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

# Master Minimum Equipment List (MMEL)

Revision: 6
Date: XX/XX/XXXX

## Boeing 737 MAX
### B-737-7/-8/-8200/-9/-10

Jesse Henderson, Chairman
Flight Operations Evaluation Board (FOEB)

Approved by the Aircraft Evaluation Division
Federal Aviation Administration (FAA)
Air Carrier Branch
AFS-110
800 Independence Avenue, S.W.
Washington, DC 20591

Email: 9-AVS-AFS-100@faa.gov

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## LOG OF REVISIONS

| REV NO. | DATE | PAGE NO. |
|---|---|---|
| Original | 03/09/2017 | All Pages |
| 1 | 01/17/2018 | Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, 21-1 thru 14, 23-1 thru 15, 24-1 thru 3, 25-1 thru 17, 26-1 thru 9, 27-1 thru 4, 28-1 thru 7, 30-1 thru 6, 31-1 thru 5, 32-1 thru 6, 33-1 thru 9, 34-1 thru 11, 35-1 thru 3, 36-1 thru 8, 49-1 thru 4, 52-1 thru 6, 75-1, 79-1. |
| 2 | 04/10/2020 | Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, 22-1 thru 5, 27-1. |
| 3 | 04/12/2021 | Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Guidelines for (M) and (O) Procedures, 21-11 thru 14, 22-4, 23-3, 23-15, 25-4 thru 6, 25-10 thru 12, 25-15, 26-3, 26-8, 27-2, 27-4, 28-1, 30-5, 30-7, 32-1, 32-4 thru 5, 33-7 thru 8, 34-2, 34-9 thru 12, 35-3, 36-6 thru 8, 46-1, 49-1, 50-2, 52-2, 52-6 thru 7, 71-1, 73-1, 75-1. |
| 4 | 12/23/2021 | Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Guidelines for (M) and (O) Procedures. |
| 5 | 06/03/2022 | Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, FAA Policy Application Record, 21-2, 21-12 thru 15, 22-1 thru 4, 23-1, 23-4, 23-7 thru 8, 23-15, 25-15 thru 19, 26-9, 27-4, 28-7, 33-2, 33-8, 34-9 thru 11, 35-3 thru 4, 46-1 thru 2, 74-1, 79-1. |
| 6 | XX/XX/XXXX | Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, FAA Policy Application Record, Definitions and Preamble, Guidelines for (M) and (O) Procedures, 21-2, 21-11 thru 16, 23-3 thru 8, 23-12, 23-16, 23-20, 24-2, 25-5, 25-18, 26-1 thru 2, 26-5, 26-7, 27-4, 28-1, 28-4 thru 7, 30-1 thru 6, 31-3 thru 4, 32-1 thru 4, 32-6, 32-9, 33-9, 34-8, 34-11 thru 13, 35-3, 36-2, 36-4 thru 8, 49-1 thru 3, 52-1, 52-4, 52-6 thru 7, 74-1, 79-1, 80-1. |

The following changes are the Highlights of Changes for Revision 6.

| PAGE NO. | EXPLANATION OF CHANGE |
|---|---|
| General | Minor editorial corrections and formatting changes were made throughout the document, indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion. |
| General | Changed all occurrences of "ER operations" to "extended operations (ETOPS)" throughout the document in accordance with PL-25 Rev 23. These changes are indicated with change bars but are not individually listed hereafter in the Highlights of Change. |
| VI thru XI | Updated FAA MMEL Policy Application Record section. |
| XIII | Updated Definitions and Preamble section. |
| XIV | Updated Guidelines for (M) and (O) Procedures section. |
| ATA 21 | Air Conditioning |
| 21-12 | Corrected typographical error in dispatch option 21-51-01-02A proviso (b). |
| 21-14 thru 15 | Added new item 21-51-01-03 for 737-10 air conditioning packs with dispatch options 21-51-01-03A and 21-51-01-03B. |
| 21-16 | Modified sub-item 21-51-02-01 proviso to ensure that the forward lower cargo compartment remains empty in addition to the aft lower cargo compartment. |
| ATA 23 | Communications |
| 23-3 | Modified sub-item 23-24-01A proviso (b) and sub-item 23-24-01B proviso (b) to align with PL-120 Rev 4. |
| 23-4 thru 5 | Added new item 23-24-02 for the aircraft Autonomous Distress Tracking (ADT) system with sub-items 23-24-02-01, 23-24-02-01-01, 23-24-02-01-02, and 23-24-02-02 for Emergency Locator Transmitter - Distress Tracking (ELT-DT), ELT-DT Remote ELT Switch, ELT-DT ELT Indicator Light, and ADT Trigger Unit (ATU), respectively. New item is in accordance with PL-120 Rev 4. |
| 23-6 | Added new dispatch option 23-25-01A. Moved existing relief to option 23-25-01B and modified proviso. Changes made to align with PL-120 Rev 4. |
| 23-7 | Modified sub-item 23-27-01-01 title for clarification. |
| 23-8 | Added triple asterisk (***) to item 23-28-01 because it is optional. Modified number installed for dispatch options 23-28-01-01A and 23-28-01-01B. |
| 23-12 | Modified number installed and number required to "-" in accordance with PL-9 and to account for configurations with more than three attendant stations. |

## HIGHLIGHTS OF CHANGE

| PAGE NO. | EXPLANATION OF CHANGE |
|---|---|
| 23-16 | Removed MMEL dispatch option 23-51-03-01A proviso (b) in accordance with FAA MMEL PL-58 Rev 4. |
| 23-20 | Added new item 23-75-02 with new dispatch options 23-75-02A and 23-75-02B for direct view system. |
| ATA 25 | Equipment/Furnishings |
| 25-5 | Added MMEL note to dispatch options 25-22-01-01A and 25-22-01-01B to improve clarity. |
| 25-18 | Corrected typographical error in dispatch option 25-64-03-02A proviso. |
| ATA 27 | Flight Controls |
| 27-4 | Modified sub-item 27-88-01-01 to apply to 737-7 only. Modified sub-item 27-88-01-02 to include 737-10 applicability and to also apply to 737-8/-8200/-9. Modified sub-item 27-88-01-02 number installed to 12 and number required to 11. |
| ATA 28 | Fuel |
| 28-7 | Removed (M) procedure requirement from item 28-44-01. |
| ATA 30 | Ice and Rain Protection |
| 30-2 | Deleted dispatch option 30-21-01B. |
| 30-3 | Deleted dispatch option 30-21-03B. |
| 30-5 | Added new item 30-31-07 with new sub-item 30-31-07-01 for air data probe heat systems AUTO activation functionality. |
| ATA 31 | Indicating/Recording Systems |
| 31-3 | Modified sub-item 31-62-01-01-03 proviso for clarification.<br><br>Added new sub-item 31-62-01-01-04 for DU touch screen functions. |
| 31-4 | Modified item 31-62-03 provisos for clarification.<br><br>Added new item 31-62-05 for the airport map function. |
| ATA 32 | Landing Gear |
| 32-1 | Added new item 32-11-01 for 737-10 main landing gear lower shock strut pressure gauges. |

## HIGHLIGHTS OF CHANGE

| PAGE NO. | EXPLANATION OF CHANGE |
|---|---|
| 32-2 | Modified item 32-32-02 title to apply to 737-7/-8/-8200/-9 only. Added (O) procedure requirement. Modified provisos.<br><br>Removed proviso for item 32-41-02. |
| 32-3 | Separated existing MMEL relief into sub-items for 737-7/-8/-8200/-9 (sub-item 32-42-01-01) and 737-10 (sub-item 32-42-01-02). Added proviso to 737-10-specific sub-item.<br><br>Separated existing MMEL relief into sub-items for 737-7/-8/-8200/-9 (sub-item 32-42-02-01) and 737-10 (sub-item 32-42-02-02). Added proviso to 737-10-specific sub-item. |
| 32-4 | Separated existing MMEL relief into sub-items for 737-7/-8/-8200/-9 (sub-item 32-44-01-01) and 737-10 (sub-item 32-44-01-02). Added proviso to 737-10-specific sub-item. |
| 32-6 | Added new item 32-61-01 for 737-10 main landing gear shrink link proximity switches. |
| 32-9 | Added new sub-item 32-71-01-03 for 737-10 two-position tail skid. |
| ATA 33 Lights | |
| 33-9 | Modified item titles for 33-51-03-01, 33-51-03-01-01, 33-51-03-01-02, and 33-51-03-02-02. Modified provisos and added new provisos for item 33-51-03-01-01. Modified provisos for items 33-51-03-01-02 and 33-51-03-02-02. |
| ATA 34 Navigation | |
| 34-8 | Modified sub-item 34-49-01-04 title to add coverage for inoperative overrun warning (ORW) system. Added proviso and (O) procedure requirement to sub-item 34-49-01-04. |
| 34-11 | Modified title for item 34-61-01 to add coverage for Boeing Flight Management Computer System (BFMCS). |
| 34-11 | Restructured existing sub-item 34-61-01-01 and associated dispatch options and sub-items. Modified sub-item titles to add coverage for Boeing Flight Management Computer (BFMC). Added new relief for FMC/BFMC on airplanes without ISDU installed in sub-item 34-61-01-01-02. |

**HIGHLIGHTS OF CHANGE**

| PAGE NO. | EXPLANATION OF CHANGE |
|---|---|
| 34-12 thru 13 | Restructured existing sub-item 34-61-01-03 and associated dispatch options and sub-items. Modified sub-item titles to add coverage for Touchscreen Control Display Unit (TCDU). Corrected typographical error in dispatch option 34-61-01-03-01B (previously dispatch option 34-61-01-03B) proviso, changing "Do not required its use" to "do not require its use". Added new relief for CDU/MCDU/TCDU on airplanes without ISDU installed in sub-item 34-61-01-03-02. Added triple asterisk (***) to sub-item 34-61-01-03-03 because it only applies to airplanes with CDU/MCDU installed. |
| 34-13 | Modified provisos for dispatch options 34-61-01-04A and 34-61-01-04B to add coverage for BFMC. |
| 34-13 | Removed triple asterisk (***) from item 34-65-01 because item is standard. |
| ATA 35 | Oxygen |
| 35-3 | Removed (M) procedure requirement from and modified proviso for item 35-31-01 to align with FAA MMEL PL-132 Rev 0. |
| ATA 52 | Doors |
| 52-1 | Modified proviso for item 52-11-01-02. |
| 52-4 | Modified repair interval and added MMEL proviso in accordance with FAA MMEL PL-112 Rev 2. |
| 52-6 | Added new item 52-51-05 for installed physical secondary barrier. |
| 52-7 | Modified title for sub-item 52-71-01-05 to incorporate 737-10 applicability. |

With this MMEL **Revision 6**, stated policy from the following list of FAA MMEL Policy Letters (PL) has been applied to the appropriate items listed on the MMEL, as applicable.

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

| PL No. | Subject | PL Revision and Date | Affected Item Sequence Number(s) |
|---|---|---|---|
| PL-001 | Wide-Body Passenger Airplane Door/Slide Relief | Revision 4<br>02/27/2010 | N/A |
| PL-002 | Aural and Visual Speed Warning Policy | Revision 1<br>08/15/1997 | N/A |
| PL-003 | DME Systems MMEL Policy | Revision 1<br>08/15/1997 | 34-55-01 |
| PL-005 | Takeoff Warning Systems | Revision 1<br>08/15/1997 | N/A |
| PL-009 | Public Address System, Crewmember Interphone and Alerting Systems | Revision 12<br>10/23/2015 | 23-31-01<br>23-41-01<br>23-42-01<br>23-42-02<br>23-42-03<br>23-51-06 |
| PL-013 | Oil Temperature and Pressure Instrument MEL Policy | Revision 1<br>08/15/1997 | N/A |
| PL-024 | Lavatory Fire Protection | Revision 5<br>10/23/2015 | 26-14-01<br>26-24-01 |
| PL-025 | MMEL/MEL Definitions | Revision 23<br>06/12/2023 | As Applicable |
| PL-026 | Thrust Reversers on Small Turbojet Airplanes | Revision 1<br>08/15/1997 | N/A |
| PL-029 | Master Minimum Equipment List (MMEL) Requirements for Cockpit Voice Recorder (CVR) | Revision 5<br>08/10/2010 | 23-71-01 |
| PL-031 | MMEL Format Specification | Revision 3<br>01/20/2011 | As Applicable |
| PL-032 | Traffic Alert and Collision Avoidance System (TCAS) | Revision 7<br>07/07/2006 | 34-45-01 |

**FAA MMEL POLICY APPLICATION RECORD**

| PL No. | Subject | PL Revision and Date | Affected Item Sequence Number(s) |
|---|---|---|---|
| PL-034 | MMEL and MEL Preamble | Revision 5<br>04/23/2024 | As Applicable |
| PL-036 | 14 CFR Part 91 MEL Approval and Preamble | Revision 3<br>06/16/2020 | As Applicable |
| PL-038 | Policy Regarding MMEL Relief for Primary Thrust Setting Instruments on Two-Engine Airplanes | Revision 1<br>08/15/1997 | N/A |
| PL-039 | Altitude Alerting Systems | Revision 5<br>01/29/2010 | 22-11-11 |
| PL-040 | ETOPS and Polar Operations | Revision 3<br>11/10/2020 | As Applicable |
| PL-045 | Time Limited Dispatch (TLD) Authorization for Full Authority Digital Electronic Control (FADEC) Engines | Revision 2<br>03/04/2004 | N/A |
| PL-054 | Terrain Awareness and Warning System (TAWS) | Revision 10<br>10/31/2005 | 34-49-01 |
| PL-056 | Flight Deck FWD Observer Seat | Revision 5<br>01/01/2012 | 25-11-02 |
| PL-058 | Flight Deck Headsets and Hand Microphones | Revision 4<br>03/24/2012 | 23-51-03<br>23-51-05 |
| PL-063 | Instrument and Equipment Items Required for Emergency Procedures | Revision 4<br>07/05/2012 | As Applicable |
| PL-064 | Electrical Power MMEL Policy - Four Engine Cargo Airplanes | Revision 1<br>08/15/1997 | N/A |
| PL-065 | Policy Regarding Cargo Provisions in the MMEL for Cargo Operations | Revision 1<br>08/15/1997 | N/A |

**FAA MMEL POLICY APPLICATION RECORD**

| PL No. | Subject | PL Revision and Date | Affected Item Sequence Number(s) |
|---|---|---|---|
| PL-067 | Windshear Warning and flight Guidance System (RWS) Windshear Detection and Avoidance System (PWS) | Revision 4<br>01/15/2012 | 34-41-01<br>34-49-01 |
| PL-069 | External Door Indication System | Revision 2<br>09/24/2003 | 52-71-01 |
| PL-072 | Wing Icing Detection Lights | Revision 4<br>03/12/2012 | 33-41-01 |
| PL-076 | ATC Transponders and Automatic Altitude Reporting Systems | Revision 7<br>12/04/2017 | 34-53-01 |
| PL-077 | Cockpit and Instrument Lighting Systems | Revision 4<br>12/17/2012 | 33-11-01 |
| PL-079 | Passenger Seat Relief | Revision 9<br>12/05/2017 | 25-22-01 |
| PL-083 | Water and Waste Systems on Air Carrier Aircraft | Revision 8<br>05/11/2015 | 38-10-01<br>38-30-01 |
| PL-084 | Master Minimum Equipment List (MMEL) for Reduced Separation Minimum (RVSM) Operations | Revision 1<br>08/15/1997 | As Applicable |
| PL-087 | Flight Data Recorder (FDR) | Revision 10<br>08/10/2010 | 31-31-01 |
| PL-089 | FASTEN SEAT BELT WHILE SEATED Signs or Placards | Revision 2<br>01/31/2009 | 25-20-01 |
| PL-090 | Pitot Heat Indicating System | Revision 1<br>09/20/2001 | 30-31-05 |
| PL-093 | Autopilot Disconnect MMEL Policy | Revision 1<br>09/11/2006 | N/A |

**FAA MMEL POLICY APPLICATION RECORD**

| PL No. | Subject | PL Revision and Date | Affected Item Sequence Number(s) |
|---|---|---|---|
| PL-094 | Liquid or Paste Propeller Deicer | Revision 1<br>10/08/2004 | N/A |
| PL-095 | VHF Communications MMEL Requirements | Revision 2<br>01/15/2012 | 23-12-01 |
| PL-096 | Galley/Cabin Waste Receptacles Access Doors/Covers | Revision 2<br>01/29/2010 | 25-31-01 |
| PL-097 | Flight Attendant Seat(s) | Revision 4<br>09/06/2007 | 25-25-01 |
| PL-098 | Navigation Databases | Revision 1<br>06/01/2017 | 31-62-05<br>34-61-01 |
| PL-099 | Door/Slide Relief Policy | Revision 2<br>02/26/2010 | N/A |
| PL-100 | MMEL/MEL Relief for Cargo Restraint Components | Revision 3<br>10/02/2020 | 50-21-02 |
| PL-101 | Autopilot Relief | Revision 2<br>12/15/2011 | 22-10-01 |
| PL-102 | Cargo Compartment Smoke Detection and Fire Suppression Systems | Revision 2<br>12/17/2012 | 26-16-01<br>26-23-01 |
| PL-104 | Storage Bins/Cabin, Galley and Lavatory Storage Compartments/Closets | Revision 7<br>06/24/2020 | 25-28-01 |
| PL-105 | Automatic Dependent Surveillance-Broadcast (ADS-B) System | Revision 4<br>02/08/2021 | 34-53-01 |
| PL-106 | High Frequency (HF) Communications | Revision 5<br>06/06/2014 | 23-11-01 |

**FAA MMEL POLICY APPLICATION RECORD**

| PL No. | Subject | PL Revision and Date | Affected Item Sequence Number(s) |
|---|---|---|---|
| PL-107 | MMEL Relief for Inoperative APU Generator | Revision 1<br>05/22/2001 | 24-21-01 |
| PL-108 | Carriage of Empty Cargo Handling Equipment | Revision 1<br>10/17/2011 | 21-21-01<br>21-27-02<br>21-31-01<br>21-31-02<br>21-32-01<br>21-33-01<br>21-33-02<br>21-33-03<br>21-51-01<br>21-51-02<br>26-16-01<br>26-23-01<br>50-10-01<br>52-31-01 |
| PL-109 | Supplemental Type Certificate (STC) MMEL/MEL Relief Process | Revision 1<br>11/07/2019 | As Applicable |
| PL-111 | MMEL Policy for Inoperative Standby Attitude Indicator | Revision 1<br>01/29/2004 | 34-24-01 |
| PL-112 | Relief for 14 CFR 25.795 Compliant Flight Deck Doors | Revision 2<br>01/18/2012 | 52-51-01<br>52-51-02<br>52-51-03 |
| PL-113 | MMEL Relief for Anti-Skid Inoperative | Revision 0<br>12/20/2002 | 32-42-01 |
| PL-114 | Nose Gear Steering Systems | Revision 1<br>10/09/2012 | 32-51-01 |
| PL-117 | Selective Call System (SELCAL) | Revision 0<br>10/07/2005 | 23-28-01 |
| PL-119 | Two-Section MMELs (Parts 91, 125, and 135) | Revision 5<br>02/08/2024 | N/A |
| PL-120 | Emergency Locator Transmitters (ELT) | Revision 4<br>03/10/2023 | 23-24-01<br>23-24-02<br>23-25-01<br>25-63-02 |

**FAA MMEL POLICY APPLICATION RECORD**

| PL No. | Subject | PL Revision and Date | Affected Item Sequence Number(s) |
|---|---|---|---|
| PL-121 | Electronic Flight Bag (EFB) | Revision 1<br>05/05/2021 | 46-20-01 |
| PL-122 | Flight Deck Door Surveillance Systems | Revision 1<br>10/09/2012 | 23-75-01<br>52-51-04 |
| PL-123 | Passenger Notice System (Lighted Information Signs) | Revision 1<br>04/30/2010 | 33-24-01 |
| PL-124 | Damaged Window/Windshield Relief | Revision 0<br>01/20/2009 | N/A |
| PL-125 | Equipment Relief without Passengers | Revision 1<br>11/27/2012 | 25-25-01<br>25-64-01 |
| PL-126 | Chelton FlightLogic Electronic Flight Instrument Systems (EFIS) | Revision 0<br>05/28/2010 | N/A |
| PL-127 | Night Vision Imaging Systems (NVIS) | Revision 0<br>06/07/2010 | N/A |
| PL-129 | Cockpit Smoke Vision Systems (CSVS) | Revision 0<br>03/12/2012 | N/A |
| PL-130 | Flightcrew Rest Facilities (FCRF) | Revision 2<br>03/12/2021 | N/A |
| PL-131 | Radar (Radio) Altimeters for Rotorcraft | Revision 0<br>10/23/2019 | N/A |
| PL-132 | Portable Emergency Equipment | Revision 0<br>05/03/2021 | 25-64-01<br>25-64-02<br>25-64-03<br>26-26-01<br>35-31-01<br>35-31-02 |

## Definitions

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

## Preamble

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

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:

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|---|
| (M) and (O) Procedures are based on the Maintenance and Operational Procedures published in the Boeing 737-7/-8/-8200/-9/-10 Dispatch Deviations Guide (DDG). |

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

**TABLE KEY**

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 21-01 | Ground Conditioned Air Connector Check Valve | | | | | |
| 21-01A | | C | 1 | 0 | May be inoperative closed. | |
| 21-01B | | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Flight is conducted in an unpressurized configuration,<br>b) Outflow valve is positioned to full open position,<br>c) Recirculation fan(s) operates normally, and<br>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.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. | |
| 22-01 | Flight Deck Foot Heater Systems | C | 2 | 0 | May be inoperative provided flight deck temperature is acceptable to flightcrew. | |
| 23-01 | Return Air Grille | C | - | - | (M) One may be broken or missing provided:<br>a) Broken or missing grille is located within a designated area defined by Boeing, and<br>b) Grille is removed and replaced with a blanking plate. | |

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

**TABLE KEY**

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 25-01 | Recirculation Fans | C | 2 | 0 | May be inoperative provided:<br>a) OAT remains below 100 °F (38 °C), and<br>b) Flight is conducted pressurized. | |
| 25-01-01 | Left Fan | C | 1 | 0 | Left fan may be inoperative provided left pack is operating when OAT is above 100 °F (38 °C). | |
| 25-01-02 | Right Fan | C | 1 | 0 | Right fan may be inoperative provided:<br>a) Left pack is operating when OAT is above 100 °F (38 °C), and<br>b) Flight is conducted pressurized. | |
| 27-01 | Equipment Cooling Supply and Exhaust Fans | B | 4 | 3 | (M) One fan may be inoperative provided:<br>a) All remaining fans are verified to operate normally, and<br>b) Both low flow detectors are verified to operate normally. | |
| 27-02 | Overboard Exhaust Valve | | | | | |
| 27-02A | | C | 1 | 0 | (M) Except for extended operations (ETOPS), may be inoperative provided:<br>a) Overboard exhaust valve is deactivated in the SMOKE position, and<br>b) Both packs operate normally. | \| |

(Continued)

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

**TABLE KEY**

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 27-02 | Overboard Exhaust Valve (Cont'd) | | | | | |
| 27-02B | | C | 1 | 0 | (M)(O) May be inoperative in open position provided:<br>a) Flight is conducted in an unpressurized configuration,<br>b) Outflow valve is positioned to full open position,<br>c) Recirculation fan(s) operates normally, and<br>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.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. | |
| 27-03 | Equipment Cooling Low Flow Detector Systems | B | 2 | 1 | (M)(O) May be inoperative provided associated fans (supply or exhaust) are verified to operate normally. | |
| 27-04 | Equipment Cooling Air Filter | C | 1 | 0 | (M) Equipment cooling system may be operated with filter removed. | |
| 27-05 *** | Enhanced E6 Rack Equipment Cooling Exhaust Fan | D | 1 | 0 | (M) May be inoperative provided:<br>a) Enhanced E6 Rack Equipment Cooling Exhaust Fan is deactivated, and<br>b) All actively cooled and passively cooled equipment located on Enhanced E6 Rack shelves 1 and 3 is deactivated or removed. | |

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

**TABLE KEY**

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 31-01 | Cabin Pressure Control Systems | | | | | |
| 31-01-01 | Automatic Mode | | | | | |
| 31-01-01A | | C | 2 | 1 | (M)(O) One automatic mode may be inoperative provided:<br>a) Manual mode operates normally, and<br>b) Inoperative controller is deactivated. | |
| 31-01-01B | | C | 2 | 0 | (M)(O) Both automatic modes may be inoperative provided:<br>a) Flight is conducted in unpressurized configuration,<br>b) Outflow valve is positioned to full open position,<br>c) Recirculation fan(s) operates normally, and<br>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.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. | |

(Continued)

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

**TABLE KEY**

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 31-01 | Cabin Pressure Control Systems (Cont'd) | | | | | |
| 31-01-02 | Manual Mode | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Flight is conducted in an unpressurized configuration,<br>b) Outflow valve is deactivated in full open position or removed,<br>c) Recirculation fan(s) operates normally,<br>d) Extended overwater flight is prohibited, and<br>e) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away kits.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. | |

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

**TABLE KEY**

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 31-02 | Main Outflow Valve | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Flight is conducted in an unpressurized configuration,<br>b) Outflow valve is deactivated in full open position or removed,<br>c) Recirculation fan(s) operates normally,<br>d) Extended overwater flight is prohibited, and<br>e) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away kits.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. | |
| 31-02-01 | Automatic Mode Electronic Actuators/Motors | C | 2 | 1 | May be inoperative provided manual mode motor operates normally. | |
| 32-01 | Positive Pressure Relief Valves | | | | | |
| 32-01A | | C | 2 | 1 | (M) May be inoperative closed for pressurized flight. | |

(Continued)

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

**TABLE KEY**

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 32-01 | Positive Pressure Relief Valves (Cont'd) | | | | | |
| 32-01B | | C | 2 | 0 | (M)(O) May be inoperative provided:<br>a) Flight is conducted in an unpressurized configuration,<br>b) Outflow valve is positioned to full open position,<br>c) Recirculation fan(s) operates normally, and<br>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.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. | |
| 33-01 | Cabin Rate of Climb Indicator | | | | | |
| 33-01-01 | Pressurized Flight | C | 1 | 0 | May be inoperative provided both automatic modes of cabin pressure control systems operate normally. | |

(Continued)

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 33-01 | Cabin Rate of Climb Indicator (Cont'd) | | | | | |
| 33-01-02 | Unpressurized Flight | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Flight is conducted in an unpressurized configuration,<br>b) Outflow valve is positioned to full open position,<br>c) Recirculation fan(s) operates normally, and<br>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.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. | |
| 33-02 | Cabin Differential Pressure Indication | | | | | |
| 33-02-01 | Cabin Altitude Indication Operative | C | 1 | 0 | May be inoperative provided:<br>a) Cabin altitude indication operates normally, and<br>b) A chart is provided to crew to convert cabin altitude to differential pressure. | |

(Continued)

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

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

**21. Air Conditioning**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 33-02 | Cabin Differential Pressure Indication (Cont'd) | | | | | |
| 33-02-02 | Unpressurized Flight | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Flight is conducted in an unpressurized configuration,<br>b) Outflow valve is deactivated in full open position,<br>c) Recirculation fan(s) operates normally, and<br>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.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. | |
| 33-03 | Cabin Altitude Indication | | | | | |
| 33-03-01 | Cabin Differential Pressure Indication Operative | C | 1 | 0 | May be inoperative provided:<br>a) Cabin differential pressure indication operates normally, and<br>b) A chart is provided to crew to convert differential pressure to cabin altitude. | |

(Continued)

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

**TABLE KEY**

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 33-03 | Cabin Altitude Indication (Cont'd) | | | | | |
| 33-03-02 | Unpressurized Flight | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Flight is conducted in an unpressurized configuration,<br>b) Outflow valve is deactivated in full open position,<br>c) Recirculation fan(s) operates normally, and<br>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.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. | |
| 33-04 | Cabin Altitude Warning System | C | 1 | 0 | May be inoperative provided flight altitude remains at or below 10,000 ft. MSL. | |
| 33-04-01 | CABIN ALTITUDE Light | C | 2 | 1 | (O) May be inoperative provided flightcrew performs a briefing on cabin altitude warning indications and procedures before engine start for first flight of day and following any change of either flightcrew member. | |
| 33-04-02 *** | High Altitude Warning System | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 33-05 | Outflow Valve Position Indicator | C | 1 | 0 | (M)(O) May be inoperative provided valve is verified to operate normally. | |
| 45-01 | Door Area Heater Systems | D | - | 0 | (M) May be inoperative deactivated. | |
| 51-01 | Air Conditioning Packs | | | | | |
| 51-01-01 | Air Conditioning Packs (737-8/-8200/-9) | | | | | |
| 51-01-01A | | C | 2 | 1 | (O) Except for extended operations (ETOPS), one may be inoperative provided flight altitude remains at or below FL 250. | \| |
| 51-01-01B | | C | 2 | 0 | (M)(O) Except for extended operations (ETOPS), both may be inoperative provided:<br>a) Flight is conducted in an unpressurized configuration,<br>b) Recirculation fan(s) operates normally,<br>c) Both E/E equipment cooling exhaust fans operate normally, and<br>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.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. | \| |

(Continued)

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

**TABLE KEY**

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 51-01 | Air Conditioning Packs (Cont'd) | | | | | |
| 51-01-02 | Air Conditioning Packs (737-7) | | | | | |
| 51-01-02A | | C | 2 | 1 | (M)(O) Except for extended operations (ETOPS), one may be inoperative provided:<br>a) Flight altitude remains at or below FL 250, and<br>b) Smoke vent valve is verified to operate normally. | \| |
| 51-01-02B | | C | 2 | 1 | (O) Except for extended operations (ETOPS), one may be inoperative provided:<br>a) Flight altitude remains at or below FL 250,<br>b) Procedures are established and used to ensure forward lower lobe cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away kits.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.<br><br>(Continued) | \| |

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

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

**21. Air Conditioning**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 51-01 | Air Conditioning Packs (Cont'd) | | | | | |
| 51-01-02 | Air Conditioning Packs (737-7) (Cont'd) | | | | | |
| 51-01-02C | | C | 2 | 0 | (M)(O) Except for extended operations (ETOPS), both may be inoperative provided:<br>a) Flight is conducted in an unpressurized configuration,<br>b) Recirculation fan(s) operates normally,<br>c) Both E/E equipment cooling exhaust fans operate normally, and<br>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.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.<br><br>(Continued) | \| |

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

**TABLE KEY**

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 51-01 | Air Conditioning Packs (Cont'd) | | | | | |
| 51-01-03 | Air Conditioning Packs (737-10) | | | | | \| |
| 51-01-03A | | C | 2 | 1 | (O) Except for extended operations (ETOPS), one may be inoperative provided:<br>a) Flight altitude remains at or below FL 250,<br>b) Procedures are established and used to ensure forward lower lobe cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away kits.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.<br><br>(Continued) | \| |

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

**TABLE KEY**

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 51-01 | Air Conditioning Packs (Cont'd) | | | | | |
| 51-01-03 | Air Conditioning Packs (737-10) (Cont'd) | | | | | \| |
| 51-01-03B | | C | 2 | 0 | (M)(O) Except for extended operations (ETOPS), both may be inoperative provided:<br>a) Flight is conducted in an unpressurized configuration,<br>b) Recirculation fan(s) operates normally,<br>c) Both E/E equipment cooling exhaust fans operate normally, and<br>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.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. | \| |

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

**TABLE KEY**

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 51-02 | Pack Flow Control and Shutoff Valves | C | 2 | 0 | (M) May be inoperative provided:<br>a) Affected valve is deactivated closed, and<br>b) Associated pack is considered inoperative. | |
| 51-02-01 | Electronic Flow Control | C | 2 | 0 | (O) May be inoperative provided:<br>a) Appropriate performance adjustments are applied, and<br>b) Procedures are established and used to ensure forward and aft lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away kits.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. | |
| 51-02-02 | Position Indicator Switch Discrete Signal | | | | | |
| 51-02-02A | | C | 2 | 1 | May be inoperative failed open provided both air conditioning packs operate normally. | |
| 51-02-02B | | C | 2 | 1 | (O) May be inoperative failed closed provided:<br>a) Both air conditioning packs operate normally, and<br>b) An Unpressurized Takeoff or a No Engine Bleed Takeoff is not conducted. | |

AIRCRAFT:
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**TABLE KEY**

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 51-03 | Fan Bypass Check Valves | | | | | |
| 51-03A | | C | 2 | 0 | May be inoperative open or missing provided airport ambient temperature remains below 80 °F (27 °C) | |
| 51-03B | | C | 2 | 0 | May be inoperative open or missing for an associated inoperative pack. | |
| 51-03C | | D | 2 | 1 | May be inoperative open or missing provided pack associated with remaining fan bypass check valve operates normally. | |
| 51-04 | Pack Flow Sensors | C | 2 | 0 | (M) May be inoperative provided pack inlet pressure sensor(s) for associated air conditioning pack(s) is verified to operate normally. | |
| 51-05 | Pack Temperature Control Valves | | | | | |
| 51-05A | | C | 2 | 0 | (O) May be inoperative provided associated standby pack temperature control valve is verified to operate normally. | |
| 51-05B | | C | 2 | 0 | (M)(O) May be inoperative provided:<br>a) Associated pack temperature control valve is locked closed, and<br>b) Associated standby pack temperature control valve is verified to operate normally. | |
| 51-05C | | C | 2 | 0 | May be inoperative provided associated pack is considered inoperative. | |

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**TABLE KEY**

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 51-06 | Standby Pack Temperature Control Valves | C | 2 | 0 | May be inoperative provided associated pack temperature control valve operates normally. | |
| 51-07 | PACK Light Systems | C | 2 | 0 | May be inoperative provided associated pack is considered inoperative. | |
| 51-08 | Pack Control Communication Systems | C | 2 | 0 | | |
| 51-09 | Pack Ram Air Systems | C | 2 | 0 | (M)(O) May be inoperative provided:<br>a) Associated ram air inlet panels and exhaust louvers are deactivated and secured in flight open position,<br>b) Operations are not conducted on runways covered with slush or on gravel runways,<br>c) Associated pack is not operated during takeoff or landing on wet runways or runways with standing water, and<br>d) Appropriate performance adjustments are applied. | |
| 61-01 | Pack/Zone Temperature Control Systems | | | | | |
| 61-01A | | C | 3 | 0 | May be inoperative provided TRIM AIR switch remains OFF. | |
| 61-01B | | C | 3 | 0 | (M) May be inoperative provided associated trim air modulating valve is deactivated CLOSED. | |
| 61-02 | ZONE TEMP Lights | C | 3 | 0 | May be inoperative provided associated SUPPLY DUCT temperature indication operates normally. | |

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**TABLE KEY**

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 61-03 | Temperature Indications | | | | | |
| 61-03-01 | SUPPLY DUCT | C | 3 | 0 | May be inoperative provided associated ZONE TEMP light operates normally. | |
| 61-03-02 | PASS CABIN | C | 2 | 0 | | |
| 61-03-03 | PACK | C | 2 | 0 | | |
| 61-04 | Trim Air Check Valves | C | 2 | 1 | (M) May be inoperative provided associated valve is secured closed. | |
| 62-01 | Trim Air Pressure Regulating and Shutoff Valve | C | 1 | 0 | (M) May be inoperative deactivated closed. | |
| 73-01 *** | Ozone Converters | C | 2 | - | As required by 14 CFR. | |

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**TABLE KEY**

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

## 22. Autoflight

| Sequence No. | Item | 1 | 2 | 3 | 4 Change Bar |
|---|---|---|---|---|---|
| 10-01 | Autopilot Systems | C | 2 | 1 | May be inoperative provided approach minimums do not require its use. |
| 11-03 | Mode Control Panel Windows | | | | |
| 11-03-01 | IAS/MACH | C | 1 | 0 | |
| 11-03-02 | HEADING | C | 1 | 0 | |
| 11-03-03 | VERT SPEED | C | 1 | 0 | |
| 11-03-04 | ALTITUDE | C | 1 | 0 | |
| 11-03-05 | COURSE | C | 2 | 0 | |
| 11-03-06 | Window Lighting | B | 1 | 0 | May be inoperative provided:<br>a) Selected airspeed indications operate normally,<br>b) Selected heading indications operate normally,<br>c) Selected vertical speed indications operate normally,<br>d) Selected altitude indications operate normally, and<br>e) Selected course indications operate normally. |
| 11-04 | Mode Control Panel Selectors | | | | |
| 11-04-01 | Vertical Speed Thumbwheel (DN, UP) | C | 1 | 0 | May be inoperative provided procedures do not require its use. |
| 11-04-02 | Bank Angle Selector (10, 15, 20, 25, 30) | C | 1 | 0 | |

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**TABLE KEY**

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

## 22. Autoflight

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-05 | Mode Control Panel Switches | | | | | |
| 11-05-01 | A/P ENGAGE Control Wheel Steering (CWS) Switches (A or B) | C | 2 | 0 | | |
| 11-05-02 | A/P ENGAGE Command (CMD) Switches (A or B) | C | 2 | 1 | May be inoperative provided approach minimums do not require its use. | |
| 11-05-03 | Autothrottle (A/T) ARM Switch | C | 1 | 0 | May be inoperative provided approach minimums do not require autothrottle use. | |
| 11-05-04 | SPEED Switch | C | 1 | 0 | May be inoperative provided approach minimums do not require autothrottle use. | |
| 11-05-05 | Flight Director (F/D) Switches | C | 2 | 0 | May be inoperative provided approach minimums do not require flight director use. | |
| 11-05-06 | IAS/MACH Change Over (C/O) Switch | C | 1 | 0 | | |
| 11-05-07 | Approach (APP) Switch | C | 1 | 0 | May be inoperative provided approach minimums do not require autopilot or flight director use. | |
| 11-05-08 | $N_1$, LNAV, VNAV, LVL CHG, V/S, HDG SEL, ALT HLD, and VOR/LOC Switches | C | 8 | 0 | May be inoperative provided enroute operations do not require their use | |
| 11-05-09 *** | SPD INTV and ALT INTV Switches | C | 2 | 0 | | |
| 11-05-10 | Autopilot DISENGAGE Bar | C | 1 | 0 | May be inoperative provided control wheel autopilot disconnect switches operate normally. | |

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**TABLE KEY**

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

## 22. Autoflight

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-06 | Mode Control Panel Switch Lights | | | | | |
| 11-06-01 | A/P ENGAGE Control Wheel Steering (CWS) Switch Lights | C | 2 | 0 | | |
| 11-06-02 | A/P ENGAGE Command (CMD) Switch Lights | C | 2 | 1 | May be inoperative provided approach minimums do not require use of autopilot. | |
| 11-06-03 | A/T ARM Switch Light | C | 1 | 0 | | |
| 11-07 *** | Automatic Landing System (Autoland) | C | 1 | 0 | May be inoperative provided approach minimums do not require its use. | |
| 11-07-01 *** | LAND 3 Autoland | C | 1 | 0 | May be inoperative provided approach minimums do not require its use. | |
| 11-08 | Autoflight Status Annunciator | | | | | |
| 11-08-01 | Autopilot (A/P) Disengage Light | C | 2 | 1 | | |
| 11-08-02 | Autothrottle (A/T) Disengage Light | | | | | |
| 11-08-02A | | C | 2 | 1 | May be inoperative provided approach minimums do not require use of autothrottle. | |
| 11-08-02B | | C | 2 | 0 | May be inoperative provided autothrottle is not used. | |

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**TABLE KEY**

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

## 22. Autoflight

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-09 | Takeoff/Go-Around (TO/GA) Switches | | | | | |
| 11-09A | | C | 2 | 1 | May be inoperative provided approach minimums do not require its use. | |
| 11-09B | | C | 2 | 0 | May be inoperative provided:<br>a) Operate both thrust levers manually for takeoff and go-around, and<br>b) Do not use Autopilot and Flight Director below Minimum Descent Altitude (MDA) or 500 ft., whichever is higher.<br><br>NOTE: Flight director go-around and windshear guidance are not available with both TO/GA switches inoperative. | |
| 11-10 | Control Wheel Autopilot Disengage Switches | C | 2 | 1 | May be inoperative provided:<br>a) Mode Control Panel autopilot DISENGAGE bar operates normally,<br>b) Autopilot is not used below 1,500 ft. AGL, and<br>c) Approach minimums do not require use of autopilot. | |

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**TABLE KEY**

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

## 22. Autoflight

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-11 | Altitude Alerting System | A | 1 | 0 | (O) May be inoperative provided:<br>a) Autopilot with altitude hold and altitude capture operates normally,<br>b) Enroute operations (i.e., RVSM) do not require its use,<br>c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and<br>d) Repairs are made within 3 flight-days. | |
| 11-11-01 | Aural Alert | C | - | 0 | May be inoperative provided:<br>a) Visual alert operates normally, and<br>b) Autopilot with altitude hold and altitude capture operates normally. | |
| 11-11-02 | Visual Alert | C | - | 0 | May be inoperative provided:<br>a) Aural alert operates normally, and<br>b) Autopilot with altitude hold and altitude capture operates normally. | |
| 11-12 | Flight Director Systems | C | 2 | 0 | May be inoperative provided approach minimums do not require its use. | |

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**TABLE KEY**

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

## 22. Autoflight

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 21-01 | Mach Trim Systems | | | | | |
| 21-01A | | C | 2 | 1 | (M) May be inoperative provided:<br>a) Associated Mach trim system is deactivated, and<br>b) Remaining Mach trim system is verified to operate normally. | |
| 21-01B | | C | 2 | 0 | (M)(O) May be inoperative provided:<br>a) Mach trim actuator is verified to be in null/uncommanded elevator position, and<br>b) Appropriate performance adjustments are applied. | |
| 23-01 | Yaw Damper Function | C | 1 | 0 | (O) May be inoperative provided YAW DAMPER switch remains OFF. | |
| 23-01-01 | YAW DAMPER Light | C | 1 | 0 | | |
| 31-01 | Autothrottle System | C | 1 | 0 | May be inoperative provided approach minimums do not require its use. | |
| 31-02 | Thrust Mode Display | C | 1 | 0 | May be inoperative provided thrust mode limits are observed. | |

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-01 *** | High Frequency (HF) Communication System | | | | | |
| 11-01A | | D | - | 0 | Any in excess of those required by 14 CFR may be inoperative. | |
| 11-01B | | C | 2 | 1 | (O) May be inoperative while conducting operations that require two LRCS provided:<br>a) Aircraft SATVOICE system operates normally,<br>b) SATVOICE services are available as an LRCS over the intended route of flight,<br>c) ICAO flight plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and<br>d) Alternate procedures are established and used. | |
| 11-01-01 | HF Data Link | | | | | |
| 11-01-01A | | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 11-01-01B | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |
| 12-01 | Very High Frequency (VHF) Communication System | D | - | - | Any in excess of those required by 14 CFR may be inoperative provided VHF-1 radio operates normally. | |
| 12-01-01 | VHF Data Link | | | | | |
| 12-01-01A | | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 12-01-01B | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 12-02 | Radio Tuning Panel | C | - | 2 | May be inoperative provided:<br>a) Left radio tuning panel operates normally, and<br>b) Inoperative radio tuning panel remains OFF. | |
| 12-02-01 | Switch Lights, Key Lights | C | 45 | 0 | | |
| 15-01<br>*** | Satellite Communication System (SATCOM) | | | | | |
| 15-01A | | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 15-01B | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |
| 15-01-01 | SATCOM Data Link | | | | | |
| 15-01-01A | | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 15-01-01B | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 24-01 *** | Fixed Emergency Locator Transmitter (ELT) | | | | | |
| 24-01A | | A | 1 | 0 | (M) May be inoperative provided:<br>a) System is deactivated, and<br>b) Repairs are made within 90 consecutive calendar-days. | \| |
| 24-01B | | A | 1 | 0 | (M) May be missing provided:<br>a) Placard stating “ELT not installed” is placed in view of the pilot, and<br>b) Repairs are made within 90 consecutive calendar-days. | \| |
| 24-01C | | D | 1 | 0 | (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. | |
| 24-01D | | D | 1 | 0 | Any in excess of those required by 14 CFR may be missing. | |
| 24-01-01 | Remote ELT Switch | D | 1 | 0 | (M) May be inoperative provided:<br>a) Remote ELT Switch is deactivated, and<br>b) ELT Switch is placed in the ARMED mode. | |
| 24-01-02 | ELT Indicator Light | D | 1 | 0 | | |

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 24-02<br>*** | Aircraft Autonomous Distress Tracking (ADT) System | | | | | \| |
| 24-02-01 | Emergency Locator Transmitter - Distress Tracking (ELT-DT) | | | | | \| |
| 24-02-01A | | A | 1 | 0 | (M) May be inoperative provided:<br>a) System is deactivated, and<br>b) Repairs are made within 90 consecutive calendar-days. | \| |
| 24-02-01B | | A | 1 | 0 | (M) May be missing provided:<br>a) Placard stating “ELT not installed” is placed in view of the pilot, and<br>b) Repairs are made within 90 consecutive calendar-days. | \| |
| 24-02-01C | | D | 1 | 0 | (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. | \| |
| 24-02-01D | | D | 1 | 0 | Any in excess of those required by 14 CFR may be missing. | \| |
| 24-02-01-01 | Remote ELT Switch | D | 1 | 0 | (M) May be inoperative provided:<br>a) Remote ELT Switch is deactivated, and<br>b) ELT-DT Switch is placed in the ARMED mode. | \| |
| 24-02-01-02 | ELT Indicator Light | D | 1 | 0 | | \| |

(Continued)

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 24-02<br>*** | Aircraft Autonomous Distress Tracking (ADT) System (Cont'd) | | | | | \| |
| 24-02-02 | ADT Trigger Unit (ATU) | | | | | \| |
| 24-02-02A | | A | 1 | 0 | (M) May be inoperative provided:<br>a) System is deactivated,<br>b) ELT-DT is set to fixed ELT mode, and<br>c) Repairs are made within 90 consecutive calendar-days. | \| |
| 24-02-02B | | A | 1 | 0 | (M) May be missing provided:<br>a) ELT-DT is set to fixed ELT mode, and<br>b) Repairs are made within 90 consecutive calendar-days. | \| |
| 24-02-02C | | D | 1 | 0 | (M) Any in excess of those required by 14 CFR may be inoperative provided:<br>a) System is deactivated, and<br>b) ELT-DT is set to fixed ELT mode. | \| |
| 24-02-02D | | D | 1 | 0 | Any in excess of those required by 14 CFR may be missing provided ELT-DT is set to fixed ELT mode. | \| |

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 25-01 *** | Low Frequency Underwater Locating Device (ULD) (Upon Incorporation of Boeing Service Bulletin 737-23-1621 or Production Equivalent) | | | | | \| |
| 25-01A | | C | 1 | 0 | May be inoperative or missing. | \| |
| 25-01B | | D | 1 | 0 | May be inoperative or missing provided operations do not require its use. | \| |

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 27-01 *** | Aircraft Communications Addressing and Reporting System (ACARS) | | | | | |
| 27-01A | | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any portion of system that operates normally may be used. | |
| 27-01B | | D | 1 | 0 | May be inoperative provided procedures do not require its use.<br><br>NOTE: Any portion of system that operates normally may be used. | |
| 27-01-01 | FMC/BFMC Interface Function | | | | | \| |
| 27-01-01A | | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any portion of system that operates normally may be used. | |
| 27-01-01B | | D | 1 | 0 | May be inoperative provided procedures do not require its use.<br><br>NOTE: Any portion of system that operates normally may be used. | |
| 27-01-02 | ACARS Printer | D | - | 0 | | |

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-01 *** | Selective Call System (SELCAL) | | | | | \| |
| 28-01A | | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 28-01B | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |
| 28-01-01 | Channels (Including Lights) | | | | | |
| 28-01-01A | | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | \| |
| 28-01-01B | | D | - | 0 | May be inoperative provided procedures do not require its use. | \| |

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 31-01 | Passenger Address (PA) System | | | | | |
| 31-01A | | B | 1 | 0 | (O) May be inoperative provided:<br>a) Flight attendant alerting system (audio or visual) operates normally, and<br>b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.<br><br>NOTE: Any station function(s) that operates normally may be used. | |
| 31-01B | | C | 1 | 0 | (O) May be inoperative provided:<br>a) PA is not required by 14 CFR, and<br>b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.<br><br>NOTE: Any station function(s) that operates normally may be used. | |
| 31-01-01 | Lavatory Speakers | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 31-01-02 | Cabin Speakers | C | - | - | May be inoperative provided no adjacent cabin speaker pairs (forward to aft) are inoperative. | |

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 31-02 *** | Prerecorded Passenger Announcement System | | | | | |
| 31-02A | | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 31-02B | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |
| 41-01 | Service Interphone System | | | | | |
| 41-01-01 | Flight Deck to Ground/Ground to Flight Deck Function (Includes Interphone Jack Located on External Power Panel) | | | | | |
| 41-01-01A | | C | 1 | 0 | (O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided:<br>a) Flight interphone jack located on external power panel and/or in nose wheel well interphone box operates normally, and<br>b) Alternate procedures are established and used. | |
| 41-01-01B | | B | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |

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

**23. Communications**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 42-01 | Service (Cabin) Interphone System | | | | | |
| 42-01-01 | Flight Deck to Cabin, Cabin to Flight Deck Functions | | | | | |
| 42-01-01A | | B | - | - | (O) May be inoperative provided:<br>a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of cabin handsets, and<br>b) Alternate communication procedures between affected flight attendant station(s) are established and used.<br><br>NOTE: Any station function(s) that operates normally may be used. | |
| 42-01-01B | | C | - | 0 | (O) May be inoperative provided:<br>a) Crewmember interphone system is not required by 14 CFR, and<br>b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.<br><br>NOTE: Any station function(s) that operates normally may be used.<br><br>(Continued) | |

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**TABLE KEY**

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

**23. Communications**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 42-01 | Service (Cabin) Interphone System (Cont'd) | | | | | |
| 42-01-02 | Cabin to Cabin Functions | | | | | |
| 42-01-02A | | B | 2 | 0 | (O) May be inoperative provided alternate communication procedures between affected flight attendant station(s) are established and used.<br><br>NOTE: Any station function(s) that operates normally may be used. | |
| 42-01-02B | | B | - | - | (O) May be inoperative provided:<br>a) Cabin to cabin interphone functions operate normally on at least 50% of cabin handsets, and<br>b) Alternate communication procedures between affected flight attendant station(s) are established and used.<br><br>NOTE: Any station function(s) that operates normally may be used. | \| |

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 42-02 | Interphone Handset System | | | | | |
| 42-02-01 *** | Flight Deck | | | | | |
| 42-02-01A | | C | 1 | 0 | (O) May be inoperative provided:<br>a) Flight deck to cabin communication operates normally, and<br>b) Alternate procedures are established and used. | |
| 42-02-01B | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |
| 42-02-02 | Cabin | B | - | - | (O) May be inoperative provided:<br>a) 50% of cabin handsets operate normally, and<br>b) Alternate communication procedures between affected flight attendant station(s) are established and used.<br><br>NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy 50% requirement.<br><br>NOTE 2: Any handset functions that operate normally may be used. | |

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

**23. Communications**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 42-03 | Call System (Audio/Visual Alerting) | | | | | |
| 42-03-01 | Flight Deck Call Visual Alerting System | B | 1 | 0 | May be inoperative provided:<br>a) Flight deck audio alerting system operates normally, and<br>b) Flight deck audio alerting system differentiates between normal and emergency calls. | |
| 42-03-02 | Flight Deck Call Audio Alerting System | B | 1 | 0 | May be inoperative provided:<br>a) Flight deck visual alerting system operates normally, and<br>b) Flight deck visual alerting system differentiates between normal and emergency calls. | |
| 42-03-03 | Flight Attendant Visual Alerting System | B | 1 | 0 | (O) May be inoperative provided:<br>a) PA system operates normally,<br>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<br>c) Alternate procedures for contacting flight attendants are established and used.<br><br>NOTE 1: Passenger to Attendant Call System is considered Nonessential Equipment and Furnishing (NEF) item.<br><br>NOTE 2: Any visual alerting system function(s) that operates normally may be used.<br><br>(Continued) | |

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 42-03 | Call System (Audio/Visual Alerting) (Cont'd) | | | | | |
| 42-03-04 | Flight Attendant Audio Alerting System | B | 1 | 0 | (O) May be inoperative provided:<br>a) PA system operates normally,<br>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<br>c) Alternate procedures for contacting flight attendants are established and used.<br><br>NOTE 1: Passenger to Attendant Call System is considered Nonessential Equipment and Furnishing (NEF) item.<br><br>NOTE 2: Any audio alerting system function(s) that operates normally may be used. | |
| 42-04 | Attendant Control Panels | C | 2 | 1 | NOTE: Any portion of system that operates normally may be used. | |
| 51-01 | Flight Deck Speakers | C | 2 | 1 | May be inoperative provided:<br>a) Procedures do not require their use, and<br>b) Headset or headphones associated with inoperative speaker operate normally and are used. | |

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**TABLE KEY**

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

**23. Communications**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 51-02 | Audio Control Panels (ACP) | | | | | |
| 51-02-01 | First Officer | C | 1 | 0 | May be inoperative provided observer audio control panel operates normally. | |
| 51-02-02 | Observer | A | 1 | 0 | May be inoperative provided:<br>a) First officer audio control panel operates normally, and<br>b) Repairs are made within 2 flight-days. | |
| 51-02-03 | Switch Lights | C | - | 0 | | |
| 51-03 | Flight Deck Headsets/Headphones | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| 51-03-01 | Headset Boom Microphones | | | | | |
| 51-03-01A | | A | - | 0 | May be inoperative provided:<br>a) Associated hand microphone is installed and operates normally, and<br>b) Repairs are made within 3 flight-days. | \| |
| 51-03-01B | | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| 51-03-02 | Headset Earphones/Headphones | C | - | 1 | May be inoperative provided associated flight compartment speaker operates normally. | |
| 51-03-03 | Active Noise Canceling/Reduction Function | D | - | 0 | May be inoperative provided normal audio function of headset is operative. | |

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 51-04 | Push-to-Talk (PTT) Switches | | | | | |
| 51-04-01 | Control Wheel PTT Switches | C | 2 | 1 | (M) May be inoperative provided:<br>a) Inoperative switch is either verified failed open or is deactivated, and<br>b) Associated audio control panel PTT switch operates normally. | |
| 51-04-02 | Audio Control Panel (ACP) PTT Switches | C | 2 | 1 | (M) May be inoperative provided:<br>a) Inoperative switch is verified failed open, and<br>b) Associated control wheel PTT switch operates normally. | |
| 51-04-03 *** | Glareshield PTT Switches | | | | | |
| 51-04-03A | | C | 2 | 0 | (M) May be inoperative provided inoperative switch is verified failed open or is deactivated. | |
| 51-04-03B | | D | 2 | 0 | (M) May be inoperative provided:<br>a) Inoperative switch is verified failed open or is deactivated, and<br>b) Procedures do not require its use. | |
| 51-05 *** | Flight Deck Hand Microphones | | | | | |
| 51-05A | | C | - | 0 | May be inoperative or missing provided associated boom microphone operates normally. | |
| 51-05B | | D | - | 0 | Any in excess of those required by 14 CFR may be inoperative. | |

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**TABLE KEY**

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

**23. Communications**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 51-06 | Flight Interphone System | | | | | |
| 51-06-01 | Flight Deck to Ground/Ground to Flight Deck Function (Includes Interphone Jacks Located on External Power Panel and/or in Nose Wheel Well Interphone Box) | | | | | |
| 51-06-01A | | C | 1 | 0 | (O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided:<br>a) Service interphone jack located on external power panel operates normally, and<br>b) Alternate procedures are established and used. | |
| 51-06-01B | | B | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 51-07<br>*** | Passenger Cabin Medical Communications System | | | | | |
| 51-07A | | C | 1 | 0 | (O) May be inoperative and components may be missing provided alternate procedures are established and used.<br><br>NOTE: Any portion of system that operates normally may be used. | |
| 51-07B | | D | 1 | 0 | May be inoperative and components may be missing provided procedures do not require its use.<br><br>NOTE: Any portion of system that operates normally may be used. | |

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**TABLE KEY**

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

**23. Communications**

| Sequence No. | Item | 1 | 2 | 3 | 4 Change Bar |
|---|---|---|---|---|---|
| 71-01 | Cockpit Voice Recorder System (CVR) | A | 1 | 0 | (M) May be inoperative provided:<br>a) Flight Data Recorder (FDR) operates normally,<br>b) Recorder Independent Power Supply (RIPS) is deactivated, and<br>c) Repairs are made within 3 flight-days. |
| 71-01-01 | Recorder Independent Power Supply (RIPS) | C | 1 | 0 | (M) May be inoperative provided RIPS battery is removed. |
| 75-01<br>*** | Flight Deck Door Visual Surveillance System | | | | |
| 75-01A | | A | 1 | 0 | (O) May be inoperative and components may be missing provided:<br>a) Alternate procedures are established and used, and<br>b) Repairs are made within 3 flight-days.<br><br>NOTE: Any portion of system that operates normally may be used. |
| 75-01B | | C | 1 | 0 | (O) May be inoperative and components may be missing provided:<br>a) The flight deck door viewing port is installed and operates normally, and<br>b) Alternate procedures are established and used.<br><br>NOTE: Any portion of system that operates normally may be used. |
| 75-01C | | D | 1 | 0 | May be inoperative and components may be missing provided procedures do not require its use. |

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 75-02 *** | Direct View System | | | | | \| |
| 75-02A | | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any portion of system that operates normally may be used. | \| |
| 75-02B | | D | 1 | 0 | May be inoperative provided procedures do not require its use.<br><br>NOTE: Any portion of system that operates normally may be used. | \| |

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**TABLE KEY**

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

## 24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 00-01 | Frequency Indications (CPS FREQ) | C | 7 | 1 | (O) May be inoperative provided indication is verified to operate normally for STBY PWR position. | |
| 00-02 | AC Voltage Indications (AC VOLTS) | C | 7 | 1 | (O) May be inoperative provided indication is verified to operate normally for STBY PWR position. | |
| 00-03 | AC Ammeter (AC AMPS) | C | 7 | 0 | May be inoperative provided associated GEN OFF BUS lights operate normally. | |
| 00-04 | DC Ammeter Indications (DC AMPS) | | | | | |
| 00-04-01 | Without AUX BAT | C | 7 | 1 | (O) May be inoperative provided:<br>a) Battery position operates normally, and<br>b) Procedures do not require its use. | |
| 00-04-02 | With AUX BAT | C | 8 | 2 | (O) May be inoperative provided:<br>a) Battery positions operate normally, and<br>b) Procedures do not require its use. | |
| 00-05 | DC Voltmeter Indications (DC Volts) | | | | | |
| 00-05-01 | Without AUX BAT | C | 7 | 2 | (O) May be inoperative provided:<br>a) Battery position operates normally, and<br>b) STBY PWR position operates normally. | |
| 00-05-02 | With AUX BAT | C | 8 | 3 | (O) May be inoperative provided:<br>a) Battery positions operate normally, and<br>b) STBY PWR position operates normally. | |

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**TABLE KEY**

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

## 24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-01 | Engine Driven Generator Systems | B | 2 | 1 | (M)(O) Except for extended operations (ETOPS), may be inoperative provided:<br>a) Associated engine driven generator is disconnected, and<br>b) APU generator operates normally and is used to supply associated buses throughout flight. | \| |
| 11-02 | Engine Driven Generator DRIVE Lights | C | 2 | 0 | | |
| 11-03 | Engine Driven Generator Low Oil Pressure Switch | C | 2 | 0 | | |
| 21-01 | APU Generator System | C | 1 | 0 | Except for extended operations (ETOPS), may be inoperative provided both engine driven generator systems operate normally. | \| |
| 28-01 | GEN OFF BUS Lights | C | 2 | 1 | May be inoperative provided associated generator AC AMPS indication operates normally. | |
| 28-02 | APU GEN OFF BUS Light | C | 1 | 0 | May be inoperative provided:<br>a) APU generator CPS FREQ indication operates normally, and<br>b) APU generator AC AMPS indication operates normally. | |
| 30-01 | ELEC Light | C | 1 | 0 | (O) May be inoperative off provided:<br>a) Standby Power Test is accomplished once each flight-day, and<br>b) Battery charger is verified to operate normally. | |
| 31-01 | BAT DISCHARGE Light | C | 1 | 0 | | |

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**TABLE KEY**

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

## 24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 31-02 | TR UNIT Light | C | 1 | 0 | (O) May be inoperative provided the transformer rectifiers are verified to operate normally. | |
| 41-01 | External Power System | C | 1 | 0 | NOTE: Any portion of system that operates normally may be used. | |

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**TABLE KEY**

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

## 25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 00-01 *** | Nonessential Equipment and Furnishings (NEF) | | - | 0 | May be inoperative, damaged, or missing provided that 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.<br><br>NOTE: Exterior lavatory door ashtrays are not considered NEF items. | |
| 11-01 | Flightcrew Seats | | | | | |
| 11-01-01 | Recline Mechanism | A | 2 | 0 | (M) May be inoperative provided:<br>a) Seat is secured in a position acceptable to affected crewmember, and<br>b) Repairs are made within 2 flight-days. | |
| 11-01-02 | Vertical Adjustment | A | 2 | 0 | (M) May be inoperative provided:<br>a) Seat is secured in a position acceptable to affected crewmember, and<br>b) Repairs are made within 2 flight-days. | |
| 11-01-03 | Armrests | B | 4 | 0 | (M) May be inoperative provided:<br>a) Affected armrest is stowed in retracted position or removed, and<br>b) Seat is acceptable to affected crewmember. | |
| 11-01-04 | Lumbar/Thigh Supports | C | 4 | 0 | May be inoperative provided seat is acceptable to affected crewmember. | |
| 11-01-05 | Headrests | C | 2 | 0 | May be inoperative or missing provided seat is acceptable to affected crewmember. | |

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**TABLE KEY**

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

**25. Equipment/Furnishings**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-02 | Observer Seats | | | | | |
| 11-02-01 | First Observer Seat (Including Associated Equipment) | | | | | |
| 11-02-01A | | A | 1 | 0 | May be inoperative provided:<br>a) A passenger seat in passenger cabin is made available to an FAA inspector for performance of official duties, and<br>b) Repairs are made within 2 flight-days. | |
| 11-02-01B | | A | 1 | 0 | May be inoperative provided:<br>a) Second observer seat is available to an FAA inspector for performance of official duties, and<br>b) Repairs are made within 2 flight-days. | |

(Continued)

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**TABLE KEY**

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

**25. Equipment/Furnishings**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-02 | Observer Seats (Cont'd) | | | | | |
| 11-02-01 | First Observer Seat (Including Associated Equipment) (Cont'd) | | | | | |
| 11-02-01C | | A | 1 | 0 | May be inoperative provided:<br>a) Required minimum safety equipment (oxygen and safety belt) is available,<br>b) Seat is acceptable to an FAA inspector for performance of official duties, and<br>c) Repairs are made within 2 flight-days.<br><br>NOTE 1: These provisos are intended to provide for occupancy of above seats by an FAA inspector when minimum safety equipment (oxygen and safety belt) is functional and inspector determines conditions to be acceptable.<br><br>NOTE 2: Pilot in command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s). | |
| 11-02-02 *** | Second Observer 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). | |

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**TABLE KEY**

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

**25. Equipment/Furnishings**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 20-01 | FASTEN SEAT BELT WHILE SEATED Signs or Placards | C | - | - | One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat. | |
| 22-01 | Passenger Seats (Includes all Configurations and Locations) | D | - | - | May be inoperative provided:<br>a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and<br>b) Affected seat(s) is blocked and placarded "DO NOT OCCUPY".<br><br>NOTE 1: A seat with an inoperative or missing seat belt or shoulder harness is considered inoperative.<br><br>NOTE 2: Affected seat(s) may include seat(s) behind and/or adjacent outboard seats.<br><br>NOTE 3: Inoperative seats do not affect required number of flight attendants.<br><br>(Continued) | |

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**TABLE KEY**

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

**25. Equipment/Furnishings**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 22-01 | Passenger Seats (Includes all Configurations and Locations) (Cont'd) | | | | | |
| 22-01-01 | Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical) | | | | | |
| 22-01-01A | | D | - | - | (M) May be inoperative and seat occupied provided seat is secured in taxi, takeoff, and landing (TTL) position.<br><br>NOTE: Any position controls that operate normally may be used. | \| |
| 22-01-01B | | D | - | - | May be inoperative and seat occupied provided seat is immovable in taxi, takeoff, and landing (TTL) position.<br><br>NOTE: Any position controls that operate normally may be used. | \| |
| 22-01-02 | Under Seat Baggage Restraining System | C | - | - | (O) May be inoperative provided:<br>a) Baggage is not stowed under seat with inoperative restraining system,<br>b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and<br>c) Procedures are established to alert cabin crew of inoperative restraining system.<br><br>(Continued) | \| |

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**TABLE KEY**

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

**25. Equipment/Furnishings**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 22-01 | Passenger Seats (Includes all Configurations and Locations) (Cont'd) | | | | | |
| 22-01-03 | Armrests | | | | | |
| 22-01-03-01 | Armrests with Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls | D | - | - | (M) May be inoperative or missing and seat occupied provided:<br>a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and<br>b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position. | |
| 22-01-03-02 | Armrests without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls | D | - | - | May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle. | |
| 22-01-04 *** | Seat Belt Air Bag Restraint Systems | | | | | |
| 22-01-04-01 | Seat Belt Air Bags Required by 14 CFR | D | - | - | May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY". | |
| 22-01-04-02 | Seat Belt Air Bags Not Required by 14 CFR | D | - | - | (M) May be inoperative or disconnected provided seat belt operates normally. | |
| 22-01-05 *** | Delethalization Pads | D | - | - | May be inoperative or missing provided affected seat(s) is blocked and placarded "DO NOT OCCUPY". | |

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**TABLE KEY**

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

**25. Equipment/Furnishings**

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

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**TABLE KEY**

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

**25. Equipment/Furnishings**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 25-01 | Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd) | | | | | |
| 25-01-01 | Required Flight Attendant Seats (Cont'd) | | | | | |
| 25-01-01A | (Cont'd) | | | | NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.<br><br>NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that proximity to exits and distribution requirements of applicable 14 CFRs are met.<br><br>NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.<br><br>(Continued) | |

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

**25. Equipment/Furnishings**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 25-01 | Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd) | | | | | |
| 25-01-01 | Required Flight Attendant Seats (Cont'd) | | | | | |
| 25-01-01B | | C | - | 0 | (M)(O) May be inoperative provided:<br>a) No passengers are carried,<br>b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried,<br>c) Folding type seat stows automatically or is secured in retracted position,<br>d) Affected seat position or seat assembly is not occupied, and<br>e) Alternate procedures are established and used.<br><br>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.<br><br>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. | |
| 25-01-02 | Excess Flight Attendant Seats | C | - | - | (M) May be inoperative provided:<br>a) Affected seat position or seat assembly is not occupied, and<br>b) Folding type seat stows automatically or is secured in retracted position.<br><br>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.<br><br>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. | |

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**TABLE KEY**

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

**25. Equipment/Furnishings**

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

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

**25. Equipment/Furnishings**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-01 | Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd) | | | | | |
| 28-01B | | C | - | - | (M)(O) May be inoperative provided:<br>a) For non-retractable doors, affected door is removed,<br>b) For retractable doors, affected door is removed or secured in retracted (fully open) position,<br>c) Affected bin, compartment, or closet is prominently placarded "DO NOT USE",<br>d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed,<br>e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and<br>f) Passengers are briefed that affected bin, compartment, or closet is not used.<br><br>NOTE 1: For overhead bins, if no partitions are installed, entire overhead bin is considered inoperative.<br><br>NOTE 2: Any emergency equipment located in affected bin, compartment, or closet (permanently affixed) is available for use.<br><br>(Continued) | |

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**TABLE KEY**

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

**25. Equipment/Furnishings**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-01 | Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd) | | | | | |
| 28-01C | | C | - | - | May be inoperative in closed position provided:<br>a) Affected bin, compartment, or closet is prominently placarded "DO NOT USE",<br>b) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and,<br>c) Location placarding for any emergency equipment stored in affected bin, compartment, or closet is removed or obscured.<br><br>NOTE: Use of this proviso may be dependent upon an operator's aircraft security program, as appropriate. | |
| 28-01-01 | Multi-Latch/ Quarter-Turn Lug Installations | C | - | - | One latch/lug per compartment may be inoperative provided:<br>a) Remaining latch(es)/lug(s) on affected compartment operates normally, and<br>b) If affected compartment is used for a galley cart, cart remains empty. | |
| 28-01-02 | Storage Compartment Key Locks | D | - | 0 | (M) May be inoperative in unlocked position provided doors can be secured by other means. | |

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**TABLE KEY**

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

**25. Equipment/Furnishings**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 31-01 | Galley/Cabin Waste Receptacle Access Doors/Covers | C | - | - | (M)(O) May be inoperative provided:<br>a) Container is empty and access is secured to prevent waste introduction into compartment, and<br>b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight. | |
| 40-01 | Exterior Lavatory Door Ashtrays | | | | | |
| 40-01-01 | Airplanes with Multiple Exterior Lavatory Door Ashtrays Installed | | | | | |
| 40-01-01A | | A | - | - | Up to and including 50% may be missing or inoperative for 10 days.<br><br>NOTE: Crew lavatories are included in total aircraft exterior lavatory door ashtray count. | |
| 40-01-01B | | A | - | - | More than 50% may be missing or inoperative for 3 days.<br><br>NOTE: Crew lavatories are included in total aircraft exterior lavatory door ashtray count. | |
| 40-01-02 | Airplanes with Only One Exterior Lavatory Door Ashtray Installed | A | 1 | 0 | May be missing or inoperative for 10 days. | |

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**TABLE KEY**

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

**25. Equipment/Furnishings**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 40-02 | Lavatory Waste Container Flapper/Access Doors | C | - | - | (M) May be inoperative provided:<br>a) Associated waste container is empty and access is secured to prevent waste introduction into the waste container,<br>b) Associated lavatory is used only by crewmembers, and<br>c) Associated lavatory entrance door is locked closed and placarded “INOPERATIVE - DO NOT ENTER”.<br><br>NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers. | |
| 62-01 | 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. | |
| 63-01 *** | Emergency Evacuation Signal System | | | | | |
| 63-01A | | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 63-01B | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |
| 63-02 *** | Emergency Locator Transmitter (ELT) (Survival) | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. | |

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**TABLE KEY**

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

**25. Equipment/Furnishings**

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

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**TABLE KEY**

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

**25. Equipment/Furnishings**

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

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**TABLE KEY**

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

**25. Equipment/Furnishings**

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

(Continued)

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**TABLE KEY**

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

**25. Equipment/Furnishings**

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

(Continued)

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**TABLE KEY**

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

**25. Equipment/Furnishings**

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

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

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

## 26. Fire Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 10-01 | Fire Warning System | | | | | |
| 10-01-01 | BELL CUTOUT Switch | C | 1 | 0 | May be inoperative provided the Bell Cutout Function of both Master Fire Warning Lights operate normally. | |
| 10-01-02 | Bell Cutout Function of Master Fire Warning Light | C | 2 | 1 | May be inoperative provided the BELL CUTOUT Switch operates normally. | |
| 11-01 | Engine Overheat and Fire Detection Systems | C | 4 | 2 | (O) Except for extended operations (ETOPS) beyond 120 minutes, one loop (A or B) per engine may be inoperative provided remaining operative loops are verified to operate normally once each flight-day. | \| \| |
| 11-02 | Engine Start Lever Fire Indication Lights | A | 2 | 0 | (O) May be inoperative provided:<br>a) Engine No. 1 and Engine No. 2 fire handle switch lights function normally prior to engine start for each flight, and<br>b) Repairs are made within 3 flight-days. | |
| 14-01 | Lavatory Smoke Detection Systems | C | - | 0 | (M)(O) For each lavatory, lavatory smoke detection system may be inoperative provided:<br>a) Lavatory waste receptacle is empty,<br>b) Associated lavatory door is locked closed and placarded “INOPERATIVE - DO NOT ENTER”, and<br>c) Lavatory is used only by crewmembers.<br><br>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. | |

(Continued)

AIRCRAFT:
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**TABLE KEY**

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

## 26. Fire Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 14-01 | Lavatory Smoke Detection Systems (Cont'd) | | | | | |
| 14-01-01 | Lavatory Smoke Detector SELF TEST Switch | C | - | 0 | (M) May be inoperative provided associated lavatory smoke detector is verified to operate normally. | |
| 14-01-02 *** | Flight Deck LAVATORY SMOKE Light | | | | | |
| 14-01-02A | | C | 1 | 0 | (O) May be inoperative provided:<br>a) Lavatory smoke detection systems operate normally, and<br>b) Alternate procedures are established and used. | |
| 14-01-02B | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |
| 15-01 | APU Fire Detection System | C | 1 | 0 | Except for extended operations (ETOPS), may be inoperative provided:<br>a) APU is not used,<br>b) Both engine driven generator systems operate normally, and<br>c) At least one engine bleed air shutoff valve (PRSOV) operates normally.<br><br>NOTE: Dispatch is not allowed if the APU is required by other procedures. | \| \| |
| 15-01-01 | APU DET INOP Light | C | 1 | 0 | (O) May be inoperative provided:<br>a) Light is extinguished, and<br>b) APU Fire Detection system is verified to operate normally before each APU start. | |

(Continued)

AIRCRAFT:
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**TABLE KEY**

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

## 26. Fire Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 15-01 | APU Fire Detection System (Cont'd) | | | | | |
| 15-01-02 | External Warning Horn/Warning Light | C | 1 | 0 | May be inoperative provided flight deck APU overheat/fire protection panel is continuously monitored during ground APU operation. | |
| 16-01 | Lower Cargo Compartment Fire Detection Systems | C | 2 | 0 | (O) May be inoperative provided procedures are established and used to ensure associated compartment or zone remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. | |
| 16-01-01 | Fwd/Aft Detection Loops | C | 4 | 2 | (O) One loop (A or B) in each compartment may be inoperative provided remaining loop is verified to operate normally. | |
| 16-01-02 | DETECTOR FAULT Light | C | 1 | 0 | (O) May be inoperative provided cargo fire panel TEST switch is used to check for cargo fire detection system faults before each flight. | |

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**TABLE KEY**

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

## 26. Fire Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 18-01 | Wheel Well Fire Detection System | | | | | |
| 18-01A | | C | 1 | 0 | (M) May be inoperative provided:<br>a) Wheel well fire detection system is deactivated, and<br>b) Brake temperature monitoring system (BTMS) operates normally. | |
| 18-01B | | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Wheel well fire detection system is deactivated,<br>b) Landing gear remains extended for 10 minutes after takeoff, and<br>c) Appropriate performance adjustments are applied.<br><br>NOTE: In case of engine failure after $V_1$, landing gear should be retracted until takeoff obstacles are cleared. | |
| 18-01-01 | Detection Loops | C | 2 | 1 | (M) May be inoperative provided wheel well detection system is put in a single loop configuration. | |

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**TABLE KEY**

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

## 26. Fire Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 18-02 | Wing-Body Overheat Detection System | | | | | |
| 18-02-01 | Left Loop | C | 1 | 0 | (O) Except for extended operations (ETOPS), may be inoperative provided:<br>a) Only right pack and engine bleed is used for pressurization,<br>b) Left pack is considered inoperative,<br>c) Use of APU is prohibited except for engine start,<br>d) ISOLATION VALVE switch remains CLOSED and left engine BLEED air switch remains OFF for all operations except engine start, and<br>e) Airplane is not operated in known or forecast icing conditions. | \| |
| 18-02-02 | Right Loop | C | 1 | 0 | (O) Except for extended operations (ETOPS), may be inoperative provided:<br>a) Only left pack and left engine or APU bleed air is used for pressurization,<br>b) Right pack is considered inoperative,<br>c) ISOLATION VALVE switch remains CLOSED and right engine BLEED air switch remains OFF for all operations except engine start, and<br>d) Airplane is not operated in known or forecast icing conditions. | \| |
| 18-02-03 | Wing-Body Overheat Test System | C | 1 | 0 | (M) May be inoperative provided operative detector loops are verified to operate normally once each flight-day. | |

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**TABLE KEY**

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

## 26. Fire Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 19-01 | Equipment Cooling Smoke Detection System | | | | | |
| 19-01-01 | Smoke Detectors | C | 2 | 1 | (M) One smoke detector may be inoperative provided:<br>a) Inoperative smoke detector is deactivated, and<br>b) Remaining smoke detector is verified to operate normally. | |
| 19-01-02 | EQUIP SMOKE Light | C | 1 | 0 | (M) May be inoperative provided E/E Cooling smoke detectors are verified to operate normally. | |
| 20-01 | Engine and APU Fire Extinguisher Discharge Lights | | | | | |
| 20-01-01 | Engine Fire Extinguisher Discharge Lights | C | 2 | 0 | | |
| 20-01-02 | APU Fire Extinguisher Discharge Light | C | 1 | 0 | (M) May be inoperative provided APU fire extinguisher bottle is verified to have an adequate charge before each flight. | |
| 20-02 | Engine/APU Fire Extinguisher Test System | C | 3 | 0 | (M) May be inoperative provided:<br>a) Failure is verified to be in squib test circuit, and<br>b) For each inoperative squib test circuit, associated squib circuit is verified to operate normally once each flight-day. | |
| 20-02-01 | APU Fire Extinguisher Squib Test Circuits | C | 2 | 1 | (O) May be inoperative provided remaining APU squib test circuit is verified to operate normally once each flight-day. | |

(Continued)

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**TABLE KEY**

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

## 26. Fire Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 20-02 | Engine/APU Fire Extinguisher Test System (Cont'd) | | | | | |
| 20-02-02 | APU Fire Extinguisher Test Light (Squib Light) | C | 1 | 0 | Except for extended operations (ETOPS), may be inoperative provided:<br>a) APU is not used,<br>b) Both engine driven generator systems operate normally, and<br>c) At least one of bleed system PRSOVs operates normally. | \| |
| 22-01 | APU Fire Extinguisher System | C | 1 | 0 | Except for extended operations (ETOPS), may be inoperative provided:<br>a) APU is not used,<br>b) Both engine driven generator systems operate normally, and<br>c) At least one of bleed system PRSOVs operates normally. | \| |
| 22-02 | APU Fire Shutoff System | C | 1 | 0 | Except for extended operations (ETOPS), may be inoperative provided:<br>a) APU is not used,<br>b) Both engine driven generator systems operate normally, and<br>c) At least one of bleed system PRSOVs operates normally. | \| |

AIRCRAFT:
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**TABLE KEY**

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

## 26. Fire Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 23-01 | Lower Cargo Compartment Fire Suppression System | C | 1 | 0 | (O) May be inoperative provided procedures are established and used to ensure lower cargo compartments or zones remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. | |
| 23-01-01 | DISCH Light | C | 1 | 0 | (M) May be inoperative provided operative extinguisher bottles are verified to have an adequate charge once each flight-day. | |
| 23-01-02 | Extinguisher Bottle Pressure Switches | C | 2 | 0 | (M) May be inoperative provided associated extinguisher bottle is verified to have an adequate charge once each flight-day. | |
| 23-01-03 | EXT Light (FWD and AFT) Systems | C | 2 | 0 | (M) May be inoperative provided:<br>a) Failure is verified to be in squib light circuit, and<br>b) Both associated squib circuits are verified to operate normally once each flight-day. | |
| 24-01 | Lavatory Fire Extinguisher Systems | | | | | |
| 24-01A | | C | - | 0 | For each lavatory, lavatory fire extinguisher system may be inoperative provided associated lavatory smoke detection system operates normally. | |

(Continued)

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**TABLE KEY**

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

## 26. Fire Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 24-01 | Lavatory Fire Extinguisher Systems (Cont'd) | | | | | |
| 24-01B | | C | - | 0 | (M)(O) For each lavatory, lavatory fire extinguisher system may be inoperative provided:<br>a) Lavatory waste receptacle is empty,<br>b) Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and<br>c) Lavatory is used only by crewmembers.<br><br>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. | |
| 26-01 | Portable Fire Extinguishers | D | - | - | Any in excess of those required by 14 CFR may be inoperative or removed provided:<br>a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility,<br>b) Location placarding is removed or obscured, and<br>c) Required distribution is maintained.<br><br>NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations. | |
| 26-01-01 *** | Tamper Seals or Tags | C | - | - | (O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight. | |

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**TABLE KEY**

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

## 27. Flight Controls

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 08-01 *** | Control Surface Position Indication System | C | 1 | 0 | | |
| 21-01 | Rudder Trim Indicator | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Rudder trim actuator is verified to operate normally, and<br>b) Rudder trim is verified to be centered before each departure. | |
| 21-02 | STBY RUD ON Light | C | 1 | 0 | (M) May be inoperative provided:<br>a) Rudder is verified to operate normally on hydraulic system A and B independently,<br>b) Standby hydraulic pump is verified to operate normally, and<br>c) Rudder force fight monitor is deactivated. | |
| 24-01 | Wheel to Rudder Interconnect System (WTRIS) | C | 1 | 0 | | |
| 31-01 | 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. | |
| 51-01 | Flap Load Relief Function | C | 1 | 0 | (O) May be inoperative provided appropriate performance adjustments are applied. | |

AIRCRAFT:
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**TABLE KEY**

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

## 27. Flight Controls

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 61-01 | Flight Spoiler Systems | C | 8 | 6 | (M)(O) Except for spoiler pair 5/8, one symmetrical pair may be inoperative provided:<br>a) Inoperative spoiler pair is deactivated in the retracted position,<br>b) All other spoilers are verified to operate normally,<br>c) Antiskid system operates normally,<br>d) Use of flaps 1 for takeoff is prohibited,<br>e) Flight altitude remains at or below FL 375,<br>f) Crosswinds for takeoff and landing do not exceed 25 knots,<br>g) Crosswinds for a zero crab landing technique do not exceed 13 knots, and<br>h) Appropriate performance adjustments are applied. | |
| 61-01-01 | Spoiler Control Channels | C | 3 | 2 | | |
| 61-02 | Maneuver Load Alleviation (MLA) Function | C | 1 | 0 | (O) May be inoperative provided appropriate performance adjustments are applied. | |
| 61-03 | Emergency Descent Spoilers (EDS) Function | C | 1 | 0 | May be inoperative provided:<br>a) Flight spoiler systems operate normally, and<br>b) Flight altitude remains at or below FL 300. | |

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**TABLE KEY**

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

## 27. Flight Controls

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 62-01 | Auto Speedbrake System | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Auto speedbrake system is deactivated, and<br>b) Appropriate performance adjustments are applied. | |
| 62-02 | SPEEDBRAKES EXTENDED Light | C | 1 | 0 | (M) May be inoperative provided speedbrakes are verified to operate normally. | |
| 83-01 | Autoslat Systems | C | 2 | 1 | (O) May be inoperative provided:<br>a) Remaining autoslat system is verified to operate normally, and<br>b) AUTO SLAT FAIL light system operates normally. | |
| 83-02 | AUTO SLAT FAIL Light System | C | 1 | 0 | (M) May be inoperative provided autoslat systems are verified to operate normally once every 2 flight-days. | |

AIRCRAFT:
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**TABLE KEY**

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

## 27. Flight Controls

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 88-01 | Leading Edge Flap/Slat Position Light Systems | | | | | |
| 88-01-01 | Leading Edge Indications for Slats 1, 2, 3, 6, 7, and 8 (737-7) | C | 18 | 17 | (M)(O) One leading edge slat indication light on overhead annunciator panel may be inoperative provided:<br>a) All remaining indications on leading edge devices annunciator panel are verified to operate normally,<br>b) Stall warning operation of both systems is verified to operate normally,<br>c) Associated leading edge slat position is visually verified by flightcrew before each takeoff and landing, and<br>d) Maximum speed is limited to 300 KIAS at/below FL 200 or 0.65 Mach above FL 200. | \| |
| 88-01-02 | Leading Edge Indications for Slats 1, 2, 7, and 8 (737-8/-8200/-9/-10) | C | 12 | 11 | (M)(O) One leading edge slat indication light on overhead annunciator panel may be inoperative provided:<br>a) All remaining indications on leading edge devices annunciator panel are verified to operate normally,<br>b) Stall warning operation of both systems is verified to operate normally,<br>c) Associated leading edge slat position is visually verified by flightcrew before each takeoff and landing, and<br>d) Maximum speed is limited to 300 KIAS at/below FL 200 or 0.65 Mach above FL 200. | \| |

AIRCRAFT:
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**TABLE KEY**

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 21-01 | Pressure Fueling System | C | 1 | 0 | (M) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: MMEL item 28-21-01 relief may not be applied to defer maintenance of an inoperative system or indication for which an MMEL 28-21-01 sub-item exists. | |
| 21-01-01 | Refuel Panel Fuel Quantity Indications | C | 3 | 0 | (M) May be inoperative provided alternate procedures are used for refueling the associated fuel tank. | |
| 21-01-02 | Fueling Manifold Check Valves | C | 3 | 0 | (M) May be inoperative provided associated fueling shutoff valve is verified to operate normally. | |
| 21-01-03 | Fueling Shutoff Valves | C | 3 | 0 | (M) May be inoperative provided:<br>a) Inoperative fueling shutoff valve(s) is verified to be sealed closed,<br>b) Fueling receptacle does not leak, and<br>c) Alternate refueling procedures are established and used. | |
| 21-01-04 | Refuel Panel Fueling Power Control Switch | C | 1 | 0 | May be inoperative off provided refuel panel indicator test switch operates normally in FUEL DOOR SWITCH BYPASS position. | |
| 22-01 | Main Tank Boost Pumps | C | 4 | 3 | (M)(O) Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided:<br>a) Inoperative pump is deactivated, and<br>b) Appropriate minimum fuel quantities are maintained in associated tank. | \| \| |

AIRCRAFT:
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**TABLE KEY**

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

**28. Fuel**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 22-02 | Center Tank Boost Pumps | | | | | |
| 22-02A | | C | 2 | 1 | (M)(O) May be inoperative with center tank fueled provided:<br>a) Inoperative pump is deactivated,<br>b) Center tank quantity indication operates normally,<br>c) LOW PRESSURE light for remaining center fuel tank pump operates normally,<br>d) With center tank fueled, fuel quantity remaining in main tanks is adequate to reach a suitable airport if remaining center pump fails at any time, and<br>e) Center tank fuel is accounted for in the airplane weight and balance in the event center tank fuel cannot be used. | |
| 22-02B | | C | 2 | 0 | (M)(O) May be inoperative provided:<br>a) Inoperative pumps are deactivated,<br>b) Center tank quantity indication operates normally, and<br>c) Center tank fuel is considered unusable and is accounted for in the airplane weight and balance.<br><br>NOTE: AFM fuel loading and usage limitations are for usable fuel. | |

AIRCRAFT:
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**TABLE KEY**

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

**28. Fuel**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 22-03 | Center Tank Fuel Boost Pump Automatic Shutoff System | | | | | |
| 22-03A | | C | 2 | 0 | May be inoperative provided associated center tank fuel boost pump is considered inoperative. | |
| 22-03B | | C | 2 | 0 | May be inoperative provided center tank remains empty. | |
| 22-03C | | C | 2 | 0 | May be inoperative with center tank fueled provided:<br>a) Both center tank pump LOW PRESSURE light systems operate normally,<br>b) Center tank fuel quantity indication system operates normally,<br>c) Center tank boost pumps are not ON unless personnel are available in flight deck to monitor LOW PRESSURE lights,<br>d) For ground operations, center tank boost pump switches are not ON unless center tank fuel quantity exceeds 1,000 lbs (453 kg), except when defueling or transferring fuel,<br>e) Center tank 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,<br>f) Center tank fuel pumps may be repositioned ON when established in cruise flight if more than 1,000 lbs (453 kg) of fuel remain in center tank,<br><br>(Continued) | |

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

**28. Fuel**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 22-03 | Center Tank Fuel Boost Pump Automatic Shutoff System (Cont'd) | | | | | |
| 22-03C | (Cont'd) | | | | g) Both center tank boost pumps are selected OFF when center tank fuel quantity reaches 1,000 lbs (453 kg) of fuel during climb or cruise,<br>h) Both center tank boost pumps are selected OFF when center tank fuel quantity reaches 3,000 lbs (1,400 kg) of fuel during descent or landing,<br>i) Both center tank fuel boost pumps are selected OFF at first indication of fuel pump low pressure, and<br>j) Defueling with passengers on board is prohibited. | |
| 22-04 | Fuel Scavenge System | | | | | |
| 22-04A | | C | 1 | 0 | May be inoperative provided fuel scavenge shutoff valve is closed. | |
| 22-04B | | C | 1 | 0 | (O) Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided:<br>a) Scavenge shutoff valve is open,<br>b) Left main tank forward boost pump is not used,<br>c) Left main tank aft boost pump operates normally, and<br>d) Appropriate minimum fuel quantities are maintained in left main tank. | \| \| |
| 22-04C | | C | 1 | 0 | May be inoperative provided:<br>a) Scavenge shutoff valve is open, and<br>b) Center tank remains empty. | |

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**TABLE KEY**

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 22-05 | Crossfeed VALVE OPEN Light | C | 1 | 0 | (M) Except for extended operations (ETOPS), may be inoperative provided:<br>a) Crossfeed valve is verified to operate normally, and<br>b) Fuel quantity indications for both main tanks operate normally. | \| \| |
| 22-06 | SPAR VALVE CLOSED Lights | C | 2 | 0 | (M) May be inoperative provided associated valve is verified to operate normally once each flight-day. | |
| 22-07 | Fuel Shutoff Valve Battery and Charger | D | 1 | 0 | (M) May be inoperative deactivated. | |
| 25-01 *** | APU DC Fuel Boost Pump | D | 1 | 0 | (M) May be inoperative provided pump is deactivated. | |
| 25-02 | APU Fuel Shutoff Valve | C | 1 | 0 | (M) Except for extended operations (ETOPS), may be inoperative provided:<br>a) Valve is deactivated closed, and<br>b) APU is considered inoperative. | \| \| |

AIRCRAFT:
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**TABLE KEY**

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 41-01 | Fuel Quantity Indication Systems | | | | | |
| 41-01-01 | Main Tanks | C | 2 | 1 | (M)(O) Except for extended operations (ETOPS), may be inoperative provided:<br>a) Fuel quantity in associated tank is verified by an acceptable procedure,<br>b) Both fuel pumps in associated tank operate normally,<br>c) Fuel flow indicators operate normally,<br>d) Center tank fuel quantity indication system operates normally, and<br>e) FMC FUEL is initialized with known total fuel quantity. | \| |
| 41-01-02 | Center Tank | | | | | |
| 41-01-02A | | C | 1 | 0 | (O) May be inoperative provided:<br>a) Center tank remains empty, and<br>b) Both main tank fuel quantity indication systems operate normally. | |
| 41-01-02B | | C | 1 | 0 | (M)(O) Except for extended operations (ETOPS), may be inoperative provided:<br>a) Fuel quantity in center tank is verified by an acceptable procedure,<br>b) Both center tank fuel pumps operate normally,<br>c) Fuel flow indicators operate normally,<br>d) Both main tank fuel quantity indication systems operate normally, and<br>e) FMC FUEL is initialized with known total fuel quantity. | \| |

AIRCRAFT:
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**TABLE KEY**

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 41-02 | Total Fuel Quantity Indication | C | 1 | 0 | (O) Except for extended operations (ETOPS), may be inoperative provided:<br>a) Fuel flow indicators operate normally, and<br>b) FMC FUEL is initialized with known total fuel quantity. | \| \| |
| 42-01 | Main Tank LOW PRESSURE Light Systems | C | 4 | 3 | May be inoperative provided associated pump is considered inoperative. | |
| 42-01-01 | LOW PRESSURE Lights | C | 4 | 3 | (M) May be inoperative provided:<br>a) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally, and<br>b) Both pumps in associated tank operate normally. | |
| 42-02 | Center Tank LOW PRESSURE Light Systems | C | 2 | 0 | May be inoperative provided associated pump is considered inoperative. | |
| 42-02-01 | LOW PRESSURE Lights | C | 2 | 0 | (M)(O) May be inoperative provided:<br>a) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally, and<br>b) Both center tank pumps operate normally. | |
| 43-01 | Fuel Temperature Indicating System | C | 1 | 0 | May be inoperative provided total air temperature (TAT) is used as an indication of fuel temperature. | |
| 44-01 | Fuel Measuring Sticks | C | 16 | 0 | May be inoperative or missing provided fuel quantity is determined by other acceptable means. | \| |

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

**TABLE KEY**

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

## 29. Hydraulic Power

| Sequence No. | Item | 1 | 2 | 3 | 4 Change Bar |
|---|---|---|---|---|---|
| 09-01 | Hydraulic Reservoir Pressurization System Sources | C | 2 | 1 | (M) May be inoperative provided it is verified hydraulic reservoirs can be pressurized. |
| 09-02 | Hydraulic Reservoir Pressurization System Wheel Well Air Pressure Gauge | C | 1 | 0 | |
| 18-01 | Hydraulic Reservoir Fill System | C | 1 | 0 | |
| 31-01 | Hydraulic Systems A and B Pressure Indications | C | 2 | 1 | (O) May be inoperative provided:<br>a) Associated system pressure is verified to be normal before each departure,<br>b) Associated system pump LOW PRESSURE indications operate normally, and<br>c) Associated flight deck quantity indication operates normally. |
| 32-01 | Electric Hydraulic Pump Overheat Indication Systems | C | 2 | 0 | May be inoperative provided associated pump low pressure indication operates normally. |
| 33-01 | Hydraulic Systems A and B Flight Deck Quantity Indications | C | 2 | 0 | (M) May be inoperative provided:<br>a) Associated system quantity is verified to be normal before each departure,<br>b) Associated system pressure indication operates normally, and<br>c) Associated system pump LOW PRESSURE indications operate normally. |

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**TABLE KEY**

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

## 29. Hydraulic Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 33-02 | Standby System Low Quantity Indication System | C | 1 | 0 | (M) May be inoperative provided:<br>a) Standby system quantity is verified to be normal before each departure, and<br>b) Standby system pump low pressure indication operates normally. | |
| 33-03 | Hydraulic Reservoir Wheel Well Quantity Indicators | C | 2 | 0 | May be inoperative provided associated flight deck quantity indicator operates normally. | |
| 34-01 | Engine Driven Hydraulic Pump Low Pressure Indication Systems | C | 2 | 0 | (O) May be inoperative provided:<br>a) Associated pump pressure is verified to be normal before each departure,<br>b) Associated system flight deck quantity indication operates normally, and<br>c) Associated system electric hydraulic pump low pressure indication operates normally. | |
| 34-02 | Electric Hydraulic Pump Low Pressure Indication Systems | C | 2 | 0 | (O) May be inoperative provided:<br>a) Associated pump pressure is verified to be normal before each departure,<br>b) Associated system flight deck quantity indication operates normally, and<br>c) Associated system engine driven hydraulic pump low pressure indication operates normally. | |
| 34-03 | Standby System Pump Low Pressure Indication | C | 1 | 0 | (M) May be inoperative provided:<br>a) Standby pump pressure is verified to be normal before each departure,<br>b) Standby system low quantity indication operates normally, and<br>c) System B hydraulic pumps operate normally. | |

AIRCRAFT:
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**TABLE KEY**

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

## 30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-01 | Wing Anti-Ice Valves | | | | | |
| 11-01A | | C | 2 | 0 | (M)(O) Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided:<br>a) Affected valve is secured closed, and<br>b) Airplane is not operated in known or forecast icing conditions. | \| |
| 11-01B | | C | 2 | 1 | (M)(O) May be inoperative secured open provided:<br>a) Except for engine start, associated manifold is depressurized when outside air temperature is above 50 °F (10 °C),<br>b) Associated engine bleed thrust limits are followed, WING ANTI-ICE switch is set to ON position when use of the wing anti-ice system is required, and the associated manifold is pressurized,<br>c) Air conditioning and pressurization requirements are followed when one manifold is depressurized, and<br>d) Appropriate performance adjustments are applied. | |
| 11-02 | Wing VALVE Lights | C | 2 | 0 | (M) May be inoperative provided valve is verified to operate normally before operating in known or forecast icing conditions. | |
| 11-03 | Control Stand Wing Anti-Ice Switches | | | | | |
| 11-03A | | C | 2 | 0 | (O) May be inoperative closed. | |
| 11-03B | | C | 2 | 0 | (O) May be inoperative open. | |

AIRCRAFT:
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**TABLE KEY**

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

## 30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 21-01 | Engine (Cowl) Anti-Ice Valves | | | | | |
| 21-01A | | C | 2 | 1 | (M) Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided:<br>a) Affected valve is locked closed, and<br>b) Airplane is not operated in known or forecast icing conditions. | \| |
| 21-01B | | | | | Deleted, Revision 6. | \| |
| 21-02 | Engine Anti-Ice COWL VALVE Position Lights and TAI Indications | | | | | |
| 21-02A | | C | 4 | 0 | (O) May be inoperative provided associated valve is verified to operate normally before each departure. | |
| 21-02B | | C | 4 | 2 | One valve position indication (either COWL VALVE light or TAI indication) for each engine may be inoperative. | |
| 21-02C | | C | 4 | 2 | May be inoperative provided associated valve is considered inoperative. | |

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**TABLE KEY**

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

## 30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 21-03 | COWL ANTI-ICE Lights | | | | | |
| 21-03A | | C | 2 | 1 | Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions. | \| |
| 21-03B | | | | | Deleted, Revision 6. | \| |
| 31-01 | Pitot Probe Heaters | | | | | |
| 31-01-01 | Captain and First Officer Pitot Heaters | B | 2 | 1 | Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided:<br>a) Operations are conducted in Day VMC only,<br>b) Aux pitot heater operates normally,<br>c) Airplane is not operated in visible moisture, and<br>d) Airplane is not operated in known or forecast icing conditions. | \| |
| 31-01-02 | Auxiliary Pitot Heater (Right Lower Probe) | B | 1 | 0 | Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided:<br>a) Captain and First Officer pitot heaters operate normally, and<br>b) Airplane is not operated in known or forecast icing conditions. | \| |
| 31-02 | Total Air Temperature Probe Heater | C | 1 | 0 | Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions. | \| |

AIRCRAFT:
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**TABLE KEY**

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

## 30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 31-03 | Angle of Attack Sensor Heaters | C | 2 | 0 | Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions. | \| \| |
| 31-04 | Elevator Pitot Probe Heaters | B | 2 | 1 | Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions. | \| \| |
| 31-05 | Pitot and Temperature Probe Heater Lights | | | | | |
| 31-05-01 | Pitot Probe Heater Lights | B | 5 | 0 | (M) Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided:<br>a) Associated heater is verified to operate normally, and<br>b) Airplane is not operated in known or forecast icing conditions. | \| \| |
| 31-05-02 | Total Air Temperature (TAT) Probe Heater Light | | | | | |
| 31-05-02A | | C | 1 | 0 | (M) May be inoperative provided associated heater is verified to operate normally before each departure. | |
| 31-05-02B | | C | 1 | 0 | May be inoperative provided associated heater is inoperative. | |

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**TABLE KEY**

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

## 30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 31-06 | Alpha Vane Heater Light Systems | | | | | |
| 31-06A | | C | 2 | 0 | (M) May be inoperative provided associated heater function is verified to operate normally before each departure. | |
| 31-06B | | C | 2 | 0 | May be inoperative provided associated heater is considered inoperative. | |
| 30-31-07 | Air Data Probe Heater Systems | | | | | \| |
| 30-31-07-01 *** | AUTO Activation | C | 2 | 0 | (O) May be inoperative provided probe heat lights are not illuminated when PROBE HEAT A and B switches are in the ON position. | \| |

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**TABLE KEY**

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

## 30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 41-01 | Electrically Heated Windshields | | | | | |
| 41-01-01 | No. 1 Windows | C | 2 | 1 | Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided:<br>a) Associated FWD WINDOW HEAT switch remains OFF,<br>b) Airplane is not operated in known or forecast icing conditions,<br>c) Both No. 2 Window heaters operate normally,<br>d) Windshield defog system operates normally, and<br>e) Airspeed is limited to 250 KIAS below 10,000 ft. MSL. | \| |
| 41-01-02 | No. 2 Windows | C | 2 | 1 | May be inoperative provided:<br>a) Associated SIDE WINDOW HEAT switch remains OFF,<br>b) Both No. 1 Window heaters operate normally,<br>c) Windshield defog system operates normally, and<br>d) Airspeed is limited to 250 KIAS below 10,000 ft. MSL. | |
| 41-01-03 *** | No. 3 Window Heat Systems | D | 2 | 0 | | |
| 41-02 | Windshield Defog System | C | 1 | 0 | May be inoperative provided electrically heated windshields for No. 1 and No. 2 windows operate normally. | |

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**TABLE KEY**

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

## 30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 42-01 | Windshield Wiper Systems | C | 2 | 0 | May be inoperative provided:<br>a) Airplane is not operated in precipitation within 5 statute miles of airport of takeoff or intended landing, and<br>b) Approach minimums do not require its use. | |
| 42-01-01 | 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. | |
| 42-01-02 | Intermittent Speed Function | D | 2 | 0 | | |
| 42-01-03 | Low Speed Function | C | 2 | 0 | May be inoperative provided both high speed functions operate normally. | |
| 42-01-04 | High Speed Function | | | | | |
| 42-01-04A | | C | 2 | 1 | May be inoperative provided both low speed functions operate normally. | |
| 42-01-04B | | C | 2 | 0 | May be inoperative provided both low speed functions operate normally and rain intensity is less than moderate. | |
| 71-01 | Drain Mast Heaters | C | 2 | 0 | (M) May be inoperative provided water supply to associated components is secured off. | |
| 81-01 *** | Ice Detection System | | | | | |
| 81-01A | | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 81-01B | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |

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

## 31. Indicating/Recording Systems

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 25-01 | Clock Switches | C | 2 | 1 | | |
| 31-01 | Flight Data Recorder System (FDR) | | | | | |
| 31-01A | | C | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| 31-01B | | A | - | 0 | May be inoperative provided:<br>a) Cockpit Voice Recorder (CVR) operates normally,<br>b) Airplane is not dispatched from a designated airport as listed in operator's MEL unless:<br>1) FDR failure occurs after pushback but prior to takeoff, or<br>2) FDR repair was attempted but was not successful.<br>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<br>d) Repairs are made within 3 flight-days. | |
| 31-01-01 | FDR Recording Parameters Required by 14 CFR | A | - | - | Up to three recording parameters may be inoperative provided:<br>a) Cockpit Voice Recorder (CVR) operates normally, and<br>b) Repairs are made within 20 calendar-days. | |

(Continued)

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

**TABLE KEY**

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

## 31. Indicating/Recording Systems

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 31-01 | Flight Data Recorder System (FDR) (Cont'd) | | | | | |
| 31-01-02 | FDR Recording Parameters Not Required by 14 CFR | A | - | - | May be inoperative provided repairs are made prior to completion of next heavy maintenance visit. | |
| 31-02 *** | Aircraft Condition Monitoring System (ACMS) Function | D | 1 | 0 | | |
| 62-01 | MAX Display System (MDS) | | | | | |
| 62-01-01 | Display Units (DU) | | | | | |
| 62-01-01-01 | Outboard DU | A | 2 | 1 | (M)(O) May be inoperative provided:<br>a) Associated PFD/MFD display selector switch remains in the INBD position,<br>b) Opposite PFD/MFD display selector switch is verified to operate normally,<br>c) Captain's and First Officer's engine display control selectors operate normally,<br>d) Engine display is available and selected on opposite inboard display,<br>e) ISFD operates normally,<br>f) EFIS Control Panels operate normally,<br>g) Inboard display units operate normally, and<br>h) Repairs are made within 2 flight-days. | |

(Continued)

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

## 31. Indicating/Recording Systems

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 62-01 | MAX Display System (MDS) (Cont'd) | | | | | |
| 62-01-01 | Display Units (DU) (Cont'd) | | | | | |
| 62-01-01-02 | Inboard DU | A | 2 | 1 | (M)(O) May be inoperative provided:<br>a) Associated PFD/MFD display selector switch remains in the OUTBD position,<br>b) Opposite PFD/MFD display selector switch is verified to operate normally,<br>c) Captain's and First Officer's engine display control selectors operate normally,<br>d) Engine display is available and selected on opposite inboard display,<br>e) ISFD operates normally,<br>f) EFIS Control Panels operate normally,<br>g) Outboard display units operate normally, and<br>h) Repairs are made within 2 flight-days. | |
| 62-01-01-03 | Manual BRT/CONTRAST Controls | C | 4 | 0 | Brightness function (outer control) may be inoperative for each display unit provided the remote light sensor (RLS) system operates normally and the display brightness is acceptable to the flightcrew. | \| |
| 62-01-01-04 | Touch Screen Functions | C | 4 | 0 | May be inoperative provided:<br>a) Captain's and First Officer's engine display control SELECTORS operate normally, and<br>b) Both EFIS Control Panels operate normally. | \| |

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**TABLE KEY**

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

## 31. Indicating/Recording Systems

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 62-02 | Remote Light Sensor (RLS) System | C | 1 | 0 | May be inoperative provided manual display brightness/contrast controls operate normally. | |
| 62-03 | Engine Display Control SELECTORS | C | 2 | 1 | May be inoperative provided both FMC/BFMCs and both CDU/MCDU/TCDUs operate normally. | \| |
| 62-04 | Electronic Flight Instrument System (EFIS) Control Panels | | | | | |
| 62-04-01 | Minimums (MINS) Reference Selectors | C | 2 | 0 | May be inoperative provided approach procedures do not require its use. | |
| 62-04-02 | MAP Switches | | | | | |
| 62-04-02-01 | STA (Station) | C | 2 | 1 | | |
| 62-04-02-02 | WPT (Waypoint) | C | 2 | 1 | | |
| 62-04-02-03 | ARPT (Airport) | C | 2 | 1 | | |
| 62-04-02-04 | DATA | C | 2 | 1 | | |
| 62-04-02-05 | POS (Position) | C | 2 | 1 | | |
| 62-05 *** | Airport Map Function | A | 1 | 0 | May be inoperative provided:<br>a) Operations do not require its use,<br>b) Alternate procedures are established and used, and<br>c) Repairs are made within 10 flight-days.<br><br>NOTE: An out-of-currency or out-of-date airport map database is not authorized MMEL relief per 14 CFR. | \| |

AIRCRAFT:
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**TABLE KEY**

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

## 32. Landing Gear

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-01 | Main Landing Gear Lower Shock Strut Pressure Gauges (737-10) | C | 2 | 0 | (M) May be inoperative provided:<br>a) Associated main landing gear lower shock strut chamber pressure is checked before each flight, and<br>b) Two-position tail skid operates normally. | \| |
| 30-01 | Landing Gear Actuation System | B | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Landing gear is secured in down position, and<br>b) Airplane is dispatched in accordance with AFM Landing Gear Extended appendix. | |
| 31-01 | Landing Gear Selector Bypass Valve | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Landing gear selector bypass valve is deactivated in the normal position, and<br>b) Appropriate performance adjustments are applied. | |
| 31-02 | Landing Gear Control Systems | | | | | |
| 31-02A | | C | 2 | 1 | | |
| 31-02B | | B | 2 | 0 | (M)(O) May be inoperative provided:<br>a) Landing gear is secured in down position, and<br>b) Airplane is dispatched in accordance with AFM Landing Gear Extended appendix. | |
| 31-03 | Landing Gear Lever Input Systems | C | 2 | 1 | | |
| 32-01 | Main Landing Gear Uplock Springs | B | 4 | 3 | (M) One spring on one main gear uplock mechanism may be missing. | |

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**TABLE KEY**

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

## 32. Landing Gear

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 32-02 | Main Landing Gear Frangible Fitting (737-7/-8/-8200/-9) | C | 2 | 0 | (M)(O) May be broken or missing provided:<br>a) Fitting is replaced with a hydraulic cap assembly,<br>b) Landing gear remains extended for 2 minutes after takeoff, and<br>c) Takeoff performance is based on landing gear extended. | \| |
| 35-01 | Landing Gear Manual Extension System | B | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Landing gear is secured in down position, and<br>b) Airplane is dispatched in accordance with AFM Landing Gear Extended appendix. | |
| 41-01 | Hydraulic Brake Pressure Indication System | | | | | |
| 41-01-01 | Wheel Well Brake Accumulator Gauge | C | 1 | 0 | May be inoperative provided flight deck brake pressure indicating system operates normally. | |
| 41-01-02 | Flight Deck Brake Pressure Indicating System | C | 1 | 0 | (M) May be inoperative provided:<br>a) Wheel well brake accumulator gauge operates normally, and<br>b) Brake accumulator charge is verified normal once each flight-day. | |
| 41-02 | Gear Retraction Braking System | C | 1 | 0 | (O) May be inoperative provided:<br>a) Landing gear remains extended for 2 minutes after takeoff, and<br>b) Takeoff performance is based on landing gear extended. | \| |

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**TABLE KEY**

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

## 32. Landing Gear

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 42-01 | Antiskid System | | | | | \| |
| 42-01-01 | Antiskid System (737-7/-8/-8200/-9) | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Inoperative antiskid channels are deactivated,<br>b) Autobrake system is not used, and<br>c) Appropriate performance adjustments for antiskid inoperative are applied. | \| |
| 42-01-02 | Antiskid System (737-10) | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Inoperative antiskid channels are deactivated,<br>b) Gear retraction braking system is considered inoperative,<br>c) Autobrake system is not used, and<br>d) Appropriate performance adjustments for antiskid inoperative are applied. | \| |
| 42-02 | Alternate Antiskid Valves | | | | | \| |
| 42-02-01 | Alternate Antiskid Valves (737-7/-8/-8200/-9) | C | 2 | 0 | (M) May be inoperative provided alternate brake system is verified to operate normally. | \| |
| 42-02-02 | Alternate Antiskid Valves (737-10) | C | 2 | 0 | (M) May be inoperative provided:<br>a) Alternate brake system is verified to operate normally, and<br>b) Gear retraction braking system is considered inoperative. | \| |
| 42-03 | Automatic Brake System | C | 1 | 0 | (M) May be inoperative deactivated. | |

AIRCRAFT:
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**TABLE KEY**

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

## 32. Landing Gear

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 44-01 | Parking Brake Valve | | | | | \| |
| 44-01-01 | Parking Brake Valve (737-7/-8/-8200/-9) | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Parking brake valve is deactivated in closed position,<br>b) Antiskid system is considered inoperative,<br>c) Autobrake system is not used, and<br>d) Appropriate performance adjustments for antiskid inoperative are applied. | \| |
| 44-01-02 | Parking Brake Valve (737-10) | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Parking brake valve is deactivated in closed position,<br>b) Antiskid system is considered inoperative,<br>c) Gear retraction braking system is considered inoperative,<br>d) Autobrake system is not used, and<br>e) Appropriate performance adjustments for antiskid inoperative are applied. | \| |
| 44-02 | Parking Brake Light | | | | | |
| 44-02-01 | Flight Deck Parking Brake Light | C | 1 | 0 | (M) May be inoperative provided parking brake shutoff valve is verified to operate normally. | |
| 44-02-02 *** | External Parking Brake Light | | | | | |
| 44-02-02A | | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 44-02-02B | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |

AIRCRAFT:
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**TABLE KEY**

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

## 32. Landing Gear

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 46-01 *** | Brake Temperature Monitoring System | | | | | |
| 46-01A | | C | 1 | 0 | (O) May be inoperative provided AFM Maximum Quick Turnaround Weight limitations are observed.<br><br>NOTE: Any portion of system that operates normally may be used. | |
| 46-01B | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |
| 49-01 *** | Tire Pressure Indication System | | | | | |
| 49-01A | | C | 1 | 0 | (M) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any portion of system that operates normally may be used. | |
| 49-01B | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |

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**TABLE KEY**

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

## 32. Landing Gear

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 51-01 | Rudder Pedal Nose Wheel Steering System | A | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Rudder pedal nose wheel steering is deactivated disengaged,<br>b) Tiller is verified to operate normally,<br>c) Taxi, takeoffs, and landings are made by pilot with access to an operating tiller,<br>d) Approach minimums do not require its use,<br>e) Airplane is not operated on runways contaminated with standing water, slush, or snow, and<br>f) Repairs are made within 3 flight-days. | |
| 51-02 | Nose Wheel Steering Switch | C | 1 | 0 | (M) May be inoperative provided:<br>a) Landing gear transfer valve is verified to operate normally, and<br>b) Rudder pedal nose wheel steering operates normally. | |
| 61-01 | Main Landing Gear Shrink Link Proximity Switches (737-10) | C | 2 | 0 | (M) May be inoperative provided:<br>a) Malfunction is verified to be in the associated main landing gear shrink link proximity sensor, and<br>b) Associated main landing gear shock strut inner cylinder is visually checked before each departure. | \| |

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**TABLE KEY**

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

## 32. Landing Gear

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 71-01 | Two-Position Tail Skid | | | | | |
| 71-01-01 *** | 737-8/8200 | | | | | |
| 71-01-01-01 | Retraction Mechanism | | | | | |
| 71-01-01-01A | | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Tail skid is locked in retracted position, and<br>b) Appropriate performance adjustments are applied. | |
| 71-01-01-01B | | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Tail skid is locked in extended position, and<br>b) Appropriate performance adjustments are applied. | |
| 71-01-01-02 | Cartridge Core Assembly | B | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Verify there is no internal or external structural damage,<br>b) Tail skid is locked in retracted position, and<br>c) Appropriate performance adjustments are applied. | |

(Continued)

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

**TABLE KEY**

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

## 32. Landing Gear

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 71-01 | Two-Position Tail Skid (Cont'd) | | | | | |
| 71-01-02 | 737-9 | | | | | |
| 71-01-02-01 | Retraction Mechanism | | | | | |
| 71-01-02-01A | | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Tail skid is locked in retracted position, and<br>b) Appropriate performance adjustments are applied. | |
| 71-01-02-01B | | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Tail skid is locked in extended position, and<br>b) Appropriate performance adjustments are applied. | |
| 71-01-02-02 | Cartridge Core Assembly | B | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Verify there is no internal or external structural damage,<br>b) Tail skid is locked in retracted position, and<br>c) Appropriate performance adjustments are applied. | |

(Continued)

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

## 32. Landing Gear

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 71-01 | Two-Position Tail Skid (Cont'd) | | | | | |
| 71-01-03 | 737-10 | | | | | \| |
| 71-01-03-01 | Retraction Mechanism | | | | | \| |
| 71-01-03-01A | | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Both main landing gear lower shock strut pressure gauges operate normally,<br>b) Tail skid is locked in retracted position, and<br>c) Appropriate performance adjustments are applied. | \| |
| 71-01-03-01B | | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Both main landing gear lower shock strut pressure gauges operate normally,<br>b) Tail skid is locked in extended position, and<br>c) Appropriate performance adjustments are applied. | \| |
| 71-01-03-02 | Cartridge Core Assembly | B | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Both main landing gear lower shock strut pressure gauges operate normally,<br>b) Verify there is no internal or external structural damage,<br>c) Tail skid is locked in retracted position, and<br>d) Appropriate performance adjustments are applied. | \| |

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**TABLE KEY**

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

## 33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-01 | Flight Compartment and Instrument Lighting System | C | - | - | Individual lights may be inoperative provided:<br>a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,<br>b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes, and<br>c) Lighting configuration and intensity is acceptable to flightcrew.<br><br>NOTE 1: Individual button/switch lights and/or annunciation/indications are excluded from this relief.<br><br>NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters. | |
| 11-02 | System Annunciator Lights (Glareshield Panel) | | | | | |
| 11-02A | | C | 12 | 11 | (O) May be inoperative for an operating system. | |
| 11-02B | | C | 12 | - | May be inoperative for an associated inoperative system. | |

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

## 33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-03 | Main Panel Light Controls | C | 2 | 0 | May be inoperative provided:<br>a) Associated switch remains in OFF position,<br>b) Associated display unit brightness/contrast controls operate normally, and<br>c) Light intensity is acceptable to flightcrew. | |
| 16-01 | Master Lights Test and Dim System | | | | | |
| 16-01-01 | Master and Individual Light's Test Function | C | - | - | (O) Master test and individual light's press-to-test functions may be inoperative provided intended function of associated light is verified to operate normally once each flight-day. | \| |
| 16-01-02 | Dim Function | B | 1 | 0 | May be inoperative provided:<br>a) Master TEST and BRT functions operate normally,<br>b) Except during light test, switch is set to BRT, and<br>c) Light intensity is acceptable to flightcrew. | |
| 21-01 | Cabin Interior Illumination | | | | | |
| 21-01-01 | Without Photoluminescent Emergency Escape Path Marking System | C | - | - | Individual lights may be inoperative provided sufficient lighting remains for cabin attendants to perform their duties. | |
| 21-01-02 | With Photoluminescent Emergency Escape Path Marking System | C | - | - | Individual lights may be inoperative provided:<br>a) Sufficient lighting remains for cabin attendants to perform their duties, and<br>b) Remaining lighting is sufficient to charge photoluminescent emergency escape path marking system. | |

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

**33. Lights**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 24-01 | Passenger Lighted Information Signs and Notice System | | | | | |
| 24-01-01 | Individual Passenger Lighted Information Signs | | | | | |
| 24-01-01A | | C | - | - | (M) May be inoperative provided:<br>a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and<br>b) Associated seat or lavatory is blocked and placarded "DO NOT OCCUPY".<br><br>NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers. | |
| 24-01-01B | | C | - | - | (O) May be inoperative and associated passenger seat or lavatory may be occupied provided:<br>a) PA system operates normally, and<br>b) PA system is used to notify passengers and cabin crew when associated sign(s) is placed on or off.<br><br>(Continued) | |

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**TABLE KEY**

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

## 33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 24-01 | Passenger Lighted Information Signs and Notice System (Cont'd) | | | | | |
| 24-01-02 | Aural Tone System | C | 1 | 0 | | |
| 24-01-03 | Flight Deck Automatic Function | C | 1 | 0 | (O) May be inoperative provided:<br>a) Manual control function operates normally, and<br>b) Alternate procedures are established and used. | |
| 25-01<br>*** | Sterile Flight Compartment Light System | | | | | |
| 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. | |
| 31-01 | Wheel Well Lights | C | 5 | 0 | | |

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**TABLE KEY**

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

## 33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 37-01 | Lower Cargo Compartment Light Systems | C | - | 0 | | |
| 37-01-01 | Forward Compartment Light Lens | C | - | - | One may be broken or missing. | |
| 37-01-02 | Aft Compartment Light Lens | C | - | - | Any number may be broken or missing. | |
| 41-01 | Wing Illumination Lights | C | 2 | 0 | (O) May be inoperative provided ground deicing procedures do not require their use. | |
| 42-01 | Landing Light LED Array Systems | | | | | |
| 42-01A | | C | 4 | 2 | One LED array may be inoperative on each side.<br><br>NOTE: There is an inboard LED array and an outboard LED array inside the strakelet on each wing. These same lights are also used for the taxi lights. Taxi lights may also be affected (see MMEL 33-42-02). | |
| 42-01B | | C | 4 | 2 | Both LED arrays on one side may be inoperative provided the Runway Turnoff Light on the same side operates normally.<br><br>NOTE: There is an inboard LED array and an outboard LED array inside the strakelet on each wing. These same lights are also used for the taxi lights. Taxi lights may also be affected (see MMEL 33-42-02).<br><br>(Continued) | |

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**TABLE KEY**

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

## 33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 42-01 | Landing Light LED Array Systems (Cont'd) | | | | | |
| 42-01C | | C | 4 | 0 | May be inoperative provided operations are not conducted at night.<br><br>NOTE: There is an inboard LED array and an outboard LED array inside the strakelet on each wing. These same lights are also used for the taxi lights. Taxi lights may also be affected (see MMEL 33-42-02). | |
| 42-01-01 *** | Alternate Flash Function | D | - | 0 | | |
| 42-02 | Taxi Light LED Array Systems | C | 4 | 0 | NOTE: There is an inboard LED array and an outboard LED array inside the strakelet on each wing. These same lights are also used for the taxi lights. Landing lights may also be affected (see MMEL 33-42-01). | |
| 42-03 | Runway Turnoff Light LED Array Systems | C | 2 | 0 | | |

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**TABLE KEY**

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

## 33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 43-01 | Position Light LED Modules | | | | | |
| 43-01A | | C | 6 | 0 | May be inoperative provided operations are not conducted from sunset to sunrise. | |
| 43-01B | | C | 6 | 4 | May be inoperative provided:<br>a) One red wing tip LED module operates normally,<br>b) One green wing tip LED module operates normally, and<br>c) Both white tail position LED modules operate normally. | |
| 43-02 | Winglet Aft Marker Lights | | | | | |
| 43-02A | | C | 2 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 43-02B | | D | 2 | 0 | May be inoperative provided procedures do not require its use. | |
| 44-01 | Red ANTI-COLLISION Lights | | | | | |
| 44-01A | | C | 2 | 1 | May be inoperative provided white anti-collision STROBE lights operate normally. | |
| 44-01B | | C | 2 | 0 | May be inoperative provided:<br>a) At least one white anti-collision STROBE light operates normally, and<br>b) Operations are not conducted at night. | |

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**TABLE KEY**

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

## 33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 44-02 | White Anti-Collision STROBE Lights | | | | | |
| 44-02A | | C | 4 | 0 | May be inoperative provided red ANTI-COLLISION lights operate normally. | |
| 44-02B | | C | 4 | 0 | May be inoperative provided:<br>a) At least one red ANTI-COLLISION light operates normally, and<br>b) Operations are not conducted at night. | |
| 45-01 | Logo Light System | D | 1 | 0 | | |
| 51-01 | Interior Emergency Lighting System | | | | | |
| 51-01-01 | Aisle Lights | C | - | - | Light assemblies installed above aisle may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative. | |
| 51-01-02 | Flight Deck Exit Light | C | 1 | 0 | May be inoperative provided operations are not conducted at night. | |
| 51-02 | Exterior Emergency Lighting System | B | 1 | 0 | May be inoperative provided operations are not conducted at night. | |

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**TABLE KEY**

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

## 33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 51-03 | Floor Proximity Emergency Escape Path Marking System | | | | | |
| 51-03-01 | Seat-Mounted and Monument-Mounted LED and Incandescent Lighting System | | | | | \| |
| 51-03-01-01 | Seat-Mounted LED and Incandescent Lights | C | - | - | May be inoperative provided:<br>a) All monument mounted lights operate normally,<br>b) All lights within two seat rows of a monument (including a class divider) operate normally,<br>c) All lights within two seat rows of the overwing exit doors and the mid-cabin exit doors (if installed) operate normally,<br>d) Inoperative seat mounted lights are not adjacent, and<br>e) At least two lamps/bulbs in the flood light (if installed) and in each exit indicator operate normally. | \| |
| 51-03-01-02 | Exit Indicator Lamps/Bulbs | C | - | - | May be inoperative provided at least two lamps/bulbs in each exit indicator operate normally. | \| |
| 51-03-02 | Photoluminescent Lighting System | | | | | |
| 51-03-02-01 | Photoluminescent Strips | C | - | - | A maximum of 5 inches of any length of photoluminescent strip may be inoperative. | |
| 51-03-02-02 | Exit Indicator Lamps/Bulbs | C | - | - | May be inoperative provided at least three lamps/bulbs in each exit indicator operate normally. | \| |

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**TABLE KEY**

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

## 34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 16-01 | Mach/Airspeed Warning Systems | C | 2 | 1 | | |
| 23-01 | Standby Magnetic Compass | B | 1 | 0 | May be inoperative provided:<br>a) Integrated standby flight display (ISFD) heading display operates normally, and<br>b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight. | |
| 24-01 | Integrated Standby Flight Display (ISFD) | | | | | |
| 24-01-01 | Attitude Indication | B | 1 | 0 | May be inoperative provided:<br>a) Operations are conducted in Day VMC only, and<br>b) Operations are not conducted into known or forecast over-the-top conditions. | |
| 24-01-02 | Approach Mode | C | 1 | 0 | | |
| 24-01-03 | Heading Display | C | 1 | 0 | May be inoperative provided standby magnetic compass operates normally. | |
| 24-01-04 | Switch Lights | C | 5 | 0 | | |
| 24-01-05 | Dedicated Battery | C | 1 | 0 | | |
| 31-01 | Instrument Landing Systems (ILS) | D | 2 | - | Any in excess of those required by 14 CFR may be inoperative provided approach minimums do not require their use. | |
| 31-02 *** | Global Navigation Satellite Landing System (GLS) | D | 2 | - | May be inoperative provided approach minimums do not require its use. | |

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**TABLE KEY**

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

## 34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 Change Bar |
|---|---|---|---|---|---|
| 32-01 | Marker Beacon System | C | 1 | 0 | May be inoperative provided approach minimums do not require its use. |
| 33-01 | Radio Altimeter Systems | C | 2 | 1 | (M)(O) May be inoperative provided:<br>a) Inoperative radio altimeter is deactivated,<br>b) Approach minimums or operating procedures do not require its use,<br>c) Associated autopilot is not used for approach and landing,<br>d) Autothrottle is not used for approach and landing, and<br>e) Associated flight director is not used for approach and landing.<br><br>NOTE: If arming LNAV on the ground with one radio altimeter inoperative, the flight directors and autopilot should be controlled by the FCC on the same side as the valid radio altimeter (i.e., the first flight director and/or autopilot to be engaged must be receiving valid radio altitude data). |
| 36-01 *** | Head-Up Display (HUD) System | | | | |
| 36-01A | | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any mode which operates normally may be used. |
| 36-01B | | D | 1 | 0 | May be inoperative provided procedures do not require its use. |

(Continued)

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

## 34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 36-01 *** | Head-Up Display (HUD) System (Cont'd) | | | | | |
| 36-01-01 | Low Visibility Takeoff Function | | | | | |
| 36-01-01A | | C | 1 | 0 | May be inoperative provided takeoff minimums do not require its use. | |
| 36-01-01B | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |
| 36-01-02 | Brightness (BRT) Control | C | 1 | 0 | May be inoperative provided brightness is acceptable to flightcrew. | |
| 41-01 | Weather Radar System | | | | | |
| 41-01A | | D | 2 | 1 | | |
| 41-01B | | C | - | 0 | (O) May be inoperative provided:<br>a) Weather radar equipment is not required by 14 CFR,<br>b) Ground proximity warning system (GPWS) reactive windshear alert (mode 7) operates normally, and<br>c) Alternate procedures are established and used. | |
| 41-01C | | B | - | 0 | (O) May be inoperative provided:<br>a) Weather radar equipment is not required by 14 CFR, and<br>b) Alternate procedures are established and used.<br><br>NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures. | |

(Continued)

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**TABLE KEY**

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

## 34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 41-01 | Weather Radar System (Cont'd) | | | | | |
| 41-01-01 | Predictive Windshear (PWS) Function | | | | | |
| 41-01-01A | | C | - | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Ground proximity warning system (GPWS) reactive windshear alert (mode 7) operates normally. | |
| 41-01-01B | | B | - | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures. | |
| 41-01-02 | Auto Tilt Function | C | 1 | 0 | May be inoperative provided manual tilt function operates normally. | |

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**TABLE KEY**

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

## 34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 45-01 | Traffic Collision and Avoidance System (TCAS) | B | 1 | 0 | (M) May be inoperative provided:<br>a) System is deactivated and secured, and<br>b) Enroute or approach procedures do not require its use. | |
| 45-01-01 | Resolution Advisory (RA) Display Systems | | | | | |
| 45-01-01A | | C | 2 | 1 | May be inoperative on non-flying pilot side. | |
| 45-01-01B | | C | 2 | 0 | (O) May be inoperative provided:<br>a) Traffic Alert (TA) visual display and audio functions operate normally,<br>b) TA only mode is selected by crew, and<br>c) Enroute or approach procedures do not require its use. | |
| 45-01-02 | Traffic Alert (TA) Display Systems | C | 2 | 0 | (O) May be inoperative provided:<br>a) RA visual display and audio functions operate normally, and<br>b) Enroute or approach procedures do not require its use. | |
| 45-01-03 | Audio Function | B | 1 | 0 | May be inoperative provided enroute or approach procedures do not require use of TCAS. | |
| 45-01-04<br>*** | Airspace Selection Function | C | 1 | 0 | | |

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**TABLE KEY**

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

## 34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 49-01 | Ground Proximity Warning System (GPWS) | | | | | |
| 49-01-01 | GPWS Function | A | 1 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Repairs are made within 2 flight-days. | |
| 49-01-01-01 | Modes 1–4 | A | 4 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Repairs are made within 2 flight-days. | |
| 49-01-01-02 | Excessive Deviation Below Glide Slope (Mode 5) | B | 1 | 0 | | |
| 49-01-01-03 | Advisory Altitude/Bank Angle Callout (Mode 6) | | | | | |
| 49-01-01-03A | | B | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 49-01-01-03B | | C | 1 | 0 | (O) May be inoperative provided:<br>a) Advisory callout not required by 14 CFR, and<br>b) Alternate procedures are established and used. | |

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

## 34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 49-01 | Ground Proximity Warning System (GPWS) (Cont'd) | | | | | |
| 49-01-01 | GPWS Function (Cont'd) | | | | | |
| 49-01-01-04 | Reactive Windshear (RWS) Detection (Mode 7) | | | | | |
| 49-01-01-04A | | B | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures. | |
| 49-01-01-04B | | C | 1 | 0 | (O) May be inoperative provided:<br>a) Weather radar system predictive windshear alert mode operates normally, and<br>b) Alternate procedures are established and used. | |
| 49-01-01-05 | Test Mode | A | 1 | 0 | May be inoperative provided:<br>a) GPWS is considered inoperative, and<br>b) Repairs are made within 2 flight-days. | |

(Continued)

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**TABLE KEY**

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

## 34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 49-01 | Ground Proximity Warning System (GPWS) (Cont'd) | | | | | |
| 49-01-02 | Terrain Awareness Function | B | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 49-01-03 | Terrain Displays | | | | | |
| 49-01-03A | | C | 2 | 1 | | |
| 49-01-03B | | B | 2 | 0 | | |
| 49-01-04 *** | Runway Awareness and Advisory System (RAAS) and/or Overrun Warning (ORW) System | C | 1 | 0 | (O) May be inoperative provided the GROUND PROXIMITY RUNWAY INHIBIT switch is set to INHIBIT. | \| \| \| \| |
| 51-01 | VOR Systems | D | 2 | - | Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative. | |
| 53-01 | ATC Transponder/Automatic Altitude Reporting Systems | | | | | |
| 53-01A | | D | 2 | 1 | Any in excess of those required by 14 CFR may be inoperative. | |
| 53-01B | | B | 2 | 0 | May be inoperative provided:<br>a) Operations do not require its use, and<br>b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight. | |

(Continued)

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**TABLE KEY**

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

## 34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 53-01 | ATC Transponder/Automatic Altitude Reporting Systems (Cont'd) | | | | | |
| 53-01-01 | Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR | A | - | 0 | May be inoperative provided:<br>a) Operations do not require its use, and<br>b) Repairs are made prior to completion of next heavy maintenance visit. | |
| 53-01-02 *** | ADS-B Out Extended Squitter | | | | | |
| 53-01-02A | | B | 2 | 0 | (O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.<br><br>NOTE: Any ADS-B Out function that operates normally may be used. | |
| 53-01-02B | | C | 2 | 1 | One may be inoperative. | |
| 53-01-02C | | D | 2 | 0 | May be inoperative provided:<br>a) Enroute operations do not require its use, and,<br>b) It is not required by 14 CFR.<br><br>NOTE: Any ADS-B Out function that operates normally may be used. | |

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**TABLE KEY**

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

## 34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 55-01 | Distance Measuring Equipment (DME) Systems | D | 2 | - | Any in excess of those required by 14 CFR may be inoperative. | |
| 57-01 *** | Automatic Direction Finder (ADF) System | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| 58-01 | Global Positioning System (GPS) | | | | | |
| 58-01A | | C | 2 | 1 | May be inoperative provided enroute operations do not require its use. | |
| 58-01B | | C | 2 | 0 | (M)(O) May be inoperative provided:<br>a) Correct UTC time and date are entered manually, and<br>b) Alternate procedures are established and used. | |

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

## 34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 61-01 | Flight Management Computer System (FMCS)/Boeing Flight Management Computer System (BFMCS) | | | | | \| |
| 61-01-01 | Flight Management Computer (FMC)/ Boeing Flight Management Computer (BFMC) | | | | | \| |
| 61-01-01-01 | FMC/BFMC on Airplanes with ISDU Installed | | | | | \| |
| 61-01-01-01A | | C | - | 1 | May be inoperative provided it is not required to meet 14 CFR navigation requirements. | \| |
| 61-01-01-01B | | C | - | 0 | (M)(O) Except for extended operations (ETOPS), may be inoperative provided:<br>a) Autothrottle system is deactivated,<br>b) Enroute operations do not require its use, and<br>c) Appropriate performance adjustments are applied. | \| |
| 61-01-01-02 | FMC/BFMC on Airplanes without ISDU Installed | C | - | 1 | May be inoperative provided it is not required to meet 14 CFR navigation requirements. | \| |

(Continued)

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

## 34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 61-01 | Flight Management Computer System (FMCS)/Boeing Flight Management Computer System (BFMCS) (Cont'd) | | | | | \| |
| 61-01-02 | Navigation Databases | A | - | 0 | May be inoperative provided:<br>a) Operations do not require its use,<br>b) It is not used in a primary navigation system required by 14 CFR,<br>c) Alternate procedures are established and used,<br>d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and<br>e) Repairs are made within 10 flight-days.<br><br>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR. | |
| 61-01-03 | CDU/MCDU/TCDU | | | | | \| |
| 61-01-03-01 | CDU/MCDU/TCDU on Airplanes with ISDU Installed | | | | | \| |
| 61-01-03-01A | | C | 2 | 1 | May be inoperative provided enroute operations do not require its use. | \| |
| 61-01-03-01B | | C | 2 | 0 | Except for extended operations (ETOPS), may be inoperative provided enroute operations do not require its use.<br><br>(Continued) | \| |

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**TABLE KEY**

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

## 34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 61-01 | Flight Management Computer System (FMCS)/Boeing Flight Management Computer System (BFMCS) (Cont'd) | | | | | \| |
| 61-01-03 | CDU/MCDU/TCDU (Cont'd) | | | | | \| |
| 61-01-03-02 | CDU/MCDU/TCDU on Airplanes without ISDU Installed | C | 2 | 1 | May be inoperative provided enroute operations do not require its use. | \| |
| 61-01-03-03 *** | Switch Lights/Key Lights | C | - | 0 | | \| |
| 61-01-04 | FMC Alert Lights | | | | | |
| 61-01-04A | | C | 2 | 1 | May be inoperative provided FMC/BFMC is not used for autopilot guidance during approach. | \| |
| 61-01-04B | | C | 2 | 0 | May be inoperative provided FMC/BFMC is not used for autopilot guidance. | \| |
| 65-01 | Vertical Situation Display (VSD) System | | | | | \| |
| 65-01A | | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 65-01B | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |

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**TABLE KEY**

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

## 35. Oxygen

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-01 | Crew Oxygen System | | | | | |
| 11-01-01 | Flight Deck Crew Oxygen Pressure Indicator | C | 1 | 0 | (M) May be inoperative provided crew oxygen supply is verified to be above minimum required before each departure. | |
| 11-01-02 | Overboard Vent and Discharge Indicator Disk | C | 1 | 0 | May be damaged or missing. | |
| 11-02 *** | Crew Oxygen External Fill Panel | C | 1 | 0 | (M) May be inoperative provided it is verified leak-tight integrity of crew oxygen supply system is not affected. | |
| 11-02-01 | Crew Oxygen Pressure Indicator | C | 1 | 0 | (M) May be inoperative provided an alternate procedure is used to verify oxygen supply is above minimum requirements for dispatch. | |
| 21-01 | Passenger Oxygen System | | | | | |
| 21-01A | | B | 1 | 0 | (O) May be inoperative provided:<br>a) Both air conditioning packs operate normally,<br>b) Pressurization system operates normally,<br>c) Flight is not conducted where minimum enroute altitude is above 14,000 ft. MSL,<br>d) Airplane remains at or below FL 250,<br>e) Portable oxygen units are provided for 10% of passengers, and<br>f) Passengers are appropriately briefed. | |
| 21-01B | | B | 1 | 0 | May be inoperative provided flight is conducted at or below 10,000 ft. MSL. | |

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

## 35. Oxygen

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 21-02 | Oxygen Service Units (Passenger, Attendant, Lavatory) | B | - | - | (M) May be inoperative provided:<br>a) Associated seats are blocked and placarded to prevent occupancy,<br>b) Associated flight attendant seat is considered inoperative, and<br>c) Associated lavatory door is locked closed and placarded “INOPERATIVE - DO NOT ENTER”.<br><br>NOTE: These provisions are not intended to prohibit lavatory inspections by crewmembers. | |
| 21-02-01 | Automatic Presentation System | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Manual deployment system is verified to operate normally, and<br>b) Airplane remains at or below FL 300. | |
| 21-02-02 | Door Latches | B | - | - | (M)(O) Automatic opening feature of door latch(es) may be inoperative unlatched provided:<br>a) Associated door is taped closed,<br>b) Associated oxygen service unit operates normally,<br>c) Flight remains at or below FL 250, and<br>d) Affected passengers occupying seats with an inoperative door latch are briefed on alternate oxygen mask procedure. | |

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**TABLE KEY**

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

## 35. Oxygen

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 31-01 | Portable Oxygen Bottles or Units (Including Masks and Hoses) | D | - | - | Any in excess of those required by 14 CFR may be inoperative or removed provided:<br>a) An inoperative or not properly serviced portable oxygen bottle/unit remains in a certified location until removed or serviced at the next suitable maintenance facility,<br>b) Location placarding is removed or obscured if all units at a specific storage location are inoperative or missing, and<br>c) Required distribution is maintained.<br><br>NOTE 1: Inoperative portable oxygen bottles or units, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.<br><br>NOTE 2: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply. | \| |
| 31-01-01 *** | Tamper Seals or Tags | C | - | - | (O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight. | |

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**TABLE KEY**

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

## 35. Oxygen

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 31-02 | Portable Protective Breathing Equipment (PBE) | D | - | - | Any in excess of those required by 14 CFR may be inoperative or removed provided:<br>a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility,<br>b) Location placarding is removed or obscured, and<br>c) Required distribution is maintained.<br><br>NOTE: Inoperative PBEs, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations. | |
| 31-02-01 *** | Tamper Seals or Tags | C | - | - | (O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight. | |

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

## 36. Pneumatic

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-01 | Engine Bleed Air Control Systems | | | | | |
| 11-01-01 | Primary Control Card | C | 2 | 1 | (M)(O) May be inoperative provided:<br>a) Associated backup card operates normally,<br>b) Associated high pressure shutoff valve is deactivated closed,<br>c) A minimum of 60% $N_1$ is maintained on associated engine during flight in icing conditions,<br>d) Associated air supply controller bleed system health monitor operates normally, and<br>e) Appropriate performance adjustments are applied. | |
| 11-01-02 | Anti-Ice Inhibit Function | C | 2 | 1 | (M)(O) May be inoperative provided:<br>a) Associated high pressure shutoff valve is deactivated closed,<br>b) A minimum of 60% $N_1$ is maintained on associated engine during flight in icing conditions, and<br>c) Appropriate performance adjustments are applied. | |
| 11-01-03 | Backup Control Card | | | | | |
| 11-01-03A | | C | 2 | 0 | May be inoperative provided:<br>a) Associated primary control card operates normally, and<br>b) Associated air supply controller bleed system health monitor operates normally. | |

(Continued)

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

## 36. Pneumatic

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-01 | Engine Bleed Air Control Systems (Cont'd) | | | | | |
| 11-01-03 | Backup Control Card (Cont'd) | | | | | |
| 11-01-03B | | C | 2 | 0 | (O) Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided associated pressure regulating and shutoff valve (PRSOV) is not used. | \| |
| 11-01-04 | Air Supply Controller (ASC) Bleed System Health Monitor | | | | | |
| 11-01-04A | | C | 2 | 0 | May be inoperative provided:<br>a) Associated primary control card operates normally, and<br>b) Associated backup control card operates normally. | |
| 11-01-04B | | C | 2 | 0 | (O) Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided associated pressure regulating and shutoff valve (PRSOV) is not used. | \| |
| 11-01-05 | Bleed Control Backup Protection Functions | | | | | |
| 11-01-05A | | C | 2 | 0 | May be inoperative provided associated primary control card operates normally. | |
| 11-01-05B | | C | 2 | 0 | (O) Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided associated pressure regulating and shutoff valve (PRSOV) is not used. | \| |

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**TABLE KEY**

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

## 36. Pneumatic

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-01-06 | Bleed Control Engine Data | C | 2 | 1 | (M)(O) May be inoperative provided:<br>a) Associated high pressure shutoff valve is deactivated closed,<br>b) A minimum of 60% $N_1$ is maintained on associated engine during flight in icing conditions, and<br>c) Appropriate performance adjustments are applied. | |
| 11-02 | Engine Bleed Air Control Sensors | | | | | |
| 11-02-01 | Manifold Pressure (PM2) Sensors | C | 2 | 0 | (M) May be inoperative provided:<br>a) Associated pneumatic pressure indication system is considered inoperative, and<br>b) Associated Manifold Pressure 1 Sensor is verified to operate normally. | |
| 11-02-02 | Intermediate Pressure (PI) Sensors | C | 2 | 1 | (M)(O) May be inoperative provided:<br>a) Associated high pressure shutoff valve is deactivated closed,<br>b) A minimum of 60% $N_1$ is maintained on associated engine during flight in icing conditions, and<br>c) Appropriate performance adjustments are applied. | |

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**TABLE KEY**

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

## 36. Pneumatic

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-03 | Pressure Regulating and Shutoff Valve (PRSOV) Systems | | | | | |
| 11-03-01 | Pressure Regulating and Shutoff Valves | | | | | |
| 11-03-01A | | C | 2 | 1 | (M)(O) Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided:<br>a) Valve is secured closed,<br>b) Airplane is not operated in known or forecast icing conditions,<br>c) Flight altitude remains at or below FL 250, and<br>d) Appropriate performance adjustments are applied. | \| |
| 11-03-01B | | C | 2 | 0 | (M)(O) Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided:<br>a) Valves are secured closed,<br>b) Airplane is not operated in known or forecast icing conditions,<br>c) APU bleed air system operates normally, and<br>d) Flight altitude remains at or below 17,000 ft. | \| |

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

**36. Pneumatic**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-04 | High Pressure Shutoff Valve (HPSOV) Systems | | | | | |
| 11-04-01 | High Pressure Shutoff Valves | C | 2 | 1 | (M)(O) May be inoperative provided:<br>a) Affected valve is deactivated closed,<br>b) A minimum of 60% $N_1$ is maintained on associated engine during flight in icing conditions, and<br>c) Appropriate performance adjustments are applied. | |
| 11-04-02 | | C | 2 | 1 | (M)(O) May be inoperative provided:<br>a) Affected valve is deactivated closed,<br>b) A minimum of 60% $N_1$ is maintained on associated engine during flight in icing conditions, and<br>c) Appropriate performance adjustments are applied. | |
| 11-05 | Engine BLEED Lights | | | | | |
| 11-05A | | C | 2 | 1 | (O) Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided:<br>a) Associated engine bleed air switch remains OFF except for engine start,<br>b) Airplane is not operated in known or forecast icing conditions,<br>c) Flight altitude remains at or below FL 250, and<br>d) Appropriate performance adjustments are applied. | \| \| |

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**TABLE KEY**

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

## 36. Pneumatic

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-05 | Engine BLEED Lights (Cont'd) | | | | | |
| 11-05B | | C | 2 | 0 | (O) Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided:<br>a) Engine bleed air switches remain OFF except for engine start,<br>b) Airplane is not operated in known or forecast icing conditions,<br>c) APU bleed air system operates normally, and<br>d) Flight altitude remains at or below 17,000 ft. | \| |
| 11-06 | Duct Vent Valve | | | | | |
| 11-06A | | C | 2 | 0 | May be inoperative closed provided that a No Engine Bleed Takeoff is not conducted. | |
| 11-06B | | C | 2 | 0 | May be inoperative open. | |

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

## 36. Pneumatic

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 12-01 | Fan Air Modulating Valve (FAMV) Systems | | | | | |
| 12-01-01 | Fan Air Modulating Valves | C | 2 | 0 | (M)(O) Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided:<br>a) Affected valve is deactivated in full open position,<br>b) Airplane is not operated in known or forecast icing conditions, and<br>c) Appropriate performance adjustments are applied.<br><br>NOTE: Associated thrust reverser system must be considered inoperative if associated thrust reverser inner walls are composed of one Titanium Inner Wall (TIW) half and one Composite Inner Wall (CIW) half. Thrust reversers with Titanium Inner Walls (TIW) can be identified by part numbers 315A6295-1, -2, -3, and -4, whereas thrust reversers with Composite Inner Walls (CIW) can be identified by part numbers 315A6295-5 and higher. | \| |
| 13-01 | Bleed Air Isolation Valve | C | 1 | 0 | (M) Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative provided:<br>a) Valve remains closed except for engine start, and<br>b) Airplane is not operated in known or forecast icing conditions. | \| |

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**TABLE KEY**

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

## 36. Pneumatic

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 13-02 | Bleed Air Isolation Valve Control | | | | | |
| 13-02A | | C | 1 | 0 | (M) May be inoperative provided Bleed Air Isolation Valve is verified to operate normally. | |
| 13-02B | | C | 1 | 0 | (O) May be inoperative provided Bleed Air Isolation Valve is verified to operate normally. | |
| 13-03 | Ground Pneumatic Connector Check Valve | | | | | |
| 13-03A | | C | 1 | 0 | (M)(O) Except for extended operations (ETOPS) beyond 120 minutes, may be inoperative open provided:<br>a) Right pneumatic manifold remains depressurized after starting right engine,<br>b) Airplane is not operated in known or forecast icing conditions, and<br>c) Flight altitude remains at or below FL 250. | \| \| |
| 13-03B | | C | 1 | 0 | May be inoperative closed. | |
| 21-01 | Bleed Air Duct Pressure Indications | C | 2 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 21-02 | Dual Bleed Light System | C | 1 | 0 | (O) May be inoperative provided:<br>a) APU bleed air is not used in flight, and<br>b) APU bleed air valve is verified closed before each departure. | |

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**TABLE KEY**

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

## 38. Water/Waste

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 10-01 | Potable Water Systems | | | | | |
| 10-01A | | C | - | - | (M) Individual components may be inoperative provided:<br>a) Associated components are deactivated or isolated, and<br>b) Associated system components are verified not to have leaks.<br><br>NOTE: Any portion of system that operates normally may be used. | |
| 10-01B | | C | 1 | 0 | (M) May be inoperative provided:<br>a) System is drained, and<br>b) Procedures are established to ensure that system is not serviced. | |
| 30-01 | Lavatory Waste System | | | | | |
| 30-01A | | C | - | - | (M) Individual components may be inoperative provided:<br>a) Associated components are deactivated or isolated, and<br>b) Associated system components are verified not to have leaks.<br><br>NOTE: Any portion of system that operates normally may be used. | |

(Continued)

AIRCRAFT:
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**TABLE KEY**

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

## 38. Water/Waste

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 30-01 | Lavatory Waste System (Cont'd) | | | | | |
| 30-01B | | C | - | 0 | (M) Associated lavatory system may be inoperative provided:<br>a) Associated components are deactivated or isolated to prevent leaks, and<br>b) Associated lavatory door is secured closed and placarded "INOPERATIVE - DO NOT ENTER".<br><br>NOTE: These provisions are not intended to prohibit inspections by crewmembers. | |
| 30-01-01 | Vacuum Blower | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Vacuum blower is deactivated, and<br>b) Lavatories are not used on the ground or at flight altitudes below 16,000 ft. | |

AIRCRAFT:
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**TABLE KEY**

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

## 46. Information Systems

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 13-01 | Onboard Network System (ONS) | | | | | |
| 13-01A | | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any function that operates normally may be used. | |
| 13-01B | | D | 1 | 0 | May be inoperative provided procedures do not require its use.<br><br>NOTE: Any function that operates normally may be used. | |
| 20-01<br>*** | Electronic Flight Bag (EFB) Systems | | | | | |
| 20-01-01 | EFB System (Installed EFB System) | | | | | |
| 20-01-01A | | C | - | - | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any function, program, or document which operates normally may be used. | |
| 20-01-01B | | D | - | 0 | May be inoperative provided procedures do not require its use. | |
| 20-01-02 | Data Connectivity | | | | | |
| 20-01-02A | | C | - | - | (O) May be inoperative provided alternate procedures are established and used. | |
| 20-01-02B | | D | - | 0 | May be inoperative provided procedures do not require its use. | |

(Continued)

AIRCRAFT:
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**TABLE KEY**

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

## 46. Information Systems

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 20-01 *** | Electronic Flight Bag (EFB) Systems (Cont'd) | | | | | |
| 20-01-03 | Power Supply/Power Connection | | | | | |
| 20-01-03A | | C | - | - | (O) May be inoperative provided alternate procedures are established and used. | |
| 20-01-03B | | D | - | 0 | May be inoperative provided procedures do not require its use. | |
| 20-01-04 | Mounting Device | | | | | |
| 20-01-04A | | C | - | - | (M)(O) May be inoperative provided:<br>a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft, and<br>b) Alternate procedures are established and used. | |
| 20-01-04B | | D | - | 0 | (M) May be inoperative provided:<br>a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft, and<br>b) Procedures do not require its use. | |

AIRCRAFT:
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**TABLE KEY**

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

## 47. Inert Gas System

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-01 | Nitrogen Generation System (NGS) | A | 1 | 0 | (M) May be inoperative provided:<br>a) NGS shutoff valve is deactivated closed, and<br>b) Repairs are made within 10 flight-days. | |
| 11-01-01 | Nitrogen Generation Degraded | C | 1 | 0 | | |

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**TABLE KEY**

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

## 49. Airborne Auxiliary Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-01 | Auxiliary Power Unit | C | 1 | 0 | (M) Except for extended operations (ETOPS), may be inoperative provided:<br>a) APU switch remains OFF,<br>b) Both engine driven generator systems operate normally,<br>c) At least one engine bleed air shutoff valve (PRSOV) operates normally, and<br>d) APU fuel shutoff valve is verified closed. | \| \| |
| 15-01 | APU Air Inlet Door | | | | | |
| 15-01A | | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Door is deactivated in flight open position, and<br>b) Appropriate performance adjustments are applied. | |
| 15-01B | | C | 1 | 0 | (M) May be inoperative provided:<br>a) Door is deactivated in closed position, and<br>b) APU is considered inoperative. | |
| 15-01C | | C | 1 | 0 | (O) Except for extended operations (ETOPS), may be inoperative in any position ranging from closed position to flight open (17 degrees) position provided:<br>a) APU is considered inoperative, and<br>b) Appropriate performance adjustments are applied. | \| \| |
| 15-01-01 | APU Air Inlet DOOR Light System | | | | | |
| 15-01-01A | | C | 1 | 0 | May be inoperative for an inoperative APU air inlet door. | |
| 15-01-01B | | C | 1 | 0 | (M) May be inoperative provided APU air inlet door is verified to operate normally before each departure. | |

AIRCRAFT:
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**TABLE KEY**

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

## 49. Airborne Auxiliary Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 40-01 | Start Power Unit | C | 1 | 0 | (M) Except for extended operations (ETOPS), may be inoperative provided:<br>a) Start power unit is deactivated, and<br>b) APU is considered inoperative. | \| |
| 40-01-01 | AC/DC Start Systems | C | 2 | 1 | | |
| 40-02 | Start Converter Unit | C | 1 | 0 | (M) Except for extended operations (ETOPS), may be inoperative provided:<br>a) Start converter unit is deactivated, and<br>b) APU is considered inoperative. | \| |
| 40-02-01 | Voltage Regulator Function | C | 1 | 0 | Except for extended operations (ETOPS), may be inoperative provided:<br>a) Both engine driven generator systems operate normally, and<br>b) APU generator is not used for electrical power.<br><br>NOTE: APU may be used as a pneumatic source. | \| |

AIRCRAFT:
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**TABLE KEY**

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

## 49. Airborne Auxiliary Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 52-01 | APU Bleed Air System | | | | | |
| 52-01A | | C | 1 | 0 | (M) May be inoperative provided:<br>a) APU bleed air valve is verified to be closed, and<br>b) At least one of bleed system PRSOVs operates normally.<br><br>NOTE: APU may be used to provide electrical power. | |
| 52-01B | | C | 1 | 0 | Except for extended operations (ETOPS), may be inoperative provided:<br>a) Both engine driven generator systems operate normally,<br>b) At least one of bleed system PRSOVs operates normally, and<br>c) APU is not used. | \| \| |
| 52-02 | APU Surge Control System | | | | | |
| 52-02A | | C | 1 | 0 | May be inoperative provided:<br>a) Surge control valve is in open position,<br>b) At least one of bleed system PRSOVs operates normally, and<br>c) APU bleed air is not used.<br><br>NOTE: APU may be used to provide electrical power. | |
| 52-02B | | C | 1 | 0 | May be inoperative provided:<br>a) Surge control valve is in closed position, and<br>b) APU is considered inoperative. | |

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**TABLE KEY**

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

## 49. Airborne Auxiliary Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 70-01 | APU FAULT Light | C | 1 | 0 | | |
| 70-02 | APU LOW OIL PRESSURE Light | C | 1 | 0 | (O) May be inoperative provided APU automatic shutdown system is verified to operate normally. | |
| 70-03 | APU OVERSPEED Light | C | 1 | 0 | (O) May be inoperative provided APU automatic shutdown system is verified to operate normally. | |

AIRCRAFT:
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**TABLE KEY**

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

## 50. Cargo and Accessory Compartments

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 10-01 | Lower Cargo Compartment Lining Panels and Floor Panels | C | - | - | (O) May be damaged or missing provided procedures are established and used to ensure associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. | |
| 21-01<br>*** | Automatic Cargo Loading Systems | D | - | 0 | NOTE: Any portion of system(s) that operates normally may be used. | |

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**TABLE KEY**

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

**50. Cargo and Accessory Compartments**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 21-02 | Cargo Compartment Restraint Components | | | | | |
| 21-02A | | A | - | - | (M) May be inoperative or missing provided:<br>a) Cargo-loading limits from the OEM Weight and Balance Manual are observed, and<br>b) Repairs are made within 120 consecutive calendar-days. | |
| 21-02B | | A | - | - | May be inoperative or missing provided:<br>a) Cargo compartment remains empty, and<br>b) Repairs are made within 120 consecutive calendar-days. | |
| 21-02C | | A | - | - | Individual cargo areas may be inoperative provided:<br>a) Aircraft is operated in accordance with the OEM Weight and Balance Manual, and<br>b) Repairs are made within 120 consecutive calendar-days. | |

AIRCRAFT:
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**TABLE KEY**

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

## 52. Doors

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-01 | Left Main Cabin Door Pressure Stop Fittings | | | | | |
| 11-01-01 | Forward Entry Door | B | 18 | 17 | (M)(O) May be broken or missing provided:<br>a) There are no visible defects on other fittings for associated door,<br>b) Pressure differential does not exceed 6.0 psi,<br>c) Cabin pressure control system AUTO or ALTN control mode operates normally, and<br>d) Alternate procedures are established and used. | |
| 11-01-02 | Aft Door | B | 14 | 13 | (M)(O) May be broken or missing provided:<br>a) There are no visible defects on other fittings for associated door,<br>b) Pressure differential does not exceed 3.4 psi,<br>c) Cabin pressure control system AUTO or ALTN control mode operates normally, and<br>d) Alternate procedures are established and used. | \| |
| 11-02 | Entry/Service Door Hold-Open Latch Assemblies | | | | | |
| 11-02-01 | Latch Release Lever | C | 4 | 0 | | |

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**TABLE KEY**

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

## 52. Doors

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 22-01 | Flight Lock System | C | - | 0 | (M)(O) May be inoperative provided:<br>a) For inoperative flight lock(s), inputs to associated flight deck indications are deactivated,<br>b) It is verified each associated exit is able to be unlatched and opened before each departure, and<br>c) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi. | |
| 31-01 | Lower Cargo Doors Pressure Stop Fittings | | | | | |
| 31-01-01 | Pressurized Flight | A | 24 | 22 | (M) Any one may be broken or missing on each door or frame provided:<br>a) No defects are visible on other fittings for associated door,<br>b) Cabin pressure controller AUTO mode operates normally,<br>c) Adjacent stop fittings are inspected within 25 flights, and<br>d) Not more than 50 flights are made before completion of repairs or replacements. | |

(Continued)

AIRCRAFT:
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**TABLE KEY**

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

## 52. Doors

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 31-01 | Lower Cargo Doors Pressure Stop Fittings (Cont'd) | | | | | |
| 31-01-02 | Unpressurized Flight | C | 24 | 20 | (M)(O) Two may be broken or missing on each door or frame provided:<br>a) Flight is conducted in an unpressurized configuration,<br>b) Recirculation fan(s) operates normally, and<br>c) 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.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. | |
| 31-02 | 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. | |
| 31-03 | Lower Cargo Doors Hold-Open Device | | | | | |
| 31-03A | | C | 2 | 0 | May be inoperative provided associated door balance mechanism operates normally. | |
| 31-03B | | C | 2 | 0 | May be inoperative provided cargo compartment remains empty or items remaining are not accessed. | |

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

## 52. Doors

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 31-04 | 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.<br><br>NOTE: This MMEL item may be applied to an inoperative exterior handle recess spring/spring assembly and/or to an inoperative flapper door hinge spring assembly. | |
| 51-01 | Flight Deck Door Automatic Locking System | A | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Automatic locking system is deactivated,<br>b) Door dead bolt operates normally and is used to lock door,<br>c) Alternate procedures are established and used for locking and unlocking door using dead bolt, and<br>d) Repairs are made within 2 flight-days. | \| |
| 51-01-01 | Flight Deck Access Panel System (Keypad, Door Chime) | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Keypad is deactivated, and<br>b) Alternate procedures are established and used. | |
| 51-01-01-01 | LEDs | C | 3 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 51-01-01-02 *** | Door Bell Mode | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 51-01-01-03 | Switch Guard | C | 1 | 0 | May be inoperative or missing provided flight deck door LOCK FAIL light operates normally. | |

(Continued)

AIRCRAFT:
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**TABLE KEY**

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

## 52. Doors

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 51-01 | Flight Deck Door Automatic Locking System (Cont'd) | | | | | |
| 51-01-02 | Flight Deck Door LOCK FAIL Light | C | 1 | 0 | (M) May be inoperative provided automatic lock controls are verified to operate normally. | |
| 51-01-03 | Flight Deck Door AUTO UNLK Light | C | 1 | 0 | (M) May be inoperative provided:<br>a) Automatic lock controls are verified to operate normally, and<br>b) Door chime operates normally. | |
| 51-01-04 | Flight Deck Door Lock Control Selector | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Keypad is deactivated,<br>b) Automatic lock is verified to operate normally, and<br>c) Alternate procedures are established and used. | |
| 51-02 | Flight Deck Door Dead Bolt | C | 1 | 0 | May be inoperative provided flight deck door automatic locking system operates normally. | |
| 51-03 | Flight Deck Door Pressure Relief Panels | A | 2 | 0 | May be inoperative provided:<br>a) Panels are in latched position, and<br>b) Repairs are made within 2 flight-days. | |

AIRCRAFT:
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**TABLE KEY**

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

## 52. Doors

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 51-04 | Flight Deck Door Viewing Port | | | | | |
| 51-04A | | A | 1 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Repairs are made within 3 flight-days. | |
| 51-04B | | C | 1 | 0 | (O) May be inoperative provided:<br>a) An electronic flight deck door visual surveillance system is installed and operates normally, and<br>b) Alternate procedures are established and used. | |
| 51-05 *** | Installed Physical Secondary Barrier (IPSB) | | | | | \| |
| 51-05A | | C | 1 | 0 | (O) May be inoperative provided:<br>a) Barrier is secured in the fully stowed position, and<br>b) Alternate procedures are established and used. | \| |
| 51-05B | | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Barrier is removed, and<br>b) Alternate procedures are established and used. | \| |
| 61-01 *** | Forward Air Stair | D | 1 | 0 | NOTE: Any mode that operates normally may be used. | |

AIRCRAFT:
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**TABLE KEY**

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

## 52. Doors

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 71-01 | Door Warning Light System | | | | | |
| 71-01-01 | Entry and Service Doors | C | 4 | 0 | (M)(O) May be inoperative provided associated door is verified closed and latched before each departure.<br><br>NOTE: If two or more entry/service door warning lights are inoperative due to failed door sensors, all flight lock systems are considered inoperative. | |
| 71-01-02 | Cargo and Access Doors | C | 3 | 0 | (M)(O) May be inoperative provided associated door is verified closed and latched before each departure, including pushing inward against the door. | |
| 71-01-03 *** | Airstair Door | C | 1 | 0 | (M) May be inoperative provided associated door is verified closed and latched before each departure. | |
| 71-01-04 | Overwing Doors | C | 4 | 0 | (M)(O) Individual light indication may be inoperative provided:<br>a) Each associated exit is verified closed and latched before each departure, and<br>b) Associated flight lock is verified to operate normally. | |
| 71-01-05 *** | Mid-Cabin Doors (737-8200/-9/-10) | C | 2 | 0 | (M)(O) Individual light indication may be inoperative provided:<br>a) Each associated exit is verified closed and latched before each departure, and<br>b) Associated flight lock is verified to operate normally. | \| |
| 71-02 | Door Programming Pin Fault | C | 1 | 0 | | |

AIRCRAFT:
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**TABLE KEY**

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

## 71. Powerplant

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-01<br>*** | Fan Cowl Latch Indication Systems (Upon Incorporation of Boeing Service Bulletin 737-71-1894 or Production Equivalent) | D | 2 | 0 | (M) May be inoperative provided the associated fan cowl latch indication system blade(s) is removed. | |

AIRCRAFT:
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**TABLE KEY**

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

## 73. Engine Fuel and Control

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-01 | Engine Fuel Strainer Sensors | C | 2 | 1 | | |
| 30-01 | Fuel Control ENG VALVE CLOSED Indicating System | C | 2 | 0 | (M) May be inoperative provided associated valve is verified to operate normally. | |
| 31-01 | Fuel Flow Indications | C | 2 | 1 | May be inoperative provided flight deck fuel quantity indicating systems operate normally. | |
| 34-01 | Fuel Filter Bypass Indication Systems | | | | | |
| 34-01-01 | Engine Main Fuel/Oil Heat Exchanger Sensors | C | 2 | 0 | May be inoperative provided associated engine fuel filter sensor operates normally. | |
| 34-01-02 | Engine Fuel Filter Sensors | C | 2 | 0 | May be inoperative provided associated engine fuel/oil heat exchanger sensor operates normally. | |

AIRCRAFT:
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**TABLE KEY**

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

## 74. Ignition

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 00-01 | Ignition Systems | | | | | |
| 00-01-01 | Left Ignition Systems | | | | | |
| 00-01-01A | | B | 2 | 1 | (O) May be inoperative provided:<br>a) Ignition select switch remains in BOTH position, and<br>b) Right ignition systems operate normally. | |
| 00-01-01B | | C | 2 | 0 | (O) Except for extended operations (ETOPS), may be inoperative provided:<br>a) Ignition select switch remains in BOTH position, and<br>b) Associated engine right ignition system operates normally. | \| |
| 00-01-02 | Right Ignition Systems | | | | | |
| 00-01-02A | | B | 2 | 1 | (M)(O) May be inoperative provided:<br>a) Associated engine left ignition system is connected to standby power,<br>b) Left ignition systems operate normally, and<br>c) Ignition select switch remains in BOTH position. | |
| 00-01-02B | | C | 2 | 0 | (M)(O) Except for extended operations (ETOPS), may be inoperative provided:<br>a) Associated engine left ignition system is connected to standby power,<br>b) Associated engine left ignition system operates normally, and<br>c) Ignition select switch remains in BOTH position. | \| |

AIRCRAFT:
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**TABLE KEY**

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

## 75. Bleed Air

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 23-01 *** | EEC Cooling Systems | D | - | 0 | (M) May be inoperative provided associated fans are deactivated off. | |
| 23-02 | Modulated Turbine Cooling (MTC) Systems | C | 2 | 0 | (M)(O) May be inoperative provided:<br>a) At least one MTC valve for the inoperative MTC system is locked open, and<br>b) Appropriate performance adjustments are applied. | |
| 24-01 | Turbine Case Cooling Air Flow Systems | | | | | |
| 24-01-01 | High Pressure Turbine Active Clearance Control (HPTACC) Valves | C | 2 | 0 | (M)(O) May be inoperative provided:<br>a) Inoperative HPTACC valve is locked in the closed position,<br>b) Both EECs operate in the normal mode, and<br>c) Appropriate performance adjustments are applied. | |

AIRCRAFT:
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**TABLE KEY**

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

## 77. Engine Indicating

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 21-01 | Abnormal Start Indication Systems | C | 2 | 0 | | |
| 31-01 | Engine Vibration Indications | C | 2 | 1 | | |

AIRCRAFT:
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**TABLE KEY**

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

## 78. Engine Exhaust

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 31-01 | Thrust Reverser Systems | C | 2 | 1 | (M)(O) May be inoperative provided:<br>a) Inoperative reverser is secured in the forward thrust position, and<br>b) Appropriate performance adjustments are applied. | |
| 34-01 | Reverse Thrust Lever Interlocks | | | | | |
| 34-01A | | C | 2 | 1 | May be inoperative released. | |
| 34-01B | | C | 2 | 1 | (O) May be inoperative not released provided appropriate performance adjustments are applied. | |
| 36-01 | REVERSER LIMITED Lights (Aft Overhead Panel) | C | 2 | 1 | May be inoperative provided associated reverser is considered inoperative. | |

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

**TABLE KEY**

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

## 79. Engine Oil

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 21-01 | Engine Oil Debris Monitoring System (ODMS) | C | 2 | 1 | (M) May be inoperative provided:<br>a) Malfunction is verified to be in the associated engine oil debris monitoring system, and<br>b) Associated engine oil filter bypass warning system operates normally. | |
| 21-01-01 | Engine Oil Debris Monitoring System (ODMS) Sensor | C | 2 | 1 | May be inoperative provided associated engine oil filter bypass warning system operates normally. | |
| 31-01 | Oil Quantity Indication Systems | B | 2 | 1 | (M) Except for extended operations (ETOPS), may be inoperative provided:<br>a) Oil tank is filled to maximum recommended capacity at each refueling, and<br>b) There is no evidence of above normal oil consumption or leakage. | \| \| |
| 35-01 | Oil Filter Bypass Warning Systems | C | 2 | 1 | May be inoperative provided associated engine ODMS, including ODMS sensor, operates normally.<br><br>NOTE: An inoperative oil filter bypass warning system is indicated by status message ENG 1 OIL FILTER SENSOR or ENG 2 OIL FILTER SENSOR for the associated engine. | |

AIRCRAFT:
B-737-7/-8/-8200/-9/-10

**TABLE KEY**

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

## 80. Starting

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 11-01 | Starter Valve Open Alerts | C | 2 | 1 | (O) May be inoperative provided:<br>a) Associated engine start valve operates normally, and<br>b) Flightcrew verify associated start valve is closed after engine start. | |
| 11-02 | Engine Start Switch Ground Hold/Cutout Systems | C | 2 | 0 | (O) May be inoperative provided alternate start procedures are established and used. | |
| 11-03 | Engine Start Valves | C | 2 | 1 | (M)(O) Except for extended operations (ETOPS), may be inoperative provided:<br>a) Associated start valve open alert operates normally, and<br>b) Alternate start procedures are established and used. | \| |