

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.

Revision: 38
Date: 11/14/90

M A S T E R M I N I M U M E Q U I P M E N T L I S T

B-707 AND B-720

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Log of Revisions

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Highlights of Change 38

EFFECTIVE ABOVE DATE, The B-707/B-720 Master Minimum Equipment List has been revised. Change bars have been utilized to indicate any change from Revision 37. Changes to ATA systems beyond minor technical and formatting changes are annotated in the highlights. Please retain this section for future reference.

ATA 23 COMMUNICATIONS

Item 9: Category changed from B to A.

ATA 25 EQUIPMENT/FURNISHINGS

Item 1: Subpart 1) Category changed from B to C, Subpart 2) deleted, and proviso revised for clarity.

Item 11: Subpart 1) added.

ATA 31 INDICATING/RECORDING SYSTEMS

Item 2: Category changed from B to A.

ATA 33 LIGHTS

Item 2: Provisos reworded for clarity and to include provisions for lavatories. Subpart 1) added.

Page 33-2: New page - no changes.

ATA 34 NAVIGATION

Item 32: Revised to include provisions for glideslope deviation lights and Mode 6 warning.

Item 35: Format and minor word changes for clarity.

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Definitions
(Effective 10/2/89)

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by the Administrator.

- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

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3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. Items installed that are in excess of the FAR requirements may be permitted by the operator's MEL to be inoperative if not otherwise required by the MMEL.

4. "*" symbol in Column 4 indicates the listed item if inoperative, must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by the Administrator.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.

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Definitions
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8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

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(Effective 10/2/89)

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

The letter designators are inserted adjacent to Column 2.

23. Engine Indicating Crew Alerting System (EICAS), Electronic Centralized Aircraft Monitoring System (ECAM) or similar systems that provide electronic messages refer to a system capable of providing different priority levels of systems information messages (e.g., Warning, Caution, Advisory Status and Maintenance). Any airplane discrepancy message that affects dispatchability will normally be at status message level (e.g., Advisory Status) or higher.

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Definitions
(Effective 10/02/89)

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item is installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this definition nor the use of this symbol provide authority to install or remove an item from an aircraft.

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Preamble
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

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Preamble
(Effective 6/14/89)

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

U.S. DEPARTMENT OF TRANSPORTATION

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
1.	Turbocompressors and Engine Bleeds				
	1) B-707 Turbo- compressors	C	- 0	0	*May be inoperative provided three bleeds operate normally.
		C	- 1	1	*Two may be inoperative provided two bleeds operate normally.
		C	- 2	2	*
					NOTE: Use of turbocompressor and bleed on same engine is not permitted.
	2) B-720 Turbo- Compressors	C	2 0	0	*May be inoperative provided three bleeds operate normally.
		C	2 1	1	*One may be inoperative provided two bleeds operate normally.
					NOTE: Use of turbocompressors and bleed on same engine is not permitted.
	3) B-707/720 Engine Bleeds	C	4 0	0	*May be inoperative provided two turbocompressors operate normally.
		C	4 3	3	*
		C	4 2	2	*Two may be inoperative provided one turbocompressor operates normally.
		C	4 1	1	*Three may be inoperative provided two turbocompressors operate normally.
					NOTE: Use of turbocompressor and bleed on same engine is not permitted.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
21	AIR CONDITIONING				
2.	Turbocompressor Shut-Off Valves	C	-	0	*May be inoperative for any inoperative turbocompressor.
3.	Turbocompressor Bearing Temperature Warning Systems	C	-	0	*
4.	Turbocompressor Low Oil Pressure Warning Systems	C	-	0	*May be inoperative on one opera- ting turbocompressor provided associated tachometer and Overspeed Warning system operate normally.
5.	Turbocompressor Overspeed Warning	C	-	0	*May be inoperative on one opera- ting turbocompressor provided associated tachometer and Low Oil Pressure Warning system operate normally.
6.	Turbocompressor Tachometer	C	-	0	*May be inoperative on one opera- ting turbocompressor provided associated Low Oil Pressure Warning and Overspeed Warning system operate normally.
7.	Bleed Shut-Off Valve	C	4	0	*May be inoperative for an inopera- tive air bleed source.
8.	Turbocompressor Pressure Regulating Valves	C	-	0	*May be inoperative for an inopera- tive turbocompressor.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
9.	Ram Air Shut-Off Valves	C	2	1	*One may be inoperative closed provided circuit breaker is pulled and collared.
		C	2	0	*May be inoperative closed provided two packs operate normally.
		C	2	0	*May be inoperative provided flight is conducted in an unpressurized configuration.
10.	Air Conditioning Packs	C	2	1	*One may be inoperative provided associated pack shut-off valve remains closed.
		C	2	0	*May be inoperative provided flight is conducted in an unpressurized configuration.
11.	Flight Deck Airflow Controller	C	1	0	*
12.	Pack Coolant System (Inlet, 2 Exit and Heat Exchange Doors)				
	1) Air Cycle	C	2	0	*(M)Doors may be inoperative deactivated and secured fully open.
	2) Vapor Cycle	C	1	0	*(M)Auxiliary Air Inlet Door may be inoperative deactivated and secured in any position.
	a) Primary Heat Exchanger Door	C	1	0	*(M)May be inoperative deactivated and secured fully open.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
12.	Pack Coolant System (Inlet, 2 Exit and Heat Exchange Doors) (Cont'd)				
	b) Ram Air Inlet Door	C	1	0	*(M)May be inoperative deactivated and secured fully open.
		C	1	0	*(M)May be inoperative deactivated in AUTO-OPEN (60% OPEN) provided freon compressor remains OFF at outside air temperatures above 21 degrees C.
	c) Condenser Fan Exit Door	C	1	0	*(M)May be inoperative deactivated in 35% open to fully open.
13.	Pack Cooling Door Indicators				
	1) Air Cycle				
	a) Ram Air Inlet and Exit Indications	C	2	0	*May be inoperative provided associated door(s) remains fully open.
	b) Turbofan Exit Indication	C	1	0	*
	c) Secondary Heat Exchanger Indication	C	1	0	*(M)May be inoperative provided associated door is deactivated and secured fully open.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.		2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH				
21	AIR CONDITIONING					
13.	Pack Cooling Door Indicators (Cont'd)					
	2) Vapor Cycle					
	a) Ram Air Inlet, Primary Exchanger and Condenser Fan Exit Indicators	C	2	0		*May be inoperative provided: a) Associated door is verified fully open with associated pack OFF before each departure, and b) Cooling Door controls are not used in flight.
	b) Auxiliary Air Inlet Door Indication	C	1	0		*
14.	Gasper Fan	C	1	0		*
15.	Programmer Bypass Controls	C	1	0		*
16.	Cabin Pressure Control					
	1) Automatic	C	1	0		*May be inoperative provided manual system operates normally.
	2) Manual (Electric or Pneumatic)	C	1	0		*May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Only non-combustible materials are carried in the lower cargo compartments.
17.	Cabin Airflow Indicator	C	1	0		*

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING					
18.	Cabin Altitude Indicator	C	1	0		* (O) May be inoperative provided: a) Cabin Differential Pressure Indicator operates normally, and b) A chart is provided for the flight crew to convert cabin differential pressure to cabin altitude. OR c) Flight is conducted in an unpressurized configuration.
		C				
19.	Cabin Differential Pressure Indicator	C	1	0		* (O) May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided for the flight crew to convert cabin altitude to differential pressure. OR c) Flight is conducted in an unpressurized configuration.
		C				
20.	Cabin Rate of Climb Indicator	C	1	0		* May be inoperative provided: a) All other components and functions of the pressurization system operate normally. OR b) Flight is conducted in an unpressurized configuration.
21.	Cabin Altitude Warning System	C	1	0		* May be inoperative provided flight remains at or below 10,000 feet MSL.

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			3.	NUMBER REQUIRED FOR DISPATCH	
21	AIR CONDITIONING				
22.	Air Conditioning Outflow Valves	C	2	1	* (M)(O) One may be inoperative provided: a) Valve is deactivated closed, and b) Both automatic and manual controls operate normally on the remaining valve.
		C	2	0	* (M)(O) Both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Extended overwater flight is prohibited, and c) Only non-combustible materials are carried in the lower cargo compartments. OR d) Compartment remains empty.
23.	Thrust Recovery Valves	C	3	0	* May be inoperative closed.
24.	Cabin Heater	C	1	0	*
25.	Flight Deck Heater	C	1	0	*
26.	Cold Air Pressure Regulator	C	1	0	* (M) May be inoperative provided spring loaded flapper valves located downstream operate normally.
27.	Condenser Fan Override Circuit	C	1	0	*
28.	Zone Temperature Control Valves	C	3	0	* May be inoperative closed.

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21	AIR CONDITIONING				
28.	Zone Temperature Control Valves (Cont'd)	C	3	0	*(M)May be inoperative partially open to fully open provided a blocking plate is installed to prevent airflow.
29.	Temperature Indicators (Air & Freon)	C	2	0	*Evaporator discharge air or freon temperature indicator function may be inoperative for both freon packs.
		C	2	0	*Air and freon temperature indicators may be inoperative provided automatic temperature control system operates normally.
		C	2	0	*All temperature indications for an inoperative pack may be inoperative.
30.	Equipment Cooling Exhaust Blower Motor				Deleted, Rev. 37
31.	Equipment Cooling Exhaust Valve				
	1) Automatic Function	C	1	0	*May be inoperative provided mechanical manual or electrical manual control and indicator operate normally.
	2) Valve Indicator	C	1	0	*(M)May be inoperative provided: a) Motorized valve is verified to operate normally with control switch. OR b) Non-motorized valve is positioned manually, and c) NO AIRFLOW warning light operates normally.
		C			

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21	AIR CONDITIONING					
32.	Equipment Cooling Exhaust Valve Indicator					Deleted, Rev. 37
33.	Flight Deck Temperature Control					
	1) All Except B-707-300C	C	1	0		*May be inoperative provided automatic, manual or programmer bypass control operates normally.
	2) B-707-300C Only	C	1	0		*(M)May be inoperative provided: a) Cabin Temperature Control Valve is deactivated fully COLD, and b) Crew Auxiliary Heat Valve operates normally.
34.	Flight Deck Temperature Manual Shutoff Control Valve					Deleted, Rev. 37
35.	Main Cabin Temperature Control Manual (Electrical)					
	1) Air Cycle	C	1	0		*May be inoperative provided manual (Mechanical) Override operates normally.
	2) Vapor Cycle	C	1	0		*May be inoperative provided: a) Manual (Mechanical) Override operates normally, and b) Programmer Bypass Control operates normally. OR c) Electrical Override operates normally.
		C				

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			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
36.	Main Cabin Temperature Control (Automatic)				
	1) Air Cycle	C	1	0	*May be inoperative provided manual (Mechanical) Override operates normally.
	2) Vapor Cycle	C	1	0	*May be inoperative provided: a) Manual (Mechanical) Override operates normally, and b) Programmer Bypass Control operates normally. OR c) Electrical Override operates normally.
37.	Main Cabin Temperature Control Manual (Mechanical or Electrical) Override	C	1	0	*
38.	Cabin Temperature Indicator	C	1	0	*
39.	Water Separator Ice Control	C	2	1	*One may be inoperative for associated inoperative pack.
		C	2	0	*May be inoperative for associated inoperative air conditioning packs.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
40.	Recirculation Fans (Vapor Cycle Systems)	C	-	0	*
41.	Pack Shut-Off Valves	C	2	1	*May be inoperative for associated inoperative pack.
42.	Air Conditioning Ground Connection Check Valve	C	1	0	*May be inoperative closed.
		C	1	0	*May be inoperative open provided flight is conducted in an unpressurized configuration.
43.	Override System				Deleted, Rev. 37
44.	Pack Turbofan	C	2	0	*May be inoperative provided associated pack is not operated on the ground.
45.	Pack Trip Warning System	C	2	0	*May be inoperative for inoperative pack(s).
46.	Pack Turbofan Shut-Off Valve	C	2	0	*May be inoperative closed provided associated pack is not operated on the ground.
47.	Duct Overheat Warning Lights	C	2	1	*Main Cabin Light may be inoperative provided cabin duct air temperature indicator operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
1.	Autopilot System	C	-	0	*May be inoperative provided approach minimums do not require its use. NOTE: Any mode which functions normally may be used.
	1) Control Wheel Disengage Switch	C	2	1	*One may be inoperative provided autopilot is not used below 1,500 feet AGL.
2.	Yaw Damper	C	2	0	*(O)May be inoperative provided AFM limitations are observed.
3.	Comparator Unit	C	1	0	*
4.	Mach Trim System	C	1	0	*(O)May be inoperative provided AFM limitations are observed.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
23 COMMUNICATIONS					
1.	Selective Call System (SELCAL)	C	1	0	*
2.	Communication Systems (HF, VHF, UHF)	C	-	-	*(O)As required by FAR.
3.	Service Interphone System Flight Deck to Cabin/Cabin to Flight Deck/Flight Deck to Ground	C	1	0	*(O)May be inoperative provided: a) Alternate, normal, and emergency procedures are established and used, and b) PA system operates normally. NOTE: Not required for all-cargo operations.
4.	Cabin Attendant's Interphone System	C	1	0	*(O)May be inoperative provided: a) Alternate, normal, and emergency procedures are established and used, and b) PA system operates normally. NOTE: Not required for all-cargo operations.
5.	Flight Deck Speakers	C	2	0	*May be inoperative provided: a) Procedures do not require their use, and b) Headsets are installed and operate normally.
6.	Passenger Address System	A	1	0	*(O)May be inoperative provided: a) Alternate, normal, and emergency procedures are established and used,
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23	COMMUNICATIONS				
6.	Passenger Address System (Cont'd)				b) Flight Deck-Cabin/Interphone function (two-way) operates normally, and c) The airplane may continue the flight or series of flights for a maximum of 15 flight hours (Domestic) or 25 flight hours (International). NOTE: Not required for all-cargo operations.
7.	Flight Deck Interphone System				Deleted, Rev. 37
8.	Audio Selector Panels	C	-	4	*Any in excess of those required for flight deck crewmembers (including official observer in forward observer's seat) may be inoperative.
9.	Cockpit Voice Recorder (CVR) System	A	1	0	*May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
10.	H.F. Communications Transmitters and Receivers				Deleted, Rev. 37

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24		ELECTRICAL POWER			
1.	Generator Systems	B	4	3	*One may be inoperative provided AC Buses are paralleled.
2.	CSD Low Pressure Lights	C	4	0	*May be inoperative provided associated generator functions and indicators operate normally.
3.	CSD Oil Temperature Indicator	C	4	0	*May be inoperative provided: a) Associated KW/KVAR Meter or Loadmeter operates normally, and b) CSD low pressure lights operate normally.
4.	Generator Overheat Lights	C	4	0	*
5.	Frequency Meter				Deleted, Rev. 37
6.	KW/KVAR Meter (Or Loadmeter)	C	4	2	*Two KW/KVAR Meters or Loadmeters may be inoperative provided associated CSD oil temperature indicators operate normally. NOTE: KVAR function may be inoperative on all meters.
7.	A.C. Voltmeter				Deleted, Rev. 37
8.	D.C. Meter Indications				
	1) VOLTS	C	4	0	*May be inoperative for any T.R. provided associated AMPS indication operates normally.

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24	ELECTRICAL POWER				
8.	D.C. Meter Indications (Cont'd)				
	2) AMPS	C	4	3	*May be inoperative for one T.R. provided: a) Associated VOLTS indication operates normally, and b) Remaining T.R.'s AMPS indications operate normally.
9.	Battery System				Deleted, Rev. 37
10.	Transformer Rectifiers (T.R.)	C	4	3	*No. 3 or No. 4 T.R. may be inoperative provided: a) All D.C. Buses operate normally, and b) No. 2 and Essential T.R. operate normally.
11.	External Power System	C	1	0	*
12.	Automatic Generator Paralleling System	C	1	0	*(O)May be inoperative provided: a) Manual paralleling functions operate normally, and b) Manual paralleling procedures are used.
13.	Generator Synchronize Lights	C	1	0	*(O)May be inoperative provided: a) Auto paralleling functions operate normally, and b) Manual paralleling procedures are not used.

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24	ELECTRICAL POWER				
14.	Essential Power Selector				
	1) Generator Positions	C	4	3	*One may be inoperative provided: a) Essential power operates normally from remaining positions, b) Remaining AC generators operate normally, c) AC Buses are paralleled, and d) Circuit breaker(s) for the inoperative position is pulled and collared.

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25 EQUIPMENT/FURNISHINGS					
1.	Megaphones	C	-	2	*Any in excess of those required by FAR may be inoperative. NOTE: Not required for all-cargo operations.
2.	Crewmember Shoulder Harness (Flight Deck)	C	-	4	*Any in excess of those required for flight crewmembers (including official observer in forward observer's seat) may be inoperative.
3.	Flight Attendant Seat Assembly (Single or Dual Position)	C	-	-	*(M)One seat 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 the passenger seat most accessible to his or her assigned exit.
(Continued)					

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25	EQUIPMENT/FURNISHINGS			
3.	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)			<p>c) Alternate procedures are established for displaced flight attendant(s),</p> <p>d) Folding type seat is stowed or secured in the retracted position, and</p> <p>e) Passenger seat(s) assigned to flight attendant(s) is placarded "FOR FLIGHT ATTENDANT USE ONLY".</p> <p>NOTE 1: A folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with a missing or inoperative lap belt and/or shoulder harness is considered inoperative.</p> <p>NOTE 3: The above provisos apply only to required flight attendant seats. Seat positions in excess of those required may be inoperative provided they are properly stowed or secured in the retracted position. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to assure that the proximity to exits and distribution requirements of the applicable FAR are met.</p>

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25	EQUIPMENT/FURNISHINGS				
4.	Flight Attendant Flashlight Holder Assemblies	C	-	-	*May be inoperative or missing provided the crewmember assigned to associated seat has a flashlight of equivalent characteristics readily available.
5.	"Fasten Seat Belt While Seated" Signs or Placards	C	-	-	*One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
6.	Passenger Seats				
	1) Seat Backs	C	-	-	*(M)May be inoperative secured in the upright position.
		C	-	-	*(M)May be inoperative in other than the upright position provided: a) Does not block an Emergency Exit, b) Does not restrict any passenger from access to the main aircraft aisle, and c) The 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 seats do not affect the required number of Flight Attendants.

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25	EQUIPMENT/FURNISHINGS				
7.	Emergency Locator Transmitter (ELT)	C	-	-	*Any in excess of those required by FAR may be inoperative.
8.	Passenger Convenience Item(s)		-	0	*Passenger convenience items, as expressed in this MMEL, are those items related to passenger convenience, comfort, or entertainment such as, but not limited to: galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the Air Carrier's appropriate document. NOTE: Lavatory door ash trays are not considered convenience items.
9.	First-Aid Kit	C	-	-	*Any in excess of those required by FAR may be inoperative.
10.	PBE Smokehoods	C	-	-	*Any in excess of those required by FAR may be inoperative.
11.	Forward Observer's Seat	A	1	0	*May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Operators are limited to not more than two flight days before repairs are made.
1)	Additional Observer Seat(s)	C	-	0	*

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
1.	Engine Fire Detection System Test Feature	C	1	0	*(M)May be inoperative provided an alternate procedure is used to verify system integrity.
2.	Wheel Well Fire Detection System	C	1	0	*(M)May be inoperative provided: a) A procedure is used to verify that brake tempera- tures are not excessive, and b) After takeoff, landing gear remains extended for ten minutes.
					NOTE 1: In case of an engine fail- ure after V1, performance is the prime consideration. The landing gear should be retracted normally until gear down performance is not a problem. Pilots must consider the effects associated with delayed raising or cycling of land- ing gear during winter operations.

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26		FIRE PROTECTION				
3.	Engine Fire Extinguisher Discharge Light	C	-	0		*(M)May be inoperative provided a test procedure is used once each flight day to verify that associated bottle(s) is properly charged.
4.	Engine Fire Extinguisher Thermal/ Discharge Discs	C	4	0		*(M)May be missing provided gauge readings or other means are used to verify that associated bottle(s) is full.
5.	Firewall Shutoff Systems					Deleted, Rev. 37
6.	Engine Fire Extinguisher Systems					Deleted, Rev. 37
7.	Portable Fire Extinguishers	C	-	-		*Any in excess of those required by FAR may be inoperative or missing provided required distribution is maintained throughout the aircraft. NOTE: Any bottle not properly serviced is considered inoperative and should be removed.
8.	Aft Cargo Compartment Fire Warning Light	C	-	0		*May be inoperative provided only non-combustible materials are carried in associated compartment.
9.	Master Fire Warning Lights (Forward Glare Shield)	B	2	1		*One may be inoperative provided all other fire warning devices, both visual and aural, operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION					
10.	Forward Lower Cargo Compartment Class B Smoke Detection System	C	1	0		*May be inoperative provided: a) Compartment remains empty, and b) Heater remains OFF. OR c) Only non-combustible materials are carried in associated compartment.
		C				
11.	Main Cargo Smoke Detection System	C	1	0		*May be inoperative provided: a) Aircraft is operated in a passenger configuration. OR b) No cargo is carried on the main deck.
		C				
12.	Lavatory Fire Extinguisher	C	-	-		*(M)(O)May be inoperative for each lavatory provided the associated: a) Lavatory smoke detection system(s) operates normally. OR b) Lavatory waste receptacle is empty, c) Lavatory door is locked closed and placarded, "INOP- ERATIVE - DO NOT ENTER", and d) Lavatory is not used for any purpose.
		C				
						NOTE 1: These provisos are not intended to preclude lavatory inspections by crewmembers.
						NOTE 2: Not required for all-cargo operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
13.	Master Fire Warning Bell Cutout Switch	C	2	1	*One may be inoperative provided all other components of the fire warning system, both visual and aural, operate normally.
14.	Lavatory Smoke Detection Systems	C	-	-	* (M)(O) May be inoperative for each lavatory provided the associated: a) Lavatory fire extinguisher system(s) operates normally. OR b) Lavatory waste receptacle is empty, c) Lavatory door is locked closed and placarded "IN- OPERATIVE - DO NOT ENTER", and d) Lavatory is not used for any purpose.
		C			
					NOTE 1: These provisos are not intended to preclude lava- tory inspections by crew- members.
					NOTE 2: A lavatory smoke detection system is not required for all-cargo operations.

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27		FLIGHT CONTROLS				
1.		Rudder Boost Hydraulic System				Deleted, Rev. 37
2.		Rudder Boost Hydraulic Pressure Reducer				
	1)	Parallel Yaw Damper System	C	1	0	* (M)(O) May be inoperative provided: a) System is rendered inoperative above 250 KIAS, and b) Boeing Service Bulletin #952 has been incorporated.
	2)	Series Yaw Damper	C	1	0	* (O) May be inoperative provided AFM limitations are observed.
3.		Stabilizer Trim Actuator System				Deleted, Rev. 37
4.		Stabilizer Main Electrical Trim Operating Light	C	1	0	* May be inoperative provided control wheel trim switch system operates normally.
5.		Mach Trim System				Moved to ATA 22.
6.		Wing Trailing Edge Flap Position Indicator Needles	C	4	3	* (O) One may be inoperative on either flap gauge provided: a) Flaps operate normally, and b) Flap position is verified before each takeoff and landing.
7.		Leading Edge Flap Position Light System	C	2	0	* (O) May be inoperative provided position of Leading Edge devices is verified before each takeoff and landing.

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27	FLIGHT CONTROLS				
8.	Takeoff Warning Horn System				Deleted, Rev. 37
9.	Control Wheel Trim Switch System	C	2	1	*Copilot's may be inoperative provided stabilizer trim system operates normally.
10.	Stabilizer Trim Brake	C	1	0	*(M)May be inoperative provided brake and associated release cable are deactivated and secured.
11.	Reverser Actuated Leading Edge Flaps Retraction System (RABS)				
1)	Turbine Reversers Installed	C	1	0	*(M)May be inoperative provided: a) Leading edge flaps operate normally, and b) Leading edge flaps and adjacent wing skin panels are inspected for heat damage before each departure.
2)	Turbine Reversers Deleted or Deactivated	C	1	0	*May be inoperative provided all turbine reversers have been deleted or deactivated.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
28	FUEL				
1.	Pressure Fueling System	C	1	0	*May be inoperative provided alternate procedures are established and used.
2.	Main Tank Fuel Boost Pumps	C	8	7	*(O)One may be inoperative provided operations are conducted in compliance with the AFM.
3.	Center Tank Fuel Boost Pumps	C	2	0	*May be inoperative provided: a) Center tank fuel is not required, and b) Fuel in associated tank(s) is included in the zero fuel weight. OR c) Associated tank remains empty.
4.	Main Tank Fuel Pressure Warning Lights	B	8	4	*(M)One per tank may be inoperative provided: a) Fuel pressure indicators operate normally, and b) Pump output is verified normal for each operative pump before departure.
		B	8	7	*(O)One may be inoperative on aircraft without fuel pressure indicators provided that during takeoff, initial climb, and landing, associated tank is manifolded to a tank with two operating boost pumps.

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28	FUEL				
5.	Center Tank Fuel Pressure Warning Lights	B	2	0	* (M) May be inoperative provided: a) A procedure is used to verify associated pump output. OR b) Tank does not contain usable fuel.
6.	Fuel Pressure Indicators	C	4	0	* May be inoperative provided fuel pressure warning system operates normally.
7.	Reserve Fuel Transfer Lights	C	2	0	* May be inoperative provided reserve tank and main tank quantity gauges operate normally.
8.	Reserve Fuel Transfer Valves	C	2	0	* (M) (O) May be inoperative provided: a) Valves are secured closed, and b) AFM procedures for fuel loading and management are observed.

NOTE: Associated reserve tank fuel is unusable and unjettisonable.

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28	FUEL				
9.	Fuel Manifold Valves	C	4	3	*(M)One may be inoperative provided associated valve is secured open. NOTE: Center tank to outboard fuel feed is not allowed for take-off with an inoperative inboard valve.
10.	Manifold Valve Lights	C	4	3	*(M)One may be inoperative provided: a) Associated valve operates normally. OR b) Associated valve is secured open before departure.
11.	Fuel Shutoff Valve Lights	C	4	3	*(M)One may be inoperative provided associated valve operates normally with the fire switch, start lever, or flight engineer panel switch before each departure.
12.	Engine Fuel Valve Position Lights				Moved to ATA-73.
13.	Fuel Icing Warning Lights				Moved to ATA-73.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
14. Fuel Dump System	C	2	1	1	* (O) One may be inoperative provided: a) Weight over 105% of maximum landing weight is carried in center section tanks capable of fuel dumping, and b) Fuel usage and structural limits are observed.
	C	2	0	0	* (M) (O) May be inoperative provided: a) Takeoff gross weight does not exceed 105% of maximum landing weight, b) Airplane performance requirements are satisfied, including approach climb and landing climb capability, and c) Jettison valves are secured CLOSED.
15. Fuel Tank Quantity Gauge Totalizer	C	1	0	0	*
16. Fuel Quantity Indicators (Main Tanks)	C	4	3	3	* (M) One may be inoperative provided: a) Dripstick readings are taken to determine fuel quantity in tank with inoperative gauge after each refueling,

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28	FUEL				
16.	Fuel Quantity Indicators (Main Tanks) (Cont'd)				b) If airplane is not equipped with operating fuel flow totalizers, additional fuel equal to at least 10% of FAA required reserves (i.e., fuel carried which is in addition to fuel needed for flight to destination) is carried. If uncalibrated fuel flow totalizers are used, additional fuel equal to at least 5% of the FAA required reserves is carried. If calibrated fuel flow meter is used and the crew furnished with calibration information, if applicable, no additional fuel is required, c) Fuel flow readings and fuel consumption rates are logged, d) Fuel loading and use schedule in AFM is followed, and e) All boost pumps for associated tank are operative.
17.	Center Tank Fuel Quantity Gauge	C	1	0	* (M) May be inoperative provided: a) Tank is emptied and serviced with a known quantity of fuel. OR b) Dripstick readings are taken to determine fuel quantity in associated tank after each refueling. OR c) Associated tank remains empty.
		C			
		C			

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
28	FUEL				
18.	Fuel Quantity Reserve Tank Gauges	C	2	0	*May be inoperative provided: a) Associated main tank gauge and transfer valve light(s) operates normally. OR b) Associated tank(s) remains empty.
19.	Fuel Tank Temperature Indicator	C	1	0	*May be inoperative provided Total Air Temperature (TAT) or Ram Air Temperature (RAT) is substituted as an indication of fuel temperature.
20.	Fenwall Fuel Surge Tank Suppression System				
	1) All Models 707/720 (Except 707-300B & C)	C	-	0	*(M)May be inoperative provided auxiliary vent system (AD 67-23-2) is installed and operates normally.
	2) Models 707-300B & C	C	-	0	*
21.	Fuel Sump Drain Valves	C	-	0	*(M)May be inoperative provided: a) There is no evidence of leakage, and b) Refueling service equipment is checked for moisture accumulation before and after each fuel service.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL						
22.	Fuel Dripsticks	C	-		0		*(M)May be inoperative provided fuel quantity is verified by an alternate means.
23.	Fuel Heater Valve Position Lights	C	4		0		*
24.	Fuel Heater Valves	C	4		0		*May be inoperative closed provided: a) Fuel tank temperature is maintained at or above 0 degrees C. OR b) Engine fuel temperature is not permitted to fall below +5 degrees C.

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29	HYDRAULIC POWER					
1.	Engine Driven Hydraulic Pumps					
	1) Depressurizing Function	C	2	0		*(M)May be inoperative provided: a) Associated valve is verified open, and b) The supply shutoff valve is operative.
2.	Engine Driven Pump Supply Shut-off					Deleted, Rev. 37
3.	Utility System Depressurizing Valve	C	1	0		*(M)May be inoperative provided valve is secured closed.
4.	Hydraulic System Interconnect Valve	C	1	0		*(M)May be inoperative provided valve is secured closed.
5.	Auxiliary Pumps					Deleted, Rev. 37
6.	D.C. Hydraulic Pump	C	1	0		*
7.	High Pressure Air Start Compressor System	C	1	0		*
8.	Brake Interconnect Valve	C	1	0		*(M)(O)May be inoperative provided: a) Alternate procedures are included in the AFM for utility system hydraulic malfunctions, and b) Valve is deactivated closed.

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29	HYDRAULIC POWER						
9.	Cockpit Utility System Pressure Gauge						Deleted, Rev. 37
10.	Utility Hydraulic Pump Pressure Warning Lights	C	2	1	1		* (M) (O) One may be inoperative provided: a) Associated pump output is verified to be normal before each departure, b) Associated system operates normally, and c) Associated pump remains on at all times.
11.	Auxiliary Hydraulic Power Warning Lights	C	2	1	1		* No. 2 pump warning light may be inoperative.
		C	2	1	1		* No. 1 pump warning light may be inoperative provided: a) No. 2 pump is OFF during cruise, and b) Output of No. 1 pump is verified before landing.
12.	Utility Reservoir Quantity Gauge						Deleted, Prior to Rev. 37
13.	Utility System Overheat Warning Light	C	1	0	0		*
14.	Auxiliary, Utility and Brake Accumulator Pressure Gauges (Wheel Well)	C	2	0	0		* (M) May be inoperative provided air charge is verified within limits before each departure.

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29	HYDRAULIC POWER				
15.	Rudder Boost Pressure Indicator				Deleted, Prior to Rev. 37
16.	Brake Pressure Gauge (Cockpit)	C	1	0	*May be inoperative provided: a) Utility System pressure gauge operates normally, b) Brake interconnect valve operates normally, c) One indication of brake sys- tem pressure (gauge or light) is available on pilot's forward panel, and d) Accumulator pressure is verified adequate before each departure.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
30	ICE AND RAIN PROTECTION				
1.	Wing Anti-Icing Duct Temperature Indicating System	C	2	0	*May be inoperative provided associated valve position lights operate normally before departure in known or forecast icing conditions.
2.	Wing Anti-Icing System	C	1	0	* (M) May be inoperative provided: a) The airplane is not operated in known or forecast icing conditions, and b) Inoperative valve remains closed. OR c) In addition to a), damaged ducting is removed, and d) A suitable blocking plate is installed.
3.	Wing Anti-Ice Valves	C	4	3	* (M) One may be inoperative secured closed.
4.	Empennage De-Icing System	C	1	0	*
5.	Empennage De-Icing Automatic Control	C	1	0	*
6.	Engine Anti-Icing System (Includes all Components and Indicators except Valves)	C	4	-	* (M) (O) One light may be inoperative provided: a) All valves are verified to be operating normally before each departure, and b) Flight crew verifies valve operation by reference to EPR indication.

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30	ICE AND RAIN PROTECTION				
7.	Engine Anti-Ice Valves	C	12	11	*(M)One may be inoperative closed provided: a) The airplane is not operated in known or forecast icing conditions, and b) Remaining anti-ice valves operate normally.
		C	2	1	*(M)(O)One of the Two JT3D and JT4A engine anti-ice valves, or the JT3D small inlet door cowl anti-ice valves may be inoperative open provided: a) Ambient temperature does not exceed ISA +41 degrees F (+5 degrees C), b) Limit EPR on affected engine is reduced as follows: Takeoff & +50 degrees F Go-Around: (+10 degrees c) or below, --- No corrections. Above +50 degrees F (+10 degrees C) --- -.07 EPR. Max. Cont. For all temperatures, use EPR and All decrement from Other Max. Continuous Ratings: thrust setting chart in AFM,

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30	ICE AND RAIN PROTECTION					
7.	Engine Anti-Ice Valves (Cont'd)					<p>c) Limiting gross weights are reduced by:</p> <p>Takeoff & Landing: 9,500 lb. (4,309 kg) - applicable above +50 degrees F (+10 degrees C)</p> <p>En Route Climb (1 or 2 engines inoperative): 12,000 lb. (5,443 kg) -- all temperatures, and</p> <p>d) On the remaining three engines, all anti-ice valves operate normally.</p> <p>NOTE: Use of the turbo compressor on the JT3D engine is prohibited in the landing configuration without an operating flight idle warning light.</p>
8.	Pitot Heaters					Deleted, Rev. 37
9.	Flight Deck Window Heating Systems	C	10	-		*(O)May be inoperative provided AFM limitations are complied with.
10.	Rain Repellent System	C	1	0	*	
11.	Windshield Wipers	C	2	0		*May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.

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			3. NUMBER REQUIRED FOR DISPATCH		
30	ICE AND RAIN PROTECTION				
12.	"Q" Inlet Heater	C	1	0	*(O)May be inoperative provided AFM limitations are complied with. NOTE: If icing conditions are encountered inadvertently: - For airplanes incorporating series yaw damper, avoid large rudder inputs at speeds above 250 KIAS. - For airplanes incorporating parallel yaw damper, turn rudder boost OFF at speeds above 250 KIAS, and ON at speeds below 250 KIAS.
13.	Ice Detector System	C	1	0	*
14.	Attitude Warning Heat System	C	2	0	*May be inoperative provided airplane is not operated in known or forecast icing conditions.
15.	Pitot Heat Ammeter or Light	B	2	1	*(O)One may be inoperative provided: a) All other components of the pitot heat system operate normally, and b) The airplane is not operated in visible moisture or in known or forecast icing conditions.

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30	ICE AND RAIN PROTECTION				
16.	TAT Probe Heater	C	1	0	*May be inoperative provided: a) The airplane is not operated in known or forecast icing conditions. OR b) An alternate temperature system is operative.
17.	Pitot Heat Indicating "Heater Off" System	B	1	0	*(O)May be inoperative provided: a) All other components of the pitot heat system operate normally, and b) The airplane is not operated in visible moisture or in known or forecast icing conditions.

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31	INDICATING/RECORDING SYSTEMS				
1.	Clock	C	-	1	*One may be inoperative at either pilot's or co-pilot's station.
2.	Flight Data Recorder (FDR) System	A	1	0	*May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within three flight days.

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			3. NUMBER REQUIRED FOR DISPATCH		
32	LANDING GEAR				
1.	Landing Gear Door Warning System	C	1	0	*(O)May be inoperative provided gear doors are verified closed before takeoff, after takeoff, and after landing.
2.	Landing Gear Ground Lock Pin Annunciator	C	-	0	*
3.	Anti-Skid System	C	1	0	*(M)(O)May be inoperative provided AFM antiskid inoperative procedures and performance data are observed.
4.	Pneumatic Brake System				Deleted, Rev. 37
5.	Pneumatic Brake Pressure Gauge (Nose Wheel Well)	C	1	0	*
6.	Parking Brake				Deleted, Rev. 37
7.	Parking Brake Light	C	1	0	*(M)May be inoperative provided parking brake valve operates normally.
8.	Landing Gear Warning and Indicating System				Deleted, Rev. 37

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33	LIGHTS						
1.	Flight Compartment and Instrument Lighting	C	-	-	-		*Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all instruments and switches, b) Positioned so that direct rays are shielded from crew-member's eyes, and c) Of controllable intensity, unless this feature is proven unnecessary.
2.	Passenger Notice System ("No Smoking /Fasten Seat Belt/ Return to Cabin") Signs	C	-	-	-		* (M)(O) No passenger, cabin attendant seat or lavatory may be occupied from which a "No Smoking/ Fasten Seat Belt/Return to Cabin sign is not readily legible or that seat or lavatory must be blocked and placarded - "DO NOT OCCUPY".
		C	-	-	-		* (O) "No Smoking/Fasten Seat Belt/ Return to Cabin" signs may be inoperative and the affected passenger seat(s), cabin attendant seat(s) or lavatories may be occupied provided: a) PA System operates normally and can be clearly heard throughout the cabin during flight, and b) PA system is used to alert the cabin crew and to notify the passengers when seat belts should be fastened and smoking is prohibited.
1)	Aural Tone System	C	1	0	0	*	

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33	LIGHTS					
3.	Cabin Interior Illumination	C	-	-	-	*(O)Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.
4.	Cargo Compartment Light System	C	-	0	0	*May be inoperative in Class "D" compartments.
5.	Tail Compartment Light	C	1	0	0	*
6.	Air Conditioning Compartment Lights	C	-	0	0	*
7.	Lower Nose Compartment Lights	C	-	0	0	*
8.	Wheel Well Lights (Main Gear Wheel Well)	C	2	0	0	*May be inoperative for airplanes with an alternate landing gear indicating system.
9.	High Intensity Oscillating Navigation Lights (Position Lights)	C	-	0	0	*

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				3. NUMBER REQUIRED FOR DISPATCH		
33	LIGHTS					
10.	Runway Turn Off Lights	C	-	0		*May be inoperative provided landing lights on the same side of the airplane as inoperative turn- off light(s) operate normally.
		C	-	0		*May be inoperative for day operations.
11.	Landing Lights	C	4	2		*One on each side may be inoperative.
		C	4	0		*May be inoperative for day operations.
12.	Taxi Light	C	-	0		*
13.	Anti-Collision Beacon	C	2	1		*One may be inoperative provided high intensity oscillating or strobe anti-collision (wing/tail mounted) lights operate normally.
		C	2	0		*May be inoperative provided Minneapolis-Honeywell aircraft recognition light system operates normally.
		C	2	0		*May be inoperative for day operations.
14.	Wing Illumination Lights	C	2	0		*May be inoperative provided a portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions.

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33	LIGHTS						
15.	Position Lights (Wing tips and Tail)	C	-	3			*For night operations, all except the following may be inoperative: a) One stationary red wing tip light, b) One stationary green wing tip light, and c) One stationary white tail light.
		C	-	0			*May be inoperative for day operations.
16.	Interior Emergency Lighting System (Including Emergency Exit Lights)	C	1	-			*(M)May be inoperative provided: a) Airplane is operated in an all cargo configuration, b) Forward entry lights operate normally, and c) Forward emergency exit lights operate normally.
17.	Exterior Emergency Lighting System	B	1	0			*May be inoperative for day operations.

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33	LIGHTS				
18.	Floor Proximity Emergency Escape Path Marking System	C	1	1	*Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels in one of the following documents are complied with: a) FAA engineering approval letter. OR b) FAA approved report of the Type Design holder. OR c) Limitations and Conditions section of the applicable Supplementary Type Certificate (STC). OR d) An FAA report incorporated in the Master Drawing List for the applicable STC.
		C			
		C			
		C			

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34	NAVIGATION				
1.	Airspeed Indicators (IAS)				Deleted, Prior to Rev. 37
2.	True Airspeed Indicator (TAS)	C	-	0	*
3.	Mach/Airspeed Indicators				
	1) Mach Indications	C	2	1	*One may be inoperative provided Mach/Airspeed Warning and Mach Trim operate normally.
		C	2	0	*May be inoperative provided: a) Flight remains at or below FL 220, b) Airspeed does not exceed 350 KIAS, and c) A placard which sets forth this limitation is affixed to the instrument panel.
4.	Mach/Airspeed Warning System	C	1	0	*(O)May be inoperative provided: a) Mach trim inoperative AFM limitations are observed, b) Aural warning above mach trim inoperative speed operates normally, c) Both Mach indicators operate normally, and d) Airspeed does not exceed the value at which aural warning would sound.
5.	Altimeters				Deleted, Rev. 37

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34	NAVIGATION				
6.	Altimeter Vibrators				
	1) Servo Pneumatic	C	2	1	*One may be inoperative provided associated air data computer function operates normally.
	2) Pneumatic	C	2	1	*One may be inoperative provided VMC conditions exist at departure and arrival airports.
7.	Rate of Climb Indicators				Deleted, Rev. 37
8.	Static Air Temperature (SAT) Indicator	C	1	0	*May be inoperative provided Ram Air Temperature (TAT) indicator operates normally.
9.	Ram Air Temperature (TAT) Indicator	C	1	0	*May be inoperative provided Static Air Temperature (SAT) indicator operates normally.
10.	Bank and Pitch Indicator (Horizon Indicator)				Deleted, Prior to Rev. 37
11.	Vertical Gyro System				Deleted, Prior to Rev. 37
12.	Attitude Warning System	C	2	0	*May be inoperative provided AFM procedures and limitations are observed.
13.	Angle of Attack Indicators	C	2	0	*May be inoperative provided AFM procedures and limitations are observed.
14.	Turn and Slip Indicators	C	2	1	*Turn function of one instrument may be inoperative for day VMC operations only.
		C	2	0	*May be inoperative provided Stand-by Horizon operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
15.	Directional Gyro Compass Systems				Deleted, Rev. 37
16.	Non-Stabilized Magnetic Compass (Standby)	B	1	0	*May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
		B	1	0	*(O)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 the enroute portion of the flight.
		C	1	0	*(O)May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems operate normally and are used in conjunction with approved free gyro navigation techniques.
17.	Flight Director System	C	-	-	*May be inoperative provided approach minimums do not require its use.
18.	Distance Measuring Equipment (DME)	C	1	-	*As required by FAR.
19.	Marker Beacon	C	1	-	*May be inoperative provided approach minimums do not require its use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
20.	Doppler Navigation System	C	-	-	*As required by FAR.
21.	Inertial Navigation System	C	-	-	*As required by FAR.
22.	Weather Radar	C	-	-	*As required by FAR.
23.	Radio Compass (ADF)	C	-	-	*As required by FAR.
24.	VHF Navigation Receiver (VOR/ILS)	C	2	-	*As required by FAR.
25.	ILS				Deleted, Rev. 37
26.	ATC Transponder	C	2	-	*As required by FAR.
27.	Instrument Comparator or Warning Systems	C	1	0	*May be inoperative provided approach minimums do not require its use.
28.	Air Data Systems (KIFIS or CADC)	C	1	0	*May be inoperative provided: a) Dispatch deviations for affected equipment are observed, and b) Affected equipment is listed in this column of each MEL.
29.	Altitude Alerting System	B	-	-	*As required by FAR.
30.	Standby Attitude Indicator	B	1	0	*May be inoperative for day VMC operations only.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
31.	Automatic Altitude Reporting	C	2	-	*As required by FAR.
32.	Ground Proximity Warning System				
1)	Glideslope Deviation Lights	B	-	0	*
2)	Mode 6 Warning (Minimums, Minimums)	C	1	0	*
33.	VLF Navigation Receiver	C	-	-	*As required by FAR.
34.	Radio Altimeter	C	-	-	*May be inoperative provided approach minimums do not require its use.
35.	Traffic Collision and Avoidance System (TCAS)	C	-	0	*(M)May be inoperative provided the system is deactivated and secured.
*** 1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1	*(O)One may be inoperative on the non-flying pilot side provided: a) TA and RA elements and audio functions are operative on the flying pilot side, and b) TA and RA display indications are visible to the non-flying pilot.

(Continued)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION						
35.	Traffic Alert Collision Avoidance System (TCAS) (Cont'd)						
	2) Resolution Advisory (RA) Display System(s)	C	2	1			*(O)One may be inoperative on the non-flying pilot side.
		C	-	0			*(O)May be inoperative provided: a) All Traffic Alert (TA) dis- play elements and voice command audio functions are operative, and b) TA only mode is selected by the crew.
	3) Traffic Alert (TA) Display System(s)	C	-	0			*(O)May be inoperative provided all installed RA display and audio functions are operative.
36.	Wind Shear Alerting System	C	-	-			*May be inoperative until required by FAR, provided system is deactivated.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
35 OXYGEN						
1. Passenger Oxygen System	C	1	1	1	1	*(M)The automatic presentation system may be inoperative provided: <ul style="list-style-type: none"> a) The manual deployment system operates normally, and b) The flight remains at or below FL 250.
	B	-	-	-	-	*(M)(O)One or more passenger service units (PSUs) may be inoperative without flight altitude restriction provided: <ul style="list-style-type: none"> a) Affected seats are blocked and placarded to prevent occupancy, and b) Units operate normally at all usable lavatory and flight attendant locations.
	B	1	0	0	0	*(O)May be inoperative provided: <ul style="list-style-type: none"> a) Flight is not conducted where the minimum en route altitude is above 14,000 feet MSL, b) All air conditioning packs operate normally, c) All other components of the pressurization system operate normally, d) Flight altitude remains at or below FL 250, e) Portable oxygen units are provided for 10% of the passengers, and f) Passengers are appropriately briefed.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN					
2.	Passenger Oxygen Mask Door Latch	B	-	-		* (M)(O) Automatic door opening feature and/or latch may be inoperative unlatched and taped closed provided: a) No person(s) may occupy associated seat(s), and the seat(s) is blocked. OR b) The flight remains at or below FL 250.
3.	Passenger Oxygen Pressure Indicator	C	1	0		* (M) May be inoperative provided all cylinder gauges are checked to verify adequate pressure before departure.
4.	PBE Smoke Hoods					Moved to ATA 25-4.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
36	PNEUMATIC				
1.	Hot Air Isolation Valve	C	1	0	*(M)May be inoperative provided the valve is secured open.
2.	Wing Isolation Valves	C	2	1	*One may be inoperative provided: a) High pressure start is available to isolated side of airplane, and b) With one pressurization source, the airplane remains at or below 10,000 feet MSL. OR c) With two pressurization sources, in addition to a), the airplane remains at or below 15,000 feet MSL.
		C			
3.	Duct Pressure Gauge	C	1	0	*
4.	Inlet Duct Temperature Indicator	C	1	0	*May be inoperative provided cabin temperature function operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	

52	DOORS				
1.	Door and Fillet Warning Light System	C	1	0	*(M)May be inoperative provided a procedure is used to verify door(s) is closed and locked before each departure.
2.	Main Cabin Door Pressure Stop Fittings	C	-	-	*(M)(O)The airplane may be operated with the upper aft OR fifth-from-top forward fitting broken or missing on the forward entry door, and/or one of the two upper aft fittings broken or missing on the aft entry door provided: a) There are no visible defects on other fittings of associated door, b) Auto pressurization controller operates normally and is used, and c) Pressure differential does not exceed 5.9 psi.
3.	Lower Cargo Door Pressure Stop Fittings	A	-	-	*(M)(O)Any one may be broken or missing provided: a) There are no visible defects on other fittings of associated door, b) Auto pressurization controller operates normally and is used, c) Pressure differential does not exceed 5.2 psi, and d) Not more than 5 takeoffs and landings are made prior to completion of repairs.
		C	-	0	*All may be broken or missing provided flight is conducted in an unpressurized configuration.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS				
4.	Main Cargo Door Cam Hooks	B	2	0	*(M)(O)May be broken or missing provided each door latch is visually inspected for proper engagement after each door closing.
5.	Main Entry Door Hold-Open Latch	C	1	0	*Latch release lever may be broken for all-cargo operations only.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
53	FUSELAGE				
1.	Ventral Fin	1	0		*(M)May be missing or removed provided AFM requirements/limitations are observed.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
73	ENGINE FUEL & CONTROL				
1.	Engine Fuel Valve Position Lights	C	4	0	*
2.	Fuel Icing Warning Lights	C	4	2	*(M)Two may be inoperative provided: a) Inoperative lights are not on the same side, b) Fuel temperature indicators operate normally, and c) Fuel heaters operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
74	IGNITION				
1.	Ignition Systems	C	8	4	*(M)One per engine may be inoperative provided anti-ice valve(s) for associated engine are not inoperative closed.

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 ENGINE INDICATING						
1.	Tachometer (N1)	B	4	3		*One may be inoperative provided N2 and Fuel Flow Meter on associated engine operate normally.
2.	Tachometer (N2)	B	4	3		*(M)(O)One may be inoperative provided: a) N1 and Fuel Flow Meter on associated engine operate normally, and b) An alternate starting procedure is used.
3.	Engine Pressure Ratio (EPR) Gauge	C	4	3		*(M)(O)One may be inoperative provided: a) Appropriate AFM procedures, limitations, and performance decrements are applied, b) N1, N2, and Fuel Flow indications on associated engine operate normally, c) Appropriate N1 thrust setting curves are available, and d) Assumed temperature reduced thrust is not used. NOTE: On airplanes with intermix JT3D-3B and JT3D-7 engine models, all EPR systems must be operative in accordance with the AFM.
4.	EGT Indicators					Deleted, Rev. 37
5.	Vibration Indicating System	C	1	0		*May be inoperative unless required by a maintenance procedure.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING				
6.	Fuel Flow Meters	B	4	3	*One may be inoperative provided associated N1, N2 and fuel quantity indicating system operate normally.
7.	Fuel Flow Meter Power Supply (Normal or Alternate)	C	2	1	*

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
78	ENGINE EXHAUST				
1.	Thrust Reversers	C	4	2	*(M)Two may be inoperative provided: <ul style="list-style-type: none"> a) No damage exists which would impair the structural or operational integrity of the reverser system or components, b) Operative reversers are symmetrically opposed, and c) Inoperative reverser(s) are secured in the forward thrust position.
2.	Thrust Reverser Operating Lights	C	4	3	*(M)One may be inoperative provided: <ul style="list-style-type: none"> a) Associated Thrust Reverser is secured in the forward thrust position, and b) No damage exists which would impair the structural or operational integrity of the reverser system or components.
		C	4	2	*May be inoperative for associated inoperative reversers.

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79		ENGINE OIL			
1.	Oil Cooling Air Ejector	C	4	3	*One may be inoperative provided associated oil temperature indicating system operates normally.
2.	Oil Quantity Gauges	B	4	3	*(M)One may be inoperative provided: a) It is verified before each departure that associated oil tank is filled to recommended capacity, b) There is no evidence of above normal oil consumption or leakage, and c) Associated oil temperature and pressure indications operate normally.
3.	Oil Pressure Indicators				Deleted, Rev. 37
4.	Oil Low Pressure Warning Lights	B	4	3	*One may be inoperative provided associated oil pressure, temperature, and quantity gauges operate normally.
5.	Oil Filter Bypass Warning System	C	4	0	*(M)May be inoperative provided: a) Malfunction is verified to be in the warning system, and b) Filter screen is checked in accordance with AD-61-24-1.
6.	Oil Temperature Indicators				Deleted, Rev. 37

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
82	WATER INJECTION				
1.	Water Injection System	C	1	0	*(O)May be inoperative provided AFM dry takeoff performance requirements are observed.
2.	Water Injection Master Shut-Off Valves	C	4	3	*(M)(O)One may be inoperative provided: a) Surge chambers are installed, and b) Procedures are used to avoid "drowning out" engines.
3.	Compressor Inlet Valves	C	4	0	*(M)May be inoperative provided valve(s) are manually set to the desired position.
4.	Water Drain Valve	C	1	0	*(O)May be inoperative provided: a) Valve is placed OFF, and b) Water supply is run dry from tanks to engines.
5.	Water Injection Pump Lights	C	2	1	*One may be inoperative provided: a) Water injection system is operative, and b) EPR, N1, N2 and Fuel Flow systems on associated engine(s) operate normally.
		C	2	0	*May be inoperative provided water injection is not used.
6.	HALF FULL Light (Water Injection Quantity Lights)	C	1	0	*May be inoperative for dry take-offs only.