

ITEM No.	SYSTEM OR COMPONENT	QTY. PER A/C	A/C DISP MIN.	QUALIFYING CONDITIONS
23	FUEL (Cont'd)			
-25-2	APU Fuel Shutoff Valve	1	-	(M) May be inoperative provided the APU is not used and the valve is secured in the closed position.
-25-3	APU Fuel Isolation Valve	1	-	(M) May be inoperative provided the valve is secured in the closed position.
-26-1	Defuel Valves	3	-	(M) May be inoperative deactivated closed.
-40-1	Crossfeed VALVE Light	1	-	(M) May be inoperative provided the valve is operative and both main tank fuel quantity indications are operative. Not required for inoperative crossfeed valve.
-40-2	SPAR VALVE Lights	2	-	(M) May be inoperative provided spar valve operation is verified once each flight day.
-41-1	Fuel Tank Quantity Indication Systems (Flight Deck)	3	-	(M)(O) One left or right wing tank fuel gauge may be inoperative provided: a Fuel quantity in associated tank is determined by measuring stick, or by tender uplift, after each refueling, and b All pumps for associated tank must be operative, and c FMC fuel quantity information is available.
-41-2	Fuel Tank Quantity Processor Channels	2	-	(M) One may be inoperative provided fuel loading is confirmed by use of a fuel measuring stick, or by tender uplift, after each refueling and FMC fuel quantity information is available.
A letter (O) will precede the qualifying conditions when Flight Crew Procedures exist (in addition to the ones normally available to the flight crew and flight attendants) for operation of the airplane with inoperative equipment.				A letter (M) will precede the qualifying conditions when "Minimum Equipment Deactivation Procedures" (MEMP) exist. The MEMP provides Maintenance with instructions for preparing the airplane for operation with inoperative equipment. Log Book entry information is also included.