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

BOEING 737
100/200/300/400/500/600/700/800/900

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MASTER MINIMUM EQUIPMENT LIST
B-737**Table of Contents**

SYSTEM NO.	SYSTEM	PAGE(S)
	Table of Contents	I, II
	Log of Revisions	III
	Highlights of Change	IV Thru VII
	Definitions	VIII Thru XII
	Preamble	XIII Thru XIV
21	Air Conditioning	21-1 Thru 21-39
22	Auto Flight	22-1 Thru 22-8
23	Communications	23-1 Thru 23-15
24	Electrical Power	24-1 Thru 24-3
25	Equipment/Furnishings	25-1 Thru 25-13
26	Fire Protection	26-1 Thru 26-17
27	Flight Controls	27-1 Thru 27-10
28	Fuel	28-1 Thru 28-15
29	Hydraulic Power	29-1 Thru 29-3
30	Ice and Rain Protection	30-1 Thru 30-11
31	Indicating/Recording Systems	31-1 Thru 31-3
32	Landing Gear	32-1 Thru 32-5
33	Lights	33-1 Thru 33-11
34	Navigation	34-1 Thru 34-24
35	Oxygen	35-1, 35-2
36	Pneumatic	36-1 Thru 36-3
38	Water/Waste	38-1
46	Information Systems	46-1, 46-2
47	Inert Gas System	47-1
49	Airborne Auxiliary Power	49-1 Thru 49-3
52	Doors	52-1 Thru 52-12
73	Engine Fuel & Control	73-1 Thru 73-2
74	Ignition	74-1
75	Bleed Air	75-1
77	Engine Indicating	77-1 Thru 77-3

MASTER MINIMUM EQUIPMENT LIST
B-737

SYSTEM NO.	SYSTEM	PAGE(S)
78	Engine Exhaust	78-1, 78-2
79	Engine Oil	79-1
80	Engine Starting	80-1, 80-2

MASTER MINIMUM EQUIPMENT LIST

B-737

Log of Revisions

REV NO.	DATE	PAGE NUMBERS	INITIALS
47	06/03/2005	All	
47a	10/05/2005	21-1 thru 21-3,21-9 thru 21-37,22-3, 25-4,26-4 thru 26-9,27-8, 28-1 thru 28-3,28-5, 28-8,30-1,30-6, 30-7,33-3,33-4, 33-9,33-10,34-6, 34-7,34-19,47-1, 52-6	
47b	11/10/2005	23-7 thru 23-9, 31-1,47-1	
47c	01/04/2006	22-3,23-1,23-2, 25-1,25-4,25-5, 25-8,46-1	
48	07/07/2006	21-3 thru 21-7, 21-26,21-31,21-38, 23-9,23-15,24-3, 25-1,25-3,25-5, 25-8 thru 25-10, 26-4 thru 26-7, 27-9,32-5,33-8 thru 33-11,34-3,34-5, 34-11,46-1,46-2, 47-1,52-1,52-5 thru 52-8	
49	10/06/2006	VI thru X,21-3 thru 21-5,21-32,23-9, 23-15,25-3,25-4, 25-9,27-5,27-6, 27-10,28-3,32-1, 32-4,32-5,33-1, 33-10,33-11,34-19, 34-20,36-1,52-6, 77-1	

MASTER MINIMUM EQUIPMENT LIST
B-737**Highlights of Change**

EFFECTIVE ABOVE DATE, the Boeing 737 Master Minimum Equipment List has been revised. Please replace pages of previous lists with Revision 49 for a complete up-to-date MMEL. Retain this sheet with your MMEL until the next revision is issued.

System/Sequence Number	Remarks
DEFINITIONS	Incorporated Policy Letter 25, Revision 12, dated June 5, 2006.
21 AIR CONDITIONING	
1. Air Conditioning Packs	
2) Combi and All Cargo Configurations (737C, QC, and STC ST01566LA)	Removed references to Pemco STC ST2969SO.
4) Pemco COMBI and All Cargo Configurations	Added item for Pemco freighter models.
2. Pack Air Flow/Shut-off Valves (includes STC SA2969SO)	Corrected STC Reference.
31. Recirculation Fan(s)	
2) (-400 and Pemco -400 COMBI)	Added Pemco Combi
5) (-300QC/F, -400F) (STC's ST01566LA, SA2969SO, and SA2970SO Only)	Added "/F" for Pemco freighter.
23 COMMUNICATIONS	
11. High Frequency (HF) Communication System (Includes STC's ST02959AT and ST01837LA)	Added Hollingsead International, Inc. STC ST01837LA applicable to Rockwell Collins HFS-900D HF Transceivers.
21. Cockpit Door/Aircraft Cabin Surveillance System	Split Item into two sub-items to add relief for Boeing's Flight Deck Entry Video Surveillance System.
25 EQUIPMENT & FURNISHINGS	
5. Cargo Compartment Restraint Components	
2) Cargo Pallet Locks	Amended title to reflect all Pemco models.

MASTER MINIMUM EQUIPMENT LIST
B-737

System/Sequence Number (Pemco 737 F/QC and COMBI)	Remarks
6. Passenger Seat(s) (Includes STC ST10238SC) 4) Electrical/ Electronic Systems/ Components	DELETED REVISION 49. These items may be relieved under Passenger Convenience Items or an operator's Non-essential Equipment and Furnishings (NEF).
17. Emergency Medical Equipment (Includes STC ST10238SC) 1) First Aid Kit (FAK) and/or Associated Equipment	Revised proviso and No. Required for Dispatch in accordance with Policy Letter 73, Revision 4, dated April 4, 2006.
27 FLIGHT CONTROLS	
8. Flap Load Limiter System 6) (-800 with Short Field Performance (SFP) Option)	Added sub-item -6) for -800 SFP option and renumbered (-900) sub-item to 7). The SFP option includes a revised trailing edge flap load relief limit at flaps 15 and revised leading edge slat positions for the flap setting 10, 15, and 25. These changes result in weight restrictions when operating with flap load limit system inoperative.
21. STBY RUD ON light *** (Boeing Service Bulletin 737-27A-1279, 737-27-1252R3, 737-27-1253R3, 737-27-1255R3, or production equivalent incorporated)	Revised to add coverage for additional Service Bulletins which allow use of this item. The latest revisions to the S/B's incorporate replacement PCU control rod assemblies; 737-27-1252R3 (-100/-200), 737-27-1253R3 (-600/-700/-800/-900), 737-27-1255R3 (-300/-400/-500).
22. Quiet Wing Flaps 1* *** System (STC ST01535SE Only) 1) -200	Added new item 27-22-1 for Quiet Wing Technologies, Inc. STC ST01535SE.
28 FUEL	
2. Fuel Boost Pumps (Center Tank) 1) Universal Fault Interrupter (UFI) (STC ST01844LA, -300 Only)	Corrected STC reference Number for TDG Aerospace STC ST01844LA.
32 LANDING GEAR	
6. Landing Gear Warning and Indicating System (-100/-200/-300/-400/-500) 1) Secondary Gear	Added item for Pemco models.

MASTER MINIMUM EQUIPMENT LIST
B-737

System/Sequence Number	Remarks
Warning System (Pemco F/QC and COMBI)	
17. Proximity Switch Electronics Unit (PSEU) System (-600/-700/-800/ -900)	
1) PSEU Fault	Added coverage to address revised display logic of PSEU P/N285A1600-5. Also removed references to "or later" regarding P/N285A1600-4, and reformatted for clarity.
22. Two-position Tail Skid *** (-800)	Removed reference to -900 series since the two position tail skid is not certified on that model at this time.
2) Cartridge Core Assembly	Revised proviso to require tail skid to be secured in the retracted position when dispatching with an inoperative cartridge core assembly (crushed beyond its serviceable limit). Performance penalties and (M) added to DDPG to provide coverage for the crushed cartridge configuration.
33 LIGHTS	
2. Cabin Interior Illumination (Includes Pemco -300QC and -400 COMBI)	Changed title to add Pemco -400 COMBI and account for all Pemco conversions.
22. Main Deck Cargo *** Door-System Annunciator Light (737- 300 QC, PEMCO Aeroplex, Inc. -300/-400, and STC ST01566LA)	Changed title to item and sub-item 2) to add Pemco -400 COMBI and account for all applicable Pemco conversions.
3) Hydraulic System Arm Pressure Indicator Lights (PRESS), Operator Control Panel (STC SA2969SO)	Deleted Revision 49 at PEMCO's request. Items covered in item 33-22-2).
4) Hydraulic System Green Indicator Lights, Operator Control Panel (STC SA2969SO)	Deleted Revision 49 at PEMCO's request. Items covered in item 33-22-2).
34 NAVIGATION	
40. Traffic Collision and Avoidance System (TCAS)	
4) Audio Functions	Added sub-item in accordance with Policy Letter 32, revision 7, dated 7/7/2006.
*** 5) Airspace Selection Function	Added sub-item in accordance with Policy Letter 32, revision 7, dated 7/7/2006.

MASTER MINIMUM EQUIPMENT LIST

B-737

System/Sequence Number	Remarks
36 PNEUMATIC 2. Ground Pneumatic Connector Check Valve	Added (O). The Operations Note in the DDPG is changed to an Operations Procedure that includes restrictions on pack usage and takeoff performance.
52 DOORS 10. Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO)	Corrected item for Actuators rather than Valves.
9) Hydraulic Lock Actuators	
11. Main Cabin Cargo Door Electrically Powered Hydraulic Pump (Standalone Hydraulic System Only)(PEMCO Aeroplex, Inc. STC ST2969SO)	Corrected proviso to remove reference to hand pump and to ensure the door is closed, latched and locked before each departure as described the PEMCO (M).
12. Main Cargo Door Hydraulic Hand Pump (PEMCO F, QC and COMBI models only)	Prior to PEMCO STC's this item was incorporated into 52-13 at revision 34a for OEM. The item is now applicable to PEMCO freighter, Quick Change, and Combi models only and is re-instituted.
77 ENGINE INDICATING	
2. N1 Tachometers 2) (-300/-400/-500/-600/ -700/-800/-900) b) Reference N1 Bugs	Modified title to "Reference N1 Bugs" from "Bugs" to distinguish from those airplanes which have an additional set of bugs indicating N1 value for maximum rated thrust.

MASTER MINIMUM EQUIPMENT LIST

B-737

Definitions

1. System Definitions.

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

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

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

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
 - e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.
2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.
3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.
4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

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

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.
6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
7. "ER" refers to extended range operations of a two-engine airplane (ETOPS) which has a type design approval for ER operations (ETOPS) and complies with the provisions of Advisory Circular 120-42A.
8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

MASTER MINIMUM EQUIPMENT LIST

B-737

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system:

Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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

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

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

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

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

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

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

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

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

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

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

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

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record. The letter designators are inserted adjacent to Column 2.

MASTER MINIMUM EQUIPMENT LIST
B-737

23. Electronic fault alerting system - General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances. System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

b. BOEING (B-717, MD-10, MD-11)

These aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS). Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading. A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-318/319/320/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-318/319/320/321, A-330, and A-340 also provide MAINTENANCE status messages. Any message that effects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-318/319/320/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-318/319/320/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant. For A-318/319/320/321, MAINTENANCE status (Class II) do not affect dispatch but are listed in the MMEL. Dispatch is allowed without specific conditions except for:

- BLUE RSVR MAINTENANCE status: If applicable, and
- AIR BLEED MAINTENANCE status: As applicable.

For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

e. CANADAIIR (CL-65, CL-604)

MASTER MINIMUM EQUIPMENT LIST

B-737

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level.

System conditions that only require maintenance are not visible to the flight crew. These maintenance indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

f. EMBRAER (EMB-135/145, ERJ-170/190 Series)

The EMB-135/145 and ERJ-170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

g. GULFSTREAM (G-IV, G-V, GV-SP, and GIV-X)

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY, STATUS and MAINTENANCE (cyan or blue). Any WARNING or CAUTION message affects airplane dispatch status and requires that the Airplane Flight Manual or the MEL be used to determine dispatch capability. STATUS messages which indicate a system failure (e.g., FMS 1 fail) require that the Airplane Flight Manual or the MEL be used to determine dispatch capability. MAINTENANCE messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V) interrogation, Central Maintenance Computer (CMC on the GV-SP/GIV-X) interrogation or by reference to the Airplane Flight Manual.

h. De-HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit.

"Class 1 failures" are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciaded via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatch with such posted failures are to be in accordance with the MMEL.

"Class 2 failures" are failures which do not prevent continued system function. These faults will not be annunciaded to the flight crew and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.

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

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

MASTER MINIMUM EQUIPMENT LIST
B-737

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacture's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

MASTER MINIMUM EQUIPMENT LIST

B-737

Preamble

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR's require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

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

MASTER MINIMUM EQUIPMENT LIST
B-737**Preamble**

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

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

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

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

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

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

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
<u>21 - AIR CONDITIONING</u>					
1.	Air Conditioning Packs				
	1) All Passenger Configuration (All Models)				
	a) (-100/-200/-300/-400/-500/-600 and -700/-800 Without PATS Auxiliary Fuel Tanks)	C	2	1	(O) Except for ER operations, one may be inoperative provided flight altitude remains at or below FL 250.
	b) (-700IGW/-800 with PATS Auxiliary Fuel Tanks)	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Flight altitude remains at or below FL 250, and b) Auxiliary fuel bleed air pressurization system (if installed) is verified to be operational before each departure.
	c) -900	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: c) Flight altitude remains at or below FL 250, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
	d) (-100/-200)	C	2	0	(M)(O) Except for ER operations, both may be inoperative provided flight is conducted in an unpressurized configuration.
(Continued)					

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.	
		NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
<u>21 - AIR CONDITIONING</u>						
1.	Air Conditioning Packs					
	1) All Passenger Configuration (All Models) (Cont'd)					
	e) (-300/-400 -500)	C	2	0	(M)(O) Except for ER operations, both may be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure the lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
	f) (-600/-700/-800)	C	2	0	(M)(O) Except for ER operations, both may be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Recirculation fan(s) operates normally, c) Both E / E equipment cooling exhaust fans operate normally, d) Procedures are established and used to ensure the lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and e) Auxiliary tanks, if installed, remain empty or auxiliary fuel is included as part of the zero fuel weight. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 21-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
<u>21 - AIR CONDITIONING</u>							
1.	Air Conditioning Packs						
	1) All Passenger Configuration (All Models) (Cont'd)						
	g) (-900)	C	2	0			(M)(O) Except for ER operations, both may be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Recirculation fans operate normally, c) Both E / E equipment cooling exhaust fans operate normally, d) Procedures are established and used to ensure the lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and e) Forward cargo heat duct is secured closed, and f) Airport ambient temperature does not exceed 103° F (39° C). <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.</p>
	2) Combi and All Cargo Configurations (737C, QC, and STC ST01566LA)	C	2	0			(M)(O) Except for ER operations, both may be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure the main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.</p>
(Continued)							

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 21-4
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.	
		NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
<u>21 - AIR CONDITIONING</u>						
1.	Air Conditioning Packs					
	2) Combi and All Cargo Configurations (737C, QC, and STC ST01566LA) (Cont'd)					
	a) Right Pack	C	1	0	(O) Except for ER operations, may be inoperative provided flight altitude remains at or below FL 250.	
	b) Left Pack	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Flight Altitude remains at or below FL250, and b) Procedures are established and used to ensure the main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
	3) All Cargo Configuration (-700C)	C	2	1	(O) Except for ER operations may be inoperative provided flight altitude remains at or below FL 250.	
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 21-5
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
<u>21 - AIR CONDITIONNING</u>					
1.	Air Conditioning Packs (Cont'd)				
	4) Pemco COMBI and All Cargo Configurations	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure the main deck cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
2.	Pack Air Flow/Shut-off Valves (includes STC SA2969SO)	C	2	0	(M)(O) May be inoperative deactivated Closed.
	1) High Flow Mode (-300/-400/-500/-600/-700/-800/-900)	C	2	0	
	2) APU High Flow Mode	C	2	0	

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 21-6
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
<u>21 - AIR CONDITIONING</u>						
3.	Pack Trip Warning Systems	C	2	0		(M)(O) May be inoperative provided the associated pack is not used.
4.	Pack Turbofan (-100/-200/-300/-400/-500)					
	1) All Passenger Configuration (All Models)	C	2	0		(O) May be inoperative provided associated pack(s) is operated only in flight with flaps retracted.
	2) Combi and All Cargo Configurations (737C, QC, STC's SA2969SO, and ST01566LA)					
	a) Right Pack Turbofan	C	1	0		(O) May be inoperative provided right pack is operated only in flight with flaps retracted.
	b) Left Pack Turbofan	C	1	0		(O) May be inoperative provided: a) Left pack is operated only in flight with flaps retracted, and b) Procedures are established and used to ensure the main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.						

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 21-7
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
<u>21 - AIR CONDITIONNING</u>						
5.	Pack Ram Air Systems	C	2	0		(M)(O) May be inoperative in the FLIGHT OPEN position provided: a) Operations are not conducted on runways covered with slush, or on gravel runways, and b) Associated pack is not operated during takeoff or landing on wet runways or runways with standing water.
***	1) Exhaust Louver Assemblies (-100/-200/-300/-400/-500)	C	2	0		(M)(O) May be inoperative provided: a) Actuator(s) is disconnected, and b) Louver(s) is secured in full open position.
6.	Pack Turbofan Valves (-100/-200/-300/-400/-500)					
	1) All Passenger Configuration (All Models)	C	2	0		(M)(O) May be inoperative Closed provided associated pack(s) is operated only in flight with flaps retracted.
	2) Combi and All Cargo Configurations (737C, QC, STCs SA2969SO, and ST01566LA)					
	a) Right Pack Turbofan Valve	C	1	0		(M)(O) May be inoperative Closed provided right pack is operated only in flight with flaps retracted.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 21-8
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
<u>21 - AIR CONDITIONING</u>						
6.	Pack Turbofan Valves (-100/-200/-300/-400/-500)					
	3) Combi and All Cargo Configurations (737C, QC, STCs SA2969SO, and ST01566LA) (Cont'd)					
	b) Left Pack Turbofan Valve	C	1	0		(M)(O) May be inoperative Closed provided: a) Left pack is operated only in flight with flaps retracted, and b) Procedures are established and used to ensure the main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
7.	RAM DOOR FULL OPEN Indicating Lights	C	2	0		
8.	Air Mix Valves (-100/-200/-300/-500/-600/-700)	C	2	0		(M)(O) May be inoperative provided associated pack is not used.
9.	Air Mix Valve Position Indicators (-100/-200/-300/-500/-600/-700)	C	2	0		

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-9
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
<u>21 - AIR CONDITIONNING</u>					
10.	Cabin Rate of Climb Indicator				
	1) Analog Control System (-100/-200/-300/-400/-500)	C	1	0	May be inoperative provided AUTO and STBY control modes operate normally.
		C	1	0	(M)(O) May be inoperative provided flight is conducted in unpressurized configuration.
	2) Digital Control System (-300/-400/-500/-600/-700/-800/-900)	C	1	0	May be inoperative provided AUTO and ALTN control modes operate normally.
	a) (-300/-400/-500)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, and b) Outflow valve is positioned to the 25% open position.
	b)(-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to the 25% open position, and c) Recirculation fan(s) operates normally.
(Continued)					

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-10
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
<u>21 - AIR CONDITIONING</u>						
10.	Cabin Rate of Climb Indicator (Cont'd)					
	2) Digital Control System (-300/-400/-500/-600/-700/-800/-900) (Cont'd)					
	c) (-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M) (O) May be inoperative provided:	<ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure the lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to the 25% open position, and d) Recirculation fan(s) operate normally. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.</p>
	d) (-900)	C	1	0	(M)(O) May be inoperative provided:	<ul style="list-style-type: none"> a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to the 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
11.	Cabin Altitude Warning System	C	1	0		May be inoperative provided flight altitude remains at or below 10,000 feet MSL.
***	1) High Altitude Warning System	C	1	0		May be inoperative provided procedures do not require its use.

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-11
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
<u>21 - AIR CONDITIONING</u>						
12.	Cabin Altitude Indicator					
	1) Analog Control system (-100/-200/-300/-400/-500)	C	1	0		May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to the crew to convert differential pressure to cabin altitude.
		C	1	0		(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.
	2) Digital Control System (-300/-400/-500/-600/-700/-800/-900)	C	1	0		May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to the crew to convert differential pressure to cabin altitude.
	a) (-300/-400/-500)	C	1	0		(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to the 25% open position.
	b) (-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0		(M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to the 25% open position, and c) Recirculation fan(s) operates normally.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-12
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.	
		NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
<u>21 - AIR CONDITIONING</u>						
12.	Cabin Altitude Indicator					
	2) Digital Control System (-300/-400/-500/-600/-700/-800/-900) (Cont'd)					
	c) (-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure the lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to the 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
	d) (-900)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to the 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-13
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
<u>21 - AIR CONDITIONING</u>					
13.	Cabin Differential Pressure Indicator				
	1) Analog Control System (-100/-200/-300/-400/-500)	C	1	0	May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to the crew to convert cabin altitude to differential pressure.
		C	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.
	2) Digital Control System (-300/-400/-500/-600/-700/-800/-900)	C	1	0	May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to the crew to convert cabin altitude to differential pressure.
					(Continued)
	a) (-300/-400/-500)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to the 25% open position.
	b) (-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to the 25% open position, and c) Recirculation fan(s) operates normally.
					(Continued)

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-14
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
<u>21 - AIR CONDITIONNING</u>						
	c)(-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-21- 1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0		(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure the lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to the 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
	d) (-900)	C	1	0		(M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to the 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
14.	Cabin Pressure Control System					
	1) Analog Control System Automatic/ Standby Modes (-100/ -200/-300/ -400/-500)	C	2	1		(O) One may be inoperative provided manual mode (AC and DC actuators) operates normally.
	2) Analog Control System Automatic/ Standby/Manual Modes (-100/ -200/-300/ -400/-500)	C	3	0		(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated open or removed, and b) Extended overwater flight is prohibited.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-15
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
<u>21 - AIR CONDITIONING</u>									
14.	Cabin Pressure Control System (Cont'd)								
	3) Digital Control System Automatic Modes (-300/-400/-500/-600/-700/-800/-900)	C	2	1					(M)(O) One may be inoperative provided: a) Manual mode operates normally, and b) Auxiliary fuel bleed air pressurization system (if installed) is verified to be operational before each departure.
	a) (-300/-400/-500)	C	2	0					(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in the 25% open position or removed, and b) Extended overwater flight is prohibited.
	b) (-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	2	0					(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in the 25% open position or removed, b) Recirculation fan(s) operates normally, c) Extended overwater flight is prohibited, and d) Auxiliary tanks (if installed) remain empty or auxiliary fuel is included as part of the zero fuel weight.
(Continued)									

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-16
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH
					REMARKS OR EXCEPTIONS
<u>21 - AIR CONDITIONING</u>					
14.	Cabin Pressure Control System (Cont'd)				
	3) Digital Control System Automatic Modes (-300/-400/-500/-600/-700/-800/-900)				
	c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	2	0	(M) (O) May be inoperative for unpressurized flight provided: <ul style="list-style-type: none"> a) Procedures are established and used to ensure the lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. b) Outflow valve is deactivated in the 25% open position or removed, c) Recirculation fan(s) operate normally, d) Extended overwater flight is prohibited, and e) Auxiliary tanks (if installed) remain empty or auxiliary fuel is included as part of the zero fuel weight. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
	d) (-900)	C	2	0	(M)(O) May be inoperative for unpressurized flight provided: <ul style="list-style-type: none"> a) Outflow valve is deactivated in the 25% open position or removed, b) Recirculation fans operate normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-17
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
<u>21 - AIR CONDITIONING</u>					
4)	Digital Control System Manual Mode (-300/-400/-500/-600/-700/-800/-900)				
a)	(-300/-400/-500)	C	1	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in the 25% open position or removed, and b) Extended overwater flight is prohibited.
b)	(-600/-700/-800 all passenger configuration prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve deactivated to the 25% open position, b) Recirculation fan(s) operates normally, and c) Extended overwater flight is prohibited.
c)	(-600/-700/-800 all passenger configuration upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M) (O) May be inoperative for unpressurized flight provided: a) Procedures are established and used to ensure the lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. b) Outflow valve is deactivated in the 25% open position or removed, c) Recirculation fan(s) operate normally, and d) Extended overwater flight is prohibited.
NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.					
(Continued)					

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-18
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
<u>21 - AIR CONDITIONING</u>						
14.	Cabin Pressure Control System					
	4) Digital Control System Manual Mode (-300/-400/-500/-600/-700/-800/-900) (Cont'd)					
	d) (-900)	C	1	0		(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in the 25% open position or removed, b) Recirculation fans operate normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
15.	Main Outflow Valve					
	1) Analog Control System Outflow Valve Actuators (AC and/or DC) (-100/ -200/-300/-400/-500)	C	2	1		One actuator may be inoperative for pressurized cargo-only flight, provided the airplane is depressurized before landing.
		C	2	0		(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated open or removed, and b) Extended overwater flight is prohibited.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-19
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
<u>21 - AIR CONDITIONING</u>					
15.	Main Outflow Valve (Cont'd)				
	2) Digital Control System Outflow Valve Automatic Mode Actuators				
	a) (-300/-400/-500)	C	2	1	One may be inoperative provided the manual mode actuator operates normally.
		C	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in the 25% open position or removed, and b) Extended overwater flight is prohibited.
	b) (-600/-700/-800/-900)	C	2	1	One may be inoperative provided the manual mode actuator operates normally.
	c)(-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in the 25% open position or removed, b) Recirculation fan(s) operate normally, and c) Extended overwater flight is prohibited.
(Continued)					

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-20
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.	
		NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
<u>21 - AIR CONDITIONING</u>						
15.	Main Outflow Valve (Cont'd)					
	2) Digital Control System Outflow Valve Automatic Mode Actuators (Cont'd)					
	d) (-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	2	0	(M) (O) May be inoperative for unpressurized flight provided: <ul style="list-style-type: none"> a) Procedures are established and used to ensure the lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. b) Outflow valve is deactivated in the 25% open position or removed, c) Recirculation fan(s) operate normally, and d) Extended overwater flight is prohibited. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
	e) (-900)	C	2	0	(M)(O) May be inoperative for unpressurized flight provided: <ul style="list-style-type: none"> a) Outflow valve is deactivated in the 25% open position or removed, b) Recirculation fans operate normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 	
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-21
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
<u>21 - AIR CONDITIONING</u>						
15.	Main Outflow Valve (Cont'd)					
	3) Digital Control System Outflow Valve Manual Mode Actuator					
	a) (-300/-400/-500)	C	1	0		(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in the 25% open position or removed, and b) Extended overwater flight is prohibited.
	b)(-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0		(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in the 25% open position or removed, b) Recirculation fan(s) operate normally, and c) Extended overwater flight is prohibited.
	c) (-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0		(M) (O) May be inoperative for unpressurized flight provided: a) Procedures are established and used to ensure the lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. b) Outflow valve is deactivated in the 25% open position or removed, c) Recirculation fan(s) operate normally, and d) Extended overwater flight is prohibited.
NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.						

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-22
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
<u>21 - AIR CONDITIONING</u>						
15.	Main Outflow Valve					
	3) Digital Control System Outflow Valve Manual Mode Actuator (Cont'd)					
	d) (-900)	C	1	0		(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in the 25% open position or removed, b) Recirculation fans operate normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
16.	Pressure Relief Valves					
	1) Analog Control System (-100/-200/-300/-400/-500)	C	2	1		(M) One may be inoperative closed for pressurized flight.
		C	2	0		(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.
	2) Digital Control System (-300/-400/-500/-600/-700/-800/-900)	C	2	1		(M) One may be inoperative closed for pressurized flight.
	a) (-300/-400/-500)	C	2	0		(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to the 25% open position.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-23
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.	
		NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
<u>21 - AIR CONDITIONING</u>						
16.	Pressure Relief Valves					
	2) Digital Control System (-300/-400/-500/-600/-700/-800/-900) (Cont'd)					
	b) (-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to the 25% open position, and c) Recirculation fan(s) operate normally,	
	c) (-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	2	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure the lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to the 25% open position, and d) Recirculation fan(s) operate normally.	
NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.						
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-24
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
<u>21 - AIR CONDITIONING</u>						
16.	Pressure Relief Valves					
	2) Digital Control System (-300/-400/-500/-600/-700/-800/-900) (Cont'd)					
	d) (-900)	C	2	0		(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to the 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
17.	Temperature Indicators					
	1) Supply Duct (-100/-200/-300/-500/-600/-700)	C	1	0		May be inoperative provided both duct overheat warning systems operate normally.
	2) Supply Duct (-400/-800/-900)	C	3	0		May be inoperative provided associated ZONE TEMP light operates normally.
	3) Pass Cabin	C	-	0		
	4) Pack (-400/-800/-900)	C	2	0		

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-25
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
<u>21 - AIR CONDITIONNING</u>						
18.	Duct Overheat Warning Lights					
	1) DUCT OVERHEAT (-100/-200/-300/-500/-600/-700)	C	2	0		May be inoperative provided supply duct temperature indicators operate normally.
	2) ZONE TEMP (-400/-800/-900)	C	3	0		May be inoperative provided associated supply duct temperature indicator operates normally.
19.	Passenger Cabin Temperature Control Systems					
	1) Automatic/ Manual Controls (-100/-200/-300/-500/-600/-700)	C	2	1		
		C	2	0		(O) May be inoperative provided the right pack is not used.
	2) FWD/AFT					
	a) (-400/-800/-900)	C	2	0		(O) May be dispatched with faults indicated by ZONE TEMP Light(s) during Master Caution recall provided associated temperature control system is checked to operate normally before each takeoff.
	b) (-400/-800)	C	2	0		(M)(O) May be inoperative provided the Trim Air Pressure Regulating and Shutoff Valve remains CLOSED.
		C	2	0		(M)(O) May be inoperative provided the associated Trim Air Modulating Valve is deactivated CLOSED.

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-26
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
<u>21 - AIR CONDITIONING</u>						
19.	Passenger Cabin Temperature Control Systems (Cont'd)					
	c) (-900)	C	2	0		(M)(O) May be inoperative provided: a) Trim Air Pressure Regulating and Shutoff Valve remains Closed, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
		C	2	0		(M)(O) May be inoperative provided: a) Associated Trim Air Modulating Valve is deactivated CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
20.	Cabin Temperature Indicator					Incorporated into item 21-17 Revision 34a.
21.	Flight Deck Temperature Control Systems					
	1) Automatic/Manual Controls (-100/- 200/ -300/-500/- 600/-700)	C	2	1		
		C	2	0		(O) May be inoperative provided the left pack is not used.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 21-27
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
<u>21 - AIR CONDITIONNING</u>					
21.	Flight Deck Temperature Control Systems (Cont'd)				
	2) Primary/Back-up Modes				
	a) (-400/-800/-900)	C	2	1	(O) One may be inoperative provided the remaining temperature control is verified to operate normally.
	b) (-400/-800)	C	2	0	(M)(O) May be inoperative provided the Trim Air Pressure Regulating and Shutoff Valve remains CLOSED.
		C	2	0	(M)(O) May be inoperative provided the associated Trim Air Modulating Valve is deactivated CLOSED.
	c) (-900)	C	2	0	(M)(O) May be inoperative provided: a) Trim Air Pressure Regulating and Shutoff Valve remains CLOSED, b) Forward Cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
		C	2	0	(M)(O) May be inoperative provided: a) Associated Trim Air Modulating Valve is deactivated CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
22.	Forward Outflow Valve (-100/-200/-300/-400/-500) (STC's SA2969SO, and ST01566LA)	C	1	0	Except for 737C and STC ST01566LA cargo or cargo/passenger operations, may be inoperative closed.
		C	1	0	May be inoperative open provided both packs operate normally.
		C	1	0	(O) May be inoperative open with one pack operating normally provided flight altitude remains at or below FL200.

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-28
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
<u>21 - AIR CONDITIONNING</u>						
23.	FORWARD OUTFLOW CLOSED Indicating Light (-100/-200)	C	1	0		
24. ***	Gasper Fan (-100/ -200/-300/-500/ -600/-700)	D	1	0		
25.	Water Separator Anti-Icing Systems (-100/ -200/-300/ -500/-600/-700)	C	2	0		(M)(O) May be inoperative provided the associated pack is not used.
26.	Ground Preconditioned Air Connection Check Valve	C	1	0		May be inoperative closed.
	1) Analog Control System (-100/ -200/-300/-400/ -500)	C	1	0		(M)(O) May be inoperative open provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure the main deck cargo compartment (as applicable) remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
	2) Digital Control System					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
	a) (-300/-400/ -500)	C	1	0		(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to the 25% open position.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-29
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
<u>21 - AIR CONDITIONNING</u>					
26.	Ground Preconditioned Air Connection Check Valve				
	2) Digital Control System (Cont'd)				
	b)(-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to the 25% open position, and c) Recirculation fan(s) operates normally.
	c) (-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure the lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to the 25% open position, and d) Recirculation fan(s) operate normally.
NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.					
(Continued)					

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-30
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
<u>21 - AIR CONDITIONING</u>						
26.	Ground Preconditioned Air Connection Check Valve					
	2) Digital Control System (Cont'd)					
	d) (-900)	C	1	0		(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to the 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
27.	Electrical/Electronic Equipment Cooling Blowers					
	1) Non-EFIS (-100/-200/-300/-400/-500)	C	2	1		Except for IR operations, one may be inoperative.
	2) EFIS (-300/-400/-500)					
	a) Supply Fans	C	2	1		Except for ER operations, one may be inoperative.
	b) Exhaust Fans	C	2	1		Except for ER operations, one may be inoperative.
	3) CDS (-600/-700/-800/-900)	B	4	3		(M) One fan may be inoperative provided: a) All remaining fans are verified to operate normally, and b) Both low flow detectors are verified to operate normally.

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-31
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS	
<u>21 - AIR CONDITIONNING</u>					
28. ***	Equipment Cooling Check Valve (-100/-200)	D	1	0	May be inoperative open.
29. ***	Air Cleaner Purge Valves (-100/-200/-300)	C	2	0	
30. ***	Control Cabin Augmentation Fan (-200)	C	1	0	(M)(O) May be inoperative with fan wind-milling provided OAT remains at or below 120 degrees F (49 degrees C).
		C	1	0	(M)(O) May be inoperative with fan wind-milling provided OAT remains at or below 115 degrees F (46 degrees C) fi the PDCS is installed and operates normally.
		C	1	0	(M)(O) May be inoperative with fan seized provided: a) One air condition pack operates normally, b) OAT remains at or below 100 degrees F (38 degrees C), and c) Window heat operates normally.

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 21-32
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
<u>21 - AIR CONDITIONING</u>						
31.	Recirculation Fan(s)					
	1) (-300/-500)	C	1	0		May be inoperative provided the left pack is operating when OAT is above 100 degrees F (38 degrees C).
	2) (-400 and Pemco -400 COMBI)	C	2	1		One fan may be inoperative provided the left pack is operating when OAT is above 100 degrees F (38 degrees C).
		C	2	0		May be inoperative provided OAT remains below 100 degrees F (38 degrees C).
	3) (-600/-700)	C	1	0		May be inoperative provided: a) The left pack is operating when OAT is above 100 degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.
	4) (-800/-900)	C	2	1		Left fan may be inoperative provided the left pack is operating when OAT is above 100 degrees F (38 degrees C).
		C	2	1		Right fan may be inoperative provided: a) The left pack is operating when OAT is above 100 degrees F (38 degrees C), and b) Flight is conducted pressurized.
		C	2	0		May be inoperative provided: a) OAT remains below 100 degrees F (38 degrees C), and b) Flight is conducted pressurized.
	a) (-800EF STC ST02000NY)	C	1	0		May be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.
	5) (-300QC/F, - 400F) (STC's ST01566LA, SA2969SO, and SA2970SO Only)	C	1	0		May be inoperative in cargo configuration.
	a) (STC SA2970SO)	C	1	0		May be inoperative in PAX mode provided OAT remains below 100 degrees F (38 degrees C).

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-33
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
<u>21 - AIR CONDITIONING</u>						
32.	Pack Temperature Control System(s) (Electronic Pack/ Zone Controller) (-400/-800/-900)					
	1) Primary	C	2	0		(O) May be inoperative provided associated Standby system is checked to operate normally.
	2) Standby	C	2	0		(O) May be inoperative provided associated Primary system is checked to operate normally.
33.	Pack Temperature Control Valves (-400/-800/-900)	C	2	0		(O) May be inoperative provided associated Standby Pack Temperature Control Valve(s) is checked to operate normally.
		C	2	0		(M)(O) May be inoperative provided the associated pack is not used.
34.	Standby Pack Temperature Control Valves (-400/-800/-900)	C	2	0		(O) May be inoperative provided associated Pack Temperature Control Valve(s) is checked to operate normally.
		C	2	0		(M)(O) May be inoperative provided the associated pack is not used.
35.	Trim Air Pressure Regulating and Shutoff Valve					
	1) (-400/-800)	C	1	0		(M) May be inoperative secured closed.
	2) (-900)	C	1	0		(M)(O) May be inoperative secured closed provided: a) Forward cargo heat duct is secured closed, and b) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-34
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
<u>21 - AIR CONDITIONING</u>						
36.	Trim Air Modulating Valves					
	1) (-400/-800)	C	3	0		(M) May be inoperative closed.
		C	3	0		(O) May be inoperative in any position provided the Trim Air Pressure Regulating and Shutoff Valve remains closed.
	2) (-900)	C	3	0		(M)(O) May be inoperative closed provided: a) Forward cargo heat duct is secured closed, and b) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
		C	3	0		(M)(O) May be inoperative in any position provided: a) Trim Air Pressure Regulating and Shutoff Valve remains CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
37. ***	Outflow Valve heater Gasket (-100/-200/-300/-400/-500)	C	1	0		
38.	Outflow Valve Position Indicator	C	1	0		(M)(O) May be inoperative provided valve is verified to be operating normally.
39.	Trim Air Check Valves					
	1) (-400/-800/-900)	C	2	1		(M) One may be inoperative provided associated valve is deactivated closed.

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-35
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1. SYSTEM & SEQUENCE NUMBER	2. ITEM	3. NUMBER INSTALLED	4. NUMBER REQUIRED FOR DISPATCH	5. REMARKS OR EXCEPTIONS	
<u>21 - AIR CONDITIONING</u>					
40.	Equipment Cooling Automatic Flow Control Valve/ Overboard Exhaust Valve				
	1) Analog Control System (-100/-200/-300/-400/-500)	C	1	0	(M)(O) May be inoperative in the open position provided the flight is conducted in an unpressurized configuration.
		C	1	0	May be inoperative in the closed position provided both packs and recirculation fan(s) (if installed) are operated during ground taxi operations.
	2) Digital Control System				
	a) (-300/-400/-500)	C	1	0	(M)(O) May be inoperative in the open position provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to the 25% open position.
		C	1	0	May be inoperative in the closed position provided both packs and recirculation fan(s) (if installed) are operated during ground taxi operations.
	b)(-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M)(O) May be inoperative in the open position provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to the 25% open position, and c) Recirculation fan(s) operate normally.
(Continued)					

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-36
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
<u>21 - AIR CONDITIONING</u>						
40.	Equipment Cooling Automatic Flow Control Valve/ Overboard Exhaust Valve					
	2) Digital Control System (Cont'd)					
	c) (-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0		(M) (O) May be inoperative in the open position provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure the lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, c) Outflow valve is positioned to the 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
	d) (-900)	C	1	0		(M)(O) May be inoperative in the open position provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to the 25% open position, c) Recirculation fan(s) operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient air temperature does not exceed 103 degrees F (30 degrees C).
	e) (-600/-700/-800/-900)	C	1	0		(M)(O) Except for ER operations, may be inoperative provided: a) Actuator is verified to be in the smoke position, and b) Both packs operate normally.

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-37
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
<u>21 - AIR CONDITIONNING</u>						
41.	Door Area Heater Systems					
***	1) Main Deck Cargo Door Heating Blankets/ Systems (737C and -700C)	D	-	0		
	2) Entry Door Area Heater Systems (-600/-700/-800/-900)	D	-	0		(M) May be inoperative deactivated.
	3) Overwing Emergency Exit Hatch Area Heater Systems (-600/-700/-800/-900)	D	-	0		(M) May be inoperative deactivated.
	4) Main Cargo Door Heater System (STC ST01566LA)	D	1	0		(M) May be inoperative in Quick Change cargo configuration.
42.	Equipment Cooling Low Flow Detector Systems (-600/-700/-800/-900)	B	2	1		(M)(O) One may be inoperative provided associated fans (supply or exhaust) are verified to operate normally.
43.	Equipment Cooling Air Filter (-600/-700/-800/-900)	C	1	0		(M) Equipment Cooling System may be operated with filter removed.
44.	Fan Bypass Check Valves (-600/-700/-800/-900)	C	2	0		May be inoperative open/missing provided airport ambient temperature remains below 80 degrees F (27 degrees C).
		C	2	0		May be inoperative open/missing for an associated inoperative pack.
		D	2	1		One may be inoperative open/missing provided pack associated with remaining fan bypass check valve operates normally.

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 21-38
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
<u>21 - AIR CONDITIONING</u>					
45.	Air Distribution Riser Shutoff Valves (-700C)				
	1) Passenger Configuration	C	2	0	(M) May be inoperative provided valves are deactivated open.
	2) Passenger and Cargo Configurations	C	2	0	(M)(O) May be inoperative in the closed position provided: a) Flight is conducted in an unpressurized configuration, b) Recirculation fan operates normally, c) Both E/E equipment cooling exhaust fans operate normally, and d) Procedures are established and used to ensure the main deck (as applicable) and lower cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULD's), and/or Fly Away Kits.
	a) Right Riser SOV	C	1	0	(M)(O) Except for ER operations, may be inoperative closed provided operation is limited to left pack only.
	b) Left Riser SOV	C	1	0	(M)(O) Except for ER operations, may be inoperative closed provided operation is limited to one pack.
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 21-39
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
<u>21 - AIR CONDITIONNING</u>						
46.	Air Heater Supernumerary Compartment STC ST01566LA (-300RB)	D	1	0		May be inoperative provided compartment is not occupied.
47. ***	Humidification System (-800EF STC ST02000N&)	C	3	0		May be inoperative provided: a) Manual shutoff valve is closed, and b) All Humidifier Switches are in OFF.
48. ***	Zonal Drying System (-800EF STC ST02000NY)	C	1	0	(M)	May be inoperative provided: a) Manual shutoff valve is closed, and b) Dryer/Humidifier power is removed.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 22-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
22 - AUTO FLIGHT						
1.	Autopilot Systems	C	-	1		Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Approach minimums do not require their use, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to the flight crew. NOTE1: Operators should make every effort to repair to autopilot early in the repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density, and the effect of other inoperative systems. NOTE2: Any mode which functions normally may be used.
		B	-	0		
	1) Autopilot Disconnect	C	-	-		One may be inoperative provided the autopilot is not utilized at less than initial approach altitude.
2.	Autopilot Disengaged Warning System	1) Lights	C	2	1	One may be inoperative when autopilot is used in any axis.
			B	2	0	(O) Except for ER operations, may be inoperative provided autopilots are not used.
***	2) Aural Warning	C	1	0		May be inoperative provided approach minimums do not require its use.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 22-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
22 - AUTO FLIGHT						
3.	Yaw Damper					
	1) (-100/-200/-300/ -400/-500)					
	a) Without Rudder Pressure Reducer System installed	C	1	0		(O) May be inoperative provided yaw damper switch remains OFF. NOTE: Refer to AFM Limitations for SP-77 autopilot.
	b) With Rudder Pressure Reducer System installed	C	1	0		(M)(O) May be inoperative provided: a) Yaw damper switch remains OFF, and b) Rudder Pressure Reducer System is verified to operate normally. NOTE: Refer to AFM Limitations for SP-77 autopilot.
		C	1	0		(M)(O) May be inoperative provided yaw damper is deactivated. NOTE: Refer to AFM Limitations for SP-77 autopilot.
	2) (-600/-700/-800/ -900)	C	1	0		(O) May be inoperative provided yaw damper switch remains off.
***	3) Yaw Damper Indicator	C	1	0		
4. ***	Autothrottle System	C	1	0		May be inoperative provided approach minimums do not require its use.

AIRCRAFT: B-737	REVISION NO : DATE:	47c 01/04/2006	PAGE: 22-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
22 - AUTO FLIGHT						
5.	Mach Trim Systems	C	-	0		(M)(O) May be inoperative provided: a) AFM limitations are observed, and b) Mach trim actuator is verified to be in the null/uncommanded elevator position.
	1) (-300/-400/-500/-600/-700/-800/-900)	C	2	1		(O) One may be inoperative provided: a) Remaining Mach trim system is verified to operate normally, and b) Mach trim fail light operates normally.
6.	SP-77/SP-177/SP-300/Collins Flight and Approach Mode Annunciations	C	-	0		Individual mode annunciations may be inoperative provided associated system modes are not used.
***	1) SP-177/SP-300 Annunciator Panels (-200/-300/-400/-500)	C	2	1		One may be inoperative provided: a) The engaged system (AP, FD, AT, PDACS, or FMCS) is at the pilot position with the operative mode annunciator, and b) Approach minimums do not require their use.
		C	2	0		May be inoperative provided associated systems are not used. NOTE: PDACS or FMCS data on CDU may be valid when PDC or FMC annunciator is inoperative.
	2) SP-77 Approach Progress Displays (-100/-200)	C	2	1		One may be inoperative provided approach minimums do not require their use.
		C	2	0		May be inoperative provided associated system modes are not used.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 22-4
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
22 - AUTO FLIGHT						
7. ***	Dual Angle of Attack Sensors/Stall Warning system Sensors/Alpha Vanes (-100/-200/-300/-400/-500)					
	1) SP-177	C	2	1		(M) Right sensor/vane may be inoperative provided: a) Autopilot B is restricted to CWS, and b) Systems affected by the inoperative sensor/vane are deactivated or turned off, and their MEL provisions observed.
	2) SP-300	C	2	1		(M) Left or right sensor/vane may be inoperative provided: a) Associated autopilot channel is restricted to CWS, and b) Systems affected by the inoperative sensor/vane are deactivated or turned off, and their MEL provisions observed.
8. ***	Autothrottle Disengage Lights	C	2	1		One may be inoperative when autothrottle is used provided approach minimums do not require their use.
		C	2	0		May be inoperative provided autothrottle is not used.
9.	Speed Trim Fail Light System (-300/-400/-500/-600/-700/-800/-900)	C	1	0		(M) May be inoperative provided speed trim system is verified to operate normally.
10.	Speed Trim System (-300/-400/-500/-600/-700/-800/-900)	C	2	1		(O) One may be inoperative provided: a) Remaining speed trim system operates normally, and b) Speed trim fail light operates normally.
11.	STAB OUT OF TRIM Light	B	1	0		(O) Except for ER operations, may be inoperative provided autopilots are not used.
12. ***	Autopilot Trim Circuit Breaker Monitor (-100/-200)	C	1	0		(M) Trim circuit to monitor stabilizer trim CB may be inoperative provided remaining functions of the STAB OUT OF TRIM light operate normally.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 22-5
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
22 - AUTO FLIGHT						
13. ***	Automatic Thrust Restoration (ATR) System (-300)	C	1	0		May be inoperative unless procedures require its use.
14.	Mode Control Panel Selectors (-200/-300/-400/-500/-600/-700/-800/-900)					
***	1) V/S Selector (DOWN, UP)	C	1	0		May be inoperative provided procedures do not require its use.
***	2) Bank Angle Selector (AUTO, 10, 15, 20, 25, 30)	C	1	0		
15.	Mode Control Panel Switches/Paddles (-200/-300/-400/-500/-600/-700/-800/-900)					
	1) A/P CWS Engage Switches	C	2	0		
	2) A/P CMD Engage Switches	C	2	1		
		B	2	0		(O) Except for ER operations may be inoperative provided autopilots are not use.
***	3) Autothrottle Arm Switch	C	1	0		May be inoperative provided approach minimums do not require autothrottle use.
***	4) A/T SPEED Switch	C	1	0		May be inoperative provided approach minimums do not require autothrottle use.
***	5) F/D Switches	C	2	0		May be inoperative provided approach minimums do not require flight director use.
***	6) IAS/MACH Change Over Switch	C	1	0		

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 22-6
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
22 - AUTO FLIGHT					
***	7) APP Switch	C	1	0	May be inoperative provided approach minimums do not require autopilot or flight director use.
***	8) EPR/N1, LNAV, VNAV, LVL CHG, V/S, HDG SEL, ALT HOLD, and VOR/LOC Switches	C	8	0	May be inoperative provided Enroute operations do not require their use.
***	9) SPD INTV, PDC and ALT INTV Switches	C	3	0	
16.	Mode Control Panel Windows				
	1) (EFIS/PFD/ND) (-300/-400/-500/-600/-700/-800/-900)				
	a) Airspeed (IAS/MACH)	C	1	0	May be inoperative and associated selector used provided selected airspeed indications operate normally.
	b) Heading (HEADING)	C	1	0	May be inoperative and associated selector used provided selected heading indications operate normally.
	c) Vertical Speed (VERT SPEED)	C	1	0	May be inoperative provided procedures do not require its use.
	d) Vertical Speed (VERT SPEED) (-600/-700/-800/-900)	C	1	0	May be inoperative and associated selector used provided selected vertical speed indications operate normally.
(Continued)					

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 22-7
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
22 - AUTO FLIGHT						
16.	Mode Control Panel Windows (Cont'd)					
	1) (EFIS/PFD/ND) (-300/-400/-500/ -600/-700/-800/ -900) (Cont'd)					
	e) Altitude (ALTITUDE) (-600/-700/ -800/-900)	C	1	0		May be inoperative and associated selector used provided selected altitude indications operate normally.
	f) Course (COURSE)	C	2	0		May be inoperative and associated selector used provided selected course indications operate normally.
	g) Window Lighting	B	1	0		May be inoperative provided: a) Selected airspeed indications operate normally, b) Selected heading indications operate normally, c) Selected vertical speed indications operate normally, d) Selected altitude indications operate normally, and e) Selected course indications operate normally.
17.	Takeoff/Go-Around (TO/GA) Switches	C	2	1		One may be inoperative provided approach minimums do not require its use.
		C	2	0		May be inoperative provided: a) Both thrust levers are operated manually for takeoff, and b) Autopilot and Flight Director are not used below Minimum Descent Altitude or 500 feet, whichever is higher.
						NOTE: Flight director go-around and windshear guidance are not available with both TO/GA switches inoperative.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 22-8
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 - AUTO FLIGHT						
18. ***	Mode Control Panel Switch Lights					
	1) Autopilot Engage Switch Lights					
	a) CWS	C	2	0		
	b) CMD	C	2	1		
		B	2	0		Both switch lights may be inoperative provided autopilot CMD engage switches are considered inoperative.
	2) Mode Selector Switch Lights	C	-	0		
19.	Thrust Mode Annunciator/Thrust Mode Display (-300/-400/-500/ -600/-700/-800/-900)	C	1	0		May be inoperative provided thrust mode limits are observed.
20.	Automatic Landing System					
***	1) Fail Passive	C	1	0		May be inoperative provided approach minimums do not require its use.
***	2) Fail Operational (LAND 3) (-600/-700/ -800/-900)	C	1	0		May be inoperative provided approach minimums do not require its use.

AIRCRAFT: B-737	REVISION NO : DATE:	47c 01/04/2006	PAGE: 23-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
23 - COMMUNICATIONS						
1. ***	Flight Deck Speaker System	C	1	0		May be inoperative provided: a) Procedures do not require its use, and b) Headset earphones or headphones associated with inoperative speaker(s) are installed and operate normally.
2.	Passenger Address System (Includes STC ST10238SC)					
	1) Passenger Configuration	B	1	0		(O) May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. NOTE: Any station function(s) that operate normally may be used.
		C	1	0		(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.
	a) Lavatory Speakers	C	-	0		(O) May be inoperative provided Alternate procedures are established and used.
	b) Cabin Speakers	C	-	-		May be inoperative provided inoperative speakers are not adjacent to each other.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47c 01/04/2006	PAGE: 23-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
23 - COMMUNICATIONS					
2.	Passenger Address System (Includes STC ST10238SC) (Cont'd)				
	2) Cargo Configuration (Courier/Supernumerary Address System)	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used,
		D	1	0	May be inoperative provided procedures do not require its use.
	a) Lavatory Speakers	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 23-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
23 - COMMUNICATIONS						
3.	Communication Systems (VHF and UHF)	D	-	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Standby Bus and is not required for emergency procedures.
	1) VHF Comm Control Panels	C	-	-	-	One side of the VHF Comm Control panel tuning function may be inoperative provided: <ul style="list-style-type: none"> a) Associated transceiver can be tuned from the opposite side of the control panel, and b) Associated transceiver operates normally.
***	a) Frequency Transfer Light	C	-	0	0	
	b) Frequency Transfer Switch	C	-	0	0	May be inoperative provided associated VHF active frequency can be selected.
		D	-	-	-	May be inoperative provided associated VHF radio is considered inoperative.
	c) Frequency Selector Knob	C	-	2	2	
	d) Frequency Indication	C	-	2	2	
***	2) Radio Tuning Panels	C	3	2	2	One may be inoperative provided the left radio tuning panel operates normally.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 23-4
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS						
4.	Crewmember Interphone System					
	1) Passenger Configuration					
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-		(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, and b) Alternate communications procedures between affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operate normally may be used.
	b) Cabin to cabin Function	B	2	0		(O) May be inoperative provided alternate communications procedures between affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operate normally may be used.
		B	-	-		(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent of the cabin handsets, and b) Alternate communications procedures between affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operate normally may be used.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 23-5
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
23 - COMMUNICATIONS						
4.	Crewmember Interphone System					
	1) Passenger Configuration (Cont'd)					
	c) Flight Deck to Ground Function (Includes CALL functions)					
	(1) Large Turbojet Airplanes Operating Under 14 CFR 121	C	1	0		(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.
		C	1	0		(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.
		B	-	0		(O) May be inoperative provided alternate procedures are established and used.
	(2) All Other Aircraft/ Operations	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
		D	-	0		May be inoperative provided procedures do not require its use.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 23-6
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS						
4.	Crewmember Interphone System (Cont'd)					
	2) Cargo Configuration					
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	C	-	0		(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.
		D	-	0		May be inoperative provided procedures do not require its use.
	b) Cabin to Cabin Function	D	-	0		
	c) Flight Deck to Ground Function (Includes CALL functions)					
	(1) Large Turbojet Airplanes Operating Under 14 CFR 121	C	1	0		(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.
		C	1	0		(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.
		B	-	0		(O) May be inoperative provided alternate procedures are established and used.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 23-7
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
23 - COMMUNICATIONS					
4.	Crewmember Interphone System (Cont'd)				
	2) Cargo Configuration				
	c) Flight Deck to Ground Function (Includes CALL functions) (Cont'd)				
	(2) All Other Aircraft/Operations	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
5.	Cabin Attendant(s) Inter-Cabin Phone System				Deleted prior to Revision 27, relief incorporated into Item 23-4.
6.	Selective Call System (SELCAL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
***		D	1	0	May be inoperative provided procedures do not require its use.
	1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	May be inoperative provided procedures do not require its use.
7.	Flight Interphone System				
	1) Flight Deck Intercom				Deleted by Revision 33. Relief incorporated into Item 25-11.
	2) Flight Deck to Ground				Deleted by Revision 45, relief incorporated into Item 23-4.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 23-8
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS						
8.	Forward Observer's Audio Selector Panel					Deleted revision 33, relief incorporated into Item 25-11.
9. ***	ACARS System	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
		D	1	0		May be inoperative provided procedures do not require its use. NOTE: Any portion of the system that operates normally may be used.
	1) ACARS Printer	D	-	0		
	2) FMC Interface Function	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
		D	1	0		May be inoperative provided procedures do not require its use. NOTE: Any portion of the system that operates normally may be used.
10.	Cockpit Voice Recorder System (CVR)	A	1	0		May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 23-9
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
23 - COMMUNICATIONS						
11. ***	High Frequency (HF) Communication System (Includes STC's ST02959AT and ST01837LA)	D	-	-	-	Any in excess of those required by 14 CFR may be inoperative.
		C	-	1		(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If Inmarsat Codes are not available while using SATCOM voice, prior coordination with the appropriate ATS facility is required. NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by appropriate ATS facility.
12. ***	Emergency Locator Transmitter (ELT)	D	-	-	-	Any in excess of those required by 14 CFR may be inoperative.
13.	Flight Crew Audio Selector/Control Panels	A	2	1		(O) Either the Captain's or the First Officer's audio control panel may be inoperative provided: a) The optional AUDIO transfer switch is installed and operates normally, b) The primary observer's audio control panel is located on the aft electronics panel and operates normally, and c) Repairs are made within two flight days.
***	1) AUDIO Transfer	C	1	0		

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 23-10
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS						
14.	Headsets/ Headphones	D	-	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
	1) Headset Boom Microphones					
	a) Cockpit Voice Recorder Equipped to Record Boom Microphone	A	-	0	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, b) Associated hand microphone is installed and operates normally, and c) Repairs are made within three flight days.
***	b) Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	-	0	0	Any in excess of those required by 14 CFR may be inoperative.
	2) Headset Earphones/ Headphones	C	-	1	1	Either Captain's or First Officer's headset earphones/headphones may be inoperative provided associated flight deck speaker operates normally.
15.	Pre-recorded Passenger Announcement System	C	1	0	0	(O) May be inoperative provided alternate procedures are established and used.
***		D	1	0	0	May be inoperative provided procedures do not require its use.
16.	Push-To-Talk (PTT) Switches					
	1) Control Wheel PTT Switches	C	2	1	1	(M) One may be inoperative provided: a) Associated Audio Selector Panel PTT switch operates normally, and b) Affected switch is deactivated open.
	2) Flight Crew Audio Selector Panel PTT Switches	C	2	1	1	(M) One may be inoperative provided: a) Associated Control Wheel PTT switch operates normally, and b) Affected switch is verified failed open.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 23-11
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
23 - COMMUNICATIONS						
16.	Push-To-Talk (PTT) Switches (Cont'd)					
***	3) Glareshield Panel PTT Switch(es)	C	-	0		(M) May be inoperative provided affected switch is either verified failed open or is deactivated.
		D	-	0		(M) May be inoperative provided: a) Affected switch is either verified failed open or is deactivated, and b) Procedures do not require its use.
***	4) Pendant Switch(es)	C	-	0		(M) May be inoperative provided affected switch is either verified failed open or is deactivated.
		D	-	0		(M) May be inoperative provided: a) Affected switch is either verified failed open or is deactivated, and b) Procedures are not based on its use.
17.	Flight Deck Hand Microphones	C	-	0		May be inoperative or missing provided associated boom microphone operates normally.
		D	-	0		Any in excess of those required for each person on flight deck duty may be inoperative or missing.
18.	Satellite Communication System (SATCOM)	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
***		D	1	0		May be inoperative provided procedures do not require its use.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 23-12
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
23 - COMMUNICATIONS					
19.	Alerting System (Audio/Visual)				
	1) Passenger Configuration				
	a) Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided the flight deck audio alerting system operates normally. NOTE: The flight deck audio alerting system must always be operative.
	b) Flight Attendant Visual Alerting System	B	1	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered a passenger convenience item. NOTE 2: Any visual alerting system function(s) that operates normally may be used.
	c) Flight Attendant Audio Alerting System	B	1	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered a passenger convenience item. NOTE 2: Any audio alerting system function(s) that operates normally may be used.
(Continued)					

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 23-13
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
23 - COMMUNICATIONS						
19.	Alerting System (Audio/Visual) (Cont'd)					
	2) Cargo Configuration					
	a) Flight Deck Call Visual Alerting System	B	1	0		May be inoperative provided the flight deck audio alerting system operates normally.
	b) Flight Deck Call System	D	1	0		May be inoperative provided Courier/Supernumerary compartment remains unoccupied.
	c) Courier/Supernumerary Visual Alerting System	B	1	0		(O) May be inoperative provided: a) Courier/Supernumerary address system operates normally, and b) Alternate procedures are established and used.
		D	1	0		May be inoperative provided Courier/Supernumerary compartment remains unoccupied. NOTE: Any visual alerting system function(s) that operates normally may be used.
	d) Courier/Supernumerary Audio Alerting System	B	1	0		((O) May be inoperative provided: a) Courier/Supernumerary address system operates normally, and b) Alternate procedures are established and used.
		D	1	0		May be inoperative provided Courier/Supernumerary compartment remains unoccupied. NOTE: Any audio alerting system function(s) that operates normally may be used.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 23-14
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
23 - COMMUNICATIONS					
20. ***	Handset Systems				
	1) Passenger Configuration				
	a) Flight Deck	C	1	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	b) Cabin	B	-	-	(O) May be inoperative provided: a) Fifty percent of cabin handsets operate normally, and b) Alternate communication procedures between the affected flight attendant station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement. NOTE 2: Any handsets functions that operate normally may be used.
	2) Cargo Configuration				
	a) Flight Deck	C	1	0	(O) May be inoperative provided flight deck to courier/supernumerary communication operates normally.
		D	1	0	May be inoperative provided procedures do not require its use.
	b) Courier/Supernumerary	D	-	1	
		D	-	0	May be inoperative provided Courier/Supernumerary compartment remains unoccupied.

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 23-15
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
23 - COMMUNICATIONS						
21. ***	Cockpit Door/ Aircraft Cabin Surveillance Systems	D	-	0		May be inoperative provided procedures do not require its use.
	1) (Boeing Installed System)	C	-	0		(O) May be inoperative and components may be missing provided alternate procedures are established and used. NOTE: Any portion of the system which operates normally may be used.
	2) (STC's ST01007LA-D, STC ST10443LA, and ST10638LA)	C	-	0		(M)(O) May be inoperative provided: a) An alternative means of viewing the area on the cabin side of the flightcrew compartment is available and functional, and b) Alternate procedures are established and used for ensuring the security of the area outside the flightcrew compartment door. NOTE: Any portion of the system which operates normally may be used.
22. ***	Electronic Voice Checklist	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
23. ***	Multipurpose Interactive Display Unit (MIDU)	C	1	0		(O) May be inoperative provided alternate procedures are established and used for the affected subsystems.
24. ***	Landscape Camera System (-800EF STC ST02000NY)	D	1	0		
	1) Dome Camera	D	1	0		(M) May be inoperative or missing.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 24-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
24 - ELECTRICAL POWER						
1.	Engine Driven Generator Systems					
	1) (-100/-200/-300/-400/-500)	B	2	1		(M)(O) Except for ER operations, may be inoperative provided: a) APU generator operates normally and is used throughout the flight, and b) An APU fuel heater is installed.
		B	2	1		(M)(O) Except for ER operations, may be inoperative provided: a) APU generator operates normally and is used throughout the flight, and b) Fuel temperature is maintained at or above 32 degrees F (0 degrees C).
	2) (-600/-700/-800/-900)	B	2	1		(M)(O) Except for ER operations, may be inoperative provided APU generator operates normally and is used throughout the flight.
2.	APU Generator System	C	1	0		Except for ER operations, may be inoperative.
3.	Engine Driven Generator LOW OIL PRESSURE/DRIVE Lights					
	1) (-100/-200/-300/-400/-500)	C	2	0		May be inoperative provided associated HIGH OIL TEMP light and oil temperature indicator operate normally.
	2) (-600/-700/-800/-900)	C	2	0		
4.	Engine Driven Generator Oil Temperature Indicator System (-100/-200/-300/-400/-500)	C	2	0		May be inoperative provided associated LOW OIL PRESSURE light and HIGH OIL TEMP light operate normally.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 24-2
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SYSTEM & SEQUENCE NUMBER		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 - ELECTRICAL POWER							
5.	Engine Driven Generator HIGH OIL TEMP lights (-100/-200/-300/-400/-500)	C	2	0		May be inoperative provided associated LOW OIL PRESSURE light and oil temperature indicator operate normally.	
6.	Transformer Rectifiers						
	1) No. 2 TR (-100/-200)	B	1	0		Except for ER operations, may be inoperative provided: a) All DC busses and all generators (including the APU generator) operate normally, and b) APU generator can be electrically connected to either bus.	
7.	Frequency Meter	C	1	0			
8.	AC Volts Indication	B	1	0		(O) May be inoperative except in the STBY PWR position provided the Standby Power Test is accomplished.	
	1) Residual Voltage Function (-100/-200/-300/-400/-500)	C	1	0			
9.	AC Ammeters	C	-	0		May be inoperative provided associated generator off bus lights operate normally.	
10.	Generator System Annunciator Panel (-100/ -200/-300/ -400/ -500)	C	1	0			
11.	External Power System	C	1	0		NOTE: Any portion of the system which operates normally may be used.	
***	1) DC Receptacle	D	1	0			
12.	GEN OFF BUS Lights	C	2	1		One may be inoperative provided associated generator AC ammeter operates normally.	

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 24-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
24 - ELECTRICAL POWER						
13. ***	Galley Load Shed Sensor Module (-300/-400/-500)	C	1	0		May be inoperative provided the GALLEY Power Switch remains OFF when the APU is being used to power both generator busses on the ground.
14. ***	BAT DISCHARGE Light	C	1	0		
15. ***	TR UNIT Light	C	1	0		
16. ***	ELEC Light					
	1) (-300/-400/-500)	C	1	0		(O) May be inoperative provided: a) Standby Power Test is accomplished, and b) Battery Charger is verified to operate normally.
	2) (-600/-700/-800/ -900)	C	1	0		(O) May be inoperative provided: a) Standby Power Test is accomplished once each flight day, and b) Battery Charger is verified to operate normally.
17.	DC Ammeter Indication	B	1	0		(O) May be inoperative provided: a) BAT position operates normally, b) Standby Power Test is accomplished, and c) Procedures do not require its use.
18.	DC Volts Indication	B	1	0		(O) May be inoperative except in the STBY PWR position provided the Standby Power Test is accomplished.
19.	APU GEN OFF BUS Light	C	1	0		May be inoperative provided: a) APU frequency meter operates normally, and b) APU ammeter operates normally.
20. ***	Cabin Power Switch (Jet Aviation Engineering Services, (JAES))	B	1	0		(M) May be inoperative provided procedures are established and used to deactivate cabin power.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 25-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
25 - EQUIPMENT AND FURNISHINGS					
1.	Megaphones (Includes STC's SA2969SO, and ST10238SC)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> a) Inoperative megaphone is removed from passenger cabin, and b) Required distribution is maintained. NOTE: Not required for all-cargo operations.
2.	Crewmember Shoulder Harness (Flight Deck)				Deleted Revision 33, relief incorporated into Item 25-11.
3.	Flight Attendant Seat Assembly (Single or Dual Position)				
	1) Required Flight Attendant Seats	B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: <ul style="list-style-type: none"> a) Affected seat or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assign duties, c) Alternate procedures are established and used as published in crewmembers manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY". NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.
(Continued)					

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 25-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
25 - EQUIPMENT AND FURNISHINGS					
3.	Flight Attendant Seat Assembly (Single or Dual Position)				
	1) Required Flight Attendant Seats (Cont'd)				NOTE 3: Individual operators when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable 14 CFR are met.
	2) Excess Flight Attendant Seats	C	-	-	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. (M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position.
	3) All Cargo Configuration	D	-	-	NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.
***	4) Seat Cushion Heating System	D	-	0	NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.
4.	Cabin Window Shades	D	-	0	May be inoperative provided affected seat or seat assembly is not occupied. (M) May be inoperative provided heating system is deactivated. NOTE: Passenger Cabin Window Shades in compartments configured for passengers only are considered a passenger convenience item.

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 25-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
25 - EQUIPMENT AND FURNISHINGS					
5.	Cargo Compartment Restraint Components	C	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e. an approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.
		C	-	-	May be inoperative or missing provided associated cargo compartment remains empty.
		C	-	-	May be inoperative or missing provided pallet with inoperative lock(s) is removed.
	1) Passenger Pallets (737C, -300 QC, and -700C)	C	-	-	(M) One lock per pallet may be inoperative provided: a) Three seats in the group associated with the lock are blocked by folding and securing backrests in a forward position, and b) If more than one lock is inoperative, the pallet must be removed.
	2) Cargo Pallet Locks (Pemco 737 F/QC and COMBI)	C	-	-	NOTE: If a pallet lock cover is broken or missing, the associated lock is considered inoperative. (M)(O) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e. an approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 25-4
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 - EQUIPMENT AND FURNISHINGS						
6.	Passenger Seat(s) (Includes STC ST10238SC)	C	-	-	-	May be inoperative provided: <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seat(s) does not affect the required number of Flight Attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
	1) Recline Mechanism	C	-	-	(M)	May be inoperative and seat occupied provided seat is secured in the up-right position.
	2) Arm Rests	C	-	-	(M)	May be inoperative or missing and seat occupied provided: <ul style="list-style-type: none"> a) Arm rest does not block an Emergency Exit, b) Arm rest does not restrict any passenger from access to the main aircraft aisle, and c) For an armrest with a recline mechanism, seat is secured in the upright position.
	3) Underseat Baggage Restraining Bars	C	-	-	(O)	May be inoperative provided: <ul style="list-style-type: none"> a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.
	4) Electrical/ Electronic Systems/ Components					DELETED REV 49.
7.	Second Observer Seat					Moved to Item 25-11 prior to Revision 30.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 25-5
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1. SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3. NUMBER INSTALLED	4. REMARKS OR EXCEPTIONS
25 - EQUIPMENT AND FURNISHINGS					
8.	Flight Deck Door Lock Solenoid				Moved to Item 52-8 prior to Revision 30.
9.	"Fasten Seat Belts While Seated" Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.
10. ***	Passenger Convenience/NEF Items (All Models and STC's)				
	1) Passenger Convenience Item(s) (Expires on December 31, 2007)	-	-	0	Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document. NOTE: Exterior lavatory door ash trays are not considered convenience items.
	2) Non-Essential Equipment & Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided that the items(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes must be outlined in the operator's appropriate document. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 25-6
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 - EQUIPMENT AND FURNISHINGS						
11.	Observer Seat(s)					
	1) Primary Observer's Seat (Including Associated Equipment)	A	1	0		May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.
		A	1	0		May be inoperative provided: a) Second observer's seat is available to an FAA inspector for performance of official duties, and b) Repairs are made within two flight days.
		A	1	0		May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to an FAA inspector for performance of official duties, and c) Repairs are made within two flight days.
						NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The Pilot-in-Command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
***	2) Second Observer's Seat (Including Associated Equipment)	D	1	0		NOTE: The Pilot-in-Command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
***	3) Crotch Straps	C	-	0		

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 25-7
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
25 - EQUIPMENT AND FURNISHINGS					
12. ***	Emergency Flashlight Holders/ Flashlights				
	1) Cabin	C	-	-	May be inoperative or missing provided the crewmember assigned to the affected position has a normally operating flashlight readily available.
	2) Flight Deck	C	-	-	May be inoperative or missing provided the crewmember assigned to the affected position has a normally operating flashlight readily available.
13 ***	Emergency Evacuation Signal System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 25-8
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 - EQUIPMENT AND FURNISHINGS						
14.	Main Deck Cargo 9G Barrier Net					
	1) (737F and QC) (PEMCO World Air Services, Inc.)	C	1	1	1	One net attachment, at any location, may be broken or missing provided maximum loading on main deck is reduced to 34,650 lbs. NOTE: Not required for all-passenger operations.
	2) (-700C and -700 Combi)	C	1	0	0	In Cargo Mode, may be missing or net attachments may be broken or missing provided approved cargo loading limits in the Weight and Balance Control and Loading Manual are observed. NOTE: Not required for all-passenger operations.
		D	1	0	0	May be missing or net attachments may be broken or missing provided associated cargo compartment remains empty. NOTE: Not required for all-passenger operations.
	3) (STC ST01566LA)	C	1	1	1	In Cargo Mode only one attachment may be broken or missing provided: a) There are no visible defects on remaining net fittings, and b) Maximum allowable load limits are observed.
		D	1	0	0	May be missing or net attachments may be broken or missing provided associated cargo compartment remains empty. NOTE: Not required for all-passenger operations.
15.	Heating Blankets					Moved to Item 21-41 in Revision 33.

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 25-9
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 - EQUIPMENT AND FURNISHINGS						
16.	Lower Cargo Compartment Lining Panels	C	-	-		(M)(O) May be damaged or missing provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
17.	Emergency Medical Equipment (Includes STC ST10238SC)					
	1) First Aid Kit (FAK) and/or Associated Equipment	A	-	-		(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made with-in 3 flight cycles.
		D	-	-		Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
	2) Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0		(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made with-in 3 flight cycles.
		D	-	-		Any in excess of those required by 14 CFR may be incomplete, missing or inoperative. DELETED REVISION 46.
	3) Augmented Emergency Medical Kit					

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 25-10
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 - EQUIPMENT AND FURNISHINGS						
	4) Automated External Defibrillators (AED) and/or Associated Equipment	A	-	0		(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made with-in 3 flight cycles.
		D	-	-		Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
18.	Flotation Equipment (Crew and Passengers)	D	-	-		Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.
19.	Underseat Baggage Restraining Bars					Moved to item 25-6 in Revision 39.
20.	Exterior Lavatory Door Ashtrays					
	1) Airplanes With More Than One Exterior Lavatory Door Ashtray Installed	A	-	-		One may be missing provided it is replaced within 10 calendar days.
	2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed	A	1	0		May be missing provided it is replaced within 3 calendar days.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 25-11
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
25 - EQUIPMENT AND FURNISHINGS						
21.	Flight Crew Seats					
	1) Recline Mechanism	A	2	0		(M) May be inoperative provided: a) Seat is secured in a position acceptable to the affected crewmember, and b) Repairs are made within two flight days
	2) Vertical Adjustment	A	2	0		(M) May be inoperative provided: a) Seat is secured in a position acceptable to the affected crewmember, and b) Repairs are made within two flight days.
	3) Armrests	B	4	0		(M) May be inoperative in the up position or removed provided seat is acceptable to the affected crewmember.
	4) Lumbar/Thigh Supports	C	4	0		May be inoperative provided seat is acceptable to the affected crewmember.
***	5) Headrests	C	2	0		May be inoperative or missing provided seat is acceptable to the affected crewmember.
22.	Galley/Lavatory Waste Receptacle Access Doors/ Covers					
	1) Galley Waste Receptacle Access Doors/ Covers	C	-	-		(M)(O) May be inoperative provided: a) Associated container is empty, b) Container access is secured to prevent waste introduction into the compartment, and c) Procedures are established to ensure that sufficient galley/lavatory waste receptacles are available to accommodate all waste that may be generated on the flight.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 25-12
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 - EQUIPMENT AND FURNISHINGS						
22.	Galley/Lavatory Waste Receptacle Access Doors/ Covers					
	2) Lavatory Waste Receptacle Access Doors/ Covers	C	-	-		(M)(O) May be inoperative provided: a) Associated container is empty, b) Container access is secured to prevent waste introduction into the compartment, and c) Lavatory is used only by crewmembers, and d) Associated lavatory entrance door is locked closed and placarded: INOPERATIVE – DO NOT ENTER. NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers.
23. ***	Automatic Cargo Loading Systems	D	-	0		
24. ***	Overhead Storage Bin(s)/Cabin and Galley Storage	C	-	-		(M) May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Any emergency equipment located in affected compartment is considered inoperative, and c) Affected compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: If no partitions are installed, the entire overhead storage compartment is considered one bin.
	1) Multi Latch/Quarter-Turn Lug Installations	C	-	-		One latch/lug per compartment may be inoperative provided: a) Remaining latch(es)/lug(s) on affected compartments operate normally, and b) If affected compartment is used for a galley cart, the cart remains empty.
***	2) Storage Compartment Key Locks	D	-	0		

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 25-13
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
25 - EQUIPMENT AND FURNISHINGS						
25. ***	Beds (Electrical Operation) (Jet Aviation Engineering Services, (JAES))	C	-	0		May be inoperative provided the manual override system operates normally.
26. ***	Tables (Electrical Operation) (Jet Aviation Engineering Services, (JAES))	C	-	0		May be inoperative provided the manual override system operates normally.
		C	-	0		May be inoperative provided the seats at the associated inoperative table are not occupied.
27. ***	Crash Pads (Jet Aviation Engineering Services, (JAES))	C	-	0		May be inoperative or missing provided the associated seat, adjacent to the crash pad is not occupied.
28. ***	Emergency Vision Assurance System (EVAS) (STC SA00892LA)	C	2	0		
29. ***	Secondary Door Barrier (Flight Deck Security)	C	1	0		(O) May be inoperative provided: a) Barrier remains in retracted position, and b) Alternate procedures are established and used.
		C	1	0		(M)(O) May be inoperative provided: a) Barrier is removed, and b) Alternate procedures are established and used.
		D	1	0		May be inoperative provided procedures do not require its use.
30. ***	Security Kit and/or Associated Equipment	D	-	0		May be inoperative, missing, or have missing equipment.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 26-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
26 - FIRE PROTECTION						
1.	Engine and APU Fire Extinguisher Discharge Lights	C	3	0		
2.	Engine Overheat and Fire Detection Systems					
	1) Basic Systems (-100/-200)	C	4	2		(M) One overheat detection system or one fire detection system per engine may be inoperative provided operative system is tested and operates normally before each departure
	2) Dual Loop	C	4	2		(O) Except for ER operations beyond 120 minutes, one loop (A or B) per engine may be inoperative.
3.	Portable Fire Extinguishers	D	-	-		(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.
4.	Wheel Well Fire Detection System	C	1	0		(M) May be inoperative provided brake temperature monitoring system (BTMS) operates normally.
		C	1	0		(M)(O) May be inoperative provided brakes are inspected and are cool to the touch before engine start.
NOTE: In case of engine failure after V ₁ , performance is the prime consideration, and the landing gear should be retracted normally until performance penalty with gear down is not a problem. Pilots must consider the possibility of ice accumulation on the gear associated with delayed raising of landing gear or lowering landing gear during winter operations.						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 26-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
26 - FIRE PROTECTION						
5.	APU Fire Extinguisher Discharge Discs (-100/-200/-300/-400/-500)	C	2	0		(M) Discs may be missing provided indicator reading is checked to verify proper charge.
***	1) HTL Type	C	2	0		(M) Discs may be missing provided bottle integrity is verified by checking the APU fire extinguisher bottle discharge light or weighing bottle once each flight day.
6.	APU Fire Shutoff System	C	1	0		May be inoperative provided APU is not used.
7.	APU Fire Extinguisher System	C	1	0		May be inoperative provided APU is not used.
8.	APU Fire Detection System					
	1) Single and Dual Loop	C	-	0		May be inoperative provided APU is not used.
***	2) APU DET INOP Light	C	1	0		(O) May be inoperative extinguished provided: a) APU fire detection system operates normally, and b) A fire warning test is performed before each APU start.
	3) Dual Loop	C	2	1		(O) Except for ER operations beyond 120 minutes, one loop (A or B) may be inoperative.
	4) External Warning Horn/Warning Light	C	1	0		May be inoperative for ground operation provided the flight deck APU Overheat/Fire Protection Panel is continuously monitored.
9.	Engine/APU Fire Extinguisher Test System (EXT TEST) (Squib Test)	C	3	0		(M) May be inoperative provided: a) Failure is verified to be in the squib test circuit, and b) Squib circuit is verified to operate normally once each flight day.
	1) APU Squib Light	C	1	0		(O) May be inoperative provided APU is not used.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 26-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
26 - FIRE PROTECTION						
10.	Fire Warning Bell					
	1) Bell Cutout Switch (Overheat/Fire Protection Panel)	C	1	0		May be inoperative provided: a) Bell cutout function of both Master Fire Warning lights operates normally, and b) Fire Warning Bell operates normally.
	2) Bell Cutout Function of Master Fire Warning Light	C	2	1		May be inoperative provided: a) Bell cutout function switch operates normally, and b) Fire Warning Bell operates normally.
11.	Master Fire Warning Lights					Deleted prior to Revision 27.
12.	Wing-Body Overheat Detector System (Left)	C	1	0		(O) Except for ER operations, may be inoperative provided: a) Right pack and engine bleed is used for pressurization only, b) Use of the APU is prohibited except for engine start, c) Isolation valve and left engine bleed valve remain closed for all operations except engine start, and d) The airplane is not operated in known or forecast icing conditions.
13.	Wing-Body Overheat Detector System (Right)	C	1	0		(O) Except for ER operations, may be inoperative provided: a) Left pack and left engine or APU bleed air is used for pressurization only, b) Isolation valve and right engine bleed valve remain closed for all operations except engine start, and c) The airplane is not operated in known or forecast icing conditions.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 26-4
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
26 - FIRE PROTECTION					
14. ***	Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/-700C/ -700 Combi, STCs ST01566LA, ST00235BO)				
	1) Fire Detection				
	a) (-700C and – 700 Combi, STC ST01566LA)	C	2	1	(O) One loop (A or B) may be inoperative in Combi or Cargo mode.
		C	2	0	May be inoperative in Passenger mode.
		C	2	0	(O) May be inoperative provided procedures are established and used to ensure the main deck cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
	b) Cargo Fire Flight Deck Unit (CFFU) (-400 STC ST00235BO)	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the main deck cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
	(1) FAULT Legend	C	1	0	(M) May be inoperative provided system integrity is confirmed by self-test at the Cargo Fire Maintenance Unit (CFMU).
(Continued)					

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 26-5
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
26 - FIRE PROTECTION					
14. ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, ST00235BO) (Cont'd)				
	(2) Legend Back-lighting (CARGO FIRE MAIN DECK and TEST)	C	2	0	(O) May be inoperative provided: a) CFFU test is acceptable, b) Operations are not dependent on its use, and c) Sufficient cockpit lighting is available for normal operations.
	(3) FIRE Legend	C	1	0	May be inoperative provided master FIRE WARN lights and master fire warning bell are checked to operate normally before each departure.
	(4) System Self Test	C	1	0	May be inoperative provided master FIRE WARN lights and master fire warning bell are checked to operate normally before each departure.
(Continued)					

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 26-6
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.	
		NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION						
14. ***	Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/-700C/ -700 Combi, STCs ST01566LA, ST00235BO) (Cont'd)					
	c) Cargo Fire Maintenance Unit (CFMU) (-400 STC ST00235BO)	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the main deck cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
	(1) CFMU Indicator Lights	C	20	0	(M) Individual lights may be inoperative provided: a) Each corresponding location is independently verified by CFFU, and b) Self-test is accomplished. NOTE: Dual loop coverage is maintained with the loss of one CFMU loop "A" or "B" subassembly failure.	
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 26-7
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
26 - FIRE PROTECTION					
14. ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, ST00235BO) (Cont'd)				
	2) Fire Suppression System (-700C/-700 Combi, STC ST01566LA)	C	1	0	May be inoperative in Passenger mode.
		C	1	0	(O) May be inoperative provided procedures are established and used to ensure the main deck cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
		NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.			
	a) DEPR Light	C	1	0	May be inoperative in Passenger mode.
		C	1	0	May be inoperative in Combi or Cargo mode provided MAIN SYS light illuminates during system test.
	b) MAIN SYS Light	C	1	0	May be inoperative in Passenger mode.
		C	1	0	(M) May be inoperative in Combi or Cargo mode provided: a) Failure is verified to be in the light circuit, and b) System circuit is verified to operate normally once each flight day.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 26-8
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
26 - FIRE PROTECTION					
14. ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, ST00235BO) (Cont'd)				
	3) Smoke Detectors (737C/QC/F/-700C/-700 Combi, and STC's ST01566LA, ST00235BO)	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the main deck cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
	a) (STC ST01566LA Only)	C	12	6	May be inoperative provided all detectors in opposite loop operate normally.
	b) System Test Feature (737C/QC/-700 Combi, and STC ST01566LA)	C	1	0	(M) May be inoperative provided an acceptable method is used to verify detector system integrity.
	c) System Power (Blue) Light (PEMCO Aeroplex, Inc.)(-300QC, -300F, STC SA2970SO)	C	1	0	(M) May be inoperative provided smoke detectors operate normally.
(Continued)					

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 26-9
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		3.	4.
				NUMBER REQUIRED FOR DISPATCH			
				REMARKS OR EXCEPTIONS			
26 - FIRE PROTECTION							
14. ***	Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/-700C/ -700 Combi, STCs ST01566LA, ST00235BO) (Cont'd)						
	3) Smoke Detectors (737C/QC/F/-700C/-700 Combi, and STC's ST01566LA, ST00235BO) (Cont'd)						
	d) (STC ST00235BO Only)						
	(1) Smoke Detector Units	C	10	-			(O) Detector(s) may be inoperative provided no cargo is carried in the affected zone.
	(2) Smoke Detector Loops	C	20	10			One loop in any detector may be inoperative.

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 26-10
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION						
15.	Lavatory Fire Extinguisher Systems	C	-	-	-	For each lavatory, the lavatory fire extinguisher system may be inoperative provided lavatory smoke detector system operates normally.
		C	-	-	-	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle remains empty, b) Associated lavatory door is locked closed and placarded: "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisions are not intended to prohibit lavatory use or inspection by crewmembers. NOTE 2: Lavatory fire extinguisher system is not required for all-cargo operation.
16.	Lavatory Smoke Detection System	C	-	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle remains empty, b) Associated lavatory door is locked closed and placarded: "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisions are not intended to prohibit lavatory use or inspection by crewmembers. NOTE 2: Lavatory fire extinguisher system is not required for all-cargo operation.
***	1) Lavatory Smoke Detector SELF TEST Switch	C	-	0	0	(Continued) (M) May be inoperative provided the associated lavatory smoke detector is verified to operate normally.
***	2) Lavatory Smoke Detector TEST Switch on Flight Attendant's Panel	C	-	0	0	(M) May be inoperative provided each lavatory smoke detector is verified to operate normally.

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 26-11
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
26 - FIRE PROTECTION					
17. ***	Engine Fire Extinguisher Thermal/Discharge Discs (-100/-200)				
	1) Discharge (Yellows) Discs	C	2	0	(M) May be missing provided indicator readings or other acceptable means are used to verify adequate charge.
	2) Thermal (Red) Discs	C	2	0	(M) May be missing provided indicator readings or other acceptable means are used to verify adequate charge.
18.	Wing-Body Overheat Test System				
	1) Flight Deck Test Feature	C	1	0	(M) May be inoperative provided system integrity is verified by an acceptable procedure once each flight day.

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 26-12
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SYSTEM & SEQUENCE NUMBER		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION					
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's)	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).
	1) Fwd/Aft Detection Loops				
***	a) Boeing installed system, STC ST00749LA-D, ST00763LA-D, ST01184LA, ST01674AT, ST01424LA, ST10153T, ST01804LA, ST01114WI Only	C	4	2	(O) One loop (A or B) in each compartment may be inoperative provided opposite loop is checked to operate normally.
***	b) STC ST00405LA-D Only	C	-	2	(O) May be inoperative provided one loop in each compartment is checked to operate normally.

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 26-13
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1. SYSTEM & SEQUENCE NUMBER		1. ITEM	2.	3. NUMBER INSTALLED		4. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION							
19. ***	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STC's) (Cont'd)						
***	2) Extinguisher Bottles						
***	a) No. 1 (STC ST01424LA, ST01457LA, and ST01804LA Only)	C	1	0		(O) May be inoperative provided associated cargo compartment remains empty.	
***	b) No. 2 (Boeing installed system and STC ST01184LA Only)	C	1	0		(M)(O) Except for ER operations, may be inoperative with cargo carried in the compartment.	
***	2) Extinguisher Bottles (Cont'd)						
***	c) No. 2 (STC ST01424LA, ST01457LA, and ST01804LA Only)	C	1	0		(M)(O) May be inoperative provided associated cargo compartment remains empty.	
***	d) No. LRD2 (STC ST00405LA-D Only)	C	1	0		(O) Except for ER operations, may be inoperative with cargo carried in the compartment.	
***	3) Squib Lights (STC ST01424LA, and ST01457LA Only)	C	2	0		(O) May be inoperative provided associated cargo compartment remains empty.	

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 26-14
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SYSTEM & SEQUENCE NUMBER		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION					
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)				
***	4) DISCH Light(s)				
***	a) Boeing installed system, STC ST01184LA and ST00405LA-D Only	C	1	0	(M) May be inoperative provided associated extinguisher bottle(s) is verified to have an adequate charge once each flight day.
***	b) STC ST01424LA, ST01457LA, and ST01804LA Only	C	2	0	May be inoperative provided associated compartment remains empty. (Continued)
***	5) Extinguisher Bottle Pressure Switch (Boeing installed system Only)	C	-	0	(M) May be inoperative provided associated extinguisher bottle(s) is verified to have an adequate charge once each flight day.
***	6) EXT Lights (FWD and AFT) (Boeing installed system, STC ST01184LA and ST00405LA-D Only)	C	2	0	(M) May be inoperative provided: a) Failure is verified to be in the squib light circuit, and b) Squib circuit is verified to operate normally once each flight day.

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 26-15
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SYSTEM & SEQUENCE NUMBER		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION						
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)					
***	7) Fault(s) Indicated by Illumination of the MX Indicator (STC ST00511LA, ST00404LA-D, ST00740LA-D, ST00745LA-D, ST00751LA-D, and ST00990LA-D Only)	B	-	-	-	Dispatch with the MX indicator illuminated is permitted provided the green SYS OK indicator remains illuminated. NOTE: This is a fault tolerant system and the unit will continue to perform its intended function as long as the green SYS OK indicator remains illuminated.
	a) Display of FWD INOP and/or AFT INOP Message(s)	B	-	-	-	(O) May be displayed provided the green SYS OK indicator remains illuminated and the indicated cargo bay remains empty.
	b) Smoke Detector(s)	C	-	-	-	(O) One smoke detector may be inoperative in each compartment provided the SYS OK indicator on the CDU remains illuminated. NOTE: The MX indicator on the CDU will remain illuminated.
***	8) Control Panel ALARM OFF Switch (STC ST00749LA-D and ST00763LA-D Only)	C	1	0	0	(O) May be inoperative provided the Fire Bell cutout switch silences the Cargo Bay Fire Protection Fire Warning Bell.
***	9) DET Lights (STC ST01674AT, and ST01114WI Only)	C	4	2	2	(O) One light in each compartment may be inoperative provided the remaining loop in the associated compartment is checked to operate normally before each departure.

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 26-16
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION						
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)					
***	10) FAIL Lights (STC ST01674AT, and ST01114WI Only)	C	4	2		(O) One light in each compartment may be inoperative provided the remaining loop in the associated compartment is checked to operate normally before each departure.
***	11) Smoke Detectors					
***	a) STC ST01674AT, and ST01114WI Only	C	-	-		(M) One detector in each detector enclosure may be inoperative provided the remaining detector in the associated detector enclosure is verified to operate normally before each departure.
***	b) STC ST01424LA, and ST01804LA (-300) Only	C	12	6		(M) May be inoperative provided 2 FWD and 4 AFT in the same loop are functional.
***	c) STC ST01457LA, and ST01804LA (-400) Only	C	14	7		(M) May be inoperative provided 3 FWD and 4 AFT in the same loop are functional.
***	d) STC ST01804LA (-200)	C	10	5		(M) May be inoperative provided 2 FWD and 3 AFT in the same loop are functional.
***	12) Fault Panel (E & E Compartment, STCs ST01674AT, and ST01114WI Only)	D	1	0		

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 26-17
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
26 - FIRE PROTECTION						
20.	Lower Cargo Compartment Fire Extinguisher System					Incorporated into item 26-19 in Revision 39.
21.	Cabin Configuration Test Panel CARGO/ PASSENGER Lights (-700C and -700 Combi)	C	2	0		(M) May be inoperative provided: a) EE Bay Mode Selector Switch is verified to be in the appropriate position for the intended airplane configuration before each departure, and b) Passenger Oxygen Shutoff Valve is verified to be in the appropriate position for the intended airplane configuration before each departure.
22. ***	Galley Fire Detection System (Jet Aviation Engineering Services, (JAES))	C	1	0		(M) May be inoperative provided procedures are established and used to deactivate the cooktop.
23. ***	Galley Vent Fire Extinguisher System (STC ST09977)	C	1	0		(M) May be inoperative provided procedures are established and used to deactivate the cooktop and vent fan.
24. ***	Smoke Detectors (Jet Aviation Engineering Services, (JAES))					
	1) Equipment Cabinets	C	-	0		(M) May be inoperative provided all equipment in cabinet is deactivated off.
	2) Cabin Compartments	C	-	0		(O) May be inoperative provided the associated cabin compartment remains open and is continuously monitored.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 27-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
27 - FLIGHT CONTROLS						
1.	Stabilizer Main Electrical Trim Operating Light (-100/-200)	C	1	0		
2.	Takeoff Warning Horn system					Deleted prior to Revision 27.
3.	Wing trailing Edge Flap Position Indication System					
	1) Mechanical Asymmetry Protection (-100/-200)	C	1	1		(O) Left Flap position indication may be inoperative provided proper flap operation is verified prior to each takeoff.
4.	Leading Edge Flap/ Slat Position Light Systems	C	2	1		(M) Forward panel lights or annunciator panel may be inoperative. If forward panel lights are inoperative, the annunciator panel must be used to verify proper LED position, and a placard must be installed to indicate proper positions for flap configuration in use.
	1) Leading Edge Slat Indications (-100/-200)	C	6	5		(O) Indication lights on the forward panel and in addition indication lights for one leading edge slat on overhead annunciator panel may be inoperative provided: <ul style="list-style-type: none"> a) Normal operation is verified by the flight crew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, and c) All remaining indications on the overhead annunciator panel operate normally.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 27-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
27 - FLIGHT CONTROLS					
4.	Leading Edge Flap/ Slat Position Light Systems (Cont'd)				
	2) Leading Edge Slat Indications (-300/-500)	C	6	5	(M)(O) Indication lights on the forward panel and in addition indication lights for one leading edge slat on overhead annunciator panel may be inoperative provided: <ul style="list-style-type: none"> a) Normal operation is verified by the flight crew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on the overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally.
	3) Leading Edge Slat Indications (-400)	C	6	5	(M)(O) Indication lights on the forward panel and in addition indication lights for one leading edge slat, except for slats 3 and 4, on overhead annunciator panel may be inoperative provided: <ul style="list-style-type: none"> a) Normal operation is verified by the flight crew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on the overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally.
(Continued)					

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 27-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
27 - FLIGHT CONTROLS					
4.	Leading Edge Flap/ Slat Position Light Systems (Cont'd)				
	4) Leading Edge Slat Indications (-600/-700)	C	8	7	(M)(O) Indication lights on the forward panel and in addition indication lights for one leading edge slat, except for slats 4 and 5, on overhead annunciator panel may be inoperative provided: <ul style="list-style-type: none"> a) Normal operation is verified by the flight crew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on the overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally.
	5) Leading Edge Slat Indications (-800)	C	8	7	(M)(O) Indication lights on the forward panel and in addition indication lights for one leading edge slat, except for slats 3, 4, 5 and 6, on overhead annunciator panel may be inoperative provided: <ul style="list-style-type: none"> a) Normal operation is verified by the flight crew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on the overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally.
(Continued)					

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 27-4
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 - FLIGHT CONTROLS						
4.	Leading Edge Flap/ Slat Position Light Systems (Cont'd)					
	6) Leading Edge Slat Indications (-900)	C	8	7	(M)(O) Indication lights on the forward panel and in addition indication lights for one leading edge slat, except for slats 2, 3, 4, 5, 6 and 7, on overhead annunciator panel may be inoperative provided: <ul style="list-style-type: none"> a) Normal operation is verified by the flight crew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on the overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally. 	
5.	Flight Control Low Pressure Lights (A and B) Systems (-100/-200)	C	2	0	May be inoperative provided warning lights, hydraulic pressure and quantity indicators operate normally.	
6.	Mach Trim System				Moved to Item 22-5 prior to Revision 27.	
7. ***	Auto Speed Brake System	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) System is deactivated, and b) Operations are conducted in accordance with AFM. 	

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 27-5
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SYSTEM & SEQUENCE NUMBER		ITEM	1.	2.	NUMBER INSTALLED	3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
27 - FLIGHT CONTROLS									
8.	Flap Load Limiter System								
***	1) (-100/-200)	C	1	0				May be inoperative provided: a) Flaps are verified to operate normally throughout their full range before each departure, and b) Flaps are not extended beyond Flaps 30 at gross weights above 98,000 lbs. (44,453 kg).	
	2) (-300/-400/-500)	C	1	0				May be inoperative provided flaps are not extended beyond Flaps 30.	
	3) (-600)	C	1	0				May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,830 lbs. (42,560 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 105,040 lbs. (47,645 kg).	
	4) (-700)	C	1	0				May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,480 lbs. (42,401 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 104,403 lbs. (47,356 kg).	
	5) (-800)	C	1	0				May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,995 lbs. (42,635 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 104,875 lbs. (47,570 kg).	
	6) (-800 with Short Field Performance (SFP) Option)	C	1	0				May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 95,800 lbs. (43,454 kg), b) Flaps are not extended beyond Flaps 15 at gross weights above 105,000 lbs. (47,627 kg), and c) Flaps are not extended beyond Flaps 10 at gross weights above 135,800 lb (61,597 kg).	

(Continued)

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 27-6
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
27 - FLIGHT CONTROLS						
8.	Flap Load Limiter System (Cont'd)					
	7) (-900)	C	1	0		May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 94,760 lbs. (42,982 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 105,130 lbs. (47,686 kg).
9.	Control Wheel Trim Switch Systems	B	2	1		One may be inoperative on the non-flying pilot's side provided stabilizer trim system operates normally on the flying pilot's side.
10.	FEEL DIFF PRESS Light	B	1	0		(M) May be inoperative provided: a) Elevator Feel system is verified to operate normally, and b) Verification is repeated each flight day.
11.	Auto Slat Fail Light System (-300/-400/-500/-600/-700/-800/-900)	C	1	0		(M) May be inoperative provided: a) Auto slat systems are verified to operate normally, and b) Verification is repeated every two flight days.
12.	Auto Slat Systems (-300/-400/-500/-600/-700/-800/-900)	C	2	1		(O) One system may be inoperative provided: a) Remaining auto slat system is checked to operate normally, and b) Auto slat fail light operates normally.
13.	Stall Warning Systems					
	1) (-200/-300/400/-500/-600/-700/-800/-900 without Blended Winglet)	C	-	1		(M) One may be inoperative provided the remaining system is verified to operate normally before each departure.
	2) (-700/800 with Blended Winglet without Speedbrake Load Alleviation System)	C	2	1		(M) One may be inoperative provided the remaining system is verified to operate normally before each departure.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 27-7
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
27 - FLIGHT CONTROLS						
13.	Stall Warning Systems (Cont'd)					
	3) (-700/-800 with Blended Winglet with Speedbrake Load Alleviation System	C	2	1		(M) No. 1 SMYD may be inoperative provided remaining stall warning system is verified to operate normally before each departure.
		C	2	1		(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from the full down position to the full up position, c) Airspeed does not exceed 265 KIAS, and d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower.
	a) (-700)	C	2	1		(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from the full down position to the full up position, and c) Takeoff weight does not exceed 144,500 lbs. (65,544 kg).
	b) (-800)	C	2	1		(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from the full down position to the full up position, and c) Takeoff weight does not exceed 156,500 lbs. (70,987 kg).
14.	Rudder Trim Indicator (-600/-700/-800/-900)	C	1	0		(M) May be inoperative provided: a) Control Surface Position Indicating System is installed and operates normally, b) Rudder trim actuator is verified to operate normally, and c) Rudder trim is verified centered before each departure.

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 27-8
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
27 - FLIGHT CONTROLS						
15. ***	Mechanical Flaps Position 30 Stop (100/-200 Modified by STC ST00131SE)	C	1	0		
16. ***	SPEED BRAKE/ SPEEDBRAKES EXTENDED Light					
	1) (-300/-400/-500)	D	1	0		
	2) (-600/-700/-800/ -900)	C	1	0		(M) May be inoperative provided speedbrakes are verified to operate normally.
17.	Wheel to Rudder Interconnect System (WTRIS) (-600/-700/-800/ -900)	C	1	0		
18. ***	Control Surface Position Indicating System	C	1	0		
19.	Rudder Pressure Reducer (RPR) System (-100/-200/ -300/-400/-500)	C	1	0		(M)(O) May be inoperative provided: a) The RPR system is deactivated, and b) The RPR valve is verified to provide high pressure output.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 27-9
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SYSTEM & SEQUENCE NUMBER		ITEM	1.	2.	NUMBER INSTALLED	3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
27 - FLIGHT CONTROLS									
20. ***	Speed Brake Load Alleviation System								
	1) -700/-800 with Blended Winglet STC ST00830SE	C	1	0				(M)(O) May be inoperative provided: a) Speedbrake handle forces are normal from the full down to the full up position, b) Airspeed does not exceed 265 KIAS, c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach whichever is lower, and d) Automatic Speed Brake System is considered inoperative.	
	a) -700	C	1	0				(M) May be inoperative provided: a) Speedbrake handle forces are normal from the full down to the full up position, and b) Takeoff weight does not exceed 143,500 lbs. (65,090 kg).	
	b) -800	C	1	0				(M) May be inoperative provided: a) Speedbrake handle forces are normal from the full down to the full up position, and b) Takeoff weight does not exceed 155,500 lbs. (70,533 kg).	
	2) -300 with Blended Winglet STC ST01219SE	C	1	0				(M) May be inoperative provided: a) Speedbrake handle forces are normal from the full down to the full up position, b) Airspeed does not exceed 265 KIAS, and c) Severe turbulent air penetration speed is 265 KIAS or 0.73 Mach whichever is lower.	
		C	1	0				(M) May be inoperative provided: a) Speedbrake handle forces are normal from the full down to the full up position, and b) Takeoff weight does not exceed 126,500 lbs. (57,380 kg).	

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 27-10
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
27 - FLIGHT CONTROLS						
21. ***	STBY RUD ON light (Boeing Service Bulletin 737-27A- 1279, 737-27- 1252R3, 737-27- 1253R3, 737-27- 1255R3, or production equivalent incorporated)	C	1	0		(M)(O) May be inoperative provided: a) Rudder is verified to operate normally on hydraulic systems A and B independently, b) Standby hydraulic pump is verified to operate normally, and c) Rudder force fight monitor is deactivated.
22. ***	Quiet Wing Flaps 1* System (STC ST01535SE Only)					
	1) -200	C	1	0		May be inoperative provided: a) Flaps 1* control switch is positioned in the UP position, b) System is deactivated by pulling and collaring circuit breaker MS3320-3, c) Appendix QWS001 "Flaps 1* High Altitude Kit" is not used, and d) All other aspects of the QWS supplement are followed. NOTE: c/b MS3320-3 is located on the P6-2 panel.

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 28-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
28 - FUEL						
1.	Fuel Boost Pumps (Main Tanks)					
	1) (-100/-200/-300/-400/-500) (All pumps except Plessey 8240 MK I & MK II)					
	a) Aft Pumps	C	2	1		(O) One may be inoperative provided: a) Both main tank forward pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less the 7,500 lbs (3,402 kg.), and c) A minimum fuel quantity of 2,500 lbs. (1,134 kg.) is maintained in the associated tank.
	b) Forward Pumps	C	2	1		(O) One may be inoperative provided: a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less the 4,800 lbs (2,177 kg.), and c) A minimum fuel quantity of 1,800 lbs. (817 kg.) is maintained in the associated tank.
	2) (-100/-200/-300) (Plessey 8240 MK I & MK II)					
	a) Aft Pumps	C	2	1		(O) Except for ER operations, one may be inoperative provided: a) Both main tank forward pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less the 7,500 lbs (3,402 kg.), and c) A minimum fuel quantity of 2,500 lbs. (1,134 kg.) is maintained in the associated tank.
	b) Forward Pumps	C	2	1		(O) Except for ER operations, one may be inoperative provided: a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less the 4,800 lbs (2,177 kg.), and c) A minimum fuel quantity of 1,800 lbs. (817 kg.) is maintained in the associated tank.
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AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 28-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
28 - FUEL					
1.	Fuel Boost Pumps (Main Tanks) (Cont'd)				
	3) (-600/-700/-800/ -900)				
	a) Aft Pumps	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Both main tank forward pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less the 7,500 lbs (3,402 kg.), and c) A minimum fuel quantity of 2,500 lbs. (1,134 kg.) is maintained in the associated tank.
	b) Forward Pumps	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less the 4,800 lbs (2,177 kg.), and c) A minimum fuel quantity of 1,800 lbs. (817 kg.) is maintained in the associated tank.
2.	Fuel Boost Pumps (Center Tank)	C	2	1	May be inoperative provided tank remains empty.
		C	2	1	(O) May be inoperative with center tank fueled provided: a) Fuel quantity remaining in main wing tanks is adequate to reach a suitable airport if remaining center pump fails at any time, b) Zero fuel weight calculations are adjusted by the weight of center tank fuel, c) Effect on airplane balance, in the event fuel cannot be used is accounted for, d) LOW PRESSURE light of operating center fuel tank pump operates normally, and e) Center tank quantity indication operates normally.
(Continued)					

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 28-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
28 - FUEL						
2.	Fuel Boost Pumps (Center Tank) (Cont'd)	C	2	0		May be inoperative provided: <ul style="list-style-type: none"> a) Center tank quantity indication operates normally, and b) Center tank remains empty, or zero fuel weight calculations are adjusted by the weight of center tank fuel. NOTE: AFM limitations for fuel loading must be observed.
	1) Universal Fault Interrupter (UFI) (STC ST01844LA, - 300 Only)	C	2	0		May be inoperative provided associated Center Tank Boost Pump is considered inoperative.
3.	Fuel Boost Pump Low Pressure Warning Light Systems	C	6	3		(O) May be inoperative provided the associated fuel pump is not used.
	1) Main Tank Pump Lights	C	4	3		One may be inoperative provided: <ul style="list-style-type: none"> a) Both pumps in associated tank operate normally, and b) Associated tank quantity indicator operates normally.
		C	4	3		May be inoperative for an associated inoperative pump.
	2) Center Tank Pump Lights	C	2	0		May be inoperative provided: <ul style="list-style-type: none"> a) Center tank fuel is not required for the flight, b) Center tank fuel boost pumps are turned off, and c) Center tank remains empty, or zero fuel weight calculations are adjusted by the weight of center tank fuel.
		C	2	0		(O) May be inoperative provided Center Tank Fuel Quantity Indicator operates normally.
4.	APU Fuel Valve	C	1	0		(M) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) APU is not used, and b) Valve is deactivated closed.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 28-4
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL						
5.	Crossfeed VALVE OPEN Light	C	1	0		(M) Except for ER operations, may be inoperative provided: a) Crossfeed valve is verified to operate normally, b) Fuel quantity indication for both main tanks operates normally.
6.	Flight Deck Fuel Quantity Indicators (Main Tanks)	C	2	1		(M)(O)Except for ER operations, one may be inoperative provided: a) All boost pumps in associated tank operate normally, b) Fuel flow meters operate normally, c) Center tank indicator operates normally, d) Flight crew periodically computes fuel remaining, or checks fuel remaining against a pre-computed fuel burn chart, and e) Fuel quantity in the associated main tank is verified by an acceptable procedure.
7.	Flight Deck Fuel Quantity Indicator (Center Tank)					
	1) (-100 and 600/ -700/-800/-900)	C	1	0		May be inoperative provided: a) One center tank boost pump operates normally, and b) Center tank remains empty.
	2) (-200/-300/-400/ -500)	C	1	0		(M) May be inoperative provided: a) One center tank boost pump operates normally, and b) Center tank remains empty.
	3) (-100/-200/-300/ -400/-500)	C	1	0		(M) Except for ER operations, may be inoperative provided: a) Both center tank boost pumps operate normally, and b) Fuel quantity in center tank is verified by an acceptable procedure.
	4) (-600/-700/-800/ -900 with Boeing Service Bulletin 737-28A1206 or production equivalent installed)	C	1	0		(M) Except for ER operations, may be inoperative provided: a) Both center tank boost pumps operate normally, and b) Fuel quantity in center tank is verified by an acceptable procedure.

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 28-5
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
28 - FUEL						
8.	Fuel Temperature Indicator	C	1	0		May be inoperative provided Total Air Temperature or Ram Air Temperature is substituted as an indication of fuel temperature.
9. ***	Fuel Quantity Totalizer	C	1	0		
10.	Pressure Fueling System	C	1	0		(M) May be inoperative provided alternate procedures are established and used.
	1) Fueling Manifold Check Valves	C	-	0		(M) May be inoperative provided the associated Fueling Shutoff Valve is verified to operate normally.
	2) Fueling Shutoff Valves	C	-	0		(M) May be inoperative closed provided: a) Associated Fueling Manifold Check Valve operates normally, and b) Alternate procedures are established and used.
	3) Refuel Panel Fueling Power Control Switch	C	1	0		May be inoperative provided the refuel panel indicator test switch operates normally in the AUX FUELING POWER CONTROL position or FUEL DOOR SWITCH BYPASS position as applicable.
11. ***	Fueling Bay Fuel Cap	D	1	0		
12.	Refueling Control Panel Quantity Indicators	C	-	0		(M) May be inoperative provided fuel quantity is verified by an acceptable procedure.
13.	Manually Operated De-fueling Valve					Deleted prior to Revision 27.
14. ***	Aft Auxiliary Fuel Tank Boost Pumps (Boeing Aux Tank)	C	2	1		(O) One may be inoperative provided: a) Fuel quantity in other tanks is adequate to reach an alternate destination if the remaining pump fails at any time, and b) Fuel in tank is included as part of the zero fuel weight.
		C	2	0		May be inoperative provided tank remains empty.
		C	2	0		May be inoperative provided fuel in tank is included as part of the zero fuel weight.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 28-6
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
28 - FUEL						
15.	Flight Deck Fuel Quantity Indicators (Aft Auxiliary Tank)					
	1) Boeing Tank Indicator (Boost Pump Transfer System)	C	1	0		(M)(O) May be inoperative provided both boost pumps operate normally when tank is fueled.
		C	1	0		May be inoperative provided tank remains empty.
	2) Rogerson/PATS Tank Indicator (Pressurized Transfer System)	C	1	0		(M)(O) May be inoperative provided: a) Both auxiliary fuel transfer systems operate normally, b) Flight deck center tank fuel quantity indicator operates normally, c) Tank is emptied and serviced with a known quantity of fuel, and d) AFM normal procedures are used for in-flight fuel transfer.
		C	1	0		May be inoperative provided tank remains empty.
16.	Fuel Measuring Sticks/Dripsticks	C	-	0		(M) May be inoperative or broken/missing provided fuel quantity is determined by other acceptable means.
17. ***	Fuel Scavenge System	C	1	0		May be inoperative with fuel scavenge shutoff valve closed.
		C	1	0		(O) May be inoperative with fuel scavenge shutoff valve open provided No. 1 Main Fuel Tank forward boost pump remains off.
		C	1	0		May be inoperative with fuel scavenge shutoff valve open provided center tank remains empty.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 28-7
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
28 - FUEL					
18. ***	Aft Auxiliary Tank Pressurized Transfer System (Rogerson/PATS Aux Tank)	C	2	1	(O) One may be inoperative provided: a) Remaining transfer system operates normally, b) Fuel quantity in other tanks is adequate to reach an alternate destination if the remaining valve fails at any time, and c) Fuel in tank is included as part of the zero fuel weight.
		C	2	0	May be inoperative provided tank remains empty.
		C	2	0	May be inoperative provided fuel in tank is included as part of the zero fuel weight.
19. ***	Aft Auxiliary Tank Refueling Valves (Rogerson Aux Tank)	C	2	1	(O) One may be inoperative provided: a) Remaining refueling valve operates normally, and b) Automatic refueling shutoff system operates normally.
20 ***	Aft Auxiliary Tank LOW PRESSURE/ TRANSFER Lights (Rogerson Aux Tank)	C	2	1	(O) One may be inoperative provided: a) Auxiliary fuel tank indicator operates normally, and b) Automatic transfer system operates normally.
		C	2	0	(O) May be inoperative for an associated inoperative fuel transfer system.
21.	Fuel Quantity Test Switches				
	1) Digital System	C	-	0	
	2) Analog System (-100/-200/-300)				
	a) Flight Deck	C	1	0	(M) May be inoperative provided associated fuel quantity indicators are verified to operate normally once each flight day.
	b) Fueling Panel	C	-	0	(M) May be inoperative provided associated fuel quantity is verified by an acceptable procedure.

AIRCRAFT: B-737	REVISION NO : 47	PAGE: 28-8
	DATE: 06/03/2005	

SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL						
22.	FUEL/SPAR VALVE CLOSED Lights					
	1) FUEL VALVE CLOSED Lights (-100/-200/-300/-400/-500)	C	2	0	(M) May be inoperative provided: a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operates normally.	
	2) SPAR VALVE CLOSED Lights (-600/-700/-800/-900)	C	2	0	(M) May be inoperative provided: a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operates normally.	
23. ***	Fuel Summation Unit (FSU) (-200/-300/-400/-500)					
	1) PDCS	C	1	0	(M)(O) May be inoperative provided PDCS functions requiring gross weight are not used.	
	2) FMCS (Software Update 7.4 and prior)	C	1	0	(M)(O) May be inoperative provided: a) FMCS functions requiring gross weight are not used, and b) AFDS VNAV mode is not used.	
	3) FMCS (Software Updates 7.5, 8.5, and 10.x)	C	1	0	(M)(O) May be inoperative provided alternate procedures are established and used.	
24.	Refuel Panel Fueling Power Control Switch				Incorporated as a sub-item in 28-10 Rev 47a.	

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 28-9
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
28 - FUEL						
100.	Forward Auxiliary Fuel System Transfer Valves (PATS, -600/-700/-800)	B	2	1		(M)(O) One may be inoperative provided: a) Inoperative Fwd Aux tank transfer valve is verified "closed" and remains closed, b) Remaining Fwd Aux tank transfer valve operates normally, c) Fuel quantity in main tanks is adequate to reach an alternate destination if the remaining transfer valve fails at any time, and d) Fuel in tank is included as part of the zero fuel weight.
		C	2	0		May be inoperative provided Fwd Aux tank remains empty.
		C	2	0		May be inoperative provided fuel in Fwd Aux tank is included as part of the zero fuel weight.
101.	Forward Auxiliary Fuel System Vent Valves (PATS, -600/-700/-800)	B	2	1		(M)(O) One may be inoperative provided: a) Remaining Fwd Aux tank vent valve operates normally, b) Fuel quantity in main tanks is adequate to reach an alternate destination if the remaining vent valve fails at any time, and c) Fuel in tank is included as part of the zero fuel weight.
		C	2	0		May be inoperative provided Fwd Aux tank remains empty.
		C	2	0		May be inoperative provided fuel in Fwd Aux tank is included as part of the zero fuel weight.

AIRCRAFT: B-737	REVISION NO : 47	PAGE: 28-10
	DATE: 06/03/2005	

SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
28 - FUEL					
102.	Forward Auxiliary Fuel System Bleed Air Valve (PATS, -600/-700/-800)	C	1	0	May be inoperative provided: a) Both air conditioning packs operate normally, b) Cabin pressure control system operates normally, and c) Fwd Aux fuel quantity indicator operates normally.
		C	1	0	May be inoperative provided Fwd Aux tank remains empty.
		C	1	0	May be inoperative provided fuel in Fwd Aux tank is included as part of the zero fuel weight.
103.	Aft Auxiliary Fuel System Transfer Valves (PATS, -600/-700/-800)	B	2	1	(M)(O) One may be inoperative provided: a) Inoperative Aft Aux tank transfer valve is verified "closed" and remains closed, b) Remaining Aft Aux tank transfer valve operates normally, c) Fuel quantity in main tanks is adequate to reach an alternate destination if the remaining transfer valve fails at any time, and d) Fuel in Aft Aux tank is included as part of the zero fuel weight.
		C	2	0	May be inoperative provided Aft Aux tank remains empty.
		C	2	0	May be inoperative provided fuel in Aft Aux tank is included as part of the zero fuel weight.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 28-11
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
28 - FUEL						
104.	Aft Auxiliary Fuel System Vent Valves (PATS, -600/ -700/ -800)	B	2	1	0	(M)(O) One may be inoperative provided: a) Remaining Aft Aux tank vent valve operates normally, b) Fuel quantity in main tanks is adequate to reach an alternate destination if the remaining vent valve fails at any time, and c) Fuel in tank is included as part of the zero fuel weight.
		C	2	0	0	May be inoperative provided Aft Aux tank remains empty.
		C	2	0	0	May be inoperative provided fuel in Aft Aux tank is included as part of the zero fuel weight.
105.	Aft Auxiliary Fuel System Bleed Air Valve (PATS, -600/-700/-800)	C	1	0	0	May be inoperative provided: a) Both air conditioning packs operate normally, b) Cabin pressure control system operates normally, and c) Aft Aux fuel quantity indicator operates normally.
		C	1	0	0	May be inoperative provided Aft Aux tank remains empty.
		C	1	0	0	May be inoperative provided fuel in Aft Aux tank is included as part of the zero fuel weight.
106.	Auxiliary Fuel System Isolation Valve Open Light (PATS, -600/-700/-800)	C	1	0	0	(M) May be inoperative provided isolation valve is visually verified open before each flight.
107.	Auxiliary Fuel System Isolation Valve Closed Light (PATS, -600/-700/-800)	C	1	0	0	(M) May be inoperative provided isolation valve is visually verified closed before each auxiliary refueling.

AIRCRAFT: B-737	REVISION NO : 47	PAGE: 28-12
	DATE: 06/03/2005	

SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
28 - FUEL					
108.	Auxiliary Fuel System Isolation Valve (PATS, -600/-700/-800)	C	1	0	(M) May be inoperative provided: a) Isolation valve is safety wired in the open position, and b) Electrical connector is capped for flight. NOTE: Fuel remaining in the auxiliary tanks may be used for flight.
109.	Auxiliary Tank Fueling Valves (PATS, -600/-700/-800)				
	1) Forward Auxiliary Refueling Valve	C	1	0	(M) May be inoperative provided the forward refueling valve is verified "closed". NOTE 1: Auxiliary Fuel Tanks shall not be fueled until the refueling valve has been verified to operate normally. NOTE 2: Fuel remaining in the tank may be used for flight.
	2) Aft Auxiliary Refueling Valve	C	1	0	(M) May be inoperative provided the Aft Refueling valve is verified "closed". NOTE 1: Auxiliary Fuel Tanks shall not be fueled until the refueling valve has been verified to operate normally. NOTE 2: Fuel remaining in the tank may be used for flight.
110.	Auxiliary Fuel System Alert Message Display (PATS, -600/-700/-800)	C	2	1	(M) One may be inoperative provided transfer system is verified to operate normally.
		C	2	0	May be inoperative provided auxiliary tanks remain empty.
		C	2	0	May be inoperative provided fuel auxiliary tanks is included as part of the zero fuel weight.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 28-13
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
28 - FUEL						
111.	Auxiliary Fuel Control Unit (PATS, -600/-700/-800)	C	1	0		(O) May be inoperative provided auxiliary fuel tanks remain empty.
112.	Auxiliary Fuel Low Level Float Switches (PATS, -600/-700/-800)					
	1) Forward Tank System	C	2	1		(O) One low level switch may be inoperative provided the fuel quantity indicators operate normally.
		C	2	0		(O) May be inoperative provided tank remains empty.
		C	2	0		(O) May be inoperative provided fuel in tank is included as part of the zero fuel weight.
	2) Aft Tank System	C	2	1		(O) One low level switch may be inoperative provided the fuel quantity indicators operate normally.
		C	2	0		(O) May be inoperative provided tank remains empty.
		C	2	0		(O) May be inoperative provided fuel in tank is included as part of the zero fuel weight.
113.	Auxiliary Fuel Processor (PATS, -600/-700/-800)	C	1	0		(O) May be inoperative provided auxiliary fuel tank remains empty.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 28-14
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
28 - FUEL						
114.	Auxiliary Fuel Pressure Switches (PATS, -600/-700/-800)					
	1) Forward Tank Pressure Switches	C	2	1		(M) One may be inoperative provided: a) Failed pressure switch indicates low pressure, b) Pressurization system operates normally, and c) Air conditioning packs operate normally.
		C	2	0		May be inoperative provided tank remains empty.
		C	2	0		May be inoperative provided fuel in tank is included as part of the zero fuel weight.
	2) Aft Tank Pressure Switches	C	2	1		(M) One may be inoperative provided: a) Failed pressure switch indicates low pressure, b) Pressurization system operates normally, and c) Air conditioning packs operate normally.
		C	2	0		May be inoperative provided tank remains empty.
		C	2	0		May be inoperative provided fuel in tank is included as part of the zero fuel weight.
115.	Auxiliary Fuel Center Tank Float Switches (PATS, -600/-700/-800)	C	2	0		(O) May be inoperative provided auxiliary fuel tanks remain empty.
		C	2	0		(O) May be inoperative provided fuel in tank is included as part of the zero fuel weight.
116.	Auxiliary Fuel Maintenance Switches (PATS, -600/-700/-800)	C	2	1		(M) One may be inoperative provided: a) Affected maintenance switch/indicator is failed in an open condition, and b) Remaining maintenance switch/indicator is verified to operate normally.
		C	2	0		May be inoperative provided auxiliary fuel tanks remain empty.
		C	2	0		May be inoperative provided fuel in tank is included as part of the zero fuel weight.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 28-15
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
28 - FUEL						
117.	Auxiliary Fuel Alert Switches (PATS, -600/-700/-800)	C	2	1		(M) One may be inoperative provided: a) Affected alert switch/indicator is failed in an open condition, and b) Remaining alert switch/indicator is verified to operate normally.
		C	2	0		May be inoperative provided auxiliary fuel tanks remain empty.
		C	2	0		May be inoperative provided fuel in tank is included as part of the zero fuel weight.
118.	Auxiliary Fuel Test Switches (PATS, -600/-700/-800)	C	2	0		(M) May be open provided: a) Associated fuel quantity indicator display is verified to operate normally before each flight, and b) Alert message displays are verified to operate normally before each flight.
119.	Flight Deck Fuel Quantity Indicators (Auxiliary Tanks) (PATS, -600/-700/-800)	1) Aft Auxiliary Tank System	C	2	1	(O) One may be inoperative provided the transfer system operates normally and the total fuel quantity on the FMC is verified to be correct.
			C	2	0	May be inoperative provided auxiliary fuel tanks remain empty.
			C	2	0	May be inoperative provided fuel in tank is included as part of the zero fuel weight.
		2) Forward Auxiliary Tank System	C	2	1	(O) One may be inoperative provided the transfer system operates normally and the total fuel quantity on the FMC is verified to be correct.
			C	2	0	May be inoperative provided auxiliary fuel tanks remain empty.
			C	2	0	May be inoperative provided fuel in tank is included as part of the zero fuel weight.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 29-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
29 - HYDRAULICS						
1.	Ground Inter-connect Valve (System A and B) (-100/-200)	C	1	0		(M) May be inoperative provided valve remains closed.
2.	System B Pumps					
	1) (-100/-200)	C	2	1		Except for ER operations, one may be inoperative provided: a) Pressure indicator operates normally, and b) Thrust reversers operate normally.
	2) Engine Driven Hydraulic Pump Depressurization Function (-300/-400/-500/-600/-700/-800/-900)	C	1	0		
3.	System Pressure Indications (A and B)					
	1) (-100/-200)	C	2	0		(O) May be inoperative provided: a) System pressure is checked from brake pressure indicator before each departure, and b) All hydraulic low pressure lights operate normally.
	2) (-300/-400/-500/-600/-700/-800/-900)	C	2	1		(O) One may be inoperative provided: a) System pressure is checked before each departure, and b) All hydraulic low pressure lights operate normally.
4.	System A Pump Low Pressure Indication Systems	C	2	1		(O) One may be inoperative provided the output of the associated pump is checked before each departure.
5.	System B Pump Low Pressure Indication Systems	C	2	1		(O) One may be inoperative provided the output of the associated pump is checked before each departure.
6.	Hydraulic Brake Pressure Indicator					Moved to item 32-13, Revision 33.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 29-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
29 - HYDRAULICS					
7.	System A and B Overheat Lights				
***	1) System A Over- heat Lights (-100/-200)	D	2	0	
	2) System B Over- heat Lights (-100/-200)	C	2	0	May be inoperative provided associated system B Low Pressure light operates normally.
	3) (-300/-400/-500/ -600/-700/-800/ -900)	C	2	0	May be inoperative provided associated Low Pressure light operates normally.
8.	Hydraulic Quantity Low Level Light System B (-100/ -200)	C	1	0	(M) May be inoperative provided quantity is verified adequate before each departure.
9.	Hydraulic Quantity Low Level Light (Standby System)	C	1	0	(M) May be inoperative provided quantity is verified adequate before each departure.
10.	System A Pumps				
	1) Engine Driven Hydraulic Pump Depressurization Function	C	-	0	
11.	System A Quantity Indication (Flight Deck)				
	1) (-100/-200)	C	1	0	(M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System A pressure indicator operates normally, and c) System B and Standby systems low quantity lights operate normally.
(Continued)					

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 29-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
29 - HYDRAULICS						
11.	System A Quantity Indication (Flight Deck) (Cont'd)					
	2) (-300/-400/-500/-600/-700/-800/-900)	C	1	0		(M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System pressure indication operates normally, and c) Pump low pressure lights operate normally.
12.	Standby System Low Pressure Light	C	1	0		(M) May be inoperative provided: a) Standby system low quantity light operates normally, b) Output of the standby pump is verified before each departure, and c) Both System B pumps operate normally.
13.	Hydraulic Reservoir Pressurization System Sources	C	-	1		(M) May be inoperative provided reservoir can be pressurized.
14.	System A Overheat Lights					Incorporated into Item 29-7, in Revision 39.
15.	System B Quantity Indicator (Flight Deck) (-300/-400/-500/-600/-700/-800/-900)	C	1	0		(M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System pressure indication operates normally, and c) Pump low pressure lights operate normally.
16. ***	Hydraulic Reservoir Air Pressure Indicator (Wheel Well)	C	-	0		
17.	Hydraulic Reservoir Quantity Indicator (Wheel Well)	C	-	0		
18.	Hydraulic Reservoir Fill System (Wheel Well)	C	1	0		

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 30-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
30 - ICE AND RAIN PROTECTION						
1.	Wing Anti-Ice Valves	C	2	0		(M)(O) Except for ER operations beyond 120 minutes, may be inoperative closed provided the airplane is not operated in known or forecast icing conditions.
	1) (-100/-200)	C	2	0		(M)(O) May be inoperative open provided: a) Valve is manually closed for engine start, b) Associated manifold is depressurized when outside air temperature is above 50 degrees F (10 degrees C), c) Associated engine bleed thrust limits are followed when the manifold is pressurized, and d) Air conditioning and pressurization requirements are followed when one or both manifolds are depressurized.
	2) (-300/-400/-500/-600/-700/-800/-900)	C	2	1		(M)(O) One may be inoperative open provided: a) Except for engine start, associated manifold is depressurized when outside air temperature is above 50 degrees F (10 degrees C), b) Associated engine bleed thrust limits are followed when the manifold is pressurized, and c) Air conditioning and pressurization requirements are followed when one manifold is depressurized.
2.	Wing Anti-Ice Valve Position Lights	C	2	0		(M) May be inoperative provided valve is verified to operate normally before operating in known or forecast icing conditions.
3.	Engine and Nose Cowl Anti-Ice Valves					
	1) (-100/-200)	C	6	5		(M)(O) One may be inoperative closed provided: a) All remaining anti-ice valves operate normally, and b) The airplane is not operated in known or forecast icing conditions.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 30-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 - ICE AND RAIN PROTECTION						
3.	Engine and Nose Cowl Anti-Ice Valves					
	1) (-100/-200) (Cont'd)	C	6	5	(M)(O) One may be inoperative open provided:	
					a) All thrust rating limits on the associated engine, except for takeoff and go-around, are reduced by .03 EPR,	
					b) Enroute climb limited weight is reduced by 3,000 lbs. (1,361 Kg),	
					c) At temperatures greater than 50 degrees F (10 degrees C),	
					(1) Takeoff and go-around thrust limits on the associated engine are reduced by .03 EPR,	
					(2) Takeoff and landing performance limited weight is reduced by 3,000 lbs. (1,361 Kg),	
					d) All remaining valves operate normally,	
					e) Operating temperature for cowl valves is limited to 50 degrees F (10 degrees C) maximum (ambient or total air temperature) unless S/B 71-1045 or 71-1046 "Nose Cowl TAI Spray Ring Modification" or production equivalent has been incorporated, and	
					f) For JT8D-15/15A, JT8D-17/17A engine installations, the following adjustments must be applied when dispatching with anti-ice OFF, and the following conditions exists:	
					-TAKEOFF-	
					(15/15A) Pressure altitude between 3,000 and 10,000 feet, ambient temperature below 0 degrees F (-18 degrees C).	
					(-17/17A) Pressure altitude between 3,000 and 10,000 feet, ambient temperature below 15 degrees F (-10 degrees C).	
					(Continued)	

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 30-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
30 - ICE AND RAIN PROTECTION							
3.	Engine and Nose Cowl Anti-Ice Valves (Cont'd)						
	1) (-100/-200) (Cont'd)						-GO-AROUND-
							(-15/15A) Pressure altitude between 3,000 and 10,000 feet, ambient temperature below 0 degrees F (-18 degrees C).
							(-17/17A) Pressure altitude between 3,000 and 10,000 feet, ambient temperature below 15 degrees F (-10 degrees C).
							(1) Takeoff and go-around thrust limits on the associated engine are reduced by .03 EPR,
							(2) Takeoff and landing performance weight is reduced by 3,000 lbs. (1,361 Kg).
	2) (-300/-400/-500)	C	2	1	1	(M) One may be inoperative closed provided airplane is not operated in known or forecast icing conditions.	
		C	2	1	1	(M)(O) One may be inoperative locked open provided:	
						a) High Stage Valve is locked closed,	
						b) Ambient temperature is below 100 degrees F (38 degrees C),	
						c) A minimum of 60% N1 is maintained on associated engine during flight in icing conditions,	
						d) All thrust rating limits on the affected engine, except Takeoff and Go-Around, are reduced by 0.8% N1,	
						e) Enroute climb limited weight is reduced by 4,500 lbs. (2,040 Kg),	
						(Continued)	

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 30-4
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS															
30 - ICE AND RAIN PROTECTION																						
3.	Engine and Nose Cowl Anti-Ice Valves (Cont'd)																					
	2) (-300/-400/-500) (Cont'd)						f) At temperatures greater than 50 degrees F (10 degrees C), Takeoff and Go-Around thrust limits on the associated engine and takeoff and landing performance limited weights are reduced by: <table border="1" style="margin-left: 40px;"> <thead> <tr> <th>RATING</th> <th>%N1</th> <th>WEIGHT</th> </tr> </thead> <tbody> <tr> <td>18.5 K</td> <td>0.8</td> <td>3650 lbs. (1670 Kg)</td> </tr> <tr> <td>20.0 K</td> <td>0.8</td> <td>3900 lbs. (1770 Kg)</td> </tr> <tr> <td>22.0 K</td> <td>0.8</td> <td>3900 lbs. (1770 Kg)</td> </tr> <tr> <td>23.5 K</td> <td>1.1</td> <td>4650 lbs. (2110 Kg)</td> </tr> </tbody> </table> g) For temperatures at or below 50 degrees F (10 degrees C), base performance limited weights on Engine Anti-Ice ON.	RATING	%N1	WEIGHT	18.5 K	0.8	3650 lbs. (1670 Kg)	20.0 K	0.8	3900 lbs. (1770 Kg)	22.0 K	0.8	3900 lbs. (1770 Kg)	23.5 K	1.1	4650 lbs. (2110 Kg)
RATING	%N1	WEIGHT																				
18.5 K	0.8	3650 lbs. (1670 Kg)																				
20.0 K	0.8	3900 lbs. (1770 Kg)																				
22.0 K	0.8	3900 lbs. (1770 Kg)																				
23.5 K	1.1	4650 lbs. (2110 Kg)																				
	3) (-600/-700/-800/-900)	C	2	1			(M) Except for ER operations beyond 120 minutes, one may be inoperative closed provided airplane is not operated in known or forecast icing conditions.															
		C	2	1			(M)(O) One may be inoperative locked open provided: <ul style="list-style-type: none"> (a) High Stage Valve is locked closed, (b) Ambient temperature is below 100 degrees F (38 degrees C), (c) A minimum of 60% N1 is maintained on associated engine during flight in icing conditions, (d) All thrust rating limits on the affected engine, except Takeoff and Go-Around, are reduced by 1.1% N1, (e) Enroute climb limited weight is reduced by 4,000 lbs. (1,810 Kg), 															
(Continued)																						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 30-5
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.																					
				NUMBER INSTALLED																						
				NUMBER REQUIRED FOR DISPATCH																						
				REMARKS OR EXCEPTIONS																						
30 - ICE AND RAIN PROTECTION																										
	3) (-600/-700/-800/-900) (Cont'd)				f) At temperatures greater than 50 degrees F (10 degrees C), Takeoff and Go-Around thrust limits on the associated engine and takeoff and landing performance limited weights are reduced by: <table border="1" style="margin-left: 40px; margin-top: 10px;"> <thead> <tr> <th>RATING</th> <th>%N1</th> <th>WEIGHT</th> </tr> </thead> <tbody> <tr> <td>18.0 K</td> <td>1.4</td> <td>4500 lbs. (2040 Kg)</td> </tr> <tr> <td>20.0 K</td> <td>1.4</td> <td>4500 lbs. (2040 Kg)</td> </tr> <tr> <td>22.0 K</td> <td>1.4</td> <td>4500 lbs. (2040 Kg)</td> </tr> <tr> <td>24.0 K</td> <td>1.4</td> <td>4500 lbs. (2040 Kg)</td> </tr> <tr> <td>26.0 K</td> <td>1.4</td> <td>4500 lbs. (2040 Kg)</td> </tr> <tr> <td>27.0 K</td> <td>1.4</td> <td>4500 lbs. (2040 Kg)</td> </tr> </tbody> </table> g) For temperatures at or below 50 degrees F (10 degrees C), base performance limited weights on Engine Anti-Ice ON.	RATING	%N1	WEIGHT	18.0 K	1.4	4500 lbs. (2040 Kg)	20.0 K	1.4	4500 lbs. (2040 Kg)	22.0 K	1.4	4500 lbs. (2040 Kg)	24.0 K	1.4	4500 lbs. (2040 Kg)	26.0 K	1.4	4500 lbs. (2040 Kg)	27.0 K	1.4	4500 lbs. (2040 Kg)
RATING	%N1	WEIGHT																								
18.0 K	1.4	4500 lbs. (2040 Kg)																								
20.0 K	1.4	4500 lbs. (2040 Kg)																								
22.0 K	1.4	4500 lbs. (2040 Kg)																								
24.0 K	1.4	4500 lbs. (2040 Kg)																								
26.0 K	1.4	4500 lbs. (2040 Kg)																								
27.0 K	1.4	4500 lbs. (2040 Kg)																								
4.	Engine and Nose Cowl Anti-Ice Valve Position Lights or TAI Indications																									
	1) (-100/-200)	C	-	0	(M) May be inoperative provided valve is verified to operate normally before each departure.																					
	2) (-300/-400/-500/-600/-700/-800/-900)	C	-	0	(O) May be inoperative provided valve is verified to operate normally before each departure.																					
	3) (-600/-700/-800/-900)	C	4	2	One valve position indication (either COWL VALVE OPEN light or TAI indication) for each engine may be inoperative provided the other valve position indication for that engine operates normally.																					
	4) (All Models)	C	-	-	May be inoperative provided associated valve is considered inoperative.																					

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 30-6
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 - ICE AND RAIN PROTECTION						
5.	Pitot/Static Probe Heaters					
	1) (-100/-200/-300/-400/-500)					
	a) No. 1 Aux Pitot/Static Heater (Right Lower Probe)	B	1	0		May be inoperative provided: a) No. 2 Aux Pitot Static heater operates normally, b) RVSM operations are not conducted, and c) Airplane is not operated in known or forecast icing conditions.
	b) No. 2 Aux Pitot/Static Heater (Left Lower Probe)	B	1	0		May be inoperative provided: a) No. 1 Aux Pitot Static heater operates normally, b) RVSM operations are not conducted, and c) Airplane is not operated in known or forecast icing conditions.
		B	1	0		May be inoperative provided: a) No.1 Aux Pitot Static heater operates normally, and b) Dispatch deviations for associated equipment are observed.
	c) Pitot/Static Heaters (Upper Probes)	B	2	1		Pilot's or copilot's may be inoperative for day VMC provided the airplane is not operated in visible moisture, or in known or forecast icing conditions.
	2) (-600/-700/-800/-900)					
	a) Left/Right Pitot Heaters	B	2	1		Except for ER operations beyond 120 minutes, one may be inoperative for day VMC provided: a) Aux Pitot heater operates normally, b) Airplane is not operated in visible moisture, and c) Airplane is not operated in known or forecast icing conditions.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 30-7
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
30 - ICE AND RAIN PROTECTION						
5.	Pitot/Static Probe Heaters					
	2) (-600/-700/-800/-900) (Cont'd)					
	b) Aux Pitot Heater (Right Lower Probe)	B	1	0		Except for ER operations beyond 120 minutes, may be inoperative provided: a) Both Left and Right Pitot heaters operate normally, and b) Airplane is not operated in known or forecast icing conditions.
6. ***	Vertical Stabilizer Pitot Heaters (Elevator and Rudder Feel Systems)	B	2	1		Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.
7.	Total Air Temperature Probe Heater	C	-	0		Except for ER operations beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions.
		C	-	0		(O) May be inoperative provided an alternate temperature indicator system is installed and operating normally (i.e., Ram Air or Static Air Temperature).
8.	Angle of Attack Sensor Heater(s)/ Stall Warning System Sensor Heater(s)/Alpha Vane Heater(s)	C	-	0		Except for ER operations beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 30-8
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 - ICE AND RAIN PROTECTION						
9.	Pitot, Pitot/Static and Temperature Probe Heater Lights					
***	1) Green (Heater On) Lights (-100/-200)					
	a) Pitot and Pitot/Static	B	-	-		(M) One may be inoperative provided: a) Required heater function is verified before each departure, and b) HEATER OFF light operates normally.
	b) Temperature	C	1	0		(M) May be inoperative provided associated heater function is verified to operate normally before each departure.
		C	1	0		May be inoperative provided associated heater is inoperative.
***	2) Amber (Heater Off) Lights					
	a) Pitot and Pitot/Static	B	-	0		(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Associated heater function is verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions.
	b) Temperature	C	-	1		
		C	-	0		(M) May be inoperative provided associated heater function is verified to operate normally before each departure.
		C	-	0		May be inoperative provided associated heater is inoperative.
10.	Wing Anti-Ice Duct Overheat System					
***	1) Ground Test Feature	C	1	0		

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 30-9
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
30 - ICE AND RAIN PROTECTION						
11.	Electrically Heated Windshields	C	4	3		Except for ER operations beyond 120 minutes, one No. 1 or No. 2 window heater may be inoperative provided: <ul style="list-style-type: none"> a) Airplane is not operated in known or forecast icing conditions, b) Windshield de-fog system operates normally, and c) Airspeed is limited to 250 KIAS below 10,000 feet MSL.
***		C	4	0		No. 4 and No. 5 window heat may be inoperative provided airspeed is limited to 250 KIAS below 10,000 feet MSL.
***	1) No. 3 Window Heat System(s)	D	2	0		
12.	De-Fog System	C	1	0		
13.	Windshield Wiper System(s)	C	2	0		May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
	1) Park Function	C	2	0		May be inoperative for all flight conditions provided the blade(s) can be positioned in a location that will not obstruct forward vision.
***	2) Intermittent Speed Function (-300/-400/-500/-600/-700/-800/-900)	D	2	0		
	3) Low Speed Function	C	2	0		May be inoperative provided both high speed functions operate normally.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 30-10
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 - ICE AND RAIN PROTECTION						
13.	Windshield Wiper System(s) (cont'd)					
	4) High Speed Function	C	2	1		One may be inoperative provided associated low speed function operates normally.
		C	2	0		May be inoperative provided both low speed functions operate normally and rain intensity is less than moderate.
		C	2	0		May be inoperative provided both low speed functions operate normally and rain removal enhancement is installed and operates normally.
14. ***	RainBoe Rain Repellent System (-100/-200/-300/-400/-500)	D	1	0		
15. ***	Windshield Perimeter Heater(s)	C	2	0		
16. ***	HEATER OFF Light (-100/-200)	B	1	0		(O) May be inoperative provided: a) Remaining components of the pitot heat system are verified to operate normally, and b) The airplane is not operated in known or forecast icing conditions.
17.	COWL ANTI-ICE Lights (-300/-400/-500/-600/-700/-800/-900)	C	2	1		Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.
		C	2	1		(M)(O) One may be inoperative provided the associated Cowl anti-ice valve is locked open.
18. ***	Alpha Vane Heater Light Systems	C	2	0		(M) May be inoperative provided associated heater function is verified to operate normally before each departure.
		C	2	0		May be inoperative provided associated heater is inoperative.
19. ***	Drain Mast Heaters	C	2	0		(M) May be inoperative provided water supply to associated components is secured off.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 30-11
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 - ICE AND RAIN PROTECTION						
20. ***	Ice Detection System	D	1	0		

AIRCRAFT: B-737	REVISION NO : DATE:	47b 01/04/2006	PAGE: 31-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
31 - INDICATING / RECORDING SYSTEMS						
1.	Clocks	C	2	1	1	One may be inoperative at either the pilot or copilot station.
***	1) Automatic UTC Update Function	C	2	0	0	(O) May be inoperative provided manual mode is set and operates normally.
2.	Flight Data Recorder System (FDR)	C	-	-	-	Any in excess of those required by 14 CFR may be inoperative.
		A	-	0	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless; 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.
		A	-	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
3.	Engine Pressure Ratio Limit (EPRL) System					Moved to MMEL Item 34-41.
4. ***	Reference Speed Computer (Total Fuel & VREF Indicator -100/-200)	C	1	0	0	

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 31-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 - INDICATING / RECORDING SYSTEMS						
5.	Cockpit Voice Recorder (CVR) System					Moved to MMEL Item 23-10.
6. ***	AAIDS Maintenance Recorder	D	1	0		
7. ***	Aircraft Condition Monitoring System (ACMS)	D	1	0		
8.	Common Display System (CDS) (-600/-700/-800/-900)					
	1) Display Units (DU)					
	a) Lower DU	C	1	0		(O) May be inoperative provided: a) All remaining DUs operate normally, and b) It is checked that engine display can be switched to an alternate DU.
	b) Inboard DU	A	2	1		(O) For EFIS/MAP configuration, one may be inoperative provided: a) It is checked that engine display can be switched to an alternate DU, b) All navigation must be based on ILS/VOR/DME, and c) Repairs are made within one flight day.
	2) CDS MAINT Annunciation					
	a) PFD/ND	B	-	0		May be dispatched with faults indicated by CDS MAINT annunciation provided CDS Operational Program Software (OPS) P/N31111-HNP-01A-05 or later, is installed.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 31-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
31 - INDICATING / RECORDING SYSTEMS						
8.	Common Display System (CDS) (-600/-700/-800/-900) (Cont'd)					
	2) CDS MAINT Annunciation (Cont'd)					
	b) EFIS/MAP	A	-	0	0	May be dispatched with faults indicated by CDS MAINT annunciation provided: a) Captain's Inboard DU operates normally, b) CDS Operational Program Software (OPS) P/N31111-HNP-01A-05 or later, is installed, and c) Repairs are made within one flight day.
9.	Remote Light Sensor System (-300/-400/-500/-600/-700/-800/-900)	C	1	0	0	May be inoperative provided all manual display brightness controls operate normally.
10.	Speed Reference Selector (-600/-700/-800/-900)	C	1	0	0	May be inoperative provided speeds can be set using the CDU.
11. ***	Mechanical Timer	C	1	0	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	0	May be inoperative provided procedures do not require its use.
12. ***	Takeoff Warn Test Switch	C	1	0	0	
		D	1	0	0	May be inoperative provided procedures do not require its use.

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 32-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
32 - LANDING GEAR						
1. ***	Gear Seal Warning System (-100/-200)	C	1	0		(M) May be inoperative provided gear seal function is checked once each flight day.
2.	Antiskid System					
	1) (-100/-200/-300/-400/-500)	C	1	0		(O) May be inoperative provided operations are conducted in compliance with AFM.
	2) (-600/-700/-800/-900)	C	1	0		(M)(O) May be inoperative provided: a) Associated Antiskid channel(s) is deactivated, and b) Operations are conducted in compliance with AFM.
3.	Parking Brake Valve (-300/-400/-500/-600/-700/-800/-900)	C	1	0		(M)(O) May be inoperative closed provided operations comply with AFM antiskid inoperative decrements.
4.	Parking Brake Light					
	1) Solenoid Parking Brake Valve (-100/-200)	C	1	0		(O) May be inoperative provided antiskid system is turned OFF when parking brake is used.
	2) Motor Operated Parking Brake Valve	C	1	0		(M) May be inoperative provided the parking brake shutoff valve is verified to operate normally.
5. ***	Main Wheel Well Inflatable Seal System (-100/-200)	C	1	0		(M) May be inoperative provided system is deactivated and secured.
6.	Landing Gear Warning and Indicating System (-100/-200/-300/-400/-500)	C	-	2		Either of two other indicating systems may be inoperative provided center panel indications operate normally.
	1) Secondary Gear Warning System (Pemco F/QC and COMBI)	B	1	0		(O) May be inoperative provided Main Gear and Nose Gear Viewer are accessible during all phases of flight.
7. ***	Automatic Brake System	C	1	0		(M) May be inoperative provided system is deactivated and secured.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 32-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 - LANDING GEAR						
8.	Rudder Pedal Nose Wheel Steering System					
	1) Rotary Actuator (-300/-400/-500/-600/-700/-800/-900)	C	1	0		(M)(O) May be inoperative deactivated in the disengage position provided: a) Operation of associated systems are not affected, and b) All takeoffs and landings are made by the pilot with access to an operating tiller.
9. ***	Direct Reading Tire Pressure Gauge	D	-	0		
10.	Alternate Antiskid Valves (-300/-400/-500/ -600/-700/-800/-900)	C	2	0		(M) May be inoperative provided manual braking capability of alternate brake system is verified on the associated wheels.
11. ***	Brake Temperature Monitor System	C	1	0		(O) May be inoperative provided AFM Maximum Quick Turnaround Weight limitations are observed.
		D	1	0		(O) May be inoperative provided: a) AFM Maximum Quick Turnaround Weight limitations are observed, and b) Procedures are not based on its use.
12. ***	Nose Wheel Steering Switch (-300/-400/-500/-600/-700/-800/-900)	C	1	0		(M) May be inoperative provided: a) Nose wheel steering is powered by Hydraulic System A, and b) Landing gear transfer valve is verified to operate normally.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 32-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
32 - LANDING GEAR						
13.	Hydraulic Brake Pressure Indicator					
	1) (-100/-200)					
	a) Wheel Well Brake Accumulator Gauges	C	2	0		May be inoperative provided associated Flight deck brake pressure indicator operates normally.
	b) Flight Deck HYD BRAKE PRESS Indicators	C	2	1		(M) One brake indication (A or B) may be inoperative provided the associated brake accumulator charge is verified normal once each flight day.
	2) (-300/-400/-500/-600/-700/-800/-900)					
	a) Wheel Well Brake Accumulator Gauge	C	1	0		May be inoperative provided Flight deck brake pressure indicator operates normally.
	b) Flight Deck HYD BRAKE PRESS Indicator	C	1	0		(M) May be inoperative provided the brake accumulator charge is verified normal once each flight day.
14.	Gear Retraction Braking System (-600/-700/-800/-900)	C	1	0		(O) May be inoperative provided: a) After takeoff, landing gear remains extended for two minutes before retraction, and b) Takeoff performance is based on Landing Gear Extended.
15.	Landing Gear Selector Bypass Valve (-600/-700/-800/-900)	C	1	0		(M) May be inoperative provided valve is deactivated in the normal position.

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 32-4
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
32 - LANDING GEAR						
16.	Landing Gear Actuation System (-600/-700/-800/-900)	B	1	0		(M)(O) May be inoperative provided: a) Inoperative components are secured by an accepted procedure, b) Landing gear are secured in the down position, and c) Airplane is dispatched in accordance with the AFM Gear Extended Appendix.
17.	Proximity Switch Electronics Unit (PSEU) System (-600/-700/-800/-900)					
	1) PSEU Fault	C	-	0		(M) May be dispatched with faults indicated by the PSEU light provided the PSEU is checked for faults before each departure.
		C	-	0		May be dispatched with faults indicated by the PSEU light provided: a) PSEU light can be extinguished by pressing the Master Caution Light, and b) PSEU P/N 285A1600-4 is installed.
		C	-	0		May be dispatched with faults indicated by the PSEU light provided: c) PSEU light can be extinguished by setting the parking brake or shutting down both engines, and d) PSEU P/N 285A1600-5, or later, is installed.
	2) PSEU Light	C	1	0		(M) May be inoperative provided PSEU is checked for faults before each departure.
18.	Landing Gear Alternate Extension System (-600/-700/-800/-900)	B	1	0		(M)(O) May be inoperative provided: a) Inoperative Components are secured by an accepted procedure, b) Landing gear are secured in the down position, and c) Airplane is dispatched in accordance with the AFM Gear Extended Appendix.

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 32-5
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
32 - LANDING GEAR						
19.	Main Landing Gear Uplock Springs	B	4	3	3	(M)(O) One spring on one main gear Uplock mechanism may be missing provided landing gear lever remains in the UP position for the duration of flight until gear extension is required.
20.	Landing Gear Frangible Fitting (-600/-700/-800/-900)	C	2	0	0	(M) May be broken or missing provided the fitting is replaced with a hydraulic cap assembly.
21.	Flap Landing Warning Switch, S138 (-600/-700/-800/-900)	C	1	0	0	(M) Switch contacts normally in use may be inoperative provided: a) S138 switch is rewired using an alternate set of contacts, and b) PSEU BITE is used to verify normal operation of the S138 switch.
22. ***	Two-position Tail Skid (-800)					
	1) Retraction Mechanism	C	1	0	0	(M)(O) May be inoperative provided: a) Tail skid is secured in the retracted position, and b) Appropriate performance adjustments are applied.
		C	1	0	0	(M)(O) May be inoperative provided: a) Tail skid is secured in the extended position, and b) Appropriate performance adjustments are applied.
	2) Cartridge Core Assembly	B	1	0	0	(M)(O) May be inoperative provided: a) Detailed AMM inspection reveals no internal and external structural damage, b) Tail skid is secured in the retracted position, and c) Appropriate performance adjustments are applied.

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 33-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
33 - LIGHTS						
1.	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	-	Individual lights may be inoperative provided remaining lights are: <ul style="list-style-type: none"> a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crew's eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
2.	Cabin Interior Illumination (Includes Pemco - 300QC and -400 COMBI)					
	1) Passenger and Combi Configurations Without Photoluminescent Emergency Escape Path Marking Systems	C	-	-	-	Individual lights may be inoperative provided sufficient lighting remains for cabin attendants/cargo couriers to perform their duties.
	2) Passenger and Combi Configurations With Photoluminescent Emergency Escape Path Marking Systems	C	-	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> a) Sufficient lighting remains for cabin attendants/cargo couriers to perform their duties, and b) Remaining lighting is sufficient to charge the Photoluminescent Emergency Escape Path Marking System.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 33-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33 - LIGHTS					
3.	Passenger Notice System ("NO SMOKING/FASTEN SEAT BELT/ RETURN TO SEAT") Signs	C	-	-	(M)(O) No passenger seat, cabin attendant seat or lavatory may be occupied from which a "No smoking/ Fasten Seat Belt/Return to Seat" sign is not readily legible and that seat or lavatory must be blocked and placarded – DO NOT OCCUPY.
		C	-	-	(O) "No smoking/Fasten Seat Belt/Return to Seat" signs may be inoperative and the affected passenger seat(s), cabin attendant seat(s) or lavatories may be occupied provided: <ul style="list-style-type: none"> a) The PA system operates normally and can be clearly heard throughout the cabin during flight, and b) An acceptable procedure is used to notify passengers when seat belts must be fastened, smoking is prohibited, and when passengers should return to cabin from lavatories.
	1) Aural Tone System	C	1	0	
	2) Flight Deck Automatic Function	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Manual control function operates normally, and b) Alternate procedures are established and used.
4.	Lower Cargo Compartment Light Systems (Fwd/Aft)	C	-	0	
	1) Light Lens (-100/-200/-300/-400/-500/-900)	C	-	0	May be broken/missing provided associated light bulb is removed.
	2) Light Lens (-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121, and 737-1122, or Production Equivalent	C	-	0	May be broken/missing provided associated light bulb is removed.
(Continued)					

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 33-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
33 - LIGHTS						
4.	Lower Cargo Compartment Light Systems (Fwd/Aft) (Cont'd)					
	3) Light Lens (-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121, and 737-1122, or Production Equivalent	C	-	-	-	Any number from the rear lower cargo compartment and one from the forward lower cargo compartment may be broken/missing provided associated light bulb is removed.
5. ***	High Intensity or Strobe Lights System					
	1) All Models (Except Models with STC ST01821LA)	C	1	0	0	
	2) Models with STC ST01821LA	C	1	0	0	May be inoperative for day operations.

AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 33-4
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
33 - LIGHTS					
6.	Anti-Collision Beacons (Without Blended Winglet, -800 Blended Winglet, and -700 Blended Winglet With Dual Glass Lens) (Except STC ST01821LA)	C	2	0	May be inoperative for night operations provided wing tip and tail strobe lights are installed and operate normally.
	1) Blended Winglet				
	a) (-700 with Single Plastic Lens)	C	2	0	May be inoperative for day operations.
	b) (-800 with Light Fence)				NOTE: Both anti-collision beacons must be operative for night operations. Deleted Revision 45 a. Incorporated into Item 33-6.
	c) (-300 with STC ST01219SE and Winglet Strobe Lights)	C	2	0	May be inoperative for night operations provided winglet strobe lights operate normally.
		C	2	0	NOTE: Tail strobe light may be inoperative.
	2) (STC ST01821LA)	C	2	0	May be inoperative for day operations.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 33-5
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
33 - LIGHTS						
7.	Wing Illumination Lights	C	2	0		(O) May be inoperative provided ground de-icing procedures do not require their use.
***	1) Overwing Ice Lights (Grimes Aerospace STC ST500CH)	C	2	0		
8.	Landing Lights	C	4	2		One may be inoperative on each side provided one of the two operating lights is in the fixed position.
		C	4	0		May be inoperative for day operations.
	1) Retractable Light Extend/Retract Motors	C	2	0		(M) May be inoperative provided: a) Light is in the extended position, and b) Light illuminates normally.
			2	0		(M) May be inoperative provided the associated light is considered inoperative.
***	2) Pulse Light System	D	1	0		
9. ***	Taxi Light	C	1	0		
10.	Runway Turn Off Lights	C	2	0		

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 33-6
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 - LIGHTS						
11.	Wing Tip Position Lights	C	4	0	0	May be inoperative for day Operations.
		C	4	2		One or both white wingtip position lights may be inoperative for night operations provided wing tip strobe lights are installed and operate normally.
	1) Light Bulbs/ Lamps (Without Blended Winglet and Blended Winglet with Dual Glass Lens)	C	-	4	4	Any except the following minimum may be inoperative for night operations: a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.
	2) Light Bulbs/ Lamps (-700/-800 Blended Winglet with Single Plastic Lens)	C	-	5		Any except the following minimum may be inoperative for night operations: a) Both stationary red wing tip bulbs, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.
a) Stationary Red Wing Tip Light Bulbs/ Lamps	B	2	1			
12. ***	Door Locked Light (Flight Deck to Cabin) (Not 14 CFR 25.795 Compliant)	C	1	0	0	May be inoperative provided locking function operates normally.
13.	Master Caution Lights					Deleted prior to Rev. 27.
14.	Exterior Emergency Lighting System	B	1	0	0	May be inoperative for day operations
		B	1	0		May be inoperative for all-cargo night operations provided the forward entry door escape slide lights operate normally.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 33-7
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
33 - LIGHTS						
15.	Interior Emergency Exit Lighting System					
	1) Mixed or All-Cargo Configuration	C	1	0		Lights may be inoperative in cargo areas provided: a) No persons occupy that area, and b) Forward entrance door light operates normally at all times.
***	2) Stowage Bin Bullnose Lights (-600/-700/-800/-900)	C	-	-		Light assemblies installed above the aisle (curved edge of the stowage bins) may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.
***	3) Advance Technology Interior (ATI) (Aisle Light Assemblies) (-200/-300/-400/-500)	C	-	-		Light assemblies installed above the aisle (curved edge of the stowage bins) may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.
	4) Flight Deck Exit Light	C	1	0		May be inoperative for day operations.
16.	System annunciator Lights, Left and Right (Pilot's Light Shield)	C	-	-		(O) One light may be inoperative for an operating system
		C	-	-		May be inoperative for an associated inoperative system
17.	Flight deck Master Lights Test and Individual Light's Press-to-Test Features	C	-	-		(O) May be inoperative provided the intended function of associated light(s) is verified once each flight day.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 33-8
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
33 - LIGHTS					
18.	Wheel Well Lights				
	1) Dome Lights	C	3	0	
	2) Inspection Flood Lights				
	a) (-100/-200/ -300/-400/ -500)	C	3	1	Main gear lights may be inoperative for day operations only.
		C	3	0	Lights may be inoperative provided a landing gear indicating system other than the viewer system and independent of the center panel is installed and operates normally.
	b) (-600/-700/ -800/-900)	D	2	0	
19.	Floor Proximity Emergency Escape Path Marking System (All Models and STC's)				
	1) Incandescent Lighting System	C	-	-	Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA approved report of the Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC) or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.

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AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 33-9
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 - LIGHTS						
19.	Floor Proximity Emergency Escape Path Marking System (All Models and STC's) (Cont'd)					
	2)Photoluminescent Lighting System	C	-	-		Components may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA approved report of the Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC) or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.
20. ***	LOGO Light System	D	1	0		
21. ***	Main Deck Cargo Door Floodlights (737C, STC's ST01566LA, SA2969SO, and SA2970SO)	C	2	0		(M) May be inoperative for night operations provided alternate procedures are established and used.
		C	2	0		May be inoperative for day operations. NOTE: Not required for all passenger operations.

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 33-10
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
33 - LIGHTS					
22. ***	Main Deck Cargo Door-System Annunciator Light (737-300 QC, PEMCO Aeroplex, Inc. -300/-400, and STC ST01566LA)				
	1) System Annunciator Lights, Pilot's Overhead Panel (737-300QC, and STC ST01566LA)	A	2	1	(M)(O) One warning light may be illuminated provided: a) Alternate procedures are established and used to verify main cargo door is closed and locked, and b) Repairs are made within two flight days.
	2) System Annunciator Lights, Operator Control Panel (737-300 QC, PEMCO Aeroplex, Inc. -300/-400, and STC ST01566LA)	A	-	-	(M)(O) One warning light may be inoperative provided: a) It is not a VENT DOOR OPEN light, b) Vent door handle is locked, c) Outside view port is verified green, d) Individual lock is not loose, e) Main cargo door is verified closed, latched and locked, and f) Repairs are made within two flight days.
	3) Hydraulic System Arm Pressure Indicator Lights (PRESS), Operator Control Panel (STC SA2969SO)				DELETED REVISION 49.
	4) Hydraulic System Green Indicator Lights, Operator Control Panel (STC SA2969SO)				DELETED REVISION 49

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 33-11
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
33 - LIGHTS						
23.	Master Dim System	B	1	0		Dim function may be inoperative provided: a) TEST and BRT functions operate normally, b) Except during light test, switch is placed in BRT, and c) Light intensity is acceptable to the flight crew.
24. ***	Sterile Flight Compartment Light System	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
		D	1	0		May be inoperative provided procedures do not require its use.
25.	Service Area Light Systems (Nose, Electrical Equipment, Air Conditioning, Aft Accessory, APU, Tailcone Compartments, and Fueling Panel)	C	-	0		
		C	-	0		May be inoperative for day operations.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 34-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
34 - NAVIGATION						
1.	Mach/Airspeed Indications					
	1) Mach Indications	C	2	1		One may be inoperative provided one Mach/Airspeed warning and Mach trim system operates normally.
	a) (-100/-200/-300/-400/-500)	C	2	0		May be inoperative provided: a) Airplane remains at or below FL 230, and b) Airspeed remains at or below 320 KIAS.
	b) (-600/-700/-800/-900)	C	2	0		May be inoperative provided: a) Airplane remains at or below FL 280, and b) Airspeed remains at or below 320 KIAS.
***	2) Airspeed Cursor (-100/-200/-300/-400/-500)	A	2	1		(O) One may be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
***	3) External Airspeed Markers (Bugs) (-100/-200/-300/-400/-500)	C	-	0		(O) May be inoperative or missing provided alternate procedures are established and used.
***	4) Digital Airspeed Readout (-100/-200/-300/-400/-500)	C	-	0		

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 34-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
34 - NAVIGATION						
2.	Mach/Airspeed Warning Systems					
	1) Maximum Operating Speed Indication	C	2	1		One may be inoperative provided the clacker warning system operates normally and is independent from the Mach Indicator.
	2) Clacker					
	a) (-100/-200)	C	-	1		
		B	-	0		Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 340 KIAS/.78 Mach airspeed limitations are observed, and c) If the overspeed warning occurs earlier than scheduled during flight, speed must remain below the point at which the warning occurs.
		B	-	0		Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 340 KIAS/.78 Mach airspeed limitations are observed, and c) If the overspeed warning occurs below .78 Mach, the system must be deactivated by pulling the associated circuit breaker and observe speed limits.
	b) (-300/-400/-500/-600/-700/-800/-900)	C	2	1		
		B	2	0		Systems may be inoperative provided; a) Both Mach indicators operate normally, b) 330 KIAS/.76 Mach airspeed limitations are observed, and c) If the overspeed warning occurs earlier than scheduled during flight, speed must remain below the point at which the warning occurs.
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AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 34-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
34 - NAVIGATION						
2.	Mach/Airspeed Warning Systems (Cont'd)					
	2) Clacker (Cont'd)					
	b) (-300/-400/-500/-600/-700/-800/-900) (Cont'd)	B	2	0		Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 330 KIAS/.76 Mach airspeed limitations are observed, and c) If the overspeed warning occurs below .76 Mach, the system must be deactivated by pulling the associated circuit breaker and observe speed limits.
3.	Altimeter Vibrators					
	1) Servo-Pneumatic	C	2	1		One may be inoperative provided associated air data computer operates normally.
	2) Pneumatic	C	2	1		One may be inoperative provided VMC exists at departure and arrival airports.
	3) Pneumatic (With Electric/Electronic Altimeter)	C	1	0		May be inoperative provided VMC exists at departure and arrival airports.
	4) One Pneumatic and one Servo-Pneumatic	C	2	1		Servo-Pneumatic may be inoperative provided the associated air data computer operates normally.
		C	2	1		Pneumatic may be inoperative provided VMC exists at departure and arrival airports.
	5) Standby Altimeter Vibrator (With Electric/Electronic Altimeter)	C	1	0		May be inoperative provided VMC exists at departure and arrival airports.
4. ***	Static Air Temperature Indication	D	-	0		

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 34-4
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION						
5.	Total Air Temperature Indication	C	-	0		May be inoperative provided an alternate air temperature indication (e.g. PDCS, FMCS, RAT, SAT) operates normally.
6.	Attitude Director Indicators (ADI)					Delete prior to revision 27.
7.	Standby Horizon Indicator					
	1) Standby Attitude Indicator	B	1	0		May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast Over-The-Top conditions.
***	2) ILS Indication	D	1	0		
8. ***	Angle of Attack Indications	C	-	0		
9.	Turn and Bank Indicators					
***	1) Rate of Turn Indicators	C	2	1		
		C	2	0		May be inoperative provided Standby Horizon Indicator operates normally.
10.	Directional Gyro Compass System					Deleted prior to Revision 27.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 34-5
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
34 - NAVIGATION						
11.	Non-Stabilized Magnetic Compass	B	1	0		(O) May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
		B	1	0		(O) May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems are operative, and b) Airplane is operated with dual independent navigation capability, and under positive radar control by ATC on the enroute portion of the flight.
		C	1	0		(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided two stabilized directional gyro systems are installed, operative, and used in conjunction with free gyro navigation techniques.
12.	Flight Director Systems	C	2	0		May be inoperative provided approach minimums do not require its use.
13.	Distance Measuring Equipment Systems	D	-	-		Any in excess of those required by 14 CFR may be inoperative.
14.	Marker Beacon Receiver System	C	-	0		May be inoperative provided approach minimums do not require its use.
15.	Weather Radar	C	-	0		May be inoperative provided Radar System is not required by 14 CFR.
		D	-	1		May be inoperative provided one remaining Radar System operates normally.
***	1) Windshear Detection and Avoidance System (Predictive)	B	-	0		(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		C	-	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System (Reactive) operates normally.

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AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 34-6
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION						
15.	Weather Radar (Cont'd)					
***	2) Autotilt/ Multiscan Function (Including STCs ST01843AT, ST01470LA-D)	C	1	0		May be inoperative provided manual tilt function operates normally.
***	3) Stabilization Function	C	1	0		(M) May be inoperative provided: a) Manual tilt control operates normally, and b) Antenna is verified to scan in a horizontal plane with the tilt at zero degrees.
16.	Radio Compass Systems (ADF)	D	-	-		Any in excess of those required by 14 CFR may be inoperative.
17.	VHF Navigation Systems (VOR/ILS)					
	1) (-100/-200/-300/ -400/-500)	D	-	-		Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.
	a) Auto Tune Function	C	-	0		(O) May be inoperative provided: a) Enroute or approach procedures do not require its use, and b) Manual tuning operates normally.
	2) (-300/-400/-500 GNLU-920 MMR, STC ST00998LA-D)	D	-	-		Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.
	a) Equipment Cooling Fan	B	2	0		
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AIRCRAFT: B-737	REVISION NO : DATE:	47a 10/05/2005	PAGE: 34-7
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
34 - NAVIGATION					
17.	VHF Navigation Systems (VOR/ILS) (Cont'd)				
	3) (-600/-700/-800/-900)				
	a) VOR Systems	D	2	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative.
	b) ILS Systems	D	2	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.
	c) Auto Tune Function	C	-	0	(O) May be inoperative provided: c) Enroute or approach procedures do not require its use, and d) Manual tuning operates normally.
18.	ATC Transponders and Automatic Altitude Reporting System	B	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.
	1) Elementary and Enhanced downlink Aircraft Reportable Parameters not Required by 14 CFR	A	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 34-8
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SYSTEM & SEQUENCE NUMBER		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION						
19. ***	Instrument Comparator or Warning System (-200/-300/-400/-500)	C	-	0		May be inoperative provided approach minimums do not require its use.
20.	Radio Altimeter Systems					
	1) Receiver/Transmitters					
	a) (-100/-200)	A	-	0		(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, and b) Repairs are made within two flight days.
		C	-	0		(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, and b) GPWS is not required by 14 CFR.
	b) (-300/-400/-500)	C	2	1		(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, and b) GPWS operates normally.
		A	2	1		(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, and b) Repairs are made within two flight days.
	c) (-600/-700/-800/-900)	C	2	1		(M)(O) May be inoperative deactivated provided approach minimums or operating procedures do not require its use.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 34-9
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION						
20.	Radio Altimeter Systems (Cont'd)					
	2) Indications	C	-	2		May be inoperative provided: a) Independent Radio Altimeters operate normally for both flight crew members, and b) Approach minimums do not require their use.
		C	-	0	(M)(O)	May be inoperative provided: a) Associated receiver/transmitter is verified to operate normally, and b) Approach minimums or operating procedures do not require its use.
21. ***	Air Data System (non Electric Airspeed Indicators (-200)	A	-	0	(O)	May be inoperative provided: a) Dispatch deviations for associated equipment are observed, b) All associated equipment is listed in this column of each operator's MEL, and c) Repairs are made within three flight days.
22.	Alternate Static System (-100/-200)	C	1	0		May be inoperative provided pneumatic airspeed and altimeters are installed and operating at both pilot stations.
23. ***	True Airspeed Indication	C	-	0		

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 34-10
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION						
24. ***	Airspeed Indicators (-300/-400/-500)	C	2	1	1	One may be inoperative provided: a) EFIS Speed Tape displays are installed and operate normally, and b) One Mach/Airspeed warning operates normally.
25.	Altitude Alerting System	A	1	0	0	(O) May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days.
26.	Terrain Awareness and Warning System (TAWS)					
	1) Ground Proximity Warning System (GPWS)	A	1	0	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	a) Modes 1 thru 4	A	4	0	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	b) Test Mode	A	1	0	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
	c) Glideslope Deviation(s) (Mode 5)	C	2	1	1	
		B	2	0	0	
	d) Advisory Callouts	B	-	0	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 34-11
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION						
26.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
	1) Ground Proximity Warning System (GPWS) (Cont'd)					
***	e) Windshear Warning and Flight Guidance Mode (Reactive)	B	1	0		(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		C	1	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
	2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		(O) May be inoperative provided alternate procedures are established and used.
	3) Terrain Displays	C	-	1		
		B	-	0		
***	4) Runway Awareness and Advisory System (RAAS)	C	1	0		

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 34-12
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION						
27. ***	Long Range Navigation Systems (INS, Loran, Omega)	C	-	0		As required by 14 CFR.
28. ***	Performance Data Computer System (PDCS)	C	1	0		
29. ***	Speed Command (Fast-Slow) Indicators (-100/-200/-300/-400/-500)	C	2	0		
30. ***	ADI Test (-100/-200/-300/-400/-500)	C	2	0		
31. ***	Speed Cursor Remote Drive	C	1	0		
32.	Instrument Transfer Switching System	C	1	0		(O) May be inoperative provided: a) Associated instruments operate normally from isolated sources, and b) Inoperative switches are not moved during flight.
33.	Vertical Gyro System (-100/-200)					
	1) Number 1 and 2	C	2	1		One may be inoperative provided: a) Auxiliary vertical gyro operates normally, and b) Vertical gyro switch is selected to the auxiliary position.
***	2) Auxiliary Gyro	C	1	0		
34.	Standby Altimeter Vibrator					Moved to Item 34-3 prior to Revision 30.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 34-13
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION						
35.	Inertial Reference System(s) (IRS) (-300/-400/-500/ -600/-700/-800/ -900)	B	2	1	1	(O) Except for ER operations, one may be inoperative provided: a) Remaining IRS operates normally and is used for both Attitude Indications and Both HSIs, b) Flight is Restricted to day VMC, c) Standby Magnetic Compass operates normally, d) Standby Horizon Indicator operates normally, e) Both Vertical Speed Indications are switched to remaining IRS, if required, and f) Autopilots (any mode) are not used unless SB-737-22-1140 or equivalent is incorporated.
	1) IRS Data Display (Aft Overhead Panel)	C	1	0	0	May be inoperative provided one FMCS CDU operates normally.
	2) IRS Ground Crew Call Horn	C	1	0	0	
36.	Flight Management Computer System (FMCS)					
***	1) (-200 CMA-900 FMS/GPS)	D	1	0	0	(M) May be inoperative provided FMS is deactivated.
	a) Annunciator Lights/Switches (STC ST6895-AT)	C	9	0	0	(M) May be inoperative provided the FMS is deactivated.
	(1) NAV/FMS	D	2	0	0	May be inoperative provided the FMS is considered inoperative.
		A	2	1	1	May be inoperative on the Non-Flying Pilot's side provided: a) Captain's HDG/NAV light and switch operates normally, and b) Repairs are made within three flight days.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 34-14
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED	3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
34 - NAVIGATION								
36.	Flight Management Computer System (FMCS) (Cont'd)							
	1) (-200 CMA-900 FMS/GPS)							
	a) Annunciator Lights/ Switches (STC ST6895-AT)							
	(2) WPT	C	2	0				May be inoperative provided procedures do not require its use.
		A	2	1				May be inoperative on the Non-Flying Pilot's side provided repairs are made within three flight days.
	(3) GPS APPR CAP	C	1	0				May be inoperative provided procedures do not require its use.
		C	1	0				May be inoperative provided: a) FMS-DME is operational, and b) Area of flight has adequate DME coverage (minimum of 3 stations in range at all times).
	(4) GPS INT	C	2	0				May be inoperative provided procedures do not require its use.
		A	2	1				May be inoperative on the Non-Flying Pilot's side provided repairs are made within three flight days.
	(5) OFFSET	C	2	0				May be inoperative provided procedures do not require its use.
	b) FMU	C	-	1				May be inoperative provided unit is not required to meet 14 CFR navigation requirements.
	c) MCDU	C	1	0				May be inoperative provided unit is not required to meet 14 CFR navigation requirements.
(Continued)								

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 34-15
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION						
36.	Flight Management Computer System (FMCS) (Cont'd)					
	1) (-200 CMA-900 FMS/GPS) (Cont'd)					
	d) Navigation Databases	C	-	-		(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.
	e) DME	C	1	0		May be inoperative provided all navigation is based on ILS/VOR/DME.
		C	1	0		May be inoperative provided GPS is operational.
	f) GPS	C	1	0		May be inoperative provided all navigation is based on ILS/VOR/DME.
		C	1	0		May be inoperative provided: a) FMS-DME is operational, and b) Area of flight has adequate DME coverage (minimum of 3 DME stations in range at all times).
	g) HSI Switching Unit (STC ST01676AT)	C	2	0		May be inoperative provided FMS is considered inoperative.
		C	2	1		
	2) (-300/-400/-500/-600/-700/-800/-900)					
	a) FMC Alert Lights	C	2	1		One may be inoperative provided the FMC is not used for autopilot guidance during the approach.
		C	2	0		May be inoperative provided the FMC is not used for autopilot guidance.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 34-16
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION						
	2) (-300/-400/-500/ -600/-700/-800/ -900) (Cont'd)					
	b) Computer	C	-	1		May be inoperative provided it is not required to meet 14 CFR navigation requirements.
	(1) -300/-400/ -500	C	-	0		Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) EFIS speed tapes are not used as primary airspeed indication.
	(2) -600/-700/ -800/-900	C	-	0		Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) Speed Reference Selector operates normally.
***	c) CDU/MCDU	C	-	0		Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) Unit is not required to meet 14 CFR navigation requirements.
***	d) Alternate Navigation Control Display Unit (ANCDU)					
	(1) CRT ANCDU (-300/-400/ -500)	C	-	0		May be inoperative provided: a) IRS data display (on aft overhead panel) operates normally, and b) Unit is not required to meet 14 CFR navigation requirements.
						NOTE: Two independent navigation systems are required for operations beyond the range of radio navigation aids. Requires dual ANCDU, or ANCDU and CDU/Computer, or dual CDU/Computers.
						(Continued)

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 34-17
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION						
	2) (-300/-400/-500/ -600/-700/-800/ -900) (Cont'd)					
***	d) Alternate Navigation Control Display Unit (ANCDU)					
	(2) LCD ANCDU (-700IGW)	C	-	0		May be inoperative provided it is not required to meet 14 CFR navigation requirements. NOTE: Two independent navigation systems are required for operations beyond the range of radio navigation aids. Requires dual CDU/Computers, or one GPS capable Multimode Receiver with the onside LCD Alternate Nav CDU (ANCDU) and the Electronic Standby Attitude Indicator (ESAI), in conjunction with one Inertial Reference System (IRS), and one CDU/Computer.
	e) Navigation Databases	C	-	-		(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 34-18
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION						
37. ***	Windshear Warning and Flight Guidance System (Reactive)	B	1	0		(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		C	-	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
38. ***	Pitch Limit Indication (PLI)	C	2	0		
39. ***	EFIS Speed Tape	C	2	0		May be inoperative provided airspeed indicators are installed and operating normally at each pilot's station.
40.	Traffic Collision and Avoidance System (TCAS)	B	-	0		(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0		(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
***	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1		May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 34-19
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION						
40.	Traffic Collision and Avoidance System (TCAS) (Cont'd)					
	2) Resolution Advisory (RA) Display System(s)	C	2	1		May be inoperative on non-flying pilot side.
		C	-	0		(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.
	3) Traffic Alert (TA) Display System(s)	C	-	0		(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
	4) Audio Functions	B	1	0		May be inoperative provided enroute or approach procedures do not require use of TCAS.
***	5) Airspace Selection Function	C	-	0		
41. ***	Engine Pressure Ratio Limit (EPRL) System (-100/-200)	C	1	0		

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 34-20
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3.	4. REMARKS OR EXCEPTIONS
					NUMBER REQUIRED FOR DISPATCH	
34 - NAVIGATION						
42.	Radio Magnetic Indicators (RMI)					
	1) (-100/-200)	C	-	1		May be inoperative provided the affected RMI is not a source of heading data for the Horizontal Situation Indicator (HSI).
	2) (-300/-400/-500)	C	-	1		
	3) (-600/-700/-800/-900)					
	a) EFIS/Map	C	3	1		Two may be inoperative provided Captain's RMI or Standby RMI operates normally.
***	b) PFD/ND	C	1	0		Standby RMI may be inoperative provided Captain's Inboard DU is connected to Standby Power.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 34-21
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION						
43. ***	Radio Height Alert	D	2	0		
44. ***	Head-Up Display System (HUD)	D	-	0		May be inoperative provided procedures do not require its use. NOTE: Any mode which operates normally may be used.
45. ***	Global Positioning System (GPS)	D	-	0		Any in excess of those required by 14 CFR may be inoperative.
		C	-	0		May be inoperative provided alternate procedures are established and used.
46. ***	Microwave Landing System (MLS)	D	-	0		May be inoperative provided approach procedures do not require its use.
47. ***	ILS Beam Deviation Lights	C	2	0		May be inoperative provided approach minimums do not require their use.
48. ***	EFIS Control Panel Map Switches					
	1) (-300/-400/-500)					
	a) VOR/ADF	C	2	1		
	b) NAV AID	C	2	1		
	c) ARPT	C	2	1		
	d) RTE DATA	C	2	1		
	e) WPT	C	2	1		
	2) (-600/-700/-800/-900)					
	a) POS	C	2	1		
	b) STA	C	2	1		
	c) ARPT	C	2	1		
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 34-22
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
34 - NAVIGATION								
48.	EFIS Control Panel Map Switches (Cont'd)							
	2) (-600/-700/-800/ -900) (Cont'd)							
	d) DATA	C	2	1				
	e) WPT	C	2	1				
49.	Right IRS DC Power Supply System (-300/-400/-500/-600/-700/-800/ -900)	B	1	0				(O) May be inoperative provided: a) Remaining IRS Mode Selector Unit lights are not illuminated, and b) Autopilot dual channel mode is not used during approach.
50.	ILS System (-600/ -700/-800/ -900)							Deleted in Revision 37, relief incorporated into Item 34-17.
51. ***	Metric Altimeter	D	-	0				May be inoperative provided operations do not require its use.
52. ***	Performance Management System (PMS) with Windshear Detection/Alerting System (STC SA2018NM)	C	-	0				(O) May be inoperative provided: a) TAT Indicator operates normally, b) PMS remains uncoupled from the autopilot, c) Autothrottle system is considered inoperative, and d) Windshear Detection and Guidance is considered inoperative.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 34-23
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
				NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH
					REMARKS OR EXCEPTIONS
34 - NAVIGATION					
53. ***	Automatic Dependent Surveillance- Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.
	1) Link and Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.
	2) Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.
	3) CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.
	4) Data Link Transmitter(s)	D	-	0	
	5) Data Link Receivers	D	-	0	

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 34-24
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
			NUMBER INSTALLED		
			NUMBER REQUIRED FOR DISPATCH		
			REMARKS OR EXCEPTIONS		
34 - NAVIGATION					
54. ***	Integrated Standby Flight Display (ISFD) System				
	1) Attitude Display	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast Over-The-Top conditions.
	2) ILS Indication	D	1	0	
	3) Heading Display	C	1	0	
	4) Metric Altimeter Display	D	1	0	May be inoperative provided operations do not require its use.
	5) Dedicated Battery	C	1	0	
55. ***	Vertical Situation Display (VSD) System (-600/-700/-800/-900)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
56. ***	Global Navigation Satellite Landing System (GLS) (-600/-700/-800/-900)	D	2	-	Any in excess of those required by 14 CFR may be inoperative provided approach minimums do not require its use.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 35-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 - OXYGEN						
1.	Crew Oxygen System					Deleted prior to Revision 27.
2.	Passenger Service Units (PSUs)	B	-	-		(M) May be inoperative provided: a) Associated seats are blocked and placarded to prevent occupancy, and b) Units operate normally for all usable lavatory and flight attendant locations.
	1) Automatic Presentation	C	1	0		(M)(O) May be inoperative provided: a) Alternate deployment system is verified to operate normally, and b) Airplane remains at or below FL 300.
	2) Door Latches	B	-	-		(M) Automatic opening feature of the door latch(es) may be inoperative unlatched, and taped closed provided: a) PSU oxygen system operates normally, b) Flight remains at or below FL 250, and c) Passenger(s) occupying the seat(s) with the inoperative door latch(es) are briefed on oxygen mask procedure.
3.	Oxygen Pressure Indicators					
	1) Flight Deck Crew Oxygen Indicator	C	1	0		(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.
***	2) External Service Panel Crew Oxygen Indicator	C	1	0		(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.
	3) Flight Deck Passenger Oxygen Indicator (-100/-200)	C	1	0		(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.
	4) Flight Deck Crew/Passenger Oxygen Indicator (-700C)	C	1	0		(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 35-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 - OXYGEN						
3.	Oxygen Pressure Indicators (Cont'd)					
	5) Overpressure Discharge Indication Disk	C	1	0		(O) May be damaged or missing.
4.	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-		(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.
5.	Passenger Oxygen System	B	1	0		(M)(O) May be inoperative provided: a) Flight is not conducted where the minimum enroute altitude is above 14,000 feet MSL, b) Both air conditioning packs operate normally, c) Remaining components of the pressurization system operate normally, d) Airplane remains at or below FL 250, e) Portable oxygen units are provided for 10% of the passengers, and f) Passengers are appropriately briefed.
		C	1	0		May be inoperative for all-cargo configuration.
		B	1	0		May be inoperative provided flight is conducted at or below 10,000 feet MSL.
6.	PBE Smoke Hoods	D	-	-		Any in excess of those required by 14 CFR may be inoperative.
7. ***	External Service Panel, Oxygen Fill Station	C	1	0		(M) May be inoperative provided leak-tight integrity of the oxygen supply system is not affected.

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 36-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
36 - PNEUMATICS						
1.	Manifold Isolation Shutoff Valve	C	1	0		(M) May be inoperative provided: a) Valve remains closed except for engine start, and b) Airplane is not operated in known or forecast icing conditions.
				0		(M) May be inoperative provided: a) Modified Main Engine controls or production equivalent have been installed, b) Valve remains closed except for engine start, and c) Airplane is not operated in known or forecast icing conditions.
				0		(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Valve remains closed except for engine start, and b) Airplane is not operated in known or forecast icing conditions.
2.	Ground Pneumatic Connector Check Valve	C	1	0		(M)(O) Except for ER operations beyond 120 minutes, may be inoperative open provided: a) Right pneumatic manifold remains depressurized after starting the right engine, b) Airplane is not operated in known or forecast icing conditions, and c) Altitude remains at or below FL 250.
		C	1	0		May be inoperative closed.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 36-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
36 - PNEUMATICS						
3.	Precooler Control Valves					
	1) (-100/-200)	C	2	0		(M)(O) May be inoperative provided: a) Associated engine bleed shutoff valve remains closed after engine start, and b) Airplane is not operated in known or forecast icing conditions.
	2) (-300/-400/-500/-600/-700/-800/-900)	C	2	0		(O) Except for ER operations beyond 120 minutes, may be inoperative in any position provided: a) Associated engine bleed shutoff valve remains closed, and b) Airplane is not operated in known or forecast icing conditions.
	3) (-300/-400/-500)	C	2	0		(M) Except for ER operations beyond 120 minutes, may be inoperative full open provided airplane is not operated in known or forecast icing conditions
4.	Pneumatic Pressure Indication Systems	C	2	0		(O) May be inoperative provided alternate procedures are established and used.
5.	Engine Bleed Air Shutoff Valves (PRSOV)					
	1) (-100/-200)	C	2	0		(M)(O) May be inoperative provided: a) Valve is secured closed after engine start, and b) Airplane is not operated in known or forecast icing conditions.
	2) (-300/-400/-500/-600/-700/-800/-900)	C	2	0		(M)(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Valve is secured closed before engine start, and b) Airplane is not operated in known or forecast icing conditions.
6.	Dual Bleed Light System	C	1	0		(O) May be inoperative provided: a) APU bleed air is not used in flight, and b) APU bleed valve is closed before each departure.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 36-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
36 - PNEUMATICS						
7.	13 th Stage Bleed Air Modulating and Shutoff Valves (-100/-200)	C	2	0		(M) May be inoperative provided the airplane is not operated in known or forecast icing conditions.
8.	Engine Bleed Trip Off Lights	C	2	0		(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Associated engine bleed is not used except for engine start, and b) Airplane is not operated in known or forecast icing conditions.
9.	High Stage Valves (-300/-400/-500/ -600/-700/-800/ -900)	C	2	1		(M) One may be inoperative locked closed provided a minimum of 60% N1 is maintained on the associated engine during flight in icing conditions.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 38-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
38 - WATER / WASTE						
1.	Potable Water Systems	C	-	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.
		C	-	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that the system is not serviced.
2.	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.
		C	-	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, b) The Pilot-in-Command will determine if flight duration is acceptable with a forward lavatory unusable, and c) Associated lavatory door(s) is secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 46-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
46 – INFORMATION SYSTEMS					
	3) (STC ST03165AT Only) (Cont'd)				
	d) Computer Processing Unit (CPU)	C	2	1	One may be inoperative provided alternate source for required information is available and used.
	(1) Back-Up Battery	C	2	1	One may be inoperative provided normal power is available and operates normally.
	e) Standby Button	C	2	0	May be inoperative in operational mode.
		C	2	0	May be inoperative in Standby mode provided display is considered inoperative.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 47-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3. NUMBER REQUIRED FOR DISPATCH		
47 – INERT GAS SYSTEM						
1. ***	Nitrogen Generation System (NGS) (All Models)	D	1	0		(M) May be inoperative provided NGS shutoff valve is deactivated closed.
	1) Nitrogen Generation Degraded	D	1	0		

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 49-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
49 - AIRBORNE AUXILIARY POWER						
1.	Auxiliary Power Unit (APU)	C	1	0		(O) Except for ER operations, may be inoperative provided: a) Procedures do not require its use, and b) Visual confirmation is made that no damage has occurred to the APU exhaust area.
2.	APU Annunciator LOW OIL PRESSURE and OVER SPEED Lights	C	2	0		May be inoperative provided APU Auto Shutdown System operates normally.
3.	APU Auto Shutdown System (-100/-200/-300/-400/-500)	C	1	0		(M) Except for ER operations, may be inoperative provided: a) APU is not used in flight, b) APU annunciator lights operate normally, and c) APU is monitored continuously.
4.	APU Annunciator LOW OIL QUANTITY/MAINT Light	C	1	0		(M) May be inoperative and APU used provided oil quantity is checked once each flight day.
5.	APU EGT Indicator					
	1) Model GTCP85-129	C	1	0		(O) Except for ER operations, may be inoperative provided: a) All warning and caution lights operate normally, b) APU is used to supply electrical power, and for starting one engine only, and c) Passengers are not permitted on board until the APU has been shut down.
	2) Model GTCP36-280, APS-2000 and AS 131-9B	C	1	0		

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 49-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49 - AIRBORNE AUXILIARY POWER						
6.	APU Inlet Door	C	1	0	0	(O) May be inoperative open.
		C	1	0		May be inoperative in any other position if APU is not used.
7.	APU Bleed Air System	C	1	0	0	(M) May be inoperative closed. NOTE: APU may be used to provide electrical power.
		C	1	0		(M) May be inoperative open provided: a) APU bleed air check valve operates normally, and b) APU is not operated.
8. ***	APU DC Fuel Boost Pump	D	1	0	0	
9.	APU Surge Control System					
***	1) Surge Bleed Valve (Models GTCP85-129 and APS-2000) (-100/-200/-300/-400/-500)	C	1	0	0	May be inoperative in the open position provided APU bleed air is not used for engine start on the ground. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE provided APU is not operating during approach.
C		1	0	May be inoperative in the closed position provided APU operation is limited to FL 250 or below. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.		
	2) Surge Control Valve (Model AS 131-9B) (-600/-700/-800/-900)	C	1	0	0	May be inoperative in the open position provided APU bleed air is not used.
		C	1	0		Except for ER operations, may be inoperative in the closed position provided APU is not used.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 49-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
49 - AIRBORNE AUXILIARY POWER						
10. ***	APU Cockpit Hourmeter (-100/-200/-300/ -400/ -500)	D	1	0		
11. ***	APU Start Counter Meter (-100/-200/ -300/ -400/-500)	D	1	0		
12.	APU Annunciator HIGH OIL TEMP/ FAULT Light	C	1	0		
13. ***	APU Fuel Heater (-100/-200/-300/ -400/-500)	C	1	0		(M) May be inoperative provided APU operates normally.
14. ***	APU Flap Indicator Interlock System (-100/-200 Modified by STC SA5730NM or ST00131SE)	C	1	0		(O) May be inoperative provided: a) Remaining APU surge bleed valve is operating, and b) APU bleed air is used during approach.
		C	1	-		(O) May be inoperative provided APU is not operating during approach.
15.	Start Power Unit (-600/-700/-800/ -900) 1) AC/DC Start Systems	C	1	0		(M) Except for ER operations, may be inoperative provided procedures do not require use of APU.
		C	2	1		
16.	Start Converter Unit (-600/-700/-800/ -900) 1) Voltage Regulator Function	C	1	0		(M) Except for ER operations, may be inoperative provided procedures do not require use of APU.
		C	1	0		Except for ER operations, may be inoperative provided APU generator is not used for electrical power.
NOTE: APU may be used as a pneumatic source.						

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 52-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
52 - DOORS						
1. ***	Forward Air Stair	D	1	0	0	NOTE: Any mode that operates normally may be used.
2. ***	Aft Air Stair (-100/-200)	C	1	1	1	Electrical mode may be inoperative provided door operates normally as an emergency exit in the passenger configuration.
		D	1	0	0	May be inoperative in the all-cargo configuration only.
3.	Door Warning Light System					
	1) Entry/Service/Cargo/Equipment/Airstair	C	-	0	0	(M) May be inoperative provided associated door is verified closed and locked. NOTE: On the -600/-700/-800/-900, if two or more entry/service door warning lights are inoperative due to failed door sensors, the overwing exit flight lock system will not function properly. Refer to MMEL item 52-15
	2) Overwing (-600/-700/-800/-900)	C	-	0	0	(M) May be inoperative provided: a) Associated door is verified closed and latched, and b) Associated flight lock is verified to operate normally.
	3) Cabin Door Indication System (-800EF STC ST02000NY Only)	C	1	0	0	(O) May be inoperative provided associated doors are verified in accordance with the following prior to taxi, takeoff, and landing; - Entry Area/Main Lounge is Open - Private Bedroom is Closed - Guest Lavatory is Closed - Aft Lounge/Galley is Open
4. ***	Tire Burst Screen Warning Light System (-100/-200/-300)	C	1	0	0	(M) May be inoperative provided: a) Main wheel well screens are inspected for security and damage before each departure, and b) For combined Equipment/Tire Burst Screen Warning Light, visually verify that electronics compartment and lower nose compartment is secured and locked, and main wheel well screen is secured and undamaged before each departure.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 52-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
52 - DOORS					
5.	Left Main Cabin Door Pressure Stop Fittings				
	1) Aft Airstair Door and Forward Entry Door	B	-	-	(M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for the associated door, b) Pressure differential does not exceed 6.0 psi, and c) Analog cabin pressure control system standby control mode operates normally and STBY is used.
		B	-	-	(M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for the associated door, b) Pressure differential does not exceed 6.0 psi, c) Digital cabin pressure control system AUTO or ALTN control mode operates normally, and d) Alternate procedures are established and used.
	2) Aft Door Without Airstairs	B	-	-	(M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for the associated door, b) Pressure differential does not exceed 3.4 psi, and c) Analog cabin pressure control system standby control mode operates normally and STBY is used.
		B	-	-	(M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for the associated door, b) Pressure differential does not exceed 3.4 psi, c) Digital cabin pressure control system AUTO or ALTN control mode operates normally, and d) Alternate procedures are established and used.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 52-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
52 - DOORS						
6.	Lower Cargo Doors Pressure Stop Fittings					
	1) (All Models)	A	24	22		(M) Any one may be broken or missing on each door or frame provided: <ul style="list-style-type: none"> a) No defects are visible on the other fittings for the associated door, b) Cabin pressure controller AUTO mode operates normally, c) Adjacent stop fittings are inspected within 25 flights, and d) Not more than 50 flights are made before the completion of repairs or replacements.
	2) (-100/-200/-300/-400/-500/-900)	C	24	20		(M)(O) Two may be broken or missing on each door or frame provided the airplane is operated in an unpressurized configuration only.
	4) (-600/-700/-800 prior to incorporation of Boeing Service Bulletin 737-21-1135, 737-26-1121, and 737-26-1122, or production equivalent)	C	24	20		(M)(O) Two may be broken or missing on each door or frame provided the airplane is operated in an unpressurized configuration only.
	4) (-600/-700/-800 upon incorporation of Boeing Service Bulletin 737-21-1135, 737-26-1121, and 737-26-1122, or production equivalent)	C	24	20		(M)(O) Two may be broken or missing on each door or frame provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure the lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 52-4
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 - DOORS						
7.	Entry/Service Door Hold-Open Latch Assemblies	C	-	0	0	May be inoperative for all-cargo operations.
	1) Latch Release Lever	C	-	0	0	
8. ***	Flight Deck Door Lock system (Not 14 CFR 25.795 Compliant)	C	1	0	0	(M) May be inoperative provided: a) Door lock solenoid is deactivated in the locked position, and b) Door is verified to lock and unlock manually.
		C	1	0	0	May be inoperative provided supplemental flight deck door security device is installed and operates normally.
		D	1	0	0	May be inoperative provided all-cargo operations are being conducted.
9.	Lower Cargo Doors Door Balance Mechanism	C	2	0	0	(M) May be inoperative provided a safety hold open device is used when door is in open position.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 52-5
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
52 - DOORS						
10.	Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO)					
	1) Latch Pin, Latch Base and Lower Jamb Latch Fitting	A	8	7		(M)(O) One may be broken or missing from main cargo door provided: a) A visual check is made before departure to ensure no defects are visible on other latch bases, pins or lower jamb latch fittings, b) Latch pin and latch base of damaged latch does not interfere with continuous safety operation of remaining latches and pins, c) Flight is conducted in unpressurized configuration, d) Procedures are established and used to ensure the main and lower lobe cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. e) Repairs are made within two flight days.
	2) Hydraulic Cylinder Latching Mechanism	B	2	1		(M) One may be inoperative provided remaining latch cylinder is operative through the gear box.
		C	2	0		(M) May be inoperative provided the door may be latched and unlatched manually.
	3) Hydraulic System Control Valve	B	1	0		(M) May be inoperative provided the door may be locked and unlocked manually.
	4) Lifting Actuator Assembly	B	2	0		(M) May be inoperative provided door is verified latched and locked.
	5) Double Piloted Check Valve	B	1	0		(M) May be inoperative provided the door may be locked and unlocked manually.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 52-6
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
52 - DOORS					
10.	Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO)(Cont'd)				
	6) Lock, Lock Mount and Locking Fittings	A	2	1	(M)(O) One may be inoperative provided: a) No defects are visible on remaining lock or lock mount of associated door, and b) Repairs are made within two flight days.
	7) Sequence Valves	B	2	0	(M) May be inoperative provided door is verified latched and locked.
	8) Priority Valve	B	1	0	(M) May be inoperative provided door is verified latched and locked.
	9) Hydraulic Lock Actuators	C	2	0	(M) May be inoperative provided door can be unlocked and unlatched manually.
11.	Main Cargo Door Electrically Powered Hydraulic Pump (Standalone Hydraulic System Only) (PEMCO Aeroplex, Inc. STC ST2969SO)	C	1	0	(M) May be inoperative provided door is closed, latched, and locked before each departure.
12.	Main Cargo Door Hydraulic Hand Pump (PEMCO F, QC and COMBI models only)	C	1	0	(M) may be inoperative.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 52-7
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
52 - DOORS						
13.	Main Cargo Door Lift Systems					
	1) Electric and/or Manual Mode (-200C and STC ST2969SO)	C	-	1		One may be inoperative provided the remaining mode operates normally.
		C	-	0		(M) May be inoperative provided the door is verified closed and locked before each departure.
	2) Electric Mode (-700C)	C	1	0		(M) May be inoperative provided Manual Mode is verified to operate normally.
	3) Hydroelectric and/or Manual Mode (STC ST01566LA)	C	2	1		One may be inoperative provided the remaining mode operates normally.
		C	2	0		(M) May be inoperative provided the door is verified closed, latched and locked before each departure.
14. ***	Lower Cargo Doors Hold Open Mechanism and/or Hold Open Safety Device	C	2	0		(M) May be inoperative provided Door Balance Mechanism operates normally.
		C	2	0		May be inoperative provided cargo compartment remains empty.
15.	Overwing Exit Flight Lock System (-600/-700/-800/-900)	C	-	0		(M)(O) May be inoperative provided: a) Each affect exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by the operator is designated to remain seated in the passenger seat nearest the affected exit when cabin differential pressure is less than 4.0 psi.

AIRCRAFT: B-737	REVISION NO : DATE:	48 07/07/2006	PAGE: 52-8
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
52 - DOORS						
16.	Main Cabin Exit/Slide (All Cargo Configuration)	C	-	0		All doors/slides in the cargo area except L1/R1 may be inoperative without restriction.
		B	-	1		L1 may be inoperative provided R1 operates normally.
		B	-	1		R1 may be inoperative provided L1 operates normally.
		B	-	0		May be inoperative provided: a) Only essential crew members including official observer(s) in the observer seat(s) are allowed on the flight, and b) An alternate means of egress is available.
17. ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant)	C	1	0		(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the door using the dead bolt.
		C	1	0		(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used
		C	3	0		(O) May be inoperative provided alternate procedures are established and used.
		C	1	0		(O) May be inoperative provided alternate procedures are established and used.
		C	1	0		May be inoperative or missing provided the flight deck door LOCK FAIL light operates normally.
		C	1	0		(M) May be inoperative provided automatic lock controls are verified to operate normally.
		C	1	0		(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime operates normally.
1) Flight Deck Access Panel System (Keypad, Door Chime)						
a) LEDs						
b) Door Bell Mode						
c) Switch Guard						
2) Flight Deck Door LOCK FAIL Light						
3) Flight Deck Door AUTO UNLK Light						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 52-9
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
52 - DOORS						
17. ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)	C	1	0		(M)(O) May be inoperative provided: d) Automatic locking system is deactivated, e) Door dead bolt operates normally and is used to lock the door, f) Alternate procedures are established and used for locking and unlocking the door using the dead bolt.
	4) Fight Deck Door Lock Control Selector	C	1	0		(M)(O) May be inoperative provided: a) Keypad is deactivated, b) Automatic lock is verified to operate normally, and c) Alternate procedures are established and used.
	5) Flight Deck Door Pressure Relief Panels					Item moved to 52-20, Revision 46.
18. ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Dead Bolt (14 CFR 25.795 Compliant)	C	1	0		May be inoperative provided automatic lock controls operate normally.
19. ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant)	C	1	0		(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Mechanical Catch (Latch) Pin operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking the flight deck door using the Mechanical Catch (Latch) Pin.
	1) Door Automatic Locking Solenoid	C	2	1		(M) One may be inoperative provided remaining locking solenoid operates normally.
	2) Door Warning System					
***	a) Speakers	C	2	1		(M)(O) One may be inoperative provided remaining speaker is verified to operate normally once each flight day.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 52-10
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
52 - DOORS						
19.	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)					
***	b) LED (Green Indicator Light)	C	2	0		
***	c) Aural Warning System	C	1	0		(M)(O) May be inoperative provided: a) AUTO UNLK Light is verified to operate normally, and b) Alternate procedures are established and used.
	3) Door Control Panel					
***	a) Door LOCK FAIL Light	C	1	0		(M) May be inoperative OFF provided automatic lock controls are verified to operate normally.
***	b) Door AUTO UNLK Light	C	1	0		(M)(O) May be inoperative OFF provided: a) Automatic lock controls are verified operate normally, b) Aural Warning system operates normally, and c) Alternate procedures are established and used.
***	c) Door HARD LOCK Light	C	1	0		(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Alternate procedures are established and used.
***	d) Door UNLKD Switch/UNLK Switch Position	C	1	0		(M)(O) May be inoperative provided: a) Door can be opened manually from the flight deck, b) Remaining automatic lock controls are verified to operate normally, and c) Alternate procedures are established and used.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 52-11
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
52 - DOORS						
19.	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)					
	3) Door Control Panel (Cont'd)					
***	e) Door UNLKD Light	C	1	0		(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Aural warning system operates normally.
	f) Door EMRG ENTRY ACTIVE Light	C	1	0		(M) May be inoperative provided door aural warning system is verified to operate normally.
	g) Door OPEN Light	C	1	0		(M)(O) May be inoperative provided Automatic Lock controls are verified to operate normally.
	4) FLIGHT DECK DOOR Warning/ Caution Light	C	1	0		
***	5) Cabin Pushbutton Entry Pad/Keypad	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
	a) Keypad Indicator Lights	C	3	0		(M)(O) May be inoperative provided: a) Keypad is verified to operate normally, and b) Alternate procedures are established and used.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 52-12
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 - DOORS						
20.	Flight Deck Door Pressure Relief Panels					
***	1) JAMCO Flight Deck Security Door Pressure Relief Latches (14 CFR 25.795 Compliant)	A	3	0		May be inoperative in the latched position provided repairs are made within two flight days.
***	2) Boeing/C&D Aerospace Enhanced Flight Deck Security Door (14 CFR 25.795 Compliant)	A	2	0		May be inoperative provided: a) Panels are in the latched position, and b) Repairs are made within two flight days.
21. ***	JAMCO Flight Deck Security Door Mechanical Catch Pin Lock (14 CFR 25.795 Compliant)	C	1	0		(M) May be inoperative provided automatic lock system is verified to operate normally.
22. ***	Flight Deck Door Hold Open Device (e.g. Door Stop, Foot Plunger, etc.)	D	1	0		

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 73-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
73 - ENGINE FUEL & CONTROL						
1.	Fuel Heater Timers (-100/-200)	C	2	1	1	(O) One may be inoperative provided the associated fuel heater VALVE OPEN light operates normally.
2.	Fuel Heater Valves (-100/-200)	C	2	0	0	(M)(O) May be inoperative closed provided fuel temperature is maintained at or above 32 degrees F (0 degrees C).
3.	Fuel Heater VALVE OPEN Lights (-100/-200)	C	2	0	0	(M) May be inoperative provided valve is verified to operate normally before each departure.
		C	2	0	0	(O) May be inoperative provided fuel temperature is maintained at or above 32 degrees F (0 degrees C).
4.	Fuel Filter Differential Pressure Warning Systems 1) (-100/-200)	C	2	1	1	(O) May be inoperative provided fuel heater system is checked to operate normally.
		C	2	1	1	(M) May be inoperative provided the malfunction is verified to be in the warning system.
5.	Fuel Flow Indication Systems	C	2	1	1	One may be inoperative provided N1, N2 and both main tank fuel quantity indicators operate normally.
6. ***	Fuel Used Indicators	C	2	0	0	
7.	Power Management Control (PMC) Systems (-300/-400/-500)	C	2	0	0	(O) May be inoperative provided: a) Both PMC's remain OFF, and b) AFM Appendix performance adjustments are applied.
8.	Power Management Control (PMC) INOP Lights (-300/-400/-500)	C	2	0	0	(O) May be inoperative provided: a) Both PMC's remain OFF, and b) AFM Appendix performance adjustments are applied.
9.	Low Idle Altitude Switch (-400)					Deleted in Revision 30.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 73-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
73 - ENGINE FUEL & CONTROL						
10.	Fuel Control ENG VALVE CLOSED Indicating System (-600/-700/-800/-900)	C	2	0		(M) May be inoperative provided the associated valve is verified to operate normally.
11.	Electronic Engine Control (EEC) (-600/-700/-800/-900)					
	1) Normal (ON) Mode	C	2	0		(O) May be inoperative provided: a) Both engines are operated in ALTERNATE mode, b) Strut/Wing leading edge over-braided wire bundles are installed per Boeing Service Bulletin or production equivalent, and c) Applicable AFM performance adjustments are applied.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 74-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
				NUMBER INSTALLED	
				NUMBER REQUIRED FOR DISPATCH	
				REMARKS OR EXCEPTIONS	
74 - ENGINE IGNITION					
1.	Ignition Systems				
	1) (-100/-200)				
	a) High Energy System (Twin 20 Joule)	C	4	2	Except for ER operations, left igniter may be inoperative on each engine.
	b) Low Energy System (4 Joule)	C	2	0	(O) May be inoperative provided switching is available to permit selection of the operative high energy system for continuous ignition.
	2) (-300/-400/-500/-600/-700/-800/-900)				
	a) Left Ignition Systems	B	2	1	One may be inoperative provided: a) Ignition Select Switch remains in BOTH position, and b) Right ignition systems operate normally.
		C	2	0	(O) Except for ER operations, may be inoperative provided: a) Ignition Select Switch remains in BOTH position, and b) Associated engine right ignition system operates normally.
	b) Right Ignition Systems	B	2	1	(M)(O) One may be inoperative provided: a) Ignition Select Switch remains in BOTH position, b) Left ignition systems operate normally, and c) Associated engine left igniter is connected to the AC Standby Bus by an acceptable configuration.
		C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Ignition Select Switch remains in BOTH position, and b) Associated engine left igniter is connected to the AC Standby Bus by an acceptable configuration.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 75-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3. NUMBER REQUIRED FOR DISPATCH		
75 – BLEED AIR						
1. ***	Gravel Protection System (-100/-200)	D	1	0		(M) Valves may be inoperative closed provided operations do not require its use.
2. ***	High Pressure Turbine Clearance Control (HPTCC) Timer(s) (-300/-400/-500)	C	2	0		(M) May be inoperative provided system(s) are deactivated.

AIRCRAFT: B-737	REVISION NO : DATE:	49 10/06/2006	PAGE: 77-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 - ENGINE INDICATING						
1.	Engine Pressure Ratio Systems (-100/-200)					
	1) Digital Counters	C	2	0		
	2) EPR Reference Selectors	C	2	1		
2.	N1 Tachometers					
	1) (-100/-200)	B	2	1		(O) One may be inoperative provided N2 and fuel flow indicator for the associated engine operates normally.
***	a) Digital Counters	B	2	0		NOTE: An indicator with an operating pointer is considered to operate normally.
	2) (-300/-400/-500/-600/-700/-800/-900)					
	a) Digital Counters	B	2	0		(O) Except for EIS/CDS equipped airplanes, may be inoperative provided autothrottle is used for takeoff thrust setting. NOTE: An indicator with an operating pointer is considered to operate normally.
	b) Reference N1 Bugs	C	2	1		
	c) Manual Set Indication	C	2	0		
***	3) N1 Warning Lights (-100/-200/-300/-400/-500)	B	2	0		May be inoperative provided the associated N1 pointer operates normally.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 77-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 - ENGINE INDICATING						
3.	N2 Tachometers					
	1) (-100/-200)	B	2	1		(O) One may be inoperative provided: a) N1 and fuel flow indicators for associated engine operate normally, and b) An alternate starting procedure is established and used.
	2) (-300/-400/-500)	B	2	1		(O) One may be inoperative provided: a) N1 and fuel flow indicators for associated engine operate normally, b) An alternate starting procedure is established and used, and c) Engine #1 tach generator operates normally.
***	3) Digital Counters	C	2	0		May be inoperative except for EIS/CDS equipped airplanes. NOTE: An indicator with an operating pointer is considered to operate normally.
***	4) N2 Warning Lights (-100/-200/-300/-400/-500)	B	2	0		May be inoperative provided the associated N2 pointer operates normally.
4.	Fuel Flow Meters					Moved to Item 73-5 prior to Revision 30.
5.	Vibration Indicating Systems					
***	1) (-100/-200)	C	2	0		
	2) (-300/-400/-500/-600/-700/-800/-900)	C	2	1		
6.	EGT Indications					
***	1) Digital Counters	C	2	0		May be inoperative except for EIS/CDS equipped airplanes.
(Continued)						

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 77-3
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
77 - ENGINE INDICATING									
6.	EGT Indications (Cont'd)								
***	2) EGT Warning Lights (-100/-200/-300/-400/-500)	C	2	0					May be inoperative provided the associated EGT pointer operates normally.
7.	EPR Computer								Moved to Item 34-41 in Revision 30.
8.	Fuel Used Indicators								Moved to Item 73-6 prior to Revision 30.
9.	Abnormal Start Indication Systems (-300/-400/-500/-600/-700/-800/-900)	C	2	0					

10.	LOW IDLE Light (-300/-400/-500)	B	1	0					(M) May be inoperative provided: a) Engine idle control system is verified to operate normally, and b) Both engines installed are "modified" engines (Boeing SB 737-77-1031 or production equivalent).

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 78-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
78 - ENGINE EXHAUST						
1.	Thrust Reverser Systems					
	1) (-100/-200)	C	2	1	1	(M)(O) One may be inoperative provided thrust reverser is deactivated and secured closed.
		C	2	1	1	(M)(O) One may be inoperative provided: a) Thrust reverser guide carriage is verified to be in the over-center (forward thrust) position, and b) The Override System is armed only after landing. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.
	2) (-300/-400/-500)	C	2	1	1	(M)(O) One may be inoperative provided thrust reverser is locked in the forward thrust position.
	3) (-600/-700/-800/-900)	C	2	1	1	(M)(O) One may be inoperative provided: a) Thrust reverser is locked in the forward thrust position, and b) Appropriate performance adjustments are applied.
2.	REVERSER UNLOCKED Lights (-100/-200/-300/-400/-500/)	C	2	1	1	(M) One may be inoperative provided the reverser is locked in the closed (forward thrust) position. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.
3.	Thrust Reverser In Transit Lights					Deleted in Revision 30.
4. ***	Thrust REVERSER ARMED Light(s)	C	-	0	0	(M) May be inoperative provided lights are deactivated. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.
5.	Thrust Reverser Override Switches (-100/-200)	C	2	1	1	One may be inoperative for an associated inoperative thrust reverser. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 78-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
78 - ENGINE EXHAUST						
6. ***	Thrust Reverser LOW PRESSURE Light (-100/-200)	C	1	0		(M) May be inoperative provided accumulators are charged before each departure. NOTE 1: Reverse thrust may not be available when System A pressure is lost. NOTE 2: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.
7.	REVERSER Lights (Aft Overhead Panel) (-300/-400/ - 500/-600/-700/ -800/-900)	C	2	1		(M) One may be inoperative provided the associated reverser is locked in the closed (forward thrust) position.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 79-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
79 - ENGINE OIL						
1.	Oil Quantity Indication System	B	2	1		(M) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) Oil tank is filled to the maximum recommended capacity at each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Associated low oil pressure warning light operates normally.
***	1) Oil Quantity Indicator Test Switch (-100/-200/-300/-400/-500)	C	1	0		(M) May be inoperative provided: <ul style="list-style-type: none"> a) Oil tanks are filled to the maximum recommended capacity at each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Engine low oil pressure warning lights operate normally.
2.	Oil Filter Bypass Warning Systems	C	2	1		(M) One may be inoperative provided: <ul style="list-style-type: none"> a) Malfunction is in the warning system, and b) Oil filter is inspected for presence of contaminants one each flight day.
3.	Oil Temperature Indicators					Deleted prior to Revision 27.
4.	Oil Low Pressure Warning Systems	B	2	0		May be inoperative provided the associated oil quantity indication operates normally.
5.	Oil Pressure Indicators					Deleted prior to Revision 27.

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 80-1
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
80 - STARTING						
1.	Starter Valve Open Indications					
***	1) (-100/-200)	C	2	0		May be inoperative provided Start Valve Arming System is installed and operating normally.
	2) (-300/-400/- 500/-600/-700/-800/-900)	C	2	1		(O) One may be inoperative provided it is checked after engine start that associated valve is closed.
2.	Engine Starter Auto Cutout					
***	1) (-100/-200)	C	2	0		May be inoperative provided: a) Flight crew manually selects Start Switch OFF at 40% N2, and b) Takeoff in icing conditions is not permitted with the No. 1 Engine Starter Auto Cutout inoperative.
	2) (-300/-400/- 500)	C	2	0		May be inoperative provided flight crew manually selects Start Switch OFF at 46% N2.
	3) (-600/-700/-800/-900)	C	2	0		May be inoperative provided flight crew manually selects Start Switch OFF at 55% N2.
3.	Starter Valves					
	1) (-100/-200)	C	2	0		(M)(O) May be inoperative provided alternate starting procedures are established and used.
	2) (-300/-400/- 500)	C	2	1		(M)(O) One may be inoperative provided: a) Modified Main Engine Controls or production equivalent have been incorporated, b) Associated start valve light operates normally, and c) Manual override start procedures are used.
	3) (-600/-700/-800/-900)	C	2	1		(M)(O) Except for ER operations, one may be inoperative provided: a) Associated start valve indication operates normally, and b) Manual override start procedures are used .

AIRCRAFT: B-737	REVISION NO : DATE:	47 06/03/2005	PAGE: 80-2
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH
80 - STARTING					
4. ***	Starter Valve Arming System (-100/-200)	C	1	0	4. REMARKS OR EXCEPTIONS May be inoperative provided Starter Valve Open Lights are installed and operating normally.