verified closed and latched before each departure, and b) Associated flight lock is verified to operate normally.	
03-03	Cabin Door Indication System (-800EF STC ST02000NY Only)	**C**	**1**	**0**	(O) May be inoperative provided associated doors are verified in accordance with following prior to taxi, takeoff, and landing: a) Entry Area/Main Lounge is Open, b) Private Bedroom is Closed, c) Guest Lavatory is Closed, and d) Aft Lounge/Galley is Open.	
03-04 ***	Mid-Exit (-900ER)	**C**	**1**	**0**	(M) May be inoperative provided associated door is verified closed and latched before each departure.	
04 ***	Tire Burst Screen Warning Light System (-100/-200/-300)	**C**	**1**	**0**	(M) May be inoperative provided: a) Main wheel well screens are inspected for security and damage before each departure, and b) For combined Equipment/Tire Burst Screen Warning Light, visually verify that electronics compartment and lower nose compartment are secured and locked, and main wheel well screen is secured and undamaged before each departure.	

MMEL TABLE KEY

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

52. DOORS

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

(Continued)

MMEL TABLE KEY

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

52. DOORS

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

MMEL TABLE KEY

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

52. DOORS

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

(Continued)

MMEL TABLE KEY

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

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
06	Lower Cargo Doors Pressure Stop Fittings (Cont'd)					
06-04	(-600/-700/-800 All-Passenger Configuration Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	**C**	**24**	**20**	(M)(O) Two may be broken or missing on each door or frame provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
07	Entry/Service Door Hold-Open Latch Assemblies	**C**	**-**	**0**	May be inoperative for all-cargo operations.	
07-01	Latch Release Lever	**C**	**-**	**0**		

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

52. DOORS

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

MMEL TABLE KEY

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

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
10	Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO)					
10-01	Latch Pin, Latch Base, and Lower Jamb Latch Fitting	**A**	**8**	**7**	(M)(O) One may be broken or missing from main cargo door provided: a) A visual check is made before departure to ensure no defects are visible on other latch bases, pins, or lower jamb latch fittings, b) Latch pin and latch base of damaged latch does not interfere with continuous safe operation of remaining latches and pins, c) Flight is conducted in an unpressurized configuration, d) Procedures are established and used to ensure main and lower lobe cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and e) Repairs are made within 2 flight days. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
10	Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO) (Cont'd)					
10-02	Hydraulic Cylinder Latching Mechanism					
10-02A		**B**	**2**	**1**	(M) One may be inoperative provided remaining latch cylinder is operative through gear box.	
10-02B		**C**	**2**	**0**	(M) May be inoperative provided door may be latched and unlatched manually.	
10-03	Hydraulic System Control Valve	**B**	**1**	**0**	(M) May be inoperative provided door may be locked and unlocked manually.	
10-04	Lifting Actuator Assembly	**B**	**2**	**0**	(M) May be inoperative provided door is verified latched and locked.	
10-05	Double Piloted Check Valve	**B**	**1**	**0**	(M) May be inoperative provided door may be locked and unlocked manually.	
10-06	Lock, Lock Mount, and Locking Fittings	**A**	**2**	**1**	(M)(O) One may be inoperative provided: a) No defects are visible on remaining lock or lock mount of associated door, and b) Repairs are made within 2 flight days.	
10-07	Sequence Valves	**B**	**2**	**0**	(M) May be inoperative provided door is verified latched and locked.	

(Continued)

MMEL TABLE KEY

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

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
10	Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO) (Cont'd)					
10-08	Priority Valve	**B**	**1**	**0**	(M) May be inoperative provided door is verified latched and locked.	
10-09	Hydraulic Lock Actuators	**C**	**2**	**0**	(M) May be inoperative provided door can be unlocked and unlatched manually.	
11	Main Cargo Door Electrically Powered Hydraulic Pump (Standalone Hydraulic System Only) (PEMCO Aeroplex, Inc. STC SA2969SO)	**C**	**1**	**0**	(M) May be inoperative provided door is closed, latched, and locked before each departure.	
12	Main Cargo Door Hydraulic Hand Pump (PEMCO F, QC, and COMBI Models Only)	**C**	**1**	**0**	(M) May be inoperative.	
13	Main Cargo Door Lift/Operating Systems					
13-01	Electric and/or Manual Mode (-200C and STC SA2969SO)					
13-01A		**C**	**-**	**1**	One may be inoperative provided remaining mode operates normally.	
13-01B		**C**	**-**	**0**	(M) May be inoperative provided door is verified closed and locked before each departure.	

(Continued)

MMEL TABLE KEY

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

52. DOORS

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

MMEL TABLE KEY

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
15	Flight Lock System					
15-01	Overwing Exit (-600/-700/-800/-900/ -900ER)	**C**	**-**	**0**	(M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.	
15-02 ***	Mid Exit (-900ER)	**C**	**-**	**0**	(M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) 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.	
16	Main Cabin Exit/Slide (All-Cargo Configuration)					
16A		**C**	**-**	**0**	All doors/slides in cargo area except L1/R1 may be inoperative or slide missing without restriction.	
16B		**B**	**-**	**1**	L1 may be inoperative or slide missing provided R1 operates normally.	
16C		**B**	**-**	**1**	R1 may be inoperative or slide missing provided L1 operates normally.	

(Continued)

MMEL TABLE KEY

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

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
16	Main Cabin Exit/Slide (All-Cargo Configuration) (Cont'd)					
16D		**B**	**-**	**0**	May be inoperative or slide missing provided: a) Only essential crewmembers, including official observer(s) in observer seat(s), are allowed on the flight, and b) An alternate means of egress is available.	
17 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (14 CFR Part 25, § 25.795 Compliant)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock door, and c) Alternate procedures are established and used for locking and unlocking door using dead bolt.	
17-01	Flight Deck Access Panel System (Keypad, Door Chime)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
17-01-01	LEDs	**C**	**3**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
17-01-02 ***	Door Bell Mode	**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
17-01-03	Switch Guard	**C**	**1**	**0**	May be inoperative or missing provided flight deck door LOCK FAIL light operates normally.	

(Continued)

MMEL TABLE KEY

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

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
17 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (14 CFR Part 25, § 25.795 Compliant) (Cont'd)					
17-02	Flight Deck Door LOCK FAIL Light	**C**	**1**	**0**	(M) May be inoperative provided automatic lock controls are verified to operate normally.	
17-03	Flight Deck Door AUTO UNLK Light	**C**	**1**	**0**	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime operates normally.	
17-04	Fight Deck Door Lock Control Selector	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Keypad is deactivated, b) Automatic lock is verified to operate normally, and c) Alternate procedures are established and used.	
17-05	Flight Deck Door Pressure Relief Panels				Moved to item 52-20 in Revision 46.	

MMEL TABLE KEY

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

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
18 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Dead Bolt (14 CFR Part 25, § 25.795 Compliant)	**C**	**1**	**0**	May be inoperative provided automatic lock controls operate normally.	
19 ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR Part 25, § 25.795 Compliant)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Mechanical Catch (Latch) Pin operates normally and is used to lock door, and c) Alternate procedures are established and used for locking and unlocking flight deck door using Mechanical Catch (Latch) Pin.	
19-01	Door Automatic Locking Solenoid	**C**	**2**	**1**	(M) One may be inoperative provided remaining locking solenoid operates normally.	
19-02	Door Warning System					
19-02-01 ***	Speakers	**C**	**2**	**1**	(M)(O) One may be inoperative provided remaining speaker is verified to operate normally once each flight day.	
19-02-02 ***	LED (Green Indicator Light)	**C**	**2**	**0**		
19-02-03 ***	Aural Warning System	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) AUTO UNLK Light is verified to operate normally, and b) Alternate procedures are established and used.	

(Continued)

MMEL TABLE KEY

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

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
19 ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR Part 25, § 25.795 Compliant) (Cont'd)					
19-03	Door Control Panel					
19-03-01 ***	Door LOCK FAIL Light	**C**	**1**	**0**	(M) May be inoperative OFF provided automatic lock controls are verified to operate normally.	
19-03-02 ***	Door AUTO UNLK Light	**C**	**1**	**0**	(M)(O) May be inoperative OFF provided: a) Automatic lock controls are verified to operate normally, b) Aural Warning system operates normally, and c) Alternate procedures are established and used.	
19-03-03 ***	Door HARD LOCK Light	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Alternate procedures are established and used.	
19-03-04 ***	Door UNLKD Switch/UNLK Switch Position	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Door can be opened manually from flight deck, b) Remaining automatic lock controls are verified to operate normally, and c) Alternate procedures are established and used.	

(Continued)

MMEL TABLE KEY

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

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
19 ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR Part 25, § 25.795 Compliant) (Cont'd)					
19-03	Door Control Panel (Cont'd)					
19-03-05 ***	Door UNLKD Light	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Aural warning system operates normally.	
19-03-06	Door EMRG ENTRY ACTIVE Light	**C**	**1**	**0**	(M) May be inoperative provided door aural warning system is verified to operate normally.	
19-03-07	Door OPEN Light	**C**	**1**	**0**	(M)(O) May be inoperative provided Automatic Lock controls are verified to operate normally.	
19-04	FLIGHT DECK DOOR Warning/Caution Light	**C**	**1**	**0**		
19-05 ***	Cabin Pushbutton Entry Pad/Keypad	**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
19-05-01	Keypad Indicator Lights	**C**	**3**	**0**	(M)(O) May be inoperative provided: a) Keypad is verified to operate normally, and b) Alternate procedures are established and used.	

MMEL TABLE KEY

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

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
20	Flight Deck Door Pressure Relief Panels					
20-01 ***	JAMCO Flight Deck Security Door Pressure Relief Latches (14 CFR Part 25, § 25.795 Compliant)	**A**	**3**	**0**	May be inoperative in latched position provided repairs are made within 2 flight days.	
20-02 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door (14 CFR Part 25, § 25.795 Compliant)	**A**	**2**	**0**	May be inoperative provided: a) Panels are in latched position, and b) Repairs are made within 2 flight days.	
21 ***	JAMCO Flight Deck Security Door Mechanical Catch Pin Lock (14 CFR Part 25, § 25.795 Compliant)	**C**	**1**	**0**	(M) May be inoperative provided automatic lock system is verified to operate normally.	
22 ***	Flight Deck Door Hold Open Device (e.g., Door Stop, Foot Plunger)	**D**	**1**	**0**		
23 ***	Flight Deck Door Viewing Port					
23A		**A**	**1**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight days.	
23B		**C**	**1**	**0**	(O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
23 ***	Flight Deck Door Viewing Port (Cont'd)					
23-01	All-Cargo Configuration					
23-01A		**C**	**1**	**0**	May be inoperative provided courier/supernumerary compartment remains empty.	
23-01B		**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	
24	Main Cabin Cargo Door Vent Door					
24-01	All-Cargo Configuration (STC ST01827LA)	**C**	**2**	**1**	(M) Inoperative Vent Door must be mechanically closed before dispatch.	
25	Cargo Door Exterior Handle Recess/Hinge Spring Assemblies	**C**	**2**	**0**	(M) May be inoperative or missing provided the affected cargo door exterior handle is secured in a recessed position flush with the fuselage.	|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

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4. REMARKS OR EXCEPTIONS

73. ENGINE FUEL AND CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
01	Fuel Heater Timers (-100/-200)	**C**	**2**	**1**	(O) One may be inoperative provided associated fuel heater VALVE OPEN light operates normally.	
02	Fuel Heater Valves (-100/-200)	**C**	**2**	**0**	(M)(O) May be inoperative closed provided fuel temperature is maintained at or above 32 degrees F (0 degrees C).	
03	Fuel Heater VALVE OPEN Lights (-100/-200)					
03A		**C**	**2**	**0**	(M) May be inoperative provided valve is verified to operate normally before each departure.	
03B		**C**	**2**	**0**	(O) May be inoperative provided fuel temperature is maintained at or above 32 degrees F (0 degrees C).	
04	Fuel Filter Differential Pressure Warning Systems					
04-01	(-100/-200)	**C**	**2**	**1**	(O) May be inoperative provided fuel heater system is checked to operate normally.	
04-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**2**	**1**	(M) May be inoperative provided malfunction is verified to be in warning system.	
05	Fuel Flow Indication Systems	**C**	**2**	**1**	One may be inoperative provided: a) N_1, N_2 for associated engine operate normally, and b) Both main tank fuel quantity indicators operate normally.	

MMEL TABLE KEY

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2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

73. ENGINE FUEL AND CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
06	Fuel Used Indicators	**C**	**2**	**0**		
***						
07	Power Management Control (PMC) Systems (-300/-400/-500)	**C**	**2**	**0**	(O) May be inoperative provided: a) Both PMCs remain OFF, and b) AFM Appendix performance adjustments are applied.	
08	Power Management Control (PMC) INOP Lights (-300/-400/-500)	**C**	**2**	**0**	(O) May be inoperative provided: a) Both PMCs remain OFF, and b) AFM Appendix performance adjustments are applied.	
09	Low Idle Altitude Switch (-400)				Deleted in Revision 30.	
10	Fuel Control ENG VALVE CLOSED Indicating System (-600/-700/-800/-900/ -900ER)	**C**	**2**	**0**	(M) May be inoperative provided associated valve is verified to operate normally.	
11	Electronic Engine Control (EEC) (-600/-700/-800/-900/ -900ER)					
11-01	Normal (ON) Mode	**C**	**2**	**0**	(O) May be inoperative provided: a) Both engines are operated in ALTERNATE mode, b) Strut/Wing leading edge over-braided wire bundles are installed per Boeing Service Bulletin or production equivalent, and c) Applicable AFM performance adjustments are applied.	
12	Electronic Engine Control (EEC) Alternate Power Supply System (-600/-700/-800/-900/ -900ER)	**A**	**4**	**3**	(M) May be inoperative deactivated provided repairs are made in accordance with the times established in Boeing Maintenance Planning Data document, D626A001, Section 1, items 73-020-01 and 73-020-02.	

MMEL TABLE KEY

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

74. IGNITION

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

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MMEL TABLE KEY

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

74. IGNITION

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

MMEL TABLE KEY

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4. REMARKS OR EXCEPTIONS

75. BLEED AIR

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

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

77. ENGINE INDICATING

Sequence No.	Item	1	2	3	4	Change Bar
01	Engine Pressure Ratio Systems (-100/-200)					
01-01	Digital Counters	**C**	**2**	**0**		
01-02	EPR Reference Selectors	**C**	**2**	**1**		
02	N_1 Tachometers					
02-01	(-100/-200)	**B**	**2**	**1**	(O) One may be inoperative provided N_2 and fuel flow indicator for associated engine operate normally.	
02-01-01 ***	Digital Counters	**B**	**2**	**0**	NOTE: An indicator with an operating pointer is considered to operate normally.	
02-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)					
02-02-01	Digital Counters	**B**	**2**	**0**	(O) Except for EIS/CDS equipped airplanes, may be inoperative provided autothrottle is used for takeoff thrust setting. NOTE: An indicator with an operating pointer is considered to operate normally.	
02-02-02	Reference N_1 Bugs	**C**	**2**	**1**		

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MMEL TABLE KEY

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

77. ENGINE INDICATING

Sequence No.	Item	1	2	3	4	Change Bar
02	N_1 Tachometers (Cont'd)					
02-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)					
02-02-03	Manual Set Indication	**C**	**2**	**0**		
02-03 ***	N_1 Warning Lights (-100/-200/-300/-400/ -500)	**B**	**2**	**0**	May be inoperative provided associated N_1 pointer operates normally.	
03	N_2 Tachometers					
03-01	(-100/-200)	**B**	**2**	**1**	(O) One may be inoperative provided: a) N_1 and fuel flow indicators for associated engine operate normally, and b) An alternate starting procedure is established and used.	
03-02	(-300/-400/-500)	**B**	**2**	**1**	(O) One may be inoperative provided: a) N_1 and fuel flow indicators for associated engine operate normally, b) An alternate starting procedure is established and used, and c) Engine #1 N_2 tach generator operates normally.	
03-03 ***	Digital Counters	**C**	**2**	**0**	May be inoperative except for EIS/CDS equipped airplanes. NOTE: An indicator with an operating pointer is considered to operate normally.	
03-04 ***	N_2 Warning Lights (-100/-200/-300/-400/ -500)	**B**	**2**	**0**	May be inoperative provided associated N_2 pointer operates normally.	

(Continued)

MMEL TABLE KEY

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

77. ENGINE INDICATING

Sequence No.	Item	1	2	3	4	Change Bar
04	Fuel Flow Meters				Moved to item 73-5 prior to Revision 30.	
05	Vibration Indicating Systems					
05-01 ***	(-100/-200)	**C**	**2**	**0**		
05-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**2**	**1**		
06	EGT Indications					
06-01 ***	Digital Counters	**C**	**2**	**0**	May be inoperative except for EIS/CDS equipped airplanes.	
06-02 ***	EGT Warning Lights (-100/-200/-300/-400/ -500)	**C**	**2**	**0**	May be inoperative provided associated EGT pointer operates normally.	
07	EPR Computer				Moved to item 34-41 in Revision 30.	
08	Fuel Used Indicators				Moved to item 73-6 prior to Revision 30.	
09 ***	Abnormal Start Indication Systems (-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**2**	**0**		
10	LOW IDLE Light (-300/-400/-500)	**B**	**1**	**0**	(M) May be inoperative provided: a) Engine idle control system is verified to operate normally, and b) Both engines installed are “modified” engines (Boeing SB 737-77-1031or production equivalent).	

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78. ENGINE EXHAUST

Sequence No.	Item	1	2	3	4	Change Bar
01	Thrust Reverser Systems					
01-01	(-100/-200)					
01-01A		**C**	**2**	**1**	(M)(O) One may be inoperative provided thrust reverser is deactivated and secured closed.	
01-01B		**C**	**2**	**1**	(M)(O) One may be inoperative provided: a) Thrust reverser guide carriage is verified to be in over-center (forward thrust) position, and b) Override System is armed only after landing. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.	
01-02	(-300/-400/-500)	**C**	**2**	**1**	(M)(O) One may be inoperative provided thrust reverser is locked in forward thrust position.	
01-03	(-600/-700/-800/-900/ -900ER)	**C**	**2**	**1**	(M)(O) One may be inoperative provided: a) Thrust reverser is locked in forward thrust position, and b) Appropriate performance adjustments are applied.	

MMEL TABLE KEY

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

78. ENGINE EXHAUST

Sequence No.	Item	1	2	3	4	Change Bar
02	REVERSER UNLOCKED Lights (-100/-200/-300/-400/ -500)	**C**	**2**	**1**	(M) One may be inoperative provided reverser is locked in closed (forward thrust) position. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.	
03	Thrust Reverser In Transit Lights				Deleted in Revision 30.	
04 ***	Thrust REVERSER ARMED Light(s) (-100/-200)	**C**	**-**	**0**	(M) May be inoperative provided lights are deactivated. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.	
05	Thrust Reverser Override Switches (-100/-200)	**C**	**2**	**1**	One may be inoperative for an associated inoperative thrust reverser. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.	
06 ***	Thrust Reverser LOW PRESSURE Light (-100/-200)	**C**	**1**	**0**	(M) May be inoperative provided accumulators are charged before each departure. NOTE 1: Reverse thrust may not be available when System A pressure is lost. NOTE 2: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.	
07	REVERSER Lights (Aft Overhead Panel) (-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**2**	**1**	(M) One may be inoperative provided associated reverser is locked in closed (forward thrust) position.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

79. ENGINE OIL

Sequence No.	Item	1	2	3	4	Change Bar
01	Oil Quantity Indication Systems	**B**	**2**	**1**	(M) Except for ER operations, one 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, and c) Associated low oil pressure warning system operates normally.	
01-01 ***	Oil Quantity Indicator Test Switch (-100/-200/-300/-400/ -500)	**C**	**1**	**0**	(M) May be inoperative provided: a) Oil tanks are filled to maximum recommended capacity at each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Engine low oil pressure warning systems operate normally.	
02	Oil Filter Bypass Warning Systems					
02-01	(-100/-200/-300/-400/ -500/-600/-700/-800/ -900/-900ER)	**C**	**2**	**1**	(M) One may be inoperative provided: a) Malfunction is in warning system, and b) Oil filter is inspected for presence of contaminants once each flight day.	
02-02	(-600/-700/-800/-900/ -900ER)	**C**	**2**	**1**	(M) One may be inoperative provided: a) Malfunction is in the warning system, b) All three Magnetic Chip Detectors are inspected for presence of contaminants once each flight day, and c) Oil supply filter pop-out indicator is confirmed not extended once each flight day.	

MMEL TABLE KEY

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

79. ENGINE OIL

Sequence No.	Item	1	2	3	4	Change Bar
03	Oil Temperature Indicators				Deleted prior to Revision 27.	
04	Oil Low Pressure Warning Systems	**B**	**2**	**0**	May be inoperative provide associated oil pressure, oil temperature, and oil quantity indicators operates normally.	|
05	Oil Pressure Indicators				Deleted prior to Revision 27.	

MMEL TABLE KEY

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

80. STARTING

Sequence No.	Item	1	2	3	4	Change Bar
01	Starter Valve Open Indications					
01-01 ***	(-100/-200)	**C**	**2**	**0**	May be inoperative provided Start Valve Arming System is installed and operating normally.	
01-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	**C**	**2**	**1**	(O) One may be inoperative provided it is checked after engine start that associated valve is closed.	
02 ***	Engine Starter Auto Cutout					
02-01	(-100/-200)	**C**	**2**	**0**	May be inoperative provided: a) Flightcrew manually selects Start Switch to OFF at 40% N_2, and b) Takeoff in icing conditions is not permitted with No. 1 Engine Starter Auto Cutout inoperative.	
02-02	(-300/-400/- 500)	**C**	**2**	**0**	May be inoperative provided flightcrew manually selects Start Switch OFF at 46% N_2.	
02-03	(-600/-700/-800/-900/ -900ER)	**C**	**2**	**0**	May be inoperative provided flightcrew manually selects Start Switch OFF or AUTO at 55% N_2.	
03	Starter Valves					
03-01	(-100/-200)	**C**	**2**	**0**	(M)(O) May be inoperative provided alternate starting procedures are established and used.	

(Continued)

MMEL TABLE KEY

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

80. STARTING

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