U.S. Department of Transportation Federal Aviation Administration

Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 60 Date: 02/09/2018

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

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MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: REVISION NO. 60 PAGE NO.

BOEING B-737 DATE: 02/09/2018 I

TABLE OF CONTENTS AND CONTROL PAGE

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NO.				
	Cover Page		60	02/09/2018
	Table of Contents and Control Page	I	60	02/09/2018
	Highlights of Change	II thru VIII	60	02/09/2018
	Definitions	IX	60	02/09/2018
	Preamble	Χ	60	02/09/2018
	Guidelines for (M) and (O) Procedures		60	02/09/2018
21	Air Conditioning	21-1 thru 65	60	02/09/2018
22	Autoflight	22-1 thru 13	60	02/09/2018
23	Communications	23-1 thru 35	60	02/09/2018
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29	Hydraulic Power	29-1 thru 4	59	02/13/2017
30	Ice and Rain Protection	30-1 thru 12	60	02/09/2018
31	Indicating/Recording Systems	31-1 thru 8	58	10/10/2015
32	Landing Gear	32-1 thru 8	58	10/10/2015
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38	Water/Waste	38-1 thru 2	59	02/13/2017
46	Information Systems	46-1 thru 5	58	10/10/2015
47	Inert Gas System	47-1	55a	02/13/2012
49	Airborne Auxiliary Power	49-1 thru 5	58	10/10/2015
52	Doors	52-1 thru 19	60	02/09/2018
73	Engine Fuel and Control	73-1 thru 2	58	10/10/2015
74	Ignition	74-1 thru 2	58	10/10/2015
75	Bleed Air	75-1	52	04/29/2008
77	Engine Indicating	77-1 thru 3	58	10/10/2015
78	Engine Exhaust	78-1 thru 2	58	10/10/2015
79	Engine Oil	79-1 thru 2	60	02/09/2018
80	Starting	80-1 thru 2	58	10/10/2015

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FEDERAL AVIATION ADMINISTRATION		EIX MINIMOM EQUIT MENT EIGT	
AIRCRAFT: REVISION NO. 60 PAGE NO.			
BOEING B-737 DATE: 02/09/2018 II		II	
HIGHLIGHTS OF CHANGE			

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

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

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: REVISION NO. 60 PAGE NO.			
AIRCRAFT: BOEING B-737		DATE: 02/09/2018	PAGE NO. III
HIGHLIGHTS OF CHANGE			
Page		Explanation of C	Change
Item 14-03-02 Added -800BCF nomenclature to title and revised proviso b) not applicable to -800BCF airplane.			evised proviso b) not applicable
Item 14-03-03	Added -800BC to -800BCF air		evised proviso c) not applicable
Item 14-04	Added -800BC	F nomenclature to title.	
Item 14-04-02	Added -800BC to -800BCF air		evised proviso b) not applicable
Item 14-04-03	Added -800BC to -800BCF air		evised proviso c) not applicable
Item 15-02-02	Added -800BC	F nomenclature to title.	
Item 15-02-03	Added -800BC to -800BCF air		evised proviso b) not applicable
Item 15-02-04	Added -800BC to -800BCF air		evised proviso c) not applicable
Item 15-03-02	Added -800BC to -800BCF air		evised proviso b) not applicable
Item 15-03-03	Added -800BCF nomenclature to title and revised proviso c) not applicable to -800BCF airplane.		
Item 16-02	Added -800BC	F nomenclature to title.	
Item 16-02-02	Added -800BC to -800BCF air		evised proviso c) not applicable
Item 16-02-03	Added -800BC to -800BCF air		evised proviso d) not applicable
Item 17-02	Added -800BC	F nomenclature to title.	
Item 17-04	Added -800BC	F nomenclature to title.	
Item 18-02	Added -800BC	F nomenclature to title.	
Item 19-02-01	Added -800BC	F nomenclature to title.	
Item 19-02-02	Added -800BC	F nomenclature to title.	
Item 21-02-01	Added -800BC	F nomenclature to title.	
Item 21-02-02	Added -800BC	F nomenclature to title.	

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:	REVISION NO. 60	PAGE NO.
BOEING B-737	DATE: 02/09/2018	IV

BOEING E	-737 DATE: 02/09/2018 IV	
	HIGHLIGHTS OF CHANGE	
Page	Explanation of Change	
Item 26-02-02	Added -800BCF nomenclature to title and revised proviso c) not applicable to -800BCF airplane.	
Item 26-02-03	Added -800BCF nomenclature to title and revised proviso d) not applicable to -800BCF airplane.	
Item 27-03	Added -800BCF nomenclature to title.	
Item 32	Added -800BCF nomenclature to title.	
Item 33	Added -800BCF nomenclature to title.	
Item 33C	Revised proviso to remove "is not used" and replaced with "considered inoperative".	
Item 34	Added -800BCF nomenclature to title.	
Item 35-01	Added -800BCF nomenclature to title.	
Item 36-01	Added -800BCF nomenclature to title.	
Item 39-01	Added -800BCF nomenclature to title.	
Item 40-02-02	Added -800BCF nomenclature to title and revised proviso c) not applicable to -800BCF airplane.	
Item 40-02-03	Added -800BCF nomenclature to title and revised proviso d) not applicable to -800BCF airplane.	
Item 40-02-05	Added -800BCF nomenclature to title.	
Item 41-05	New relief item applicable to -800BCF airplanes.	
Item 42	Added -800BCF nomenclature to title.	
Item 43	Added -800BCF nomenclature to title.	
Item 44	Added -800BCF nomenclature to title.	
Item 45	Added -800BCF and STC ST02556SE nomenclature to title.	
Item 45-01	Added -700C nomenclature to title.	
Item 45-02	Added -700C nomenclature to title.	
Item 45-03	New relief item applicable to -800BCF airplanes.	
Item 45-03A	New relief item applicable to -800BCF airplanes.	
Item 45-03B	New relief item applicable to -800BCF airplanes.	
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FEDERAL AVIATION ADMINISTRATION			Egon WEIVI Eloi	
AIRCRAFT:		REVISION NO. 60	PAGE NO.	
BOEING B-737		DATE: 02/09/2018		V
HIGHLIGHTS OF CHANGE				
Page Explanation of Change				
Item 45-03-01 New relief item applicable to -800BCF airplanes.				

737 DATE: 02/09/2018 V
HIGHLIGHTS OF CHANGE
Explanation of Change New relief item applicable to -800BCF airplanes.
New relief item applicable to -600BCF airplanes.
New relief item applicable to -800BCF airplanes.
New relief item applicable to STC ST02556SE airplanes.
New relief item applicable to STC ST02556SE airplanes.
New relief item applicable to STC ST02556SE airplanes.
Added STC ST02556SE nomenclature to title.
Added -800BCF nomenclature to title.
Revised proviso.
Revised proviso to include turning off inoperative radio tuning panel.
Revised note to clarify when inoperative ACARS could cause a CVR fault.
Revised note to clarify when inoperative ACARS could cause a CVR fault.
Revised provisos per Policy Letter (PL) 9, Revision 12.
New relief item per Policy Letter (PL) 9, Revision 12.
Renumbered item, split relief item into options 19-01-03A and 19-01-03B.
Split item out into option A, modified NOTE per Policy Letter (PL) 9, Revision 12.
New relief option per Policy Letter (PL) 9, Revision 12.
Renumbered item, split relief item into options 19-01-04A and 19-01-04B.
Split item out into option A, modified NOTE per Policy Letter (PL) 9, Revision 12.
New relief option per Policy Letter (PL) 9, Revision 12.

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT:	REVISION NO. 60 PAGE NO.		
BOEING B			
Page	HIGHLIGHTS OF CHANGE Explanation of Change		
ATA 25 EQUIPMENT/ FURNISHINGS	Explanation of Change		
Item 05	Added "(Includes -800BCF and STC ST02556SE)" to title.		
Item 05-02	Added STC ST02556SE nomenclature to title.		
Item 31	New relief item applicable to -800BCF and per STC ST02556SE airplanes.		
ATA 26 FIRE PROTECTION			
Item 12-01	Separated item applicable to -100 thru -800 airplanes due to smoke remova requirements on -900/-900ER airplanes and added proviso e) for flight altitude restriction.	ıl	
Item 12-02	New relief item applicable to -900/-900ER airplanes.		
Item 13-01	Separated item applicable to -100 thru -800 airplanes due to smoke removal requirements on -900/-900ER airplanes and added proviso d) for flight altitude restriction.		
Item 13-02	New relief item applicable to -900/-900ER airplanes.		
Item 14	Added -800BCF and STC ST02556SE nomenclature to title.		
Item 14-01	Added -800BCF nomenclature to title.		
Item 14-03	Added -800BCF nomenclature to title.		
Item 14-04	Added -800BCF and STC ST02556SE nomenclature to title.		
Item 14-04-02	Added -800BCF nomenclature to title.		
Item 14-04-08	New relief item applicable per ST02556SE.		
Item 25	Added *** to denote optional equipment.		
Item 26	New relief item and subitems 26A and 26B per ST02556SE.		
Item 26A	New subitem		
Item 26B	New subitem		
Item 26-01	New relief item per ST02556SE.		
Item 26-02	New relief item per ST02556SE.		

MASTER MINIMUM EQUIPMENT LIST

REVISION NO. 60 DATE: 02/09/2018 DATE: 02/09/	FEDERAL AVIATION ADMINISTRATION				
HIGHLIGHTS OF CHANGE Page Explanation of Change ATA 27 FLIGHT CONTROLS Item 13-03-01A Corrected weight (Kg) values. Item 20-01-02B Corrected weight (Kg) units notation. Item 20-03A Added "Airspeed does not exceed 265 KIAS when in-flight gross weight is". Missing from Revision 59 and to match Revision 58. ATA 28 FUEL Item 23-03 Added FMCS updates 11 and 12 to title. ATA 30 ICE AND RAIN PROTECTION Item 12 Revised title, added proviso. ATA 33 LIGHTS Item 21 Added -800BCF and STC ST02556SE nomenclature to title. Item 21-01A Changed number installed from "2" to "-". Item 21-01B Changed number installed from "2" to "-". Item 21-02 Added STC ST02556SE nomenclature to title. Item 22 Added STC ST02556SE nomenclature to title. Item 22-01 Added STC ST02556SE nomenclature to title.	AIRCRAFT:		REVISION NO. 60	PAGE NO.	
Page ATA 27 FLIGHT CONTROLS Item 13-03-01A Corrected weight (Kg) values. Item 20-01-02B Corrected weight (Kg) units notation. Item 20-03A Added "Airspeed does not exceed 265 KIAS when in-flight gross weight is". Missing from Revision 59 and to match Revision 58. ATA 28 FUEL Item 23-03 Added FMCS updates 11 and 12 to title. ATA 30 ICE AND RAIN PROTECTION Item 12 Revised title, added proviso. Item 13 Revised title, added proviso. ATA 33 ILIGHTS Item 21 Added -800BCF and STC ST02556SE nomenclature to title. Item 21-01A Changed number installed from "2" to "-". Item 21-01B Changed number installed from "2" to "-". Item 21-02 Added STC ST02556SE nomenclature to title. Item 22 Added STC ST02556SE nomenclature to title. Item 22-01 Added STC ST02556SE nomenclature to title.	BOEING B	-737	DATE: 02/09/2018	VII	
ATA 27 FLIGHT CONTROLS Item 13-03-01A Corrected weight (Kg) values. Item 20-01-02B Corrected weight (Kg) units notation. Item 20-03A Added "Airspeed does not exceed 265 KIAS when in-flight gross weight is". Missing from Revision 59 and to match Revision 58. ATA 28 FUEL		HI	GHLIGHTS OF CHANGE		
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FUEL Item 23-03 Added FMCS updates 11 and 12 to title. ATA 30 ICE AND RAIN PROTECTION Item 12 Revised title, added proviso. Revised title, added proviso. ATA 33 LIGHTS Item 21 Added -800BCF and STC ST02556SE nomenclature to title. Item 21-01A Changed number installed from "2" to "-". Item 21-01B Changed number installed from "2" to "-". Item 21-02 Added STC ST02556SE nomenclature to title. Item 22 Added STC ST02556SE nomenclature to title. Item 22-01 Added STC ST02556SE nomenclature to title.	Item 20-03A	•			
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Item 13 Revised title, added proviso. ATA 33 LIGHTS Item 21 Added -800BCF and STC ST02556SE nomenclature to title. Item 21-01A Changed number installed from "2" to "-". Item 21-01B Changed number installed from "2" to "-". Item 21-02 Added STC ST02556SE nomenclature to title. Item 22 Added STC ST02556SE nomenclature to title. Item 22-01 Added STC ST02556SE nomenclature to title. Added STC ST02556SE nomenclature to title. Added STC ST02556SE nomenclature to title.	ICE AND RAIN				
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LIGHTSItem 21Added -800BCF and STC ST02556SE nomenclature to title.Item 21-01AChanged number installed from "2" to "-".Item 21-01BChanged number installed from "2" to "-".Item 21-02Added STC ST02556SE nomenclature to title.Item 22Added STC ST02556SE nomenclature to title.Item 22-01Added STC ST02556SE nomenclature to title.Item 22-02Added STC ST02556SE nomenclature to title.	Item 13	Revised title, a	dded proviso.		
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Item 21-02 Added STC ST02556SE nomenclature to title. Item 22 Added STC ST02556SE nomenclature to title. Item 22-01 Added STC ST02556SE nomenclature to title. Item 22-02 Added STC ST02556SE nomenclature to title.	Item 21-01A	Changed numb	per installed from "2" to "-".		
Item 22 Added STC ST02556SE nomenclature to title. Item 22-01 Added STC ST02556SE nomenclature to title. Item 22-02 Added STC ST02556SE nomenclature to title.	Item 21-01B	Changed number installed from "2" to "-".			
Item 22-01 Added STC ST02556SE nomenclature to title. Item 22-02 Added STC ST02556SE nomenclature to title.	Item 21-02	Added STC ST02556SE nomenclature to title.		tle.	
Item 22-02 Added STC ST02556SE nomenclature to title.	Item 22	Added STC ST02556SE nomenclature to title.			
	Item 22-01	Added STC ST02556SE nomenclature to title.			
Item 26 Added STC ST02556SE nomenclature to title.	Item 22-02	Added STC ST02556SE nomenclature to title.			
	Item 26	Added STC ST02556SE nomenclature to title.			

MASTER MINIMUM EQUIPMENT LIST

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	AIRCRAFT:	REVISION NO. 60	PAGE NO.
	BOEING B-737	DATE: 02/09/2018	VIII

DOEING D	-737 DATE: 02/09/2016 VIII			
HIGHLIGHTS OF CHANGE				
Page	Explanation of Change			
ATA 34 NAVIGATION				
Item 36-01-04	Revised provisos per Policy Letter (PL) 98, Revision 1.			
Item 36-02-05	Revised provisos per Policy Letter (PL) 98, Revision 1.			
Item 36-03-06	Revised provisos per Policy Letter (PL) 98, Revision 1.			
Item 57-01	Revised proviso.			
ATA 35 OXYGEN				
Item 05D	New relief item applicable to -800BCF and per STC ST02556SE airplanes.			
ATA 36 PNEUMATIC				
Item 06	Revised proviso verifying APU bleed valve in closed position.			
ATA 52 DOORS				
Item 13-02	Added -800BCF nomenclature to title.			
Item 13-03	Added STC ST02556SE nomenclature to title.			
Item 13-03-01	Added STC ST02556SE nomenclature to title.			
Item 25	New relief item.			
ATA 79 ENGINE OIL				
Item 04	Revised proviso language to reflect requirements of Policy Letter (PL) 13.			

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FEDERAL AVIATION ADMINISTRATION		ER WII AIN OW E GOT WEITT EIGT							
AIRCRAFT:	REVISION NO. 60	PAGE NO:							
BOEING B-737	DATE: 02/09/2018	IX							
	DEFINITIONS								

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

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST									
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AIRCRAFT:	REVISION NO. 60	PAGE NO:							
BOEING B-737	DATE: 02/09/2018		Χ						
	PREAMBLE								

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

U.S. DEPARTMENT OF TRANSPORTATION											
	MAST	ER MINIMUM EQUIPMENT LIST									
FEDERAL AVIATION ADMINISTRATION											
AIRCRAFT: REVISION NO. 60 PAGE NO:											
BOEING B-737 DATE: 02/09/2018 XI											
GUIDELINES	GUIDELINES FOR (M) AND (O) PROCEDURES										

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures.

(M) and (O) Procedures are based on the Maintenance and Operational Procedures published in the Boeing 737 Dispatch Deviations Guide (DDG).

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST								
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AIRCRAFT:					O. 60	PAGE NO.		
В	OEING B-737		DAT	E: 0	2/09/2018	21-1		
					E KEY			
SYSTEM &		1. F			CATEGORY BER INSTALLI	ED.		
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH		
NO.				0. 1		OR EXCEPTIONS		
21. AIR CON	DITIONING				,			
Sequence No.	Item	1	2	3	4	Chang Bar		
01	Air Conditioning Packs							
01-01	All-Passenger Configuration (All Models)							
01-01-01	(-100/-200/-300/-400/ -500/-600 and -700/-800 without PATS Auxiliary Fuel Tanks)	С	2	1	be inoperative	r ER operations, one may e provided flight altitude below FL 250.		
01-01-02	(-700IGW/-800 with PATS Auxiliary Fuel Tanks)	С	2	1	may be inope a) Flight below b) For air bleed systen	t for ER operations, one crative provided: altitude remains at or FL 250, and rplanes with auxiliary fuel air pressurization in installed, is verified to be ture.		
01-01-03	(-900/-900ER)	С	2	1	may be inope a) Flight below b) Forwa secure c) Airpor does r	et for ER operations, one crative provided: altitude remains at or FL 250, and cargo heat duct is ed closed, and it ambient temperature not exceed 103 degrees F egrees C).		
					(Continued)			

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIS								
FEDERAL A	VIATION ADMINISTRATIO	ON			IVIASTE	EK IVIINIIVIUWI EQUIPMENT LIST		
AIRCRAFT:					IO. 60	PAGE NO.		
B	OEING B-737		DAT	E: 0	2/09/2018	21-2		
		_			E KEY			
SYSTEM &		1. F			CATEGORY BER INSTALL	ED.		
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH		
NO.				0.1		OR EXCEPTIONS		
21. AIR CON	IDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar		
01	Air Conditioning Packs (Cont'd)					•		
01-01	All-Passenger Configuration (All Models) (Cont'd)							
01-01-04	(-100/-200)	С	2	0	may be inope	ot for ER operations, both erative provided flight is an unpressurized		
01-01-05	(-300/-400/-500)	С	2	0	may be inope a) Flight unpres b) Proce used t compa are ve cargo ballas ULDs) NOTE: Opera which inclusi	ot for ER operations, both crative provided: is conducted in an assurized configuration, and dures are established and to ensure lower cargo cartments remain empty or crified to contain only empty handling equipment, and/or Fly Away Kits. Attor MELs must define items are approved for ion in Fly Away Kits and materials can be used as t.		
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTE	ER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	EN MINIMONI EQUIPMENT LIST
AIRCRAFT:	OFINO D 707	RE\			IO. 60	PAGE NO.
В	OEING B-737				2/09/2018	21-3
					E KEY	
SYSTEM &		1. [CATEGORY BER INSTALLI	FD
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.					4. REMARKS	OR EXCEPTIONS
21. AIR CON	DITIONING					
Sequence No.	Item	1	2	3	4	Change Bar
01	Air Conditioning Packs (Cont'd)					
01-01	All-Passenger Configuration (All Models) (Cont'd)					
01-01-06	(-600/-700/-800)	C	2	0	may be inope a) Flight unpres b) Recirc norma c) Both E exhau d) Proce used t compa are ve cargo ballasi ULDs) e) Airplai installe empty as par	E/E equipment cooling ast fans operate normally, dures are established and to ensure lower cargo artments remain empty or erified to contain only empty handling equipment, t (ballast may be loaded in), and/or Fly Away Kits, and nes with Auxiliary tanks ed, auxiliary tanks remain or auxiliary fuel is included rt of zero fuel weight. ator MELs must define items are approved for ion in Fly Away Kits and materials can be used as
					(Continued)	

	TMENT OF TRANSPORT		N		MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 60 PAGE NO.							
AIRCRAFT: B	OEING B-737	KE			IO. 60 PAGE NO. 21-4		
		MMI	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4 Change Bar		
01	Air Conditioning Packs (Cont'd)				- Ball		
01-01	All-Passenger Configuration (All Models) (Cont'd)						
01-01-07	(-900/-900ER)	С	2	0	 (M)(O) Except for ER operations, both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Recirculation fans operate normally, c) Both E/E equipment cooling exhaust fans operate normally, d) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, e) Forward cargo heat duct is secured closed, and f) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. 		
					(Continued)		

U.S. DEPARTMENT OF TRANSPORTATION								
MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION								
AIRCRAFT:	VI/ (TION / (BIVIII VIII VIII)		VISIO	N NC	IO. 60	PAGE NO.		
В	BOEING B-737		DAT	E: 0	2/09/2018	21-5		
					E KEY			
SYSTEM &		1. F			CATEGORY	-n		
SEQUENCE	ITEM		2. 1		BER INSTALL	UIRED FOR DISPATCH		
NO.				J. 1		OR EXCEPTIONS		
21. AIR CON	IDITIONING							
Sequence No.	Item	1	2	3	4		Change Bar	
01	Air Conditioning Packs (Cont'd)							
01-02	Combi and All-Cargo Configurations (737C, QC, and STCs ST01566LA, ST01961SE, and ST02556SE)	С	1	0	may be inope a) Flight unpres b) Proce used t compa is veri cargo ballas ULDs) NOTE: Opera which inclusi which ballas (O) Except for	at for ER operations, both crative provided: is conducted in an assurized configuration, and dures are established and to ensure main deck cargo artment remains empty or fied to contain only empty handling equipment, at (ballast may be loaded in and/or Fly Away Kits. Ator MELs must define items are approved for ion in Fly Away Kits and materials can be used as at.	1	
					remains at or	below FL 250.		
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		NAOTE		LIOT
FEDERAL A	VIATION ADMINISTRATIC	N			MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	SOEING B-737				IO. 60 2/09/2018	PAGE NO. 21-6	
		BA BA			E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR O	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH OR EXCEPTIONS	
21. AIR CON	DITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
01	Air Conditioning Packs (Cont'd)						
01-02	Combi and All-Cargo Configurations (737C, QC, and STCs ST01566LA, ST01961SE, and ST02556SE) (Cont'd)						I
01-02-02	Left Pack	C	1	0	inoperative pr a) Flight below b) Proce used t compa is veri cargo ballas ULDs) NOTE: Opera which inclusi	Altitude remains at or FL 250, and dures are established and to ensure main deck cargo artment remains empty or fied to contain only empty handling equipment, t (ballast may be loaded in), and/or Fly Away Kits. Ator MELs must define items are approved for ion in Fly Away Kits and materials can be used as	
01-03	All-Cargo Configuration (-700C)	С	2	1	inoperative pr	r ER operations, may be rovided flight altitude below FL 250.	
		<u>L</u>	L	L	(Continued)		

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM FOLUPMENT LIST								
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST	I		
AIRCRAFT:		_			NO. 60 PAGE NO.			
В	OEING B-737		DAT	E: 0	02/09/2018 21-7			
		_			LE KEY			
SYSTEM &		1. F			CATEGORY //BER INSTALLED			
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH			
NO.				0.1	4. REMARKS OR EXCEPTIONS			
21. AIR CON	DITIONING	<u>'</u>						
Sequence No.	Item	1	2	3	4 Chai			
01	Air Conditioning Packs (Cont'd)							
01-04	Pemco COMBI (STC ST03387AT) and All-Cargo Configurations							
01-04A		С	2	1	Except for ER operations, one may be inoperative provided only flight deck is occupied.			
01-04B		С	2	1	(O) Except for ER operations, one may be inoperative provided flight altitude remains at or below FL 250.			
01-04C		С	2	0	 (M)(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. 			
					(Continued)			

MASTER MINIMUM EQUIPMENT LIST MACRAFT: BOEING B-737 REVISION NO. 60 DATE: 02/09/2018 MMEL TABLE KEY SYSTEM & SEQUENCE ITEM NO. NO. 1. REPAIR CATEGORY 21. AIR CONDITIONING Sequence No Item 1 2 3 4	U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N				
AIRCRAFT: BOEING B-737 REVISION NO. 60 DATE: 02/09/2018 MMEL TABLE KEY SYSTEM & SEQUENCE NO. ITEM NO. 21. AIR CONDITIONING Sequence No. Item 1 2 3 4	FEDERAL AV	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIS	Т
SYSTEM & SEQUENCE ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	AIRCRAFT:							
SYSTEM & SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 21. AIR CONDITIONING Sequence No. 1	В	OEING B-737		DAT	E: 0	2/09/2018	21-8	
SEQUENCE NO. 21. AIR CONDITIONING Sequence No. Item								
Sequence No. Item 1 2 3 4 Characteristic	SYSTEM &		1. F				FN	
21. AIR CONDITIONING Sequence No. Item 1 2 3 4 Cina (Cont'd) 01		ITEM		2. 1				
Sequence No. Item	NO.				53800			
O1 Air Conditioning Packs (Cont'd) O1-05 All-Cargo Configuration (STC ST01827LA and ST00283AT) O1-05B C 2 1 (O) Except for ER operations, one may be inoperative provided flight altitude remains at or below FL 250. O1-05B C 2 0 (M)(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure the main deck cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used	21. AIR CON	DITIONING						
(Cont'd) O1-05 All-Cargo Configuration (STC ST01827LA and ST00283AT) O1-05A C 2 1 (O) Except for ER operations, one may be inoperative provided flight altitude remains at or below FL 250. O1-05B C 2 0 (M)(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure the main deck cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used			1	2	3	4	Cha B	inge ar
(STC ST01827LA and ST00283AT) C 2 1 (O) Except for ER operations, one may be inoperative provided flight altitude remains at or below FL 250. (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	01							
be inoperative provided flight altitude remains at or below FL 250. 10 (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	01-05	(STC ST01827LA and						
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	01-05A		С	2	1	be inoperative	e provided flight altitude	
	01-05B		С	2	0	be inoperative a) Flight unpres b) Proce used t cargo empty only e equipr be loa Away NOTE: Opera which inclusi and w	is conducted in an ssurized configuration, and dures are established and to ensure the main deck compartments remain or are verified to contain empty cargo handling ment, ballast (ballast may aded in ULDs), and/or Fly Kits. Ator MELs must define items are approved for ion in the Fly Away Kits which materials can be used	

U.S. DEPAR	TMENT OF TRANSPORTA	IOITA	N		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRATIO						
AIRCRAFT: BOEING B-737			REVISION NO. 60 PAGE NO. DATE: 02/09/2018 21-9				
		ММ	FI T	ΛRI	E KEY		
		_			CATEGORY		
SYSTEM &					BER INSTALLI	ED	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.					4. REMARKS	OR EXCEPTIONS	
21. AIR CON	DITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
01	Air Conditioning Packs (Cont'd)						
01-06	All-Cargo Configuration (-800BCF)						
01-06A		С	2	1	inoperative pr	r ER operations, may be rovided flight altitude below FL 250.	
01-06B		С	2	0	be inoperative a) Flight unpres b) Procee used t compa compa are ve cargo ballasi ULDs) NOTE: Opera which inclusi	is conducted in an assurized configuration, and dures are established and to ensure main deck cargo artments and lower cargo artments remain empty or trified to contain only empty handling equipment, at (ballast may be loaded in and/or Fly Away Kits. Attor MELs must define items are approved for ion in the Fly Away Kits which materials can be used	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N					
FEDERAL A	VIATION ADMINISTRATIC	N			MASTE	ER MINIMUM EQUIPMENT	LIST	
AIRCRAFT:		_			IO. 60	PAGE NO.		
E	BOEING B-737		DAT	E: 0	2/09/2018	21-10		
					E KEY			
SYSTEM &		1. F			CATEGORY BER INSTALL	FD		
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH		
NO.			4. REMARKS OR EXCEPTIONS					
21. AIR CON	IDITIONING							
Sequence No.	Item	1	2	3	4		Change Bar	
02	Pack Air Flow/Shutoff Valves (Includes STC SA2969SO)	С	2	0	(M)(O) May b closed.	e inoperative deactivated		
02-01	High Flow Mode (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER)	С	2	0				
02-02	APU High Flow Mode	С	2	0				
02-03	Electronic Flow Control (-800/-900/-900ER)	С	2	0				
02-04	Position Indicator Switch Discrete Signal (Flow Control Valve P/N 396608-1)							
02-04A		С	2	1		rative failed open provided itioning packs operate		
02-04B		С	2	1		erative failed closed n air conditioning packs ally.		
02-05 ***	Pack Flow Control Sensors	С	2	0				
03	Pack Trip Warning Systems	С	2	0		e inoperative provided ack is not used.		

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V						
FEDFRAL A	VIATION ADMINISTRATIC	N			MASTE	ER MINIMUM EQUIPMENT	LIST		
AIRCRAFT:					IO. 60	PAGE NO.			
В	OEING B-737		DAT	E: 0	2/09/2018	21-11			
		_	MMEL TABLE KEY 1. REPAIR CATEGORY						
SYSTEM &		1. F	_		BER INSTALL	FD			
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH			
NO.				(3025)(5)	4. REMARKS	OR EXCEPTIONS			
21. AIR CON	DITIONING								
Sequence No.	Item	1	2	3	4		Change Bar		
04	Pack Turbofan (-100/-200/-300/-400/ -500)								
04-01	All-Passenger Configuration (All Models)	С	2	0	· ,	noperative provided ack(s) is operated only in os retracted.			
04-02	Combi and All-Cargo Configurations (737C, QC, STCs SA2969SO, ST01566LA, and ST01961SE)								
04-02-01	Right Pack Turbofan	С	1	0		noperative provided right ted only in flight with flaps			
04-02-02	Left Pack Turbofan	С	1	0	a) Left parallel flight was fligh	noperative provided: ack is operated only in with flaps retracted, and dures are established and to ensure main deck cargo artment remains empty or fied to contain only empty handling equipment, t (ballast may be loaded in), and/or Fly Away Kits. ator MELs must define items are approved for ion in Fly Away Kits and materials can be used as t.			
					(Continued)				

II S DEDAD	TMENT OF TRANSPORTA	۱۲۱۸۱	NI.				
	TMENT OF TRANSPORTA		N		MASTER	MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATION		//01/	201.0	0.00	A OF NO	
AIRCRAFT:	SOEING B-737	KE			O. 60 P 2/09/2018	PAGE NO. 21-12	
		мм	FL T	ΆΒΙ	E KEY		
OVOTENA		_			CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALLED		
NO.	11 -141			3.1		RED FOR DISPATCH	
21. AIR CON	IDITIONING	<u> </u>			4. REMARKS O	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change
04	Pack Turbofan	•		J	7		Bar
04	(-100/-200/-300/-400/ -500) (Cont'd)						
04-03	All-Cargo Configuration (STCs ST01827LA and ST00283AT)	С	2	0	provided associa	inoperative closed lated pack(s) is operated h flaps retracted.	
05	Pack Ram Air Systems	С	2	0	OPEN position p a) Operatio runways on grave b) Associat during ta	ons are not conducted on s covered with slush or el runways, and ted pack is not operated akeoff or landing on wet s or runways with	
05-01 ***	Exhaust Louver Assemblies (-100/-200/-300/-400/ -500)	С	2	0	a) Actuator	inoperative provided: (s) is disconnected, and s) is secured in full open	
06	Pack Turbofan Valves (-100/-200/-300/-400/ -500)						
06-01	All-Passenger Configuration (All Models)	С	2	0	provided associa	inoperative closed lated pack(s) is operated h flaps retracted.	
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATIO		/101/	701 01	O. 60 PAGE NO.	
	BOEING B-737	KE			2/09/2018 PAGE NO. 21-13	
		ММІ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.					4. REMARKS OR EXCEPTIONS	
21. AIR CON	IDITIONING					
Sequence No.	Item	1	2	3	4	Chan Bar
06-02	Pack Turbofan Valves (-100/-200/-300/-400/ -500) (Cont'd) Combi and All-Cargo Configurations (737C, QC, STCs SA2969SO, ST01566LA, and ST01961SE)					
06-02-01	Right Pack Turbofan Valve	С	1	0	(M)(O) May be inoperative closed provided right pack is operated only in flight with flaps retracted.	
06-02-02	Left Pack Turbofan Valve	С	1	0	(M)(O) May be inoperative closed provided: a) Left pack is operated only in flight with flaps retracted, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define	
					which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
06-03	All-Cargo Configuration (STCs ST01827LA and ST00283AT)	С	2	0	(M)(O) May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted.	l

FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	
AIRCRAFT:	30EING B-737	RE'			IO. 60 PAGE NO. 21-14	
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
21. AIR CON	IDITIONING				,	
Sequence No.	Item	1	2	3	4	Change Bar
07	RAM DOOR FULL OPEN Indicating Lights	С	2	0		
08	Air Mix Valves (-100/-200/-300/-500/ -600/-700)	С	2	0	(M)(O) May be inoperative provided associated pack is not used.	
09	Air Mix Valve Position Indicators (-100/-200/-300/-500/ -600/-700)	С	2	0		
10	Cabin Rate of Climb Indicator					
10-01	Analog Control System (-100/-200/-300/-400/ -500)					
10-01A		С	1	0	May be inoperative provided AUTO and STBY control modes operate normally.	
10-01B		С	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
10-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER)	С	1	0	May be inoperative provided AUTO and ALTN control modes operate normally.	I
10-02-01	(-300/-400/-500)	С	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.	
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MAOTE		LIOT	
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R MINIMUM EQUIPMENT	LIS I	
AIRCRAFT:	05INO D 707	RE			IO. 60	PAGE NO.		
	SOEING B-737		DATE: 02/09/2018 21-15 MMEL TABLE KEY					
SYSTEM & SEQUENCE	ITEM		REPA	AIR (E KEY CATEGORY BER INSTALLI	ED		
NO.	I I CIVI			3. 1		UIRED FOR DISPATCH		
21. AIR CON	IDITIONING				4. REWARKS	OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4		Change Bar	
10	Cabin Rate of Climb Indicator (Cont'd)						Bai	
10-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)						I	
10-02-02	(-600/-700/-800/ -800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135, or 737-21-1163 or their Production Equivalents)	С	1	0	a) Flight unpres b) Outflo 25% c c) Recirc	e inoperative provided: is conducted in an ssurized configuration, w valve is positioned to open position, and culation fan(s) operates ally except for -800BCF ne.		
10-02-03	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135, or 737-21-1163 or their Production Equivalents)	С	1	0	a) Flight unpres b) Proce used t cargo empty only e equipr be loa Away c) Outflo 25% c d) Recirc norma airplar NOTE: Opera which inclusi	w valve is positioned to open position, and culation fan(s) operates ally except for -800BCF ne. ator MELs must define items are approved for ion in Fly Away Kits and materials can be used as		
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A	<u>VIATION ADMINISTRATIO</u>	N					
AIRCRAFT: B	OEING B-737	RE\			O. 60 2/09/2018	PAGE NO. 21-16	
		ММ	EI T	ΛRI	E KEY	L	
					CATEGORY		
SYSTEM &		1. 1			BER INSTALL	FD	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				0.1		OR EXCEPTIONS	
21. AIR CON	DITIONING				4. 1(2)	OTT EXCENTIONS	
Sequence No.	Item	1	2	3	4		Change
		•	_		•		Bar
10	Cabin Rate of Climb Indicator (Cont'd)						
10-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)						I
10-02-04	(-900/-900ER)	С	1	0	a) Flight unpres b) Outflor 25% o c) Recirc norma d) Forwa secure e) Airport does r	e inoperative provided: is conducted in an ssurized configuration, w valve is positioned to open position, culation fan(s) operates ally, rd cargo heat duct is ed closed, and t ambient temperature not exceed 103 degrees F egrees C).	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 60 PAGE NO.	
E	SOEING B-737				2/09/2018 21-17	
					E KEY	
SYSTEM &		1. [CATEGORY BER INSTALLED	
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH	
NO.					4. REMARKS OR EXCEPTIONS	
21. AIR CON	IDITIONING	•				
Sequence No.	Item	1	2	3	4	Chang Bar
11	Cabin Altitude Warning System	С	1	0	May be inoperative provided flight altitude remains at or below 10,000 feet MSL.	•
11-01 ***	High Altitude Warning System	С	1	0	May be inoperative provided procedures do not require its use.	
11-02 ***	CABIN ALTITUDE Light					
11-02-01	-100/-200/-300/-400/ -500 (Upon Incorporation of Boeing Service Bulletin 737-31A1325)				Deleted in Revision 57.	
11-02-01A					Deleted in Revision 57.	
11-02-01B					Deleted in Revision 57.	
11-02-02	-300/-500 (Upon Incorporation of ARC Avionics STC ST03945AT)				Deleted in Revision 57.	
11-02-02A					Deleted in Revision 57.	
11-02-02B					Deleted in Revision 57.	
11-02-03	-600/-700/-800/ -800BCF/-900/ -900ER (Upon Incorporation of Boeing Service Bulletin 737-31A1332, or Production Equivalent) STC ST03312NY	С	2	1	(O) May be inoperative provided associated TAKEOFF CONFIG warning light operates normally and flightcrew performs a briefing on cabin altitude warning indications and procedures before engine start for the first flight of the day or following any change of either flightcrew member.	I

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	V					
FEDERAL AV	/IATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	OEING B-737				NO. 60 PAGE NO. 21-18			
	021110 15 707	BABAI			-E KEY			
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
21. AIR CON	DITIONING							
Sequence No.	Item	1	2	3	4 Change Bar			
12	Cabin Altitude Indicator							
12-01	Analog Control System (-100/-200/-300/-400/ -500)							
12-01A		С	1	0	 May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to crew to convert differential pressure to cabin altitude. 			
12-01B		С	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.			
12-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER)	С	1	0	May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to crew to convert differential pressure to cabin altitude.			
12-02-01	(-300/-400/-500)	C	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position. 			
					(Continued)			

ILC DEDAD		TIO	NI.					
U.S. DEPAR	TMENT OF TRANSPORTA	AT IOI	N		MASTER MINIMUM EQUIPMENT	LIST		
	VIATION ADMINISTRATIO		//01/	2010	IDAOS NO			
AIRCRAFT:	OEING B-737	KE			NO. 60 PAGE NO. 21-19			
		MMEL TABLE KEY						
CVCTEM 0					CATEGORY			
SYSTEM & SEQUENCE	ITEM		2.1		IBER INSTALLED			
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
21. AIR CON	DITIONING	<u> </u>			4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Change Bar		
12	Cabin Altitude Indicator (Cont'd)							
12-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)					I		
12-02-02	(-600/-700/-800/ -800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally except for -800BCF airplane. 			
12-02-03	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operates normally except for -800BCF airplane. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. 			
					(Continued)			

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT: B	OEING B-737	RE\			O. 60 2/09/2018	PAGE NO. 21-20	
		ммі	FI T	ΔRI	E KEY		
10.40 (444) (4.45)		_			CATEGORY		
SYSTEM &		٠.٠			BER INSTALL	=D	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				0. 1		OR EXCEPTIONS	
21. AIR CON	DITIONING					OK EXCELLIONS	
Sequence No.	Item	1	2	3	4		Change
		•	_		-		Bar
12	Cabin Altitude Indicator (Cont'd)						
12-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)						1
12-02-04	(-900/-900ER)	С	1	0	a) Flight unpres b) Outflo 25% o c) Recirc norma d) Forwa secure e) Airport does r	e inoperative provided: is conducted in an ssurized configuration, w valve is positioned to open position, culation fan(s) operates ally, rd cargo heat duct is ed closed, and t ambient temperature not exceed 103 degrees F ogrees C).	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
			-		MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 60 PAGE NO.	
	OEING B-737			_	2/09/2018 21-21	
		MM	ELT	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON	DITIONING				4. INEMPRINE ON EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
13	Cabin Differential Pressure Indicator					
13-01	Analog Control System (-100/-200/-300/-400/ -500)					
13-01A		С	1	0	May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to crew to convert cabin altitude to differential pressure.	
13-01B		С	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
13-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER)	С	1	0	May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to crew to convert cabin altitude to differential pressure.	I
13-02-01	(-300/-400/-500)	С	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.	
13-02-02	(-600/-700/-800/ -800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally except for -800BCF airplane. 	
					(Continued)	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST	
	VIATION ADMINISTRATIO							
AIRCRAFT: BOEING B-737		RE\	REVISION NO. 60 DATE: 02/09/2018			PAGE NO. 21-22		
MMEL TABLE KEY								
1 REPAIR CATEGORY								
SYSTEM &					BER INSTALLI	FD		
SEQUENCE	ITEM	3. NUMBER REQUIRED FOR DISPATCH						
NO.				0.,		OR EXCEPTIONS		
21. AIR CON	IDITIONING		4. KEWAKKO OK EXCELLIONS					
Sequence No.	Item	1	2	3	4		Change	
-		•	_		7		Bar	
13	Cabin Differential Pressure Indicator (Cont'd)							
13-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)						1	
13-02-03	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	1	0	a) Flight unpress b) Proceed used to cargo empty only elequipres be load Away c) Outflot 25% of the cargo airplar NOTE: Operation which inclusi	w valve is positioned to open position, and culation fan(s) operates ally except for -800BCF ne. ator MELs must define items are approved for ion in Fly Away Kits and		
13-02-04	(-900/-900ER)	С	1	0	ballast (M)(O) May be a) Flight unpress b) Outflood 25% of c) Recirconorma d) Forwate secure e) Airport does re	e inoperative provided: is conducted in an ssurized configuration, w valve is positioned to open position, culation fan(s) operates		

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N				
			-		MASTER MINIMUM EQUIPMENT	LIST	
FEDERAL AV	VIATION ADMINISTRATIO		\ <u> </u>	N NC	O. 60 PAGE NO.		
BOEING B-737					2/09/2018 21-23		
		MMI	EL T	ABL	E KEY		
SYSTEM &	1. F	1. REPAIR CATEGORY					
SEQUENCE	ITEM		2.1	NUMBER INSTALLED			
NO.				NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
21. AIR CON	DITIONING				4. KEMAKKS OK EXCEPTIONS		
Sequence No.	Item	1	2	3	4	Change Bar	
14	Cabin Pressure Control System					Jui	
14-01	Analog Control System Automatic/Standby Modes (-100/-200/-300/ -400/-500)	С	2	1	(O) One may be inoperative provided manual mode (AC and DC actuators) operates normally.		
14-02	Analog Control Automatic/Standby/ Manual Modes (-100/-200/ -300/-400/-500)	С	3	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated open or removed, and b) Extended overwater flight is prohibited. 		
14-03	Digital Control System Automatic Modes (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER)	С	2	1	(M)(O) One may be inoperative provided: a) Manual mode operates normally, b) Inoperative controller is deactivated, and c) For airplanes with auxiliary fuel bleed air pressurization system installed, is verified to be operational before each departure if the auxiliary fuel tank system is required for flight.	I	
14-03-01	(-300/-400/-500)	С	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited.		
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	V						
FEDFRAL AV	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST		
AIRCRAFT:			REVISION NO. 60			PAGE NO.			
BOEING B-737		DATE: 02/09/2018			2/09/2018	21-24			
					E KEY				
SYSTEM &		1. F	REPAIR CATEGORY 2. NUMBER INSTALLED						
SEQUENCE	ITEM		2. 1	3. NUMBER REQUIRED FOR DISPATCH					
NO.				0.,		OR EXCEPTIONS			
21. AIR CONDITIONING									
Sequence No.	Item	1	2	3	4		Change Bar		
14	Cabin Pressure Control System (Cont'd)								
14-03	Digital Control System Automatic Modes (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)						I		
14-03-02	(-600/-700/-800/ -800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	2	0	unpressurized a) Outflo 25% d b) Recirc norma airplar c) Extend prohib d) Airplar installe empty	the inoperative for a flight provided: by valve is deactivated in open position or removed, culation fan(s) operates ally except for -800BCF one, ded overwater flight is bited, and ones with auxiliary tanks remain or auxiliary fuel is included at of zero fuel weight.			
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	٧				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:					O. 60	PAGE NO.	
В	OEING B-737		DAT	E: 02	2/09/2018	21-25	
					E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. r		BER INSTALL	UIRED FOR DISPATCH	
NO.				J. 1		OR EXCEPTIONS	
21. AIR CON	DITIONING				1		
Sequence No.	Item	1	2	3	4		Chang Bar
14	Cabin Pressure Control System (Cont'd)						
14-03	Digital Control System Automatic Modes (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)						I
14-03-03	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	C	2	0	unpressurized a) Proced used of cargo empty only edup to equip to be losed away b) Outflot 25% of c) Recirce normal airplated install empty as pations.	ow valve is deactivated in open position or removed, culation fan(s) operates ally except for -800BCF ne, ded overwater flight is bited, and nes with auxiliary tanks led, auxiliary tanks remain or or auxiliary fuel is included at of zero fuel weight. ator MELs must define items are approved for ion in Fly Away Kits and materials can be used as	
					(Continued)		
		1	l]	(Continued)		

IIS DEPAR	TMENT OF TRANSPORTA	ATIOI	NI		
			•		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	NO. 60 PAGE NO.
	OEING B-737				21-26
		MMI	EL T	ABL	E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. ľ		IBER INSTALLED NUMBER REQUIRED FOR DISPATCH
NO.				J. 1	4. REMARKS OR EXCEPTIONS
21. AIR CON	DITIONING				
Sequence No.	Item	1	2	3	4 Chang Bar
14	Cabin Pressure Control System (Cont'd)				
14-03	Digital Control System Automatic Modes (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)				
14-03-04	(-900/-900ER)	С	2	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operates normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
					(Continued)

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U.S. DEPAR	TMENT OF TRANSPORTA	MIOI	N		MASTER MINIMUM EQUIPMENT L	IST
	VIATION ADMINISTRATIO					
AIRCRAFT:	SOEING B-737	RE\			NO. 60 PAGE NO. 21-27	
	OCING 6-737	8484				
					.E KEY Category	
SYSTEM &	ITEN 4				BER INSTALLED	
SEQUENCE NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH	
28.8798.59.559		, ,			4. REMARKS OR EXCEPTIONS	
21. AIR CON	Item	1	2	3	4	Change
Sequence No.	Cabin Pressure Control	'	2	3	4	Bar
14	System (Cont'd)					
14-04	Digital Control System Manual Mode (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER)					1
14-04-01	(-300/-400/-500)	С	1	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited. 	
14-04-02	(-600/-700/-800 All-Passenger Configuration/-800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	1	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve deactivated to 25% open position or removed, b) Recirculation fan(s) operates normally except for -800BCF airplane, and c) Extended overwater flight is prohibited.	
ı					(Continued)	

	TMENT OF TRANSPORTA VIATION ADMINISTRATIO		N		MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:					IO. 60	PAGE NO.	
В	OEING B-737		DAT	E: 0	2/09/2018	21-28	
					E KEY		
SYSTEM &		1. [CATEGORY BER INSTALLI	FD	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				1,000	4. REMARKS	OR EXCEPTIONS	
21. AIR CON	DITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
14	Cabin Pressure Control System (Cont'd)						
14-04	Digital Control System Manual Mode (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)						I
14-04-03	(-600/-700/-800 All-Passenger Configuration/-800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	1	0	unpressurized a) Procedused to cargo empty only e equiprobe load Away b) Outflood 25% of c) Recirconormal airplared prohib NOTE: Operative which inclus	w valve is deactivated in open position or removed, culation fan(s) operates ally except for -800BCF ne, and ded overwater flight is oited. ator MELs must define items are approved for ion in Fly Away Kits and materials can be used as	
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		144 OTED 1411 HA FOLUDATE	IT		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMEN	NI LIST		
AIRCRAFT:	SOEING B-737	RE\			NO. 60 PAGE NO.			
D	OCING D-737	DATE: 02/09/2018 21-29 MMEL TABLE KEY						
12000212222000000		_			CATEGORY			
SYSTEM & SEQUENCE	ITEM				MBER INSTALLED			
NO.	I I CIVI			3. N	NUMBER REQUIRED FOR DISPATCH			
21. AIR CON	IDITIONING				4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Change		
14	Cabin Pressure Control System	-	_	3		Bar		
	(Cont'd)							
14-04	Digital Control System Manual Mode (-300/-400/-500/-600/ -700/-800/-800BCF/					I		
	-900/-900ER) (Cont'd)							
14-04-04	(-900/-900ER)	С	1	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed b) Recirculation fan(s) operates normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees f (39 degrees C).			
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		
					MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 60 PAGE NO.
	OEING B-737				2/09/2018 21-30
		ММІ	EL T	ABL	E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. 1		BER INSTALLED
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
21. AIR CON	DITIONING				4. NEMARKO OK EXCEL HONC
Sequence No.	Item	1	2	3	4 Change Bar
15	Main Outflow Valve				
15-01	Analog Control System Outflow Valve Actuators (AC and/or DC) (-100/-200/-300/-400/ -500)				
15-01A		С	2	1	One actuator may be inoperative for pressurized cargo-only flight, provided airplane is depressurized before landing.
15-01B		С	2	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated open or removed, and b) Extended overwater flight is prohibited.
15-02	Digital Control System Outflow Valve Automatic Mode Actuators				
15-02-01	(-300/-400/-500)				
15-02-01A		С	2	1	One may be inoperative provided manual mode actuator operates normally.
15-02-01B		С	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited.
					(Continued)

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U.S. DEPAR	TMENT OF TRANSPORTA	AHOI	N		MASTER MINIMUM EQUIPMENT LI	ST
	VIATION ADMINISTRATIO					
AIRCRAFT:	SOEING B-737	RE\			O. 60 PAGE NO. 21-31	
	DOLING B-737	84841				
					E KEY CATEGORY	
SYSTEM &	ITEN 4	١. ١			BER INSTALLED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQUIRED FOR DISPATCH	
28.8796.75.559					4. REMARKS OR EXCEPTIONS	
21. AIR CON Sequence No.		1	2	3	4 C	hange
15	Main Outflow Valve		2	3	4	Bar
15	(Cont'd)					
15-02	Digital Control System Outflow Valve Automatic Mode Actuators (Cont'd)					
15-02-02	(-600/-700/-800/ -800BCF/-900/ -900ER)	С	2	1	One may be inoperative provided manual mode actuator operates normally.	I
15-02-03	(-600/-700/-800/ -800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operates normally except for -800BCF airplane, and c) Extended overwater flight is prohibited.	
					(Continued)	

II S DEDAD	TMENT OF TRANSPORTA	TIOI	NI			
			N N		MASTER MINIMUM EQUIPMENT	LIST
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		//01/) I I I	NO. 60 PAGE NO.	
	OEING B-737	KE		_	2/09/2018 PAGE NO. 21-32	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON	1				14	Change
Sequence No.	Main Outflow Value	1	2	3	4	Bar
15	Main Outflow Valve (Cont'd)					
15-02	Digital Control System Outflow Valve Automatic Mode Actuators (Cont'd)					
15-02-04	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	2	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, b) Outflow valve is deactivated in 25% open position or removed, c) Recirculation fan(s) operates normally except for -800BCF airplane, and d) Extended overwater flight is prohibited. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. 	
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		
					MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATION		/1916) I I C	IO. 60 PAGE NO.
	OEING B-737	IXL			2/09/2018 21-33
		MM	EL T	ABL	E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. 1		BER INSTALLED
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
21. AIR CON	IDITIONING				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change
15	Main Outflow Valve		_		Bar
13	(Cont'd)				
15-02	Digital Control System Outflow Valve Automatic Mode Actuators (Cont'd)				
15-02-05	(-900/-900ER)	С	2	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operates normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
15-03	Digital Control System Outflow Valve Manual Mode Actuator				
15-03-01	(-300/-400/-500)	С	1	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited.
					(Continued)
					(Continued)

US DEPAR	TMENT OF TRANSPORTA	TIOI	N			
			•		MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 60 PAGE NO.	
	OEING B-737				2/09/2018 21-34	
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	_	MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON		T .	<u> </u>	1 _	1.	Change
Sequence No.	Item	1	2	3	4	Bar
15	Main Outflow Valve (Cont'd)					
15-03	Digital Control System Outflow Valve Manual Mode Actuator (Cont'd)					
15-03-02	(-600/-700/-800/ -800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	1	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operates normally except for -800BCF airplane, and c) Extended overwater flight is prohibited. 	
15-03-03	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	1	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, b) Outflow valve is deactivated in 25% open position or removed, c) Recirculation fan(s) operates normally except for -800BCF airplane, and d) Extended overwater flight is prohibited. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. 	
					(Continued)	

IIS DEDAR	TMENT OF TRANSPORT	ΔΤΙΩΙ	NI			
			N .		MASTER MINIMUM EQUIPMENT LI	IST
	VIATION ADMINISTRATION		// () ()	2 N I A	IO CO DACE NO	
AIRCRAFT:	BOEING B-737	KE		_	IO. 60 PAGE NO. 2/09/2018 21-35	
		мм	EL T	ABL	E KEY	
SYSTEM &					CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON	IDITIONING				4. NEWARRS ON EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
15	Main Outflow Valve (Cont'd)					
15-03	Digital Control System Outflow Valve Manual Mode Actuator (Cont'd)					
15-03-04	(-900/-900ER)	С	1	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operates normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 	
16	Pressure Relief Valves					
16-01	Analog Control System (-100/-200/-300/-400/ -500)					
16-01A		С	2	1	(M) One may be inoperative closed for pressurized flight.	
16-01B		С	2	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
					(Continued)	
			L	<u> </u>		

AIRCRAFT: BO SYSTEM & SEQUENCE NO.	ATION ADMINISTRATIO EING B-737 ITEM ITIONING	RE\	DAT EL T REPA	E: 0: ABL	MASTER MINIMUM EQUIPMENT O. 60 PAGE NO. 2/09/2018 21-36 E KEY CATEGORY	LIST
AIRCRAFT: BO SYSTEM & SEQUENCE NO.	ITEM	RE\	DAT EL T REPA	E: 0: ABL	2/09/2018 21-36 E KEY	
SYSTEM & SEQUENCE NO.	ITEM ITIONING		EL T	ABL	E KEY	
SEQUENCE NO.	ITIONING		REP/	AIR (
SEQUENCE NO.	ITIONING	1. F				
NO.	ITIONING		2. 1	ML HM	BER INSTALLED	
203/2009/2009					NUMBER REQUIRED FOR DISPATCH	
O4 AID COND				1,002,000	4. REMARKS OR EXCEPTIONS	
	em	1	1	1		
'		1	2	3	4	Change Bar
	Pressure Relief Valves (Cont'd)					
-	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER)	С	2	1	(M) One may be inoperative closed for pressurized flight.	I
16-02-01 ((-300/-400/-500)	С	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.	
-	(-600/-700/-800/ -800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally except for -800BCF airplane.	
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT I	₋IST
	VIATION ADMINISTRATIO					
AIRCRAFT: E	30EING B-737	RE'			O. 60 PAGE NO. 21-37	
		мм	FLT	ΔBL	E KEY	
					CATEGORY	
SYSTEM &	ITEM		2. 1	NUM	BER INSTALLED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQUIRED FOR DISPATCH	
140.					4. REMARKS OR EXCEPTIONS	
21. AIR CON	IDITIONING					
Sequence No.	Item	1	2	3	4	Change Bar
16	Pressure Relief Valves (Cont'd)					
16-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-800BCF/ -900/-900ER) (Cont'd)					I
16-02-03	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents	С	2	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operates normally except for -800BCF airplane. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as 	
16-02-04	(-900/-900ER)	С	2	0	ballast. (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operates normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST								
FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT:	00EINO D 707	RE			IO. 60 PAGE NO.				
E	BOEING B-737				2/09/2018 21-38				
		_			LE KEY Category				
SYSTEM &	ITEN 4	1. 1			BER INSTALLED				
SEQUENCE NO.	ITEM			3. N	NUMBER REQUIRED FOR DISPATCH				
1203789570378	IDITIONING				4. REMARKS OR EXCEPTIONS				
21. AIR CON Sequence No.	Item	1	2	3	4	Change			
17	Temperature Indicators	•			7	Bar			
	•								
17-01	Supply Duct (-100/-200/-300/-500/ -600/-700)	С	1	0	May be inoperative provided both duct overheat warning systems operate normally.				
17-02	Supply Duct (-400/-800/-800BCF/ -900/-900ER)	С	3	0	May be inoperative provided associated ZONE TEMP light operates normally.	I			
17-03	Pass Cabin	С	-	0					
17-04	Pack (-400/-800/ -800BCF/-900/-900ER)	С	2	0		I			
18	Duct Overheat Warning Lights								
18-01	DUCT OVERHEAT (-100/-200/-300/-500/ -600/-700)	С	2	0	May be inoperative provided supply ductemperature indicators operate normally				
18-02	ZONE TEMP (-400/-800/-800BCF/ -900/-900ER)	С	3	0	May be inoperative provided associated supply duct temperature indicator operates normally.	1			
l									

U.S. DEPARTMENT OF TRANSPORTATION									
	MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION								
AIRCRAFT:	VIATION ADMINISTRATI		VISIO	N NC	IO. 60 PAGE NO.				
-	OEING B-737				2/09/2018 21-39				
		ММ	EL T	ABL	E KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2.1		BER INSTALLED				
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
21. AIR CONDITIONING									
Sequence No.	Item	1	2	3	4	Change Bar			
19	Passenger Cabin Temperature Control Systems								
19-01	Automatic/Manual Controls (-100/-200/ -300/-500/-600/-700)								
19-01A		С	2	1					
19-01B		С	2	0	(O) May be inoperative provided right pack is not used.				
19-02	FWD/AFT								
19-02-01	(-400/-800/-800BCF/ -900/-900ER)	С	2	0	(O) May be dispatched with faults indicated by ZONE TEMP Light(s) during Master Caution recall provided associated temperature control system is checked to operate normally before each takeoff.				
19-02-02	(-400/-800/-800BCF)								
19-02-02A		С	2	0	(M)(O) May be inoperative provided Trim Air Pressure Regulating and Shutoff Valve remains CLOSED.				
19-02-02B		С	2	0	(M)(O) May be inoperative provided associated Trim Air Modulating Valve is deactivated CLOSED.				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTF	R MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRATIO	N					
AIRCRAFT:		RE'			O. 60	PAGE NO.	
В	OEING B-737		DAT	E: 0	2/09/2018	21-40	
					E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. r		BER INSTALL	UIRED FOR DISPATCH	
NO.				J. I		OR EXCEPTIONS	
21. AIR CON	DITIONING				4. 112.00	011 2/1021 110110	
Sequence No.	Item	1	2	3	4		Change Bar
19	Passenger Cabin Temperature Control Systems (Cont'd)						
19-02	FWD/AFT (Cont'd)						
19-02-03	(-900/-900ER)						
19-02-03A		С	2	0	a) Trim A and S Closed b) Forwa secure c) Airpor does r	e inoperative provided: Air Pressure Regulating hutoff Valve remains d, ard cargo heat duct is ed closed, and t ambient temperature not exceed 103 degrees F egrees C).	
19-02-03B		C	2	0	a) Assoc Valve b) Forwa secure c) Airpor does r	e inoperative provided: iated Trim Air Modulating is deactivated CLOSED, and cargo heat duct is ed closed, and t ambient temperature not exceed 103 degrees F egrees C).	

U.S. DEPAR	TMENT OF TRANSPORTA	IOITA	N		MASTER MINIMUM EQUIPMENT LIST			
	VIATION ADMINISTRATIC							
AIRCRAFT:	BOEING B-737		IO. 60 PAGE NO. 2/09/2018 21-41					
		мм	FLT	ΆΒΙ	E KEY			
1 REPAIR CATEGORY								
SYSTEM & SEQUENCE	ITEM	2. NUMBER INSTALLED						
NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS						
21. AIR CON	IDITIONING		•	•				
Sequence No.	Item	1	2	3	4 Char Ba			
20	Cabin Temperature Indicator				Incorporated into item 21-17, Revision 34a.			
21	Flight Deck Temperature Control Systems							
21-01	Automatic/Manual Controls (-100/-200/ -300/-500/-600/-700)							
21-01A		С	2	1				
21-01B		С	2	0	(O) May be inoperative provided left pack is not used.			
21-02	Primary/Backup Modes							
21-02-01	(-400/-800/-900/ -800BCF/-900ER)	С	2	1	(O) One may be inoperative provided remaining temperature control is verified to operate normally.			
21-02-02	(-400/-800/-800BCF)				I			
21-02-02A		С	2	0	(M)(O) May be inoperative provided Trim Air Pressure Regulating and Shutoff Valve remains CLOSED.			
21-02-02B		С	2	0	(M)(O) May be inoperative provided associated Trim Air Modulating Valve is deactivated CLOSED.			
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	N		MASTE	ER MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRATIO	N			IVIAO I L		
AIRCRAFT:		RE'			IO. 60	PAGE NO.	
В	OEING B-737		DAT	E: 0	2/09/2018	21-42	
					E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. r		BER INSTALLI	UIRED FOR DISPATCH	
NO.				J. 1		OR EXCEPTIONS	
21. AIR CON	DITIONING	1			4. 112.00	OK EXCELLIONS	
Sequence No.	Item	1	2	3	4		Change Bar
21	Flight Deck Temperature Control Systems (Cont'd)						
21-02	Primary/Backup Modes (Cont'd)						
21-02-03	(-900/-900ER)						
21-02-03A		С	2	0	a) Trim A and Si CLOS b) Forwa secure c) Airpor does r (39 de	ard Cargo heat duct is ed closed, and tambient temperature not exceed 103 degrees Fegrees C).	
21-02-03B		C	2	0	a) Assoc Valve b) Forwa secure c) Airpor does r	e inoperative provided: siated Trim Air Modulating is deactivated CLOSED, and cargo heat duct is ed closed, and it ambient temperature not exceed 103 degrees F egrees C).	

U.S. DEPARTMENT OF TRANSPORTATION										
	MASTER MINIMUM EQUIPMENT LIST									
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		/101/	N MC	O. 60 PAGE NO.					
	OEING B-737	NE.	EVISION NO. 60 PAGE NO. 21-43							
		ММ	EL T	ABL	E KEY					
SYSTEM &		1. F			CATEGORY					
SEQUENCE	ITEM		2.1		BER INSTALLED					
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH					
24 AID CON	IDITIONING				4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING Sequence No. Item 1 2 3 4 Change Rar Rar										
22	Forward Outflow Valve	'		3	4	Bar				
22	(-100/-200/-300/-400/ -500, including STCs SA2969SO, ST01566LA, and ST01961SE)									
22A		С	1	0	Except for 737C and STC ST01566LA and ST01961SE cargo or cargo/passenger operations, may be inoperative closed.					
22B		С	1	0	May be inoperative open provided both packs operate normally.					
22C		С	1	0	(O) May be inoperative open with one pack operating normally provided flight altitude remains at or below FL 200.					
23	FORWARD OUTFLOW CLOSED Indicating Light (-100/-200)	С	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)	С	2	0	(M)(O) May be inoperative provided associated pack is not used.					
					(Continued)					

U.S. DEPARTMENT OF TRANSPORTATION									
MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT:					NO. 60 PAGE NO.				
В	OEING B-737		DATE: 02/09/2018 21-44						
					LE KEY				
SYSTEM &		1. F			CATEGORY IBER INSTALLED				
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH				
NO.				333533	4. REMARKS OR EXCEPTIONS				
21. AIR CONDITIONING									
Sequence No.	Item	1	2	3	4 Change Bar				
26	Ground Preconditioned Air Connection Check Valve	С	1	0	May be inoperative closed.				
26-01	Analog Control System (-100/-200/-300/-400/ -500)	С	1	0	 (M)(O) May be inoperative open provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment (as applicable) remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. 				
26-02	Digital Control System								
26-02-01	(-300/-400/-500)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position. 				
26-02-02	(-600/-700/-800/ -800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally except for -800BCF airplane. 				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MASTER MINIMUM EQUIPMENT LIS	ST	
	VIATION ADMINISTRATIO						
AIRCRAFT: B	OEING B-737	RE'	REVISION NO. 60 PAGE NO. 21-45				
		мм	EL T	ABL	-E KEY		
0)/0751/0					CATEGORY		
SYSTEM &	ITEM 4		2. 1	NUM	IBER INSTALLED		
SEQUENCE NO.	ITEM			3. N	NUMBER REQUIRED FOR DISPATCH		
140.					4. REMARKS OR EXCEPTIONS		
21. AIR CON	IDITIONING						
Sequence No.	Item	1	2	3	4	hange Bar	
26	Ground Preconditioned Air Connection Check Valve (Cont'd)						
26-02	Digital Control System (Cont'd)						
26-02-03	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operates normally except for -800BCF airplane. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. 		
26-02-04	(-900/-900ER)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operates normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 		

U.S. DEPARTMENT OF TRANSPORTATION										
	MASTER MINIMUM EQUIPMENT LIST									
AIRCRAFT:	FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 60 PAGE NO.									
_	BOEING B-737	'_			2/09/2018 21-46					
		MM	EL T	ABL	E KEY					
SYSTEM &		1. F			CATEGORY					
SEQUENCE	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	_				
NO.				3. 1	4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING										
Sequence No.	Item	1	2	3	4 Chang Bar					
27	Electrical/Electronic Equipment Cooling Blowers									
27-01	Non-EFIS (-100/-200/ -300/-400/-500)	С	2	1	Except for ER operations, one may be inoperative.					
27-02	EFIS (-300/-400/-500)									
27-02-01	Supply Fans	С	2	1	Except for ER operations, one may be inoperative.					
27-02-02	Exhaust Fans	С	2	1	Except for ER operations, one may be inoperative.					
27-03	CDS (-600/-700/-800/ -800BCF/-900/-900ER)	В	4	3	 (M) One fan may be inoperative provided: a) All remaining fans are verified to operate normally, and b) Both low flow detectors are verified to operate normally. 					
28 ***	Equipment Cooling Check Valve (-100/-200)	D	1	0	May be inoperative open.					
29 ***	Air Cleaner Purge Valves (-100/-200/-300)	С	2	0						

	TMENT OF TRANSPORT		N		MASTER I	MINIMUM EQUIPMENT I	LIST
	VIATION ADMINISTRATION		"016	<u> </u>	0.00	A O E NIO	
AIRCRAFT: B	OEING B-737	RE			O. 60 2/09/2018	AGE NO. 21-47	
		ММІ	EL T	ABL	E KEY		
0)/0751/0		_			CATEGORY		
SYSTEM &	ITEM		2. N	NUM	BER INSTALLED		
SEQUENCE	ITEM			3. N	NUMBER REQUIF	RED FOR DISPATCH	
NO.						R EXCEPTIONS	
21. AIR CON	DITIONING	,					
Sequence No.	Item	1	2	3	4		Change Bar
30 ***	Control Cabin Augmentation Fan (-200)						
30A		С	1	0	wind-milling prov	noperative with fan vided OAT remains at or ees F (49 degrees C).	
30B		С	1	0	wind-milling prov	noperative with fan vided OAT remains at or ees F (46 degrees C) if d and operates	
30C		C	1	0	seized provided: a) One air c operates b) OAT rem 100 degree	conditioning pack normally, lains at or below ees F (38 degrees C), theat operates normally.	

U.S. DEPARTMENT OF TRANSPORTATION								
MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION								
AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	N NC	IO. 60 PAGE NO.			
E	OEING B-737		DAT	E: 0	2/09/2018 21-48			
		MM	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2. [BER INSTALLED NUMBER REQUIRED FOR DISPATCH			
NO.				3.1	4. REMARKS OR EXCEPTIONS			
21. AIR CONDITIONING								
Sequence No.	Item	1	2	3	4 Change Bar			
31	Recirculation Fan(s)							
31-01	(-300/-500)	С	1	0	May be inoperative provided left pack is operating when OAT is above			
					100 degrees F (38 degrees C).			
31-02	(-400 and Pemco -400 COMBI)							
31-02A		С	2	1	One fan may be inoperative provided left pack is operating when OAT is above 100 degrees F (38 degrees C).			
31-02B		С	2	0	May be inoperative provided OAT remains below 100 degrees F (38 degrees C).			
31-03	(-600/-700)	С	1	0	May be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.			
31-04	(-800/-900/-900ER)							
31-04A		С	2	1	Left fan may be inoperative provided left pack is operating when OAT is above 100 degrees F (38 degrees C).			
31-04B		С	2	1	Right fan may be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), and b) Flight is conducted pressurized.			
31-04C		С	2	0	May be inoperative provided: a) OAT remains below 100 degrees F (38 degrees C), and b) Flight is conducted pressurized.			
					(Continued)			

AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	IO. 60 PAGE NO.			
	OEING B-737	DATE: 02/09/2018 21-49						
		_			E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
21. AIR CON	IDITIONING							
Sequence No.	Item	1	2	3	4	Chan Bai		
31	Recirculation Fan(s) (Cont'd)					•		
31-04	(-800/-900/-900ER) (Cont'd)							
31-04-01	(-800EF STC ST02000NY)	С	1	0	May be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.			
31-04-02	(-900 With Greenpoint Technologies, Inc. Interior Installation G12111000-101 STC ST11040SE)	С	1	0	May be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.			
31-05	(-300QC/F, -400F) (STCs ST01566LA, SA2969SO, and SA2970SO Only)	С	1	0	May be inoperative in cargo configuration.			
31-05-01	(STC SA2970SO)	С	1	0	May be inoperative in PAX mode provided OAT remains below 100 degrees F (38 degrees C).			

US DEPAR	TMENT OF TRANSPORT	ATIOI	N.					
			•		MASTE	R MINIMUM EQUIPMENT	LIST	
AIRCRAFT:	VIATION ADMINISTRATION		/ISIC	N NC	IO 60	PAGE NO.		
	OEING B-737	'\'	REVISION NO. 60 PAGE NO. DATE: 02/09/2018			21-50		
		ММ	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM	2. NUMBER INSTALLED						
NO.			NUMBER REQUIRED FOR DISPATCH A. REMARKS OR EXCEPTIONS					
21. AIR CON	IDITIONING				4. INLINIATING	ON EXCEPTIONS		
Sequence No.	Item	1	2	3	4		Change Bar	
32	Pack Temperature Control System(s) (Electronic Pack/Zone Controller) (-400/-800/-800BCF/ -900/-900ER)	С	4	2	each pack ma remaining sys	m (primary or standby) on y be inoperative provided tem on associated pack is erate normally.		
33	Pack Temperature Control Valves (-400/-800/-800BCF/ -900/-900ER)						I	
33A		С	2	0	associated Sta	operative closed provided andby Pack Temperature (s) is verified to operate		
33B		С	2	0	a) Associ Valve i b) Associ Tempe	e inoperative provided: ated Temperature Control is deactivated closed, and ated Standby Pack erature Control Valve(s) is d to operate normally.		
33C		С	2	0		e inoperative provided ck is considered		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N					
	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT	LIST		
AIRCRAFT:	ALIVIA VOIMINIO I LATIC		VISIO	ON N	O. 60 PAGE NO.			
В	SOEING B-737		DATE: 02/09/2018 21-51					
		_			E KEY			
SYSTEM &		1. F			CATEGORY BED INSTALLED			
SEQUENCE	ITEM		2.1	NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH				
NO.				0.,	4. REMARKS OR EXCEPTIONS			
21. AIR CON	IDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar		
34	Standby Pack Temperature Control Valves (-400/-800/-800BCF/ -900/-900ER)					I		
34A		С	2	0	(O) May be inoperative provided associated Pack Temperature Control Valve(s) is checked to operate normally.			
34B		С	2	0	(M)(O) May be inoperative provided associated pack is not used.			
35	Trim Air Pressure Regulating and Shutoff Valve							
35-01	(-400/-800/-800BCF)	С	1	0	(M) May be inoperative secured closed.	1		
35-02	(-900/-900ER)	С	1	0	(M)(O) May be inoperative secured closed provided: a) Forward cargo heat duct is secured closed, and b) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).			
36	Trim Air Modulating Valves							
36-01	(-400/-800/-800BCF)					1		
36-01A		С	3	0	(M)(O) May be inoperative closed.			
36-01B		С	3	0	(O) May be inoperative in any position provided Trim Air Pressure Regulating and Shutoff Valve remains closed.			
					(Continued)			

SYSTEM & SEQUENCE NO. 21. AIR COND Sequence No. 1		_	EL T	ABL	2/09/2018 21-52 E KEY	
EQUENCE NO. 21. AIR COND Sequence No. 1	DITIONING	_	REP/			
Sequence No. 1		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
36	tom					
	tem	1	2	3	4 Che B	
	Trim Air Modulating Valves (Cont'd)					
36-02	(-900/-900ER)					
36-02A		С	3	0	(M)(O) May be inoperative closed provided: a) Forward cargo heat duct is secured closed, and b) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	
36-02B		С	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). 	
***	Outflow Valve Heater Gasket (-100/-200/-300/-400/ -500)	С	1	0		
	Outflow Valve Position Indicator	С	1	0	(M)(O) May be inoperative provided valve is verified to be operating normally.	
39	Trim Air Check Valves					
	(-400/-800/-800BCF/ -900/-900ER)	С	2	1	(M) One may be inoperative provided associated valve is deactivated closed.	

ATION ADMINISTRATION EING B-737 ITEM ITIONING Equipment Cooling Automatic Flow Control Valve/Overboard Exhaust Valve	RE\	VISIO DAT EL T REPA	E: 02 ABL AIR C	MASTER MINIMUM EQUIPMENT LIST 10. 60 PAGE NO. 2/09/2018 21-53 E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH										
ITEM ITIONING em Equipment Cooling Automatic Flow Control Valve/Overboard	MMI 1. F	EL T REPA 2. N	E: 02 ABL AIR C	2/09/2018 21-53 E KEY CATEGORY BER INSTALLED										
ITEM ITIONING em Equipment Cooling Automatic Flow Control Valve/Overboard	MMI 1. F	EL T REPA 2. N	E: 02 ABL AIR C	2/09/2018 21-53 E KEY CATEGORY BER INSTALLED										
Equipment Cooling Automatic Flow Control Valve/Overboard	1. F	2. N	AIR C	CATEGORY BER INSTALLED										
Equipment Cooling Automatic Flow Control Valve/Overboard		2. 1	NUM	BER INSTALLED										
Equipment Cooling Automatic Flow Control Valve/Overboard	1													
em Equipment Cooling Automatic Flow Control Valve/Overboard	1	2	3. ľ	NUMBER REQUIRED FOR DISPATCH										
em Equipment Cooling Automatic Flow Control Valve/Overboard	1	2		4. REMARKS OR EXCEPTIONS										
Equipment Cooling Automatic Flow Control Valve/Overboard	1	2	21. AIR CONDITIONING Sequence No. Item 1 2 3 4 Change Bar											
Automatic Flow Control Valve/Overboard			3	4 Change Bar										
Analog Control System (-100/-200/-300/-400/ -500)														
	С	1	0	(M)(O) May be inoperative in open position provided flight is conducted in an unpressurized configuration.										
	С	1	0	May be inoperative in closed position provided both packs and for airplanes with recirculation fan(s) installed are operated during ground taxi operations.										
Digital Control System														
(-300/-400/-500)														
	С	1	0	(M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.										
	С	1	0	May be inoperative in closed position provided both packs and for airplanes with recirculation fan(s) installed are operated during ground taxi operations.										
		300/-400/-500) c	300/-400/-500) C 1	300/-400/-500)										

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		144.0TED 1411.114 FOLUDATAL	
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:			REVISION NO. 60 PAGE NO.			
В	OEING B-737		DATE: 02/09/2018 21-54			
					E KEY	
SYSTEM &		1. F		CATEGORY BER INSTALLED		
SEQUENCE	ITEM	3. NUMBER REQUIRED FOR DISPATCH				
NO.				3.5.3	4. REMARKS OR EXCEPTIONS	
21. AIR CON	DITIONING					
Sequence No.	Item	1	2	3	4	Change Bar
40	Equipment Cooling Automatic Flow Control Valve/Overboard Exhaust Valve (Cont'd)					
40-02	Digital Control System (Cont'd)					
40-02-02	(-600/-700/-800/ -800BCF Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	1	0	 (M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally except for -800BCF airplane. 	
40-02-03	(-600/-700/-800/ -800BCF Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	1	0	 (M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operates normally except for -800BCF airplane. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. 	
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N				
			-		MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	N NC	NO. 60 PAGE NO.		
_	OEING B-737			02/09/2018 21-55			
		ММ	EL T	ABL	LE KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM	2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH					
NO.				5.1	4. REMARKS OR EXCEPTIONS		
21. AIR CON	IDITIONING						
Sequence No.	Item	1	2	3	4 Change Bar		
40	Equipment Cooling Automatic Flow Control Valve/Overboard Exhaust Valve (Cont'd)						
40-02	Digital Control System (Cont'd)						
40-02-04	(-900/-900ER)	С	1	0	 (M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operates normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient air temperature does not exceed 103 degrees F (39 degrees C). 		
40-02-05	(-600/-700/-800/ -800BCF/-900/-900ER)	С	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Actuator is verified to be in smoke position, and b) Both packs operate normally.		

SYSTEM & SEQUENCE NO. 21. AIR CONDIT Sequence No. Item 41 Do Sy 41-01 Ma *** He Bla (73 41-02 Er Ov Ex Sy (-6		MMI	DAT EL T REPA	ABL AIR O	PAGE NO. 2/09/2018 E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	Chang Bar
SEQUENCE NO. Sequence No. Item	TONING n Dor Area Heater vstems ain Deck Cargo Door eating ankets/Systems 37C and -700C) htry Door Area and verwing Emergency	1. F	2. N	AIR ONUM 3. N	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
SEQUENCE NO. Sequence No. Item	TONING n Dor Area Heater vstems ain Deck Cargo Door eating ankets/Systems 37C and -700C) htry Door Area and verwing Emergency	1 D	2. 1	3. N	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
SEQUENCE NO. Sequence No. Item	TONING n Dor Area Heater Vistems ain Deck Cargo Door eating ankets/Systems 37C and -700C) httry Door Area and verwing Emergency	D		3. 1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
NO. 21. AIR CONDIT Sequence No. Item 41 Do Sy 41-01 Ma *** He Bla (73 41-02 Er Ox Ex Sy (-6	TONING n Dor Area Heater Vistems ain Deck Cargo Door eating ankets/Systems 37C and -700C) httry Door Area and verwing Emergency	D	-	3	4. REMARKS OR EXCEPTIONS	
Sequence No. Item	oor Area Heater vstems ain Deck Cargo Door eating ankets/Systems 37C and -700C) atry Door Area and verwing Emergency	D	-			
Sequence No. Item	oor Area Heater vstems ain Deck Cargo Door eating ankets/Systems 37C and -700C) atry Door Area and verwing Emergency	D	-		4	
41 Do Sy 41-01 Ma *** He Bla (7) 41-02 Er Ov Ex Sy (-6)	oor Area Heater ystems ain Deck Cargo Door eating ankets/Systems 37C and -700C) atry Door Area and yerwing Emergency	D	-		4	Bai
41-01 Ma *** He Bla (7: 41-02 Er Ov Ex Sy (-6	vstems ain Deck Cargo Door eating ankets/Systems 37C and -700C) atry Door Area and verwing Emergency		-	0		
*** He Black (73) 41-02 Er Ov Ex Sy (-6)	eating ankets/Systems 37C and -700C) htry Door Area and verwing Emergency		-	0		
Ov Ex Sy (-6	verwing Emergency	D				
-0	/stems 600/-700/ 00/-900/-900ER)		-	0	(M) May be inoperative deactivated.	
He	ain Cargo Door eater System TC ST01566LA)	D	1	0	(M) May be inoperative in Quick Change cargo configuration.	
*** He	d-Exit Door Area eater System 900ER)	D	1	0	(M) May be inoperative deactivated.	
Ar	orward Entry Door rea 800BCF)	D	1	0	(M) May be inoperative deactivated.	
FI: (-6	quipment Cooling Low ow Detector Systems 600/-700/-800/ 00BCF/-900/-900ER)	В	2	1	(M)(O) One may be inoperative provided associated fans (supply or exhaust) are verified to operate normally.	I
Fi (-6	quipment Cooling Air Iter 600/-700/-800/ 00BCF/-900/-900ER)	С	1	0	(M) Equipment Cooling System may be operated with filter removed.	I

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N					
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT I	LIST	
AIRCRAFT:		REVISION NO. 60				PAGE NO.		
В	OEING B-737		DAT	21-57				
		_			E KEY			
SYSTEM &		1. F			CATEGORY	ED		
SEQUENCE	ITEM	2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH						
NO.		4. REMARKS OR EXCEPTIONS						
21. AIR CON	DITIONING				1			
Sequence No.	Item	1	2	3	4		Change Bar	
44	Fan Bypass Check Valves (-600/-700/-800/ -800BCF/-900/-900ER)						1	
44A		С	2	0	provided airpo	erative open/missing ort ambient temperature w 80 degrees F C).		
44B		С	2	0		rative open/missing for an operative pack.		
44C		D	2	1	provided pack	noperative open/missing k associated with remaining neck valve operates		
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF/ STC ST02556SE)							
45-01	Passenger Configuration (-700C)	С	2	0	are deactivate	noperative provided valves ed open.	1	
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORT	OITA	N								
FEDERAL A	VIATION ADMINISTRATIO	NC			MASTER MINIMUM EQUIPMENT	LIST					
AIRCRAFT:	VIATION ADMINISTRATIC		/ISIC	ON N	O. 60 PAGE NO.						
В	BOEING B-737			DATE: 02/09/2018 21-58							
		ММ	EL T	ABL	E KEY						
SYSTEM &		1. F			CATEGORY						
SEQUENCE	ITEM			2. NUMBER INSTALLED							
NO.		NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS									
21. AIR CON	IDITIONING				4. REWARKS OR EXCEPTIONS						
Sequence No.	Item	1	2	3	4	Change					
45	Air Distribution Riser					Bar					
.0	Shutoff Valves (-700C/-800BCF/ STC ST02556SE) (Cont'd)										
45-02	Passenger and Cargo Configurations (-700C)	С	2	0	 (M)(O) May be inoperative in closed position provided: a) Flight is conducted in an unpressurized configuration, b) Recirculation fan operates normally, c) Both E/E equipment cooling exhaust fans operate normally, and d) Procedures are established and used to ensure main deck (as applicable) and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. 	,					
45-02-01	Right Riser SOV	С	1	0	(M)(O) Except for ER operations, may be inoperative closed provided operation is limited to left pack only.	1					
45-02-02	Left Riser SOV	С	1	0	(M)(O) Except for ER operations, may be inoperative closed provided operation is limited to one pack.	1					
					(Continued)						

U.S. DEPAR	TMENT OF TRANSPORT	OITA	N						
FEDERAL A\	/IATION ADMINISTRATIO	ON			MASTE	R MINIMUM EQUIPMENT	LIST		
AIRCRAFT:	OFINO D 707	RE\			O. 60	PAGE NO.			
В	OEING B-737		DATE: 02/09/2018 21-59						
2000 CO		_	MEL TABLE KEY REPAIR CATEGORY						
SYSTEM & SEQUENCE	ITEM	2. NUMBER INSTALLED							
NO.	I I CIVI			3. N		UIRED FOR DISPATCH			
21. AIR CON	DITIONING				4. REMARKS	OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4		Change		
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF/ STC ST02556SE) (Cont'd)		_				Bar		
45-03	Cargo Configuration (-800BCF)								
45-03A		C	2	0	position proving a) Both E exhaus and b) Procesused to (as approximate vectors) NOTE: Operation which inclusion and the second of the second o	E/E equipment cooling st fans operate normally, dures are established and to ensure main deck oplicable) and lower cargo artments remain empty or orified to contain only empty handling equipment, at (ballast may be loaded in and/or Fly Away Kits. Ator MELs must define items are approved for ion in Fly Away Kits and materials can be used as			

IIS DEPAR	TMENT OF TRANSPORT	ΔΤΙΩ	N.						
0.0. DLI /	TIMENT OF TRANSPORT	Λ11 Ο .	'		MASTE	R MINIMUM EQUIPMENT	LIST		
	VIATION ADMINISTRATION	_	"010						
AIRCRAFT:	OEING B-737				O. 60 2/09/2018	PAGE NO. 21-60			
В	OLING D-737	DATE: 02/09/2018 21-60 MMEL TABLE KEY							
					EKEY CATEGORY				
SYSTEM &	100000000000000000000000000000000000000	1. 1			BER INSTALLI	 FD			
SEQUENCE NO.	ITEM		UIRED FOR DISPATCH						
NO.					4. REMARKS	OR EXCEPTIONS			
21. AIR CON	DITIONING								
Sequence No.	Item	1	2	3	4		Change Bar		
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF/ STC ST02556SE) (Cont'd)								
45-03	Cargo Configuration (-800BCF) (Cont'd)								
45-03B		C	2	0	closed position limited to left a) Flight pack (b) Mix may valve c) Both E exhaus and d) Proceed used to (as appremail contain handling (ballast and/or NOTE: Operation which ballast and/or ballast and/	is conducted in a single configuration, anifold exhaust shutoff is in open position, E/E equipment cooling ast fans operate normally, dures are established and to ensure main deck oplicable) compartments in empty or are verified to in only empty cargo ing equipment, ballast is may be loaded in ULDs), in Fly Away Kits. Ator MELs must define items are approved for ion in Fly Away Kits and materials can be used as			
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORT	OITA	٧			LICT
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIS I
AIRCRAFT:	OEING B-737				IO. 60 PAGE NO. 2/09/2018 21-61	
	OLING D-737				.E KEY	
OVOTEMA					CATEGORY	
SYSTEM & SEQUENCE	ITEM		2. N		BER INSTALLED	
NO.				3. N	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON	DITIONING				4. REMARKO OR EXCELLIONO	
Sequence No.	Item	1	2	3	4	Change Bar
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF/ STC ST02556SE) (Cont'd)					
45-03	Cargo Configuration (-800BCF) (Cont'd)					
45-03-01	Right Riser SOV	C	1	0	 (M) Except for ER operations, may be inoperative open provided: a) The left main deck riser SOV is in the open position, b) Both E/E equipment cooling exhaust fans operate normally, c) Mix manifold exhaust shutoff valve is in closed position, and d) Procedures are established and used to ensure main deck compartments (as applicable) remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. (Continued) 	

	RTMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		\/ \$ (A IAC	NO. 60 PAGE NO.
	BOEING B-737	1			02/09/2018 21-62
		ММ	FI T	ΆΒΙ	LE KEY
0)/07514.0					CATEGORY
SYSTEM & SEQUENCE	ITEM		2. I	NUM	IBER INSTALLED
NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH
12007862-119		<u> </u>			4. REMARKS OR EXCEPTIONS
21. AIR CON					Change
Sequence No.	Item	1	2	3	4 Change Bar
45	Air Distribution Riser Shutoff Valves (-700C/-800BCF/ STC ST02556SE) (Cont'd)				}
45-03	Cargo Configuration (-800BCF) (Cont'd)				
45-03-02	Left Riser SOV	С	1	0	(M) Except for ER operations, may be inoperative open provided: a) The right main deck riser SOV is in the open position, b) Both E/E equipment cooling exhaust fans operate normally, c) Mix manifold exhaust shutoff valve is in closed position, d) Procedures are established and used to ensure main deck compartments (as applicable) remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:			_	_	NO. 60	PAGE NO.	
E	SOEING B-737	8484			2/09/2018	21-63	
104000000000000000000000000000000000000					LE KEY CATEGORY		
SYSTEM & SEQUENCE	ITEM				IBER INSTALL	ED	
NO.	ITEM			3. 1		UIRED FOR DISPATCH	
10.0786.0000	IDITIONING				4. REMARKS	OR EXCEPTIONS	
21. AIR CON Sequence No.	Item	1	2	3	4		Change
45	Air Distribution Riser	'		3	4		Bar
45	Shutoff Valves (-700C/-800BCF/ STC ST02556SE) (Cont'd)						
45-04	STC ST02556SE Only						
45-04A		С	2	0	a) Valves and b) Procedused to compais verificargo ballast ULDs) NOTE: Operawhich inclusion	e inoperative provided: s are deactivated open, dures are established and o ensure main deck cargo artment remains empty or fied to contain only empty handling equipment, (ballast may be loaded in , and/or Fly Away Kits. tor MELs must define items are approved for on in Fly Away Kits and materials can be used as	
45-04B		С	2	1		e inoperative closed ation is limited to left pack	

SYSTEM & SEQUENCE NO. 21. AIR CON	OEING B-737	MMI	DAT EL T	E: 02 ABL	O. 60 PAGE NO. 21-64 E KEY CATEGORY	
SEQUENCE NO. 21. AIR CON	ITEM		REP/	AIR C		
SEQUENCE NO. 21. AIR CON	ITEM	1. F			CATEGORY	
SEQUENCE NO. 21. AIR CON	ITEM		2 1			
NO. 21. AIR CON Sequence No.	II LIVI		2	MUN	BER INSTALLED	
21. AIR CON				3. N	NUMBER REQUIRED FOR DISPATCH	
Sequence No.		, ,			4. REMARKS OR EXCEPTIONS	
	DITIONING					
46	Item	1	2	3	4	Chan Bai
	Air Heater Supernumerary Compartment STC ST01566LA (-300RB), ST01961SE, and ST02556SE	D	1	0	May be inoperative provided compartment is not occupied.	I
47 ***	Humidification System (-800EF STC ST02000NY)	С	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)	С	1	0	 (M) May be inoperative provided: a) Humidifiers are switched OFF, and b) Dryer/Humidifier power is removed. 	
49	Return Air Grille (-600/-700/-800/ -800BCF/-900/ -900ER)	С	-	-	 (M) One may be broken or missing provided: a) Broken or missing grille is located within a designated area as defined by Boeing, and b) Grille is removed and replaced with a blanking plate. 	I
50	Flight Deck Foot and Shoulder Heater Systems	С	4	0	May be inoperative provided flight deck temperature is acceptable to flightcrew.	
51 ***	Pack Supply air Cleaner System (-600/-700)	D	2	0	(M) May be inoperative provided associated air cleaner purge valve is deactivated closed.	

	TMENT OF TRANSPORT		N		MASTER MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO		//01/	20121	10 00 DAGE NO	
AIRCRAFT:	OEING B-737	KE			IO. 60 PAGE NO. 21-65	
		MMI	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3. N	NUMBER REQUIRED FOR DISPATCH	
21. AIR CON	DITIONING				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
52	Integrated Display Unit	•	_	3	-	Bar
***	(IDU) Cooling System					
	(-300)					
	(Boeing Service Bulletin					
	737-31-1435)					
52-01	Normal and Alternate	С	2	1	May be inoperative provided IDU	
	Fans				COOLING OFF light operates normally.	
52-02	IDU COOLING OFF	С	1	0	(M) May be increased as a second of	
52-02	Light		1	U	(M) May be inoperative provided: a) Normal and alternate IDU	
					cooling fans operate normally,	
					and	
					b) IDU cooling fan warning system	
				is verified to operate normally.		
		1	ı	ı	I .	

FEDERAL AVIATION ADMINISTRATION AIRCRAFT: BOEING B-737 REVISION NO. 60 DATE: 02/09/2018 MMEL TABLE KEY SYSTEM & SEQUENCE ITEM NO. 22. AUTOFLIGHT Sequence No. Nem 1 1 2 3 4 O1 Autopilot Systems O1A C - 1 May be inoperative provided approach minimums do not require its use. D1B B - 0 Except for ER operations, may be inoperative provided: a) Approach minimums do not require its use. b) Enroute operations do not require it use, and c) Number of light segments and segment duration is acceptable to flightcrew. NOTE 1: Operators should make every effort to repair autopilot early in repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density, and effect of other inoperative systems. NOTE 2: Any mode which functions normally may be used. If CWS is inoperative, do not use other modes (pitch or roll).	U.S. DEPARTMENT OF TRANSPOR	RTATIO	N		MA OTED MINUM IN FOLUDATION LIGH
AIRCRAFT: BOEING B-737 REVISION NO. 60 DATE: 02/09/2018 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 22. AUTOFLIGHT Sequence No. Item 1 2 3 4 Change Bar	FEDERAL AVIATION ADMINISTRAT	ΓΙΟΝ			MASTER MINIMUM EQUIPMENT LIST
SYSTEM & SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 22. AUTOFLIGHT Sequence No. Item 1 2 3 4 Change Bar 01 Autopilot Systems 01A C - 1 May be inoperative provided approach minimums do not require its use. 01B B - 0 Except for ER operations, may be inoperative provided: a) Approach minimums do not require their use, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to flightcrew. NOTE 1: Operators should make every effort to repair autopilot early in repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density, and effect of other inoperative systems. NOTE 2: Any mode which functions normally may be used. If CWS is inoperative, do not use other	AIRCRAFT:				
SYSTEM & SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 22. AUTOFLIGHT Sequence No. Item 1 2 3 4 Change Bar 01 Autopilot Systems 01A C - 1 May be inoperative provided approach minimums do not require its use. 01B B - 0 Except for ER operations, may be inoperative provided: a) Approach minimums do not require their use, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to flightcrew. NOTE 1: Operators should make every effort to repair autopilot early in repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density, and effect of other inoperative systems. NOTE 2: Any mode which functions normally may be used. If CWS is inoperative, do not use other		ММ	FI T	ΔΒΙ	F KFY
NO. 22. AUTOFLIGHT Sequence No. Item 1 2 3 4 Change Bar Sequence No. Item 1 2 3 4 Change Bar Sequence No. Item 1 2 3 4 Change Bar Sequence No. Item 1 2 3 4 Change Bar Sequence No. Item 1 2 3 4 Change Bar Sequence No. Item 1 2 3 4 Change Bar Sequence No. Item 1 2 3 4 Change Bar Sequence No. Item 1 2 3 4 Change Bar Sequence No. Item 1 2 3 4 Change Bar Sequence No. Item 1 2 3 4 Change Bar Sequence No. Item 1 2 3 4 Change Bar Sequence No. Item 1 2 3 4 Change Bar Sequence No. Item 2 3 4 4 Change Bar Sequence No. Item 2 3 4 4 Change Bar Sequence No. Item 2 3 4 4 Change Bar Sequence No. Item 2 3 4 4 Change Bar Sequence No. Item 2 3 4 4 Change Bar Sequence No. Item 2 3 4 4 Change Bar Sequence No. Item 2 3 4 4 4 Change Bar Sequence No. Item 2 3 4 4 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			REP/	AIR C	CATEGORY BER INSTALLED
Sequence No. Item				3.1	
Sequence No. Item	22 AUTOFUGHT	<u> </u>			4. REWARKS OR EXCEPTIONS
O1 Autopilot Systems C - 1 May be inoperative provided approach minimums do not require its use. B - 0 Except for ER operations, may be inoperative provided: a) Approach minimums do not require their use, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to flightcrew. NOTE 1: Operators should make every effort to repair autopilot early in repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density, and effect of other inoperative systems. NOTE 2: Any mode which functions normally may be used. If CWS is inoperative, do not use other		1	2	3	
O1A C - 1 May be inoperative provided approach minimums do not require its use. B - 0 Except for ER operations, may be inoperative provided: a) Approach minimums do not require their use, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to flightcrew. NOTE 1: Operators should make every effort to repair autopilot early in repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density, and effect of other inoperative systems. NOTE 2: Any mode which functions normally may be used. If CWS is inoperative, do not use other					Dal
inoperative provided: a) Approach minimums do not require their use, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to flightcrew. NOTE 1: Operators should make every effort to repair autopilot early in repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density, and effect of other inoperative systems. NOTE 2: Any mode which functions normally may be used. If CWS is inoperative, do not use other	,	С	-	1	
(Continued)	01B	В	-	0	Except for ER operations, may be inoperative provided: a) Approach minimums do not require their use, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to flightcrew. NOTE 1: Operators should make every effort to repair autopilot early in repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density, and effect of other inoperative systems. NOTE 2: Any mode which functions normally may be used. If CWS is inoperative, do not use other modes (pitch or roll).

AIRCRAFT:	AVIATION ADMINISTRATIO BOEING B-737				O. 60 2/09/2018	PAGE NO. 22-2	
	DOLINO D-131	BABA				22-2	
					E KEY CATEGORY		
SYSTEM &	ITEM				BER INSTALL	ED	
SEQUENCE NO.	ITEM			3. N	UMBER REQ	UIRED FOR DISPATCH	
20.0799-2020-2		, ,			4. REMARKS	OR EXCEPTIONS	
22. AUTOFL	IGHT	1		1			101
Sequence No.	Item	1	2	3	4		Cha B
01	Autopilot Systems (Cont'd)						
01-01	Control Wheel Autopilot Disconnect Switches						
01-01A		С	2	1	a) Autop 1,500 b) Appro	inoperative provided: ilot is not used below feet AGL, and each minimums do not e use of autopilot.	
01-01B		В	2	0	May be inope not used.	erative provided autopilot is	
01-02 ***	Autopilot Disengage Bar	С	1	0			
02	Autopilot Disengaged Warning System						
02-01	Lights						
02-01A		С	2	1	One may be is used in any	inoperative when autopilot y axis.	
02-01B		В	2	0		r ER operations, may be rovided autopilots are not	
02-02 ***	Aural Warning	С	1	0		erative provided approach onot require use of the	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER	R MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATION					
AIRCRAFT:	BOEING B-737			_	IO. 60 2/09/2018	PAGE NO. 22-3
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR (NUM	CATEGORY BER INSTALLED NUMBER REQUI	D IRED FOR DISPATCH OR EXCEPTIONS
22. AUTOFL	IGHT				4. 112111111110	SK EXCENTIONS
Sequence No.	Item	1	2	3	4	Chang Bar
03	Yaw Damper					
03-01	(-100/-200/-300/-400/ -500)					
03-01-01	Without Rudder Pressure Reducer System Installed	С	1	0	damper switch NOTE: Refer to	perative provided yaw remains OFF. AFM Limitations for autopilot.
03-01-02	With Rudder Pressure Reducer System Installed					
03-01-02A		С	1	0	a) Yaw dar OFF, an b) Rudder System normally	Pressure Reducer is verified to operate
02.04.028		С	1		SP-77 a	autopilot.
03-01-02B			1	0	damper is deac	inoperative provided yaw ctivated.
						o AFM Limitations for autopilot.
03-02	(-600/-700/-800/-900/ -900ER)	С	1	0	(O) May be inop	perative provided yaw remains off.
03-03 ***	Yaw Damper Indicator	С	1	0		

AIRCRAFT:	VIATION ADMINISTRATIO				O. 60 2/09/2018	PAGE NO. 22-4
B	OEING B-737					22-4
SYSTEM & SEQUENCE	ITEM		REP/	AIR C	E KEY CATEGORY BER INSTALL	ED UIRED FOR DISPATCH
NO.				5.1		OR EXCEPTIONS
22. AUTOFL	IGHT					
Sequence No.	Item	1	2	3	4	Char Ba
04 ***	Autothrottle System	С	1	0		erative provided approach o not require its use.
05	Mach Trim Systems	С	-	0	a) AFM L and b) Mach	trim actuator is verified to null/uncommanded elevator on.
05-01	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	provided: a) Rema verifie	be inoperative deactivated aining Mach trim system is ed to operate normally, and trim fail light operates ally.

	VIATION ADMINISTRATIO			- · · · ·		ER MINIMUM EQUIPMENT	
AIRCRAFT:	BOEING B-737	RE			IO. 60 2/09/2018	PAGE NO. 22-5	
		ММ			E KEY		
SYSTEM & SEQUENCE NO.	ITEM	REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH					
2000/2004	IOUT				4. REMARKS	OR EXCEPTIONS	
22. AUTOFL Sequence No.	Item	1	2	3	4		Change
06	SP-77/SP-177/SP-300/	C		0		do annunciations may be	Bar
	Collins Flight and Approach Mode Annunciations		-	U		de annunciations may be rovided associated system of used.	
06-01 ***	SP-177/SP-300 Annunciator Panels (-200/-300/-400/-500)						
06-01A		С	2	1	a) Engag PDCS positic annun b) Appro	noperative provided: ged system (AP, FD, AT, b, or FMCS) is at pilot on with operative mode aciator, and ach minimums do not e their use.	
06-01B		С	2	0	systems are r	erative provided associated not used. S or FMCS data on CDU ne valid when PDC or FMC notator is inoperative.	
06-02	SP-77 Approach Progress Displays (-100/-200)						
06-02A		С	2	1		noperative provided nimums do not require their	
06-02B		С	2	0		erative provided associated as are not used.	

FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	BOEING B-737	RE'			O. 60 PAGE NO. 2/09/2018 22-6	
	OCING 6-737	BABA				
		_			E KEY Category	
SYSTEM &	ITEM				BER INSTALLED	
SEQUENCE NO.	ITEM			3.1	NUMBER REQUIRED FOR DISPATCH	
120007000000000000000000000000000000000					4. REMARKS OR EXCEPTIONS	
22. AUTOFL	T	1 -				Change
Sequence No.	Item	1	2	3	4	Bar
07 ***	Dual Angle of Attack Sensors/Stall Warning System Sensors/ Alpha Vanes (-100/-200/-300/-400/ -500)					
07-01	SP-177	С	2	1	 (M) Right sensor/vane may be inoperative provided: a) Autopilot B is restricted to CWS, and b) Systems affected by inoperative sensor/vane are deactivated or turned off, and their MEL provisions observed. 	
07-02	SP-300	С	2	1	 (M) Left or right sensor/vane may be inoperative provided: a) Associated autopilot channel is restricted to CWS, and b) Systems affected by inoperative sensor/vane are deactivated or turned off, and their MEL provisions observed. 	
08 ***	Autothrottle Disengage Lights					
08A		С	2	1	One may be inoperative when autothrottle is used provided approach minimums do not require their use.	
08B		С	2	0	May be inoperative provided autothrottle is not used.	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	IO. 60 PAGE NO.				
E	BOEING B-737		DAT	E: 0	2/09/2018 22-7				
		_			E KEY				
SYSTEM & SEQUENCE	ITEM	1. F		AIR CATEGORY NUMBER INSTALLED					
NO.	112m			3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
22. AUTOFL	IGHT				4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4	Cha			
09	Speed Trim Fail Light System (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	1	0	(M) May be inoperative provided speed trim system is verified to operate normally.	Do			
10	Speed Trim System (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	 (M) One may be inoperative deactivated provided: a) Remaining speed trim system is verified to operate normally, and b) Speed trim fail light operates normally. 				
11	STAB OUT OF TRIM Light	В	1	0	(O) Except for ER operations, may be inoperative provided autopilots are not used.				
12 ***	Autopilot Trim Circuit Breaker Monitor (-100/-200)	С	1	0	(M) Trim circuit to monitor stabilizer trim CB may be inoperative provided remaining functions of STAB OUT OF TRIM light operate normally.				
13 ***	Automatic Thrust Restoration (ATR) System (-300)	С	1	0	May be inoperative unless procedures require its use.				
14	Mode Control Panel Selectors (-200/-300/-400/-500/ -600/-700/-800/-900/ -900ER)								
14-01 ***	V/S Selector (DOWN, UP)	С	1	0	May be inoperative provided procedures do not require its use.				
14-02 ***	Bank Angle Selector (10, 15, 20, 25, 30)	С	1	0					

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N						
FEDFRAL A'	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VI/ (TIOI V / IDIVIII VIIO TIO (TIO		VISIO	ON N	O. 60 PAGE NO.				
В	BOEING B-737		DAT	E: 0	2/09/2018 22-8				
		_			E KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATOR						
NO.			NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
22. AUTOFL	AUTOFLIGHT								
Sequence No.	Item	1	2	3	4 Change Bar				
15	Mode Control Panel Switches/Paddles (-200/-300/-400/-500/ -600/-700/-800/-900/ -900ER)				'				
15-01	A/P CWS Engage Switches	С	2	0					
15-02	A/P CMD Engage Switches								
15-02A		С	2	1	Maybe inoperative provided approach minimums do not require its use.				
15-02B		В	2	0	(O) Except for ER operations, may be inoperative provided autopilots are not used.				
15-03 ***	Autothrottle Arm Switch	С	1	0	May be inoperative provided approach minimums do not require autothrottle use.				
15-04 ***	A/T SPEED Switch	С	1	0	May be inoperative provided approach minimums do not require autothrottle use.				
15-05 ***	F/D Switches	С	2	0	May be inoperative provided approach minimums do not require flight director use.				
15-06 ***	IAS/MACH Change Over Switch	С	1	0					
					(Continued)				

IIS DEPAR	TMENT OF TRANSPORTA	TIOI	NI						
			•		MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 60 PAGE NO.				
	OEING B-737			SION NO. 60 PAGE NO. ATE: 02/09/2018 22-9					
		MM	EL T	ABL	E KEY				
SYSTEM &					CATEGORY				
SEQUENCE	ITEM	2. NUMBER INSTALLED							
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
22. AUTOFL	IGHT				4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4 Change Bar				
15	Mode Control Panel Switches/Paddles (-200/-300/-400/-500/ -600/-700/-800/-900/ -900ER) (Cont'd)								
15-07 ***	APP Switch	С	1	0	May be inoperative provided approach minimums do not require autopilot or flight director use.				
15-08 ***	EPR/N ₁ , LNAV, VNAV, LVL CHG,V/S, HDG SEL, ALT HOLD, and VOR/LOC Switches	С	-	0	May be inoperative provided enroute operations do not require their use.				
15-09 ***	SPD INTV, PDC, and ALT INTV Switches	С	-	0					
16	Mode Control Panel Windows								
16-01 ***	Vertical Speed (VERT SPEED) (-200/-300/-400/-500/ -600/-700/-800/-900/ -900ER)	С	1	0	May be inoperative provided procedures do not require its use.				
16-02	(EFIS/PFD/ND) (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Includes STC ST03355AT)								
16-02-01	Airspeed (IAS/MACH)	С	1	0	May be inoperative and associated selector used provided selected airspeed indications operate normally.				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	V						
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST			
AIRCRAFT:			EVISION NO. 60			PAGE NO.			
В	OEING B-737		DAT	E: 0	2/09/2018	22-10			
		_			E KEY				
SYSTEM &		1. REPAIR CATEGORY 2. NUMBER INSTALLED							
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH			
NO.			OR EXCEPTIONS						
22. AUTOFLIGHT									
Sequence No.	Item	1	2	3	4	Change Bar			
16	Mode Control Panel Windows (Cont'd)								
16-02	(EFIS/PFD/ND) (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Includes STC ST03355AT) (Cont'd)								
16-02-02	Heading (HEADING)	С	1	0	selector used	erative and associated I provided selected heading perate normally.			
16-02-03	Vertical Speed (VERT SPEED)	С	1	0	May be inope do not require	erative provided procedures e its use.			
16-02-04	Vertical Speed (VERT SPEED) (-600/-700/-800/-900/ -900ER)	С	1	0	selector used	erative and associated I provided selected vertical ions operate normally.			
16-02-05	Altitude (ALTITUDE) (-600/-700/-800/-900/ -900ER)	С	1	0	selector used	erative and associated I provided selected altitude perate normally.			
16-02-06	Course (COURSE)	С	2	0	selector used	erative and associated I provided selected course perate normally.			
					(Continued)				

SYSTEM &	DEING B-737	KE,	VISIO	71 V IV	IO. 60 PAGE NO.				
			DAT		2/09/2018 22-11				
		ММІ	EL T	ABL	E KEY				
					CATEGORY				
SEQUENCE	ITEM		2. NUMBER INSTALLED						
NO.	II LIVI			3. NUMBER REQUIRED FOR DISPATCH					
22. AUTOFLIC	CUT	4. REMARKS OR EXCEPTIONS							
	JIT I	1	2	3	4	Chan			
16	Mode Control Panel	•	_		•	Bar			
	Windows (Cont'd)								
	(Cont a)								
16-02	(EFIS/PFD/ND)								
	(-300/-400/-500/-600/ -700/-800/-900/-900ER)								
	(Includes								
	STC ST03355AT)								
	(Cont'd)								
16-02-07	Window Lighting	В	1	0	May be inoperative provided:				
					a) Selected airspeed indications				
					operate normally, b) Selected heading indications				
					operate normally,				
					c) Selected vertical speed				
					indications operate normally,				
					d) Selected altitude indications operate normally, and				
					e) Selected course indications				
					operate normally.				
17	Takeoff/Go-Around								
	(TO/GA) Switches								
17A		С	2	1	One may be inoperative provided				
					approach minimums do not require its	S			
					use.				
17B		С	2	0	May be inoperative provided:				
					a) Both thrust levers are operate	ed			
					manually for takeoff, and	**			
					 b) Autopilot and Flight Director a not used below Minimum 	ire			
					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:	VIATION ADMINISTRATIO		VISIO	N NC	O. 60 PAGE NO.			
	OEING B-737				2/09/2018 22-12			
					E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2. ľ		UMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH			
NO.				J. 1	4. REMARKS OR EXCEPTIONS			
22. AUTOFL	IGHT							
Sequence No.	Item	1	2	3	4	Chang Bar		
18 ***	Mode Control Panel Switch Lights					·		
18-01	Autopilot Engage Switch Lights							
18-01-01	CWS	С	2	0				
18-01-02	CMD							
18-01-02A		С	2	1				
18-01-02B		В	2	0	(O) Except for ER operations, may be inoperative provided autopilots are not used.			
18-02	Mode Selector Switch Lights	С	-	0				
18-03	A/T ARM Switch Light	С	1	0				
19	Thrust Mode Annunciator/ Thrust Mode Display (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	1	0	May be inoperative provided thrust mode limits are observed.			

AIRCRAFT: BOEING B-737 REVISION NO. 60 DATE: 02/09/2018 PAGE NO. 22-13	
SYSTEM & SEQUENCE NO. ITEM ITEM ITEM 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 22. AUTOFLIGHT Sequence No. Item 1 2 3 4 20 Automatic Landing System C 1 0 May be inoperative provided approach minimums do not require its use. 20-02 Fail Operational (LAND 3) (-600/-700/-800/-900/-900ER) C 1 0 May be inoperative provided approach minimums do not require its use. C 2 0 (O) May be inoperative provided alternate procedures are established and used. D 2 0 May be inoperative provided procedures are established and used.	
22. AUTOFLIGHT Sequence No. Item 1 2 3 4 20	
SEQUENCE NO. 1TEM 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIO	
22. AUTOFLIGHT Sequence No. Item	
22. AUTOFLIGHT Sequence No. Item 1 2 3 4 20 Automatic Landing System C 1 0 May be inoperative provided approace minimums do not require its use. 20-01 Fail Passive C 1 0 May be inoperative provided approace minimums do not require its use. 20-02 Fail Operational (LAND 3) (-600/-700/-800/-900/-900ER) C 1 0 May be inoperative provided approace minimums do not require its use. C 2 0 (O) May be inoperative provided alternate procedures are established and used. D 2 0 May be inoperative provided procedures.	
Sequence No. Item	
20-01 Fail Passive C 1 0 May be inoperative provided approach minimums do not require its use. 20-02 Fail Operational (LAND 3) (-600/-700/-800/-900/-900ER) C 1 0 May be inoperative provided approach minimums do not require its use. C 2 0 (O) May be inoperative provided alternate procedures are established and used. D 2 0 May be inoperative provided procedures are established and used.	Chan
### 20-02 Fail Operational (LAND 3) (-600/-700/-800/-900/-900ER) 20-03 AUTOLAND Light C 2 0 (O) May be inoperative provided alternate procedures are established and used. D 2 0 May be inoperative provided approach minimums do not require its use.	Bai
*** (LAND 3) (-600/-700/-800/-900/ -900ER) 20-03 AUTOLAND Light *** C 2 0 (O) May be inoperative provided alternate procedures are established and used. 20-03B D 2 0 May be inoperative provided procedu	I
20-03A C 2 0 (O) May be inoperative provided alternate procedures are established and used. D 2 0 May be inoperative provided procedu	I
 alternate procedures are established and used. D 2 0 May be inoperative provided procedu 	
	es

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTE	R MINIMUM EQUIPMENT LIST			
	VIATION ADMINISTRATIO								
AIRCRAFT:	OEING B-737	RE			IO. 60 2/09/2018	PAGE NO. 23-1			
D	OEING D-737	BABA				23-1			
		_			E KEY CATEGORY				
SYSTEM &		1. REPAIR CATEGORY 2. NUMBER INSTALLED							
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH			
28.878653.578					4. REMARKS	OR EXCEPTIONS			
23. COMMUNICATIONS									
Sequence No.	Item	1	2	3	4	Change Bar			
01 ***	Flight Deck Speakers								
01-01	Airplanes with Audio Accessory Unit (AAU)								
01-01-01A		В	-	0	a) Heads headp inoper installe and b) TCAS inoper c) TAWS	rative provided: set earphones or hones associated with ative speaker(s) are ed and operate normally, audio is considered sative, and s (GPWS) advisory callouts nsidered inoperative.			
01-01-01B		С	-	0	a) Proceduse, a b) Heads headp inoper installed and c) Aural a	operative provided: dures do not require its nd set earphones or hones associated with rative speaker(s) are red and operate normally, alert voices, TCAS, and s (GPWS) are verified to re normally.			
					(Continued)				

AIRCRAFT:	VIATION ADMINISTRATION				O. 60	PAGE NO.		
E	SOEING B-737	DATE: 02/09/2018 23-2						
					E KEY			
SYSTEM &		1. REPAIR CATEGORY 2. NUMBER INSTALLED						
SEQUENCE NO.	ITEM		3. NUMBER REQUIRED FOR DISPATCH					
1203/7865/5557		4. REMARKS OR EXCEPTIONS						
23. COMMU			ı				Chan	
Sequence No.	Item	1	2	3	4		Chang Bar	
01 ***	Flight Deck Speakers (Cont'd)							
01-02	Airplanes with Remote Electronics Unit (REU)							
01-02A		В	-	0	a) Head heady inope install b) TCAS inope c) TAWS area of d) Altitude	erative provided: set earphones or chones associated with erative speaker(s) are led and operate normally, audio is considered erative, S (GPWS) advisory callouts considered inoperative, and de Alert Tone is considered erative.		
01-02B		C	-	0	a) Proce use, b) Head assoc speak opera c) Aural GPW	set or earphones ciated with inoperative ker(s) are installed and ate normally, and alert voices, TCAS, S, and Altitude Alert are ed to operate normally.		

U.S. DEPAR	RTMENT OF TRANSPOR	IOITAT	N		MASTER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRAT		/101/	2010	IO CO DACE NO				
AIRCRAFT:	BOEING B-737	KE			NO. 60 PAGE NO. 23-3				
		MMI			LE KEY				
0)/07514.0					CATEGORY				
SYSTEM & SEQUENCE	ITEM	2. NUMBER INSTALLED							
NO.	I I LIVI		3. NUMBER REQUIRED FOR DISPATCH						
28.8.796575.278	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		4. REMARKS OR EXCEPTIONS						
23. COMMU					La Change				
Sequence No.	Item	1	2	3	4 Change Bar				
02	Passenger Address System (Includes STC ST10238SC)								
02-01	Passenger Configuration								
02-01A		В	1	0	 (O) May be inoperative provided: a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. 				
					NOTE: Any station function(s) that operates normally may be used.				
02-01B		С	1	0	 (O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. 				
					NOTE: Any station function(s) that operates normally may be used.				
02-01-01	Lavatory Speakers	С	-	0	(O) May be inoperative provided alternate procedures are established and used.				
02-01-02	Cabin Speakers	С	-	-	May be inoperative provided inoperative speakers are not adjacent to each other.				
					(Continued)				

	VIATION ADMINISTRATIO								
AIRCRAFT:	OCINO D 727	RE'			NO. 60 PAGE NO.				
	BOEING B-737		DATE: 02/09/2018 23-4						
					E KEY				
SYSTEM &		1. REPAIR CATEGORY 2. NUMBER INSTALLED				ED			
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH			
NO.				(502)	4. REMARKS	OR EXCEPTIONS			
23. COMMU	NICATIONS		1	1					
Sequence No.	Item	1	2	3	4		Change Bar		
02	Passenger Address System (Includes STC ST10238SC) (Cont'd)								
02-02	Cargo Configuration (Courier/Supernumerary Address System)								
02-02A		С	1	0	alternate, nor	noperative provided mal and emergency nd/or operating restrictions ed and used.			
02-02B		D	1	0	May be inope do not require	erative provided procedures e its use.			
02-02-01	Lavatory Speakers								
02-02-01A		С	1	0		noperative provided cedures are established			
02-02-01B		D	1	0	May be inope do not require	erative provided procedures e its use.			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N						
			-		MASTER MINIMUM EQUIPMENT I	LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 60 PAGE NO.				
	OEING B-737	``_			2/09/2018 23-5				
		MM	MMEL TABLE KEY						
SYSTEM &		1. REPAIR CATEGORY							
SEQUENCE	ITEM		NUMBER INSTALLED NUMBER REQUIRED FOR DISPATCH						
NO.				3. 1	4. REMARKS OR EXCEPTIONS				
23. COMMUNICATIONS									
Sequence No.	Item	1	2	3	4	Change Bar			
03	Communication Systems (VHF and UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by Standby Bus and is not required for emergency procedures.				
03-01 ***	VHF Comm Control Panels	С	-	-	One side of VHF Comm Control panel tuning function may be inoperative provided: a) Associated transceiver can be tuned from opposite side of control panel, and b) Associated transceiver operates normally.				
03-01-01 ***	Active Frequency Light	С	-	0					
03-01-02	Frequency Transfer Switch								
03-01-02A		С	-	0	May be inoperative provided associated VHF active frequency can be selected.				
03-01-02B		D	-	-	May be inoperative provided associated VHF radio is considered inoperative.				
03-01-03	Frequency Selector Knob	С	-	2					
03-01-04	Frequency Indication	С	-	2					
03-02 ***	Radio Tuning Panels	С	3	2	One may be inoperative provided: a) Left radio tuning panel operates normally, and b) Inoperative radio tuning panel remains OFF.				
03-02-01	Off-Side Tuning Light	С	-	0					

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N					
			-		MASTE	R MINIMUM EQUIPMENT I	LIST	
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 60	PAGE NO.		
	OEING B-737	DATE: 02/				23-6		
		MM	MEL TABLE KEY					
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH					
NO.				3.1		OR EXCEPTIONS		
23. COMMUN	NICATIONS							
Sequence No.	Item	1	2	3	4		Change Bar	
04	Crewmember Interphone System							
04-01	Passenger Configuration							
04-01-01	Flight Deck to Cabin, Cabin to Flight Deck Functions	В	-	-	a) Flight of cab of cab b) Alternating process flight a establ	deck to cabin and cabin to deck interphone functions te normally on at least 50% in handsets, and ate communications dures between affected attendant station(s) are ished and used.		
04-01-02	Cabin to Cabin Function				op or an	,,		
04-01-02A		В	2	0	alternate com between affect station(s) are NOTE: Any st	coperative provided amunications procedures cted flight attendant established and used. tation function(s) that tes normally may be used.		
04-01-02B		В	-	-	a) Cabin function least 5 b) Alternation proceed flight a estable	to cabin interphone ons operate normally on at 50% of cabin handsets, and ate communications dures between affected attendant station(s) are ished and used. tation function(s) that tes normally may be used.		
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N					
FEDFRAL AV	/IATION ADMINISTRATIC	N			MASTE	ER MINIMUM EQUIPMENT LIST		
AIRCRAFT:			VISIO	ON N	IO. 60	PAGE NO.		
В	OEING B-737		DAT	E: 0	2/09/2018	23-7		
		_			E KEY			
SYSTEM &		1. F			CATEGORY BER INSTALLI	ED.		
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH		
NO.						OR EXCEPTIONS		
23. COMMUNICATIONS								
Sequence No.	Item	1	2	3	4	Change Bar		
04	Crewmember Interphone System (Cont'd)							
04-01	Passenger Configuration (Cont'd)							
04-01-03	Flight Deck to Ground Function (Includes CALL Functions)							
04-01-03-01	Large Turbojet Airplanes Operating Under 14 CFR Part 121							
04-01-03-01A		С	1	0	ground/groun may be inope a) Alterna establ b) Nose	erphone flight deck to d to flight deck function erative provided: ate procedures are ished and used, and gear/forward fuselage e interphone jack operates ally.		
04-01-03-01B		С	1	0	ground/groun may be inope a) Alterna establ b) Nose	nterphone flight deck to d to flight deck function erative provided: ate procedures are ished and used, and gear/forward fuselage flight hone jack operates ally.		
04-01-03-01C		В	-	0		operative provided cedures are established		
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N			
FEDERAL AV	/IATION ADMINISTRATIC	N			MASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:					O. 60	PAGE NO.
В	OEING B-737		DAT	E: 02	2/09/2018	23-8
		_			E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLE	-n
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.				0.,		OR EXCEPTIONS
23. COMMUN	IICATIONS					
Sequence No.	Item	1	2	3	4	Change Bar
04	Crewmember Interphone System (Cont'd)					
04-01	Passenger Configuration (Cont'd)					
04-01-03	Flight Deck to Ground Function (Includes CALL Functions) (Cont'd)					
04-01-03-02	All Other Aircraft/Operations					
04-01-03-02A		С	-	0		operative provided edures are established
04-01-03-02B		D	-	0	May be inoped do not require	rative provided procedures its use.
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					NO. 60 PAGE NO.
В	OEING B-737		DAT	E: 0	02/09/2018 23-9
					LE KEY
SYSTEM &		1. F			CATEGORY //BER INSTALLED
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH
NO.		, ,		3.5.3	4. REMARKS OR EXCEPTIONS
23. COMMUN	NICATIONS	,			
Sequence No.	Item	1	2	3	4 Chang Bar
04	Crewmember Interphone System (Cont'd)				
04-02	Cargo Configuration				
04-02-01	Flight Deck to Cabin, Cabin to Flight Deck Functions				
04-02-01A		С	-	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.
04-02-01B		D	-	0	May be inoperative provided procedures do not require its use.
04-02-02	Cabin to Cabin Function	D	-	0	
04-02-03	Flight Deck to Ground Function (Includes CALL Functions)				
04-02-03-01	Large Turbojet Airplanes Operating Under 14 CFR Part 121				
04-02-03-01A		С	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.

	TMENT OF TRANSPORT		N		MASTE	R MINIMUM EQUIPMENT LIST	
	VIATION ADMINISTRATION		/ICI/	7N I N	10.00	DACE NO	
AIRCRAFT:	SOEING B-737	KE			IO. 60 2/09/2018	PAGE NO. 23-10	
_		ММ	MMEL TABLE KEY				
0)/07514.0					CATEGORY		
SYSTEM & SEQUENCE	ITEM		2.1	MUŅ	BER INSTALLE	ED	
NO.	I I LIVI			3.1		UIRED FOR DISPATCH	
22 COMMU	NICATIONS				4. REMARKS	OR EXCEPTIONS	
23. COMMUI Sequence No.	Item	1	2	3	4	Change	
04	Crewmember	'		3	7	Bar	
04	Interphone System (Cont'd)						
04-02	Cargo Configuration (Cont'd)						
04-02-03	Flight Deck to Ground Function (Includes CALL Functions) (Cont'd)						
04-02-03-01B		С	1	0	ground/ground may be inoper a) Alterna establi b) Nose g	terphone flight deck to d to flight deck function rative provided: ate procedures are ished and used, and gear/forward fuselage flight none jack operates lly.	
04-02-03-01C		В	-	0		operative provided edures are established	
04-02-03-02	All Other Aircraft/Operations						
04-02-03-02A		С	-	0		operative provided edures are established	
04-02-03-02B		D	-	0	May be inoper do not require	rative provided procedures its use.	
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATIO		/101/	7111	O 60	PAGE NO.	
	BOEING B-737	REVISION NO. 60 PAGE NO. DATE: 02/09/2018 23-11					
		ммі	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALL JUMBER REC	ED QUIRED FOR DISPATCH S OR EXCEPTIONS	
23. COMMU		1 .		_	Ι.		Chang
Sequence No.	Item	1	2	3	4		Bar
04-03	Crewmember Interphone System (Cont'd) For an Operator other						
	than a Holder of an Air Carrier or Commercial Operator Certificate						
04-03-01	Flight Deck to Cabin, Cabin to Flight Deck Functions						
04-03-01A		С	-	0	alternate, no	noperative provided rmal and emergency and/or operating restrictions ed and used.	i
04-03-01B		D	-	0	May be inope do not require	erative provided procedures e its use.	6
04-03-02	Cabin to Cabin Function	D	-	0			
05	Cabin Attendant(s) Inter-Cabin Phone System					to Revision 27, relief into item 23-04.	

MASTER MINIMUM EQUIPMENT LIS FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT:					O. 60 PAGE NO.				
E	BOEING B-737		DATE: 02/09/2018 23-12						
					E KEY				
SYSTEM &		1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED						
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH				
NO.				J. 1	4. REMARKS OR EXCEPTIONS				
23. COMMUNICATIONS									
Sequence No.	Item	1	2	3	4 Char Ba				
06 ***	Selective Call System (SELCAL)				•				
06A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
06B		D	1	0	May be inoperative provided procedures do not require its use.				
06-01	Channels								
06-01A		С	-	0	(O) May be inoperative provided alternate procedures are established and used.				
06-01B		D	-	0	May be inoperative provided procedures do not require its use.				
07	Flight Interphone System								
07-01	Flight Deck Intercom				Deleted in Revision 33, relief incorporated into item 25-11.				
07-02	Flight Deck to Ground				Deleted in Revision 45, relief incorporated into item 23-4.				
08	Forward Observer's Audio Selector Panel				Deleted in Revision 33, relief incorporated into item 25-11.				

IIS DEPAR	TMENT OF TRANSPORTA		NI						
			•		MASTER MINIMUM EQUIPMENT LIST				
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		/IQI	N NC	NO. 60 PAGE NO.				
_	OEING B-737	KL			02/09/2018 23-13				
		ММ	EL T	ABL	LE KEY				
SYSTEM &		1. REPAIR CATEGORY							
SEQUENCE	ITEM		2.1		MBER INSTALLED				
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
23. COMMUNICATIONS									
Sequence No.	Item	1	2	3	4 Change Bar				
09	ACARS System								
09A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
					NOTE: Any portion of system that operates normally may be used.				
09B		D	1	0	May be inoperative provided procedures do not require its use.				
					NOTE: Any portion of system that operates normally may be used.				
09-01	ACARS Printer	D	-	0					
09-02	FMC Interface Function								
09-02A		С	-	0	(O) May be inoperative provided alternate procedures are established and used.				
					NOTE: Any portion of system that operates normally may be used.				
09-02B		D	1	0	May be inoperative provided procedures do not require its use.				
					NOTE: Any portion of system that operates normally may be used.				
		1	1		1				

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		MASTER MINIMUM EQUIPMENT I	LIST
	VIATION ADMINISTRATIO					
AIRCRAFT:	OEING B-737	RE\			O. 60 PAGE NO. 2/09/2018 23-14	
	DOLING B-737	84841				
		_			E KEY CATEGORY	
SYSTEM &		1.1			BER INSTALLED	
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH	
NO.					4. REMARKS OR EXCEPTIONS	
23. COMMUN	NICATIONS					
Sequence No.	Item	1	2	3	4	Change Bar
10	Cockpit Voice Recorder System (CVR)					
10-01	Aircraft without Recorder Independent Power Supply (RIPS)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	
					NOTE: With CVR Datalink enabled, an inoperative ACARS could cause a CVR fault, refer to item 23-09.	
10-02 ***	Aircraft with Recorder Independent Power Supply (RIPS) (-600/-700/-800/-900/ -900ER)	A	1	0	 (M) May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, b) RIPS circuit breaker is pulled and collared, c) A 15 minute interval after pulling of the c/b is achieved before departure, and d) Repairs are made within 3 flight days. 	
					NOTE 1: CVR is inoperative with the RIPS c/b pulled and collared.	
					NOTE 2: With CVR Datalink enabled, an inoperative ACARS could cause a CVR fault, refer to item 23-09.	
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT: B	OEING B-737	REVISION NO. 60 DATE: 02/09/2018				PAGE NO. 23-15	
		мм	FI T	ΔRI	E KEY		
22.000					CATEGORY		
SYSTEM &	ITEM				BER INSTALL	ED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
110.		n 1			4. REMARKS	OR EXCEPTIONS	
23. COMMUN	NICATIONS						
Sequence No.	Item	1	2	3	4		Change Bar
10	Cockpit Voice Recorder System (CVR) (Cont'd)						
10-02 ***	Aircraft with Recorder Independent Power Supply (RIPS) (-600/-700/-800/-900/ -900ER) (Cont'd)						
10-02-01	Recorder Independent Power Supply (RIPS)						
10-02-01A		С	1	0	a) CVR o	operative provided: operates normally, and battery is removed.	
10-02-01B		A	1	0	a) Flight operat b) RIPS I c) Repail	operative provided: Data Recorder (FDR) tes normally, battery is removed, and rs are made within t days.	

	TMENT OF TRANSPORTA VIATION ADMINISTRATIO		N		MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 60	PAGE NO.	
	OEING B-737				2/09/2018	23-16	
		ММ	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALLI		
NO.				3. N		UIRED FOR DISPATCH OR EXCEPTIONS	
23. COMMUI	NICATIONS				7. INDIVINIO	ON EXCEL HONG	
Sequence No.	Item	1	2	3	4		Change Bar
11 ***	High Frequency (HF) Communication System (Includes STCs ST02959AT and ST01837LA)						<u> </u>
11A		D	-	-		s of those required by be inoperative.	
11B		С		1	conducting op two LRCS pro a) Aircrai operat b) SATV availal intend c) The IC (as red comm status d) Alterna	be inoperative while perations that require poided: If SATVOICE system tes normally, OICE services are ble as an LRCS over the led route of flight, CAO flight plan is updated quired) to notify ATC of the unications equipment of the aircraft, and ate procedures are ished and used.	

	TMENT OF TRANSPORT		1		MASTER MINIMUM EQUIPMENT	LIST			
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATI		/1010	JN N	IO. 60 PAGE NO.				
BOEING B-737			REVISION NO. 60 PAGE NO. DATE: 02/09/2018 23-17						
		ММІ	MMEL TABLE KEY						
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. N		BER INSTALLED				
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
23. COMMUNICATIONS									
Sequence No.	Item	1	2	3	4	Chang			
12 ***	Emergency Locator Transmitter (ELT)								
12-01	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.				
12-02	Fixed ELTs								
12-02-01	Required by 14 CFR								
12-02-01A		A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days				
12-02-01B		A	-	0	May be missing provided repairs are made within 90 days.				
12-02-02	Not Required by 14 CFR								
12-02-02A		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.				
12-02-02B		D	-	-	Any in excess of those required by 14 CFR may be missing.				

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			•		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		// С /) N I N	O. 60 PAGE NO.			
	OEING B-737	KE			2/09/2018 23-18			
		MM	MMEL TABLE KEY					
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2.1		BER INSTALLED			
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
23. COMMUI	NICATIONS	<u> </u>			4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4 Chang Bar			
13	Flightcrew Audio	Α	2	1	(O) Either captain's or first officer's			
	Selector/Control Panels				audio control panel may be inoperative			
					provided: a) Optional AUDIO transfer switch			
					is installed and operates			
					normally,			
					b) Primary observer's audio control panel is located on aft			
					electronics panel and operates			
					normally, and			
					c) Repairs are made within 2 flight days.			
					g, c.			
13-01 ***	AUDIO Transfer Switch	С	1	0				
14	Flight Deck Headsets Earphones/Headphones							
	and Boom Microphones							
14-01	Headset Boom							
1401	Microphones							
14-01A		Α		0	May be incorporative provided:			
14-01A		A	•	U	May be inoperative provided: a) Associated hand microphone is			
					installed and operates normally,			
					and b) Repairs are made within			
					3 flight days.			
44.040		ר			,			
14-01B		D	-	-	Any in excess of those required by 14 CFR may be inoperative.			
					The first may be insperanted			
					(Continued)			
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В	SOEING B-737		DAT	E: 0	2/09/2018	23-19
					E KEY	
SYSTEM &		1. F			CATEGORY	-n
SEQUENCE	ITEM		2. 1		BER INSTALL	=D UIRED FOR DISPATCH
NO.				3. 1		OR EXCEPTIONS
23. COMMUI	NICATIONS				1111211111111	311 2/1021 110110
Sequence No.	Item	1	2	3	4	Change Bar
14	Flight Deck Headsets Earphones/Headphones and Boom Microphones (Cont'd)					
14-02	Headset Earphones/Headphones					
14-02A		С	-	1	may be inope	's or first officer's headset rative provided associated eaker operates normally.
14-02B		D	-	-		of those required by oe inoperative.
14-03	Active Noise Canceling/ Reduction Function	D	-	0		rative provided normal of headset is operative.
15 ***	Prerecorded Passenger Announcement System					
15A		С	1	0		operative provided edures are established
15B		D	1	0	May be inope do not require	rative provided procedures its use.
					(Continued)	

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	BOEING B-737	'_			2/09/2018 23-20	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
23. COMMUI	NICATIONS					
Sequence No.	Item	1	2	3	4	Chang Bar
16	Push-To-Talk (PTT) Switches					
16-01	Control Wheel PTT Switches	С	2	1	 (M) One may be inoperative provided: a) Associated audio selector panel PTT switch operates normally, and b) Affected switch is either verified failed open or is deactivated. 	
16-02	Flightcrew Audio Selector Panel PTT Switches	С	2	1	 (M) One may be inoperative provided: a) Associated control wheel PTT switch operates normally, and b) Affected switch is verified failed open. 	
16-03 ***	Glareshield Panel PTT Switch(es)					
16-03A		С	-	0	(M) May be inoperative provided affected switch is either verified failed open or is deactivated.	
16-03B		D	-	0	 (M) May be inoperative provided: a) Affected switch is either verified failed open or is deactivated, and b) Procedures do not require its use. 	

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AIRCRAFT:	BOEING B-737	KE,			O. 60 PAGE NO. 23-21	
		MMI	EL T	ABL	E KEY	
SYSTEM &		1. F	REP/	AIR C	CATEGORY	
SEQUENCE	ITEM		2. 1	MUN	BER INSTALLED	
NO.	I I LIVI			3. N	NUMBER REQUIRED FOR DISPATCH	
1203 7895 9237 9					4. REMARKS OR EXCEPTIONS	
23. COMMU	NICATIONS					
Sequence No.	Item	1	2	3	4	Chang Bar
16	Push-To-Talk (PTT) Switches (Cont'd)					
16-04 ***	Pendant Switch(es)					
16-04A		С	-	0	(M) May be inoperative provided affected switch is either verified failed open or is deactivated.	
16-04B		D	-	0	 (M) May be inoperative provided: a) Affected switch is either verified failed open or is deactivated, and b) Procedures are not based on its use. 	i
17	Flight Deck Hand Microphones					
17A		С	-	0	May be inoperative or missing provided associated boom microphone operates normally.	
17B		D	-	0	Any in excess of those required by 14 CFR may be inoperative or missing.	
18 ***	Satellite Communication System (SATCOM)					
18A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.	
18B		D	1	0	May be inoperative provided procedures do not require its use.	3

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FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST		
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В	30EING B-737		DAT	E: 0	2/09/2018	23-22			
		_			E KEY				
SYSTEM &		1. F			CATEGORY BER INSTALL	FD			
SEQUENCE	ITEM		۷. ۱			UIRED FOR DISPATCH			
NO.		4. REMARKS OR EXCEPTIONS							
23. COMMUI	NICATIONS								
Sequence No.	Item	1	2	3	4		Change Bar		
19	Alerting System (Audio/Visual)								
19-01	Passenger Configuration								
19-01-01	Flight Deck Call Visual Alerting System	В	1	0	a) Audio norma b) Audio differe	erative provided: alerting system operates ally, and alerting system entiates between normal mergency calls.			
19-01-02	Flight Deck Call Audio Alerting System	В	1	0	a) Flight operated b) Flight differen	erative provided: deck visual alerting system tes normally, and deck visual alerting system entiates between normal mergency calls.			
19-01-03	Flight Attendant Visual Alerting System						1		
19-01-03A		В	1	0	a) PA sy b) If affectis use detect lavato (visua operation c) Alternation	noperative provided: stem operates normally, cted visual alerting system d for lavatory smoke tor alerting, an alternate rry smoke detector alert il or audio) is installed and tes normally, and ate procedures for cting flight attendants are lished and used.	l		
					Syst Non Furr NOTE 2: Any fund	senger to Attendant Call tem is considered lessential Equipment and hishing (NEF). visual alerting system ction(s) that operates mally may be used.	I		

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N				LIOT			
FEDERAL AV	/IATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST			
AIRCRAFT:	OEING B-737				IO. 60 2/09/2018	PAGE NO. 23-23				
		мм	EL T	ABL	E KEY					
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
23. COMMUNICATIONS										
Sequence No.	Item	1	2	3	4		Change Bar			
19	Alerting System (Audio/Visual) (Cont'd)									
19-01	Passenger Configuration (Cont'd)									
19-01-03	Flight Attendant Visual Alerting System (Cont'd)						I			
19-01-03B		В	1	0	a) Audio norma b) Audio differe and er c) If affect is used detect lavato (audio operated) Alternate contact estable NOTE 1: Pass System Non Furn	alerting system operates ally, alerting system operates ally, alerting system on thiates between normal mergency calls, and alerting system of for lavatory smoke or alerting, an alternate or visual) is installed and the shormally, and attendents are ished and used. Senger to Attendant Call tem is considered essential Equipment and hishing (NEF). visual alerting system attion(s) that operates nally may be used.				
					(Continued)					

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B	OEING B-737				2/09/2018	23-24	
		_			E KEY		
SYSTEM &		1. [CATEGORY BER INSTALL	FD	
SEQUENCE NO.	ITEM		2. 1			UIRED FOR DISPATCH	
4. REMARKS OR EXCEPTIONS							
23. COMMUI	NICATIONS						
Sequence No.	Item	1	2	3	4		Chang Bar
19	Alerting System (Audio/Visual) (Cont'd)						
19-01	Passenger Configuration (Cont'd)						
19-01-04	Flight Attendant Audio Alerting System						I
19-01-04A		В		0	a) PA sy b) If affe is use detec lavato (visua opera c) Altern conta estab NOTE 1: Pas Sys Nor Furi	noperative provided: vstem operates normally, ected audio alerting system ed for lavatory smoke tor alerting, an alternate ory smoke detector alert al or audio is installed and eates normally, and eate procedures for cting flight attendants are lished and used. essenger to Attendant Call etem is considered essential Equipment and enishing (NEF). v audio alerting system ection(s) that operates emally may be used.	
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N								
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER	R MINIMUM EQUIPMENT	LIST				
AIRCRAFT:	OEING B-737				IO. 60 2/09/2018	PAGE NO. 23-25					
		ММ	EL T	ABL	E KEY						
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS								
23. COMMUI	23. COMMUNICATIONS										
Sequence No.	Item	1	2	3	4		Change Bar				
19	Alerting System (Audio/Visual) (Cont'd)										
19-01	Passenger Configuration (Cont'd)										
19-01-04	Flight Attendant Audio Alerting System (Cont'd)						1				
19-01-04B		В		0	a) Visual a normal b) Visual a differer and em c) If affect is used detector (visual operate d) Alterna contact establis NOTE 1: Pass System None Furni	operative provided: alerting system operates ly, alerting system initiates between normal mergency calls, ited audio alerting system I for lavatory smoke or alerting, an alternate y smoke detector alert or audio) is installed and ies normally, and ite procedures for iting flight attendants are shed and used. Itemate to Attendant Call item is considered issential Equipment and ishing (NEF). I audio alerting system ion(s) that operates itally may be used.					
					(Continued)						

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTE	ER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO					
AIRCRAFT:	OCINO D 727	RE'	_		O. 60	PAGE NO.
E	SOEING B-737				2/09/2018	23-26
		_			E KEY CATEGORY	
SYSTEM &		1. 1			BER INSTALLI	ED
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH
1815/796-2-2-2-3					4. REMARKS	OR EXCEPTIONS
23. COMMUI		1 .	1 .		Ι.	Change
Sequence No.	Item	1	2	3	4	Bar
19	Alerting System (Audio/Visual) (Cont'd)					
19-02	Cargo Configuration					
19-02-01	Flight Deck Call Visual Alerting System	В	1	0		rative provided flight deck system operates normally.
19-02-02	Flight Deck Call System	D	1	0		rative provided numerary compartment ccupied.
19-02-03	Courier/Supernumerary Visual Alerting System					
19-02-03A		В	1	0	a) Courie systen b) Alterna	operative provided: er/supernumerary address m operates normally, and ate procedures are ished and used.
19-02-03B		D	1	0		rative provided numerary compartment cupied.
					function	isual alerting system on(s) that operates ally may be used.
					(Continued)	

<u>FEDERAL A</u> AIRCRAFT:	VIATION ADMINISTRATIO		\ <u> </u>	N NC	O. 60	PAGE NO.	
_	OEING B-737				2/09/2018	23-27	
		ММ	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
EQUENCE	ITEM	2. NUMBER INSTALLED					
NO.				3. ľ		QUIRED FOR DISPATCH S OR EXCEPTIONS	
23. COMMU	NICATIONS				4. INEINIAINI	O OK EXCEL HONG	
Sequence No.	Item	1	2	3	4		Chang
19	Alerting System (Audio/Visual) (Cont'd)						
19-02	Cargo Configuration (Cont'd)						
19-02-04	Courier/Supernumerary Audio Alerting System						
19-02-04A		В	1	0	a) Couri syste b) Alterr	noperative provided: er/supernumerary address m operates normally, and nate procedures are dished and used.	
19-02-04B		D	-	0		erative provided rnumerary compartment ccupied.	I
					functi	audio alerting system on(s) that operates ally may be used.	
		1	Ī				

U.S. DEPAR	TMENT OF TRANSPOR	TATIOI	N							
FEDERAL A\	/IATION ADMINISTRAT	ION			MASTE	ER MINIMUM EQUIPMENT LIST				
AIRCRAFT:				_	IO. 60	PAGE NO.				
B	OEING B-737		DAT	E: 0	2/09/2018	23-28				
					E KEY					
SYSTEM &		1. 1			CATEGORY BER INSTALLI	ED.				
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH				
NO.						OR EXCEPTIONS				
23. COMMUNICATIONS										
Sequence No.	Item	1	2	3	4	Change Bar				
20 ***	Handset Systems									
20-01	Passenger Configuration									
20-01-01	Flight Deck									
20-01-01A		С	1	0	a) Flight comm norma b) Altern	noperative provided: deck to cabin nunication operates ally, and ate procedures are lished and used.				
20-01-01B		D	1	0	May be inope do not require	erative provided procedures e its use.				
20-01-02	Cabin									
20-01-02A		В	-	-	a) 50% of normal b) Alternal proced flight a estable NOTE 1: An of inop shall 50% NOTE 2: Any	noperative provided: of cabin handsets operate ally, and ate communication dures between affected attendant station(s) are lished and used. operative handset at an perative flight attendant seat all not be counted to satisfy of requirement.				
20-01-02B		В	1	0	NOTE: Any h	rate normally may be used. andset functions that te normally may be used.				
					(Continued)					

	VIATION ADMINISTRATION				1	
AIRCRAFT:	OEING B-737	RE\			O. 60 PAGE NO. 23-29	
		ММ	EL T	ABL	E KEY	
CVCTEM					CATEGORY	
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.	I I LIVI			3. 1	UMBER REQUIRED FOR DISPATCH	
100000000000000000000000000000000000000		<u> </u>			4. REMARKS OR EXCEPTIONS	
23. COMMUI		1	1	1		Chang
Sequence No.	Item	1	2	3	4	Change Bar
20	Handset Systems (Cont'd)					
20-02	Cargo Configuration					
20-02-01	Flight Deck					
20-02-01A		С	1	0	(O) May be inoperative provided flight deck to courier/supernumerary communication operates normally.	
20-02-01B		D	1	0	May be inoperative provided procedures do not require its use.	
20-02-02	Courier/Supernumerary					
20-02-02A		D	-	1		
20-02-02B		D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N					
FEDERAL AV	VIATION ADMINISTRATIO	NC			MASTE	R MINIMUM EQUIPMENT LIST		
AIRCRAFT:	OEING B-737				O. 60 2/09/2018	PAGE NO. 23-30		
	OEMO B 101	ММ			E KEY	20 00		
					CATEGORY			
SYSTEM & SEQUENCE	ITEM				BER INSTALLE	ED		
NO.	I I □IVI			3. 1		JIRED FOR DISPATCH		
20.0700,0000		<u> </u>			4. REMARKS	OR EXCEPTIONS		
23. COMMUNICATIONS								
Sequence No.	Item	1	2	3	4	Change Bar		
21	Electronic Visual Surveillance Systems (All Installed Systems)							
21A		A	1	0	may be missin a) Alterna establi b) Repair 3 flight	ate procedures are shed and used, and s are made within		
21B		С	1	0	may be missin a) The flig is insta normal b) Alterna establi NOTE: Any po	operative and components and provided: ght deck door viewing port alled and operates are shed and used. Ortion of the system which es normally may be used.		
21C		D	1	0	May be inoper	rative and components ng provided procedures		
					(Continued)			
		1	1		, · , , , , , , , , , , , , , , , , , ,			

	TMENT OF TRANSPORT		N		MASTER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRATIO		///01/	711	IO CO DACE NO				
AIRCRAFT:	BOEING B-737	KE		IO. 60 PAGE NO. 2/09/2018 23-31					
		мм	MMEL TABLE KEY						
CVCTEM 0		_			CATEGORY				
SYSTEM & SEQUENCE	ITEM		2.1	_	BER INSTALLED				
NO.	I I LIVI			3. 1	UMBER REQUIRED FOR DISPATCH				
000000000000000000000000000000000000000					4. REMARKS OR EXCEPTIONS				
23. COMMUNICATIONS									
Sequence No.	ltem	1	2	3	4 Change Bar				
21 ***	Electronic Visual Surveillance Systems (All Installed Systems) (Cont'd)								
21-01	All-Cargo Configuration								
21-01A		С	1	0	May be inoperative provided courier/supernumerary compartment remains empty.				
21-01B		D	1	0	May be inoperative and components may be missing provided procedures do not require its use.				
22 ***	Electronic Voice Checklist	С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
23 ***	Multipurpose Interactive Display Unit (MIDU)	С	1	0	(O) May be inoperative provided alternate procedures are established and used for affected subsystems.				
24 ***	Landscape Camera System (-800EF STC ST02000NY)	D	1	0					
24-01	Dome Camera	D	1	0	(M) May be inoperative or missing.				

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N					
 FEDFRAL A'	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:					NO. 60 PAGE NO.			
В	OEING B-737		DATE: 02/09/2018 23-32					
		_			LE KEY			
SYSTEM &		1. F			CATEGORY MBER INSTALLED			
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH			
NO.					4. REMARKS OR EXCEPTIONS			
23. COMMUI	NICATIONS		•					
Sequence No.	Item	1	2	3	4 Chang Bar			
25 ***	Automated Flight Information Reporting System (AFIRS) (STCs ST10345SC and ST02361NY)							
25A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.			
					NOTE: Any portion of system that operates normally may be used.			
25B		D	1	0	May be inoperative provided procedures do not require its use.			
					NOTE: Any portion of system that operates normally may be used.			
25-01 ***	Global Voice SATCOM (ST02361NY)							
25-01A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.			
25-01B		D	1	0	May be inoperative provided procedures do not require its use.			
					(Continued)			

	VIATION ADMINISTRATIO				0.00		
AIRCRAFT:	BOEING B-737	REVISION NO. 60 PAGE NO. DATE: 02/09/2018 23-33					
		MMI	EL T	ABL	E KEY		
CVCTEM		1. F	REP/	AIR C	CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1	MUN	BER INSTALLED		
NO.	I I ⊏IVI			3. 1	NUMBER REQUIRED FOR DISPATCH		
110.					4. REMARKS OR EXCEPTIONS		
23. COMMU	NICATIONS						
Sequence No.	Item	1	2	3	4	Chang Bar	
25	Automated Flight Information Reporting System (AFIRS) (STCs ST10345SC and ST02361NY (Cont'd)						
25-01 ***	Global Voice SATCOM (ST02361NY) (Cont'd)						
25-01-01	Cockpit Dialer Pad						
25-01-01A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.		
25-01-01B		D	1	0	May be inoperative provided procedures do not require its use.	5	
25-01-02	Flt Compt. Handset						
25-01-02A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.		
25-01-02B		D	1	0	May be inoperative provided procedures do not require its use.	6	
25-01-03	Pax. Compt. Handset						
25-01-03A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.		
25-01-03B		D	1	0	May be inoperative provided procedures do not require its use.	6	

LLC DEDAD	TMENT OF TRANSPORT	TIO	\ I						
U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTE	R MINIMUM EQUIPMENT LIST			
	VIATION ADMINISTRATIO				-				
AIRCRAFT:	BOEING B-737	REVISION NO. 60 PAGE NO. DATE: 02/09/2018 23-34							
		MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS			
23. COMMUNICATIONS									
Sequence No.	Item	1	2	3	4	Change Bar			
25 ***	Automated Flight Information Reporting System (AFIRS) (STCs ST10345SC and ST02361NY) (Cont'd)								
25-02 ***	Global Messaging (ST02361NY)								
25-02A		С	1	0		operative provided cedures are established			
25-02B		D	1	0	do not require				
						ortion of the system that tes normally may be used.			
26 ***	Avionica secureLINK Airborne Wireless Router	D	1	0	do not require				
	(STC03151AT)					node that operates normally e used.			

AIRCRAFT: E	BOEING B-737	RE\			O. 60 2/09/2018	PAGE NO. 23-35		
	70LII (MMEL TABLE KEY						
SYSTEM & EQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DIS 4. REMARKS OR EXCEPTION					
	NICATIONS	1 .			I .			
Sequence No.	Data Link	1	2	3	4			
***	Communication							
27A		С	1	0		operative provided cedures are established		
						ortion of the system that tes normally may be used.		
27B		D	1	0	May be inope do not require	erative provided procedures e its use.		
						ortion of the system that tes normally may be used.		
28 ***	FWD and AFT Attendant Control Panel LCD Touch Screen Display, Display	С	6	0		noperative provided cedures are established		
	Processor, and Display Processor Over-Temperature LED Light, Boeing Sky Interior (BSI) (-600/-700/-800/-900/ -900ER)					ortion of the system that tes normally may be used.		

II S DEDAD	TMENT OF TRANSPORTA	TIOI	NI		_			
U.S. DEPAR	TWENT OF TRANSPORTA	AT IOI	N		MASTER MINIMUM EQUIPMENT LIST			
	VIATION ADMINISTRATIO		//01/	7N I N	NO. 58 PAGE NO.			
AIRCRAFT:	SOEING B-737	REVISION NO. 58 PAGE NO. DATE: 10/10/2015 24-1						
		MMEL TABLE KEY						
SYSTEM &		1. REPAIR CATEGORY						
SEQUENCE	ITEM		2. 1		MBER INSTALLED			
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
24. ELECTR	ICAL POWER				4. KEWAKKS OK EXCEPTIONS			
Sequence No.	Item	1	2	3	4 Change Bar			
01	Engine Driven Generator Systems							
01-01	(-100/-200/-300/-400/ -500)							
01-01A		В	2	1	 (M)(O) Except for ER operations, may be inoperative provided: a) APU generator operates normally and is used throughout flight, and b) An APU fuel heater is installed. 			
01-01B		В	2	1	 (M)(O) Except for ER operations, may be inoperative provided: a) APU generator operates normally and is used throughout flight, and b) Fuel temperature is maintained at or above 32 degrees F (0 degrees C). 			
01-02	(-600/-700/-800/-900/ -900ER)	В	2	1	(M)(O) Except for ER operations, may be inoperative provided: APU generator operates normally and is used throughout flight.			
01-03	(-700/-800 with APU Serial Numbers P-7534 and Lower, or P-7638 and Higher; or Upon Incorporation of Honeywell Service Bulletin 131-49-7949, or Production Equivalent)				Deleted in Revision 53.			
					(Continued)			

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 58	PAGE NO.				
	OEING B-737	DATE: 10/10/2015 24-2								
		_	MMEL TABLE KEY							
SYSTEM &		1. F			CATEGORY					
SEQUENCE	ITEM		2. ľ		BER INSTALL	LED QUIRED FOR DISPATCH				
NO.				J. I		S OR EXCEPTIONS				
24. ELECTR	ICAL POWER					0 01(2/(02) 1101(0				
Sequence No.	Item	1	2	3	4		Cha			
01	Engine Driven Generator Systems (Cont'd)									
01-04	(-700/-800 with APU Serial Numbers P-7535 through P-7637 Prior to Incorporation of Honeywell Service Bulletin 131-49-7949)				Deleted in Re	evision 53.				
02	APU Generator System	С	1	0	Except for Effinoperative.	R operations, may be				
03	Engine Driven Generator LOW OIL PRESSURE/DRIVE Lights									
03-01	(-100/-200/-300/-400/ -500)	С	2	0	associated gaswitches may associated H	RESSURE/DRIVE lights and enerator low oil pressure y be inoperative provided IIGH OIL TEMP light and oil indicator operate normally.				
03-02	(-600/-700/-800/-900/ -900ER)	С	2	0		and associated generator ure switches may be				
04	Engine Driven Generator Oil Temperature Indicator Systems (-100/-200/ -300/-400/-500)	С	2	0	LOW OIL PR	erative provided associated RESSURE/DRIVE light and EMP light operates				

U.S. DEPARTMENT OF TRANSPORTATION									
	VIATION ADMINISTRATION				MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	N NC	IO. 58 PAGE NO.				
	BOEING B-737			_	0/10/2015 24-3				
		ММ	EL T	ABL	E KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH				
NO.				J. 1	4. REMARKS OR EXCEPTIONS				
24. ELECTR	ICAL POWER								
Sequence No.	Item	1	2	3	4 Change Bar				
05	Engine Driven Generator HIGH OIL TEMP Lights (-100/-200/-300/-400/ -500)	С	2	0	May be inoperative provided associated LOW OIL PRESSURE/DRIVE light and oil temperature indicator operate normally.				
06	Transformer Rectifiers								
06-01	No. 2 TR (-100/-200)	В	1	0	Except for ER operations, may be inoperative provided: a) All DC busses and all generators (including APU generator) operate normally, and b) APU generator can be electrically connected to either bus.				
07	Frequency Meter	С	1	0					
08	AC Volts Indication	В	1	0	(O) May be inoperative except in STBY PWR position provided Standby Power Test is accomplished.				
08-01	Residual Voltage Function (-100/-200/ -300/-400/-500)	С	1	0					
09	AC Ammeters	С	-	0	May be inoperative provided associated generator off bus lights operate normally.				
10	Generator System Annunciator Panel (-100/-200/-300/-400/ -500)	С	1	0					

AIRCRAFT:	VIATION ADMINISTRATIO BOEING B-737				O. 58 PAGE NO. 24-4	
	OCING D-737	ММ			E KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
	ICAL POWER		١ ,	١ ،	I.	Change
Sequence No.	External Power System	1 C	1	3 0	NOTE: Any portion of system which	Bar
11-01 ***	DC Receptacle	D	1	0	operates normally may be used.	
12	GEN OFF BUS Lights	С	2	1	One may be inoperative provided associated generator AC ammeter operates normally.	
13 ***	Galley Load Shed Sensor Module (-300/-400/-500)	С	1	0	May be inoperative provided GALLEY Power Switch remains OFF when APU is being used to power both generator busses on ground.	
14 ***	BAT DISCHARGE Light	С	1	0		
15 ***	TR UNIT Light	С	1	0		
16 ***	ELEC Light					
16-01	(-300/-400/-500)	С	1	0	 (O) May be inoperative OFF provided: a) Standby Power Test is accomplished, and b) Battery Charger is verified to operate normally. 	
16-02	(-600/-700/-800/ -900/-900ER)	С	1	0	 (O) May be inoperative OFF provided: a) Standby Power Test is accomplished once each flight day, and b) Battery Charger is verified to operate normally. 	

AIRCRAFT:	VIATION ADMINISTRATIC		/ כור	JN N	O. 58 PAGE NO.				
	OEING B-737	REVISION NO. 58 PAGE NO. 24-5							
		MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
	CAL POWER	1.	I .		I.	Change			
Sequence No.	Item	1	2	3	4	Bar			
17	DC Ammeter Indication	В	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	В	1	0	(O) May be inoperative except in STBY PWR position provided Standby Power Test is accomplished.				
19	APU GEN OFF BUS Light	С	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))	В	1	0	(M) May be inoperative provided procedures are established and used to deactivate cabin power.				

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	PAGE NO.						
В	OEING B-737		DATE: 02/09/2018 25-1							
			MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM ENT/FURNISHINGS	1. F		NUM		ED QUIRED FOR DISPATCH S OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4		Chang			
01	Megaphones (Includes STCs SA2969SO, and ST10238SC)	D	-	-	Any in excess 14 CFR may provided: a) Inope remov b) Assoc or obs c) Requi	s of those required by be inoperative or missing rative megaphone is ved from passenger cabin, ciated placard is removed scured, and ired distribution is ained.	Jai			
02	Crewmember Shoulder Harness (Flight Deck)					evision 33, relief into item 25-11.				

MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 60 PAGE NO. DATE: 02/09/2018 25-2 MMEL TABLE KEY SYSTEM & SEQUENCE ITEM NO. 1TEM NO. 1TEM NO. 1TEM A. REMARKS OR EXCEPTIONS 25. EQUIPMENT/FURNISHINGS	IIS DEPAR	TMENT OF TRANSPORTA	TIOI	NI			
AIRCRAFT: BOEING B-737 REVISION NO. 60				•		MASTER MINIMUM EQUIPMENT LIST	
SYSTEM & SEQUENCE ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER INSTALLED 4. REMARKS OR EXCEPTIONS		VIATION ADMINISTRATIO		/1010) N I N	NO 60 DACE NO	
SYSTEM & SEQUENCE NO. 1 REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 25. EQUIPMENT/FURNISHINGS Sequence No. 1 2 3 4 Chair Sar Sar Sar Sar Sar Sar Sar Sar Sar Sa		OEING B-737					
SEQUENCE NO. 25. EQUIPMENT/FURNISHINGS Sequence No. Item			ммі	EL T	ABL	LE KEY	
3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Sequence No. Item 1 2 3 4 Change of Barrell			1. F				
Sequence No. Item		ITEM				NUMBER REQUIRED FOR DISPATCH	
Sequence No. Item	25. EQUIPME	ENT/FURNISHINGS				4. NEWAKKO OK EXCELLIONO	
O3 Flight Attendant Seat Assembly (Single or Dual Position) Required Flight Attendant Seats B (M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or passenger seat which is most accessible to inoperative seat(s) so as to most effectively perform assign duties, c) Alternate procedures are established and used as published in crewmembers manuals, d) Folding type seat stows automatically or is secured in retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT			1	2	3	4 Change	
Attendant Seats (dual position) may be inoperative provided: a) Affected seat or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or passenger seat which is most accessible to inoperative seat(s) so as to most effectively perform assign duties, c) Alternate procedures are established and used as published in crewmembers manuals, d) Folding type seat stows automatically or is secured in retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT"		Assembly					
(Continued)	03-01		В	-	-	(dual position) may be inoperative provided: a) Affected seat or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or passenger seat which is most accessible to inoperative seat(s) so as to most effectively perform assign duties, c) Alternate procedures are established and used as published in crewmembers manuals, d) Folding type seat stows automatically or is secured in retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY".	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N					
			•		MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	NO. 60 PAGE NO.			
	OEING B-737				02/09/2018 25-3			
		MM	EL T	ABL	LE KEY			
SYSTEM &		1. REPAIR CATEGORY						
SEQUENCE	ITEM		2. 1		MBER INSTALLED NUMBER REQUIRED FOR DISPATCH			
NO.				3. 1	4. REMARKS OR EXCEPTIONS			
25. EQUIPM	ENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4 Change Bar			
03	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)							
03-01	Required Flight Attendant Seats (Cont'd)				NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.			
					NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.			
					NOTE 3: Individual operators, when operating with inoperative seats, will consider locations and combinations of seats to ensure that proximity to exits and distribution requirements of applicable 14 CFR are met.			
					NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to adjacent seat, adjacent seat must operate normally.			
					(Continued)			

	TMENT OF TRANSPORTA	TIOI								
U.S. DEPAR	TMENT OF TRANSPORTA	MIOI	N		MASTE	ER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRATIO									
AIRCRAFT:	SOEING B-737	RE\			O. 60	PAGE NO. 25-4				
	BABAI									
3040149-0141-0141-0141-0141-0141-0141-014			MMEL TABLE KEY 1. REPAIR CATEGORY							
SYSTEM &	ITEN 4		2.1	ED						
SEQUENCE NO.	ITEM			3. N		UIRED FOR DISPATCH				
28879652579	ENT/FURNIOUNIAGO	4. REMARKS OR EXCEPTIONS								
Sequence No.	ENT/FURNISHINGS	1	2	3	4	Change				
03	Flight Attendant Seat			3	7	Bar				
	Assembly									
	(Single or Dual Position) (Cont'd)									
03-02	Excess Flight Attendant	С	_	_	(M) May be in	noperative provided:				
	Seats				a) Affect	ed seat position or seat				
						nbly is not occupied, and ig type seat stows				
					autom	natically or is secured in				
					retract	ted position.				
					NOTE 1: An a	automatic folding seat that				
					will ı	not stow automatically is				
					cons	sidered inoperative.				
						eat position with an				
						erative or missing restraint em is considered				
					•	erative.				
03-03	All-Cargo Configuration	D	_	_	May be issee	rative provided affected				
03-03	All-Cargo Configuration	D	-	-		erative provided affected assembly is not occupied.				
03-04 ***	Seat Cushion Heating System	D	-	0	(M) May be in system is dea	noperative provided heating activated.				
			<u> </u>	<u> </u>						

U.S. DEPARTMENT OF TRANSPO	ORTATIO	V						
FEDERAL AVIATION ADMINISTR	ATION			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT: BOEING B-737		REVISION NO. 60 PAGE NO. DATE: 02/09/2018 25-5						
	ммі	FI T	ΔΒΙ	LE KEY				
SYSTEM & SEQUENCE ITEM NO.		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
25. EQUIPMENT/FURNISHINGS				4. NEMAKKO OK EXCEL HONC				
Sequence No. Item	1	2	3	4 Change Bar				
04 Cabin Window Shad	les D	-	0	May be inoperative in a compartment used for cargo provided AFM Limitations are observed. NOTE: Passenger Cabin Window Shades in compartments configured for passengers only are considered Nonessential Equipment and Furnishing (NEF).				
05 Cargo Compartment Restraint Componer (Includes -800BCF a STC ST02556SE)	nts							
05A	A	-		(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source (i.e., an approved Cargo Loading Manual or Weight and Balance Document) are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.				
				(Continued)				

AIRCRAFT:	VIATION ADMINISTRATIO		/ SIC)N N	O. 60 PAGE NO.			
	BOEING B-737				2/09/2018 25-6			
		_			E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
25. EQUIPM	ENT/FURNISHINGS					1.2.		
Sequence No.	Item	1	2	3	4	Chang Bar		
05	Cargo Compartment Restraint Components (Includes -800BCF and STC ST02556SE) (Cont'd)							
05B		С	-	-	May be inoperative or missing provided associated cargo compartment remains empty.			
05C		С	-	-	May be inoperative or missing provided pallet with inoperative lock(s) is removed.			
05-01	Passenger Pallets (737C, -300 QC, and -700C)	С	-	-	 (M) One lock per pallet may be inoperative provided: a) Three seats in group associated with lock are blocked by folding and securing backrests in a forward position, and b) If more than one lock is inoperative, pallet must be removed. 			
					NOTE: If a pallet lock cover is broken or missing, associated lock is considered inoperative.			
05-02	Cargo Pallet Locks (Pemco 737 F/QC and COMBI, STC ST02556SE)	С	-	-	(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.	ļ		

U.S. DEPAR	TMENT OF TRANSPORT	ΓΑΤΙΟΙ	N		
 FEDERAL A	VIATION ADMINISTRATI	ON			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:				_	NO. 60 PAGE NO.
E	BOEING B-737		DAT	TE: 0	02/09/2018 25-7
					LE KEY
SYSTEM &		1. 1	CATEGORY IBER INSTALLED		
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH
NO.				•	4. REMARKS OR EXCEPTIONS
25. EQUIPM	ENT/FURNISHINGS				
Sequence No.	Item	1	2	3	4 Change Bar
06	Passenger Seat(s) (Includes STC ST10238SC)	D	-	-	 May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to main aircraft aisle, and c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seat(s) does not affect required number of Flight Attendants. NOTE 3: Affected seat(s) may include seat(s) behind and/or adjacent outboard seats.
06-01	Recline Mechanism				
06-01A		D	-	-	(M) May be inoperative and seat occupied provided seat is secured in upright position.
06-01B		D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.

	TMENT OF TRANSPORT		N		MASTE	R MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO		<u>/ כור</u>	א ואכ	O. 60	PAGE NO.
	BOEING B-737	IXL.			2/09/2018	25-8
		MMI	EL T	ABL	E KEY	L
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED UIRED FOR DISPATCH OR EXCEPTIONS
25. EQUIPM	ENT/FURNISHINGS					011 2/1021 110110
Sequence No.	Item	1	2	3	4	Char Ba
06	Passenger Seat(s) (Includes STC ST10238SC) (Cont'd)					•
06-02	Armrests					
06-02-01	Armrest with Recline Mechanism	D	-	-	seat occupied a) Armre Emerg b) Armre passe aircraf c) If armr	roperative or missing and diprovided: st does not block an gency Exit, st does not restrict any nger from access to main it aisle, and rest is missing, seat is ed in full upright position.
06-02-02	Armrest without Recline Mechanism	D	-	-	occupied prov a) Armre Emerg b) Armre passe	rative or missing and seat vided: st does not block an gency Exit, and st does not restrict any nger from access to main it aisle.
06-03	Underseat Baggage Restraining Bars	С	-	-	a) Bagga seat w bar, b) Assoc "DO N UNDE c) Proced alert C	operative provided: age is not stowed under with inoperative restraining iated seat is placarded IOT STOW BAGGAGE IR THIS SEAT", and dures are established to Cabin Crew of inoperative ning bar.
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRATIO		/ 01/	א ואר	IO 60	PAGE NO.		
	OEING B-737	REVISION NO. 60 PAGE NO. 25-9						
		ММ	EL T					
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2.1		BER INSTALL			
NO.				3.1		UIRED FOR DISPATCH OR EXCEPTIONS		
25. EQUIPM	ENT/FURNISHINGS				4. KEWAKKS	OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4		Change	
06	Passenger Seat(s) (Includes STC ST10238SC) (Cont'd)						Juli	
06-04	Electrical/Electronic Systems/Components				Deleted in Re	evision 49.		
06-05 ***	Seat Belt Air Bag Restraint Systems							
06-05-01	Seat Belt Air Bag Restraint System Required By 14 CFR	D	-	-		rative provided affected ed and placarded CUPY".		
06-05-02	Seat Belt Air Bag Restraint System Not Required by 14 CFR	D	-	-		rative or disconnected belt operated normally.		
07	Second Observer Seat				Moved to iten Revision 30.	n 25-11 prior to		
08	Flight Deck Door Lock Solenoid				Moved to iten	n 52-8 prior to Revision 30.		
09	"Fasten Seat Belts While Seated" Signs or Placards	С	-	-	illegible or mi	signs or placards may be ssing provided a legible of is visible from each senger seat.		
10 ***	Nonessential Equipment and Furnishing (NEF)		-	0	missing proving a coordance deferral program procedures, a coutlined in option document. (Marequired, must and included document.)	erative, damaged, or ded that item(s) is deferred e with operator's NEF ram. NEF program, and processes must be erator's appropriate d) and (O) procedures, if est be available to flightcrew in operator's appropriate or lavatory door ashtrays of considered NEF items.		

	TMENT OF TRANSPORTA		N		MASTER	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 60	PAGE NO.	
	OEING B-737				2/09/2018	25-10	
		ММІ	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALLE		
NO.				3. N		JIRED FOR DISPATCH OR EXCEPTIONS	
25. EQUIPMI	ENT/FURNISHINGS				4. KEMAKKO	ON EXCEL HONC	
Sequence No.	Item	1	2	3	4		Change Bar
11	Observer Seat(s)						
11-01	Primary Observer's Seat (Including Associated Equipment)						
11-01A		A	1	0	cabin is FAA ins official	enger seat in passenger is made available to an spector for performance of duties, and is are made within	
11-01B		A	1	0	availab perform and	d observer's seat is le to an FAA inspector for nance of official duties, s are made within	

AIRCRAFT: BOEING B-737 REVISION NO. 60 DATE: 02/09/2018 25-11				N		MASTE	ER MINIMUM EQUIPMENT	LIST
SYSTEM & SEQUENCE ITEM SYSTEM & SEQUENCE ITEM SQUENCE ITEM SQUENCE ITEM SQUENCE ITEM SQUENCE ITEM SQUENCE ITEM SQUENCE SQUEN		VIATION ADMINISTRATIO		VISIO	N NC	O. 60	PAGE NO.	
SYSTEM & SEQUENCE NO. ITEM SEQUENCE NO. ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 25. EQUIPMENT/FURNISHINGS Sequence No. Item		BOEING B-737						
SYSTEM & SEQUENCE NO. ITEM SEQUENCE NO. ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 25. EQUIPMENT/FURNISHINGS Sequence No. Item			мм	FL T	ΔBI	E KEY		
SEQUENCE NO. 25. EQUIPMENT/FURNISHINGS Sequence No. term								
SEQUENCE NO. 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Sequence No. Item							ED	
25. EQUIPMENT/FURNISHINGS Sequence No. Item		IIEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
Sequence No. Item	NO.					4. REMARKS	OR EXCEPTIONS	
11-01 Observer Seat(s) (Cont'd) 11-01 Primary Observer's Seat (Including Associated Equipment) (Cont'd) 11-01C A 1 0 May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to an FAA inspector for performance of official duties, and c) Repairs are made within 2 flight days. NOTE 1: These provisos are intended to provide for occupancy of above seats by an FAA inspector when minimum safety equipment (safety belt and oxygen) is functional and inspector determines conditions to be acceptable. NOTE 2: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to	25. EQUIPM	ENT/FURNISHINGS						
(Cont'd) 11-01 Primary Observer's Seat (Including Associated Equipment) (Cont'd) A 1 0 May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to an FAA inspector for performance of official duties, and c) Repairs are made within 2 flight days. NOTE 1: These provisos are intended to provide for occupancy of above seats by an FAA inspector when minimum safety equipment (safety belt and oxygen) is functional and inspector determines conditions to be acceptable. NOTE 2: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to	Sequence No.	Item	1	2	3	4		Change Bar
Seat (Including Associated Equipment) (Cont'd) A 1 0 May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to an FAA inspector for performance of official duties, and c) Repairs are made within 2 flight days. NOTE 1: These provisos are intended to provide for occupancy of above seats by an FAA inspector when minimum safety equipment (safety belt and oxygen) is functional and inspector determines conditions to be acceptable. NOTE 2: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to	11							
a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to an FAA inspector for performance of official duties, and c) Repairs are made within 2 flight days. NOTE 1: These provisos are intended to provide for occupancy of above seats by an FAA inspector when minimum safety equipment (safety belt and oxygen) is functional and inspector determines conditions to be acceptable. NOTE 2: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to	11-01	Seat (Including Associated Equipment)						
(Continued)	11-01C		A	1	0	a) Requirequiproxyge b) Seat is FAA ir official c) Repaire 2 fligh NOTE 1: There proves seat whe equi oxyge inspectors NOTE 2: Pilot dete equi othe occu	red minimum safety ment (safety belt and n) is available, s acceptable to an aspector for performance of I duties, and rs are made within t days. se provisos are intended to ride for occupancy of above is by an FAA inspector in minimum safety ipment (safety belt and gen) is functional and ector determines ditions to be acceptable. t-in-Command will ermine if minimum safety ipment is functional for er persons authorized to	

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U.S. DEPAR	TMENT OF TRANSPORTA	AT IOI	N		MASTER MINIMUM EQUIPMENT LIST					
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AIRCRAFT:	BOEING B-737	RE\			O. 60 PAGE NO. 2/09/2018 25-12					
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SYSTEM & SEQUENCE	ITEM	2. NUMBER INSTALLED								
NO.	I I LIVI			3.1	NUMBER REQUIRED FOR DISPATCH					
25 FOLLIDM	ENT/FURNISHINGS	4. REMARKS OR EXCEPTIONS								
Sequence No.	Item	1	2	3	4 Change					
11	Observer Seat(s)	•	_		Bar					
	(Cont'd)									
11-02 ***	Second Observer's Seat (Including Associated Equipment)	D	1	0	NOTE: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).					
11-03 ***	Crotch Straps	С	-	0						
11-04	Observer Seat Not Required by 14 CFR (Including Associated Equipment)	D	-	0	NOTE: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).					
12 ***	Emergency Flashlight Holders/Flashlights									
12-01	Cabin	С	-	-	May be inoperative or missing provided crewmember assigned to affected position has a flashlight of equivalent characteristics readily available.					
12-02	Flight Deck	С	-	-	May be inoperative or missing provided crewmember assigned to affected position has a flashlight of equivalent characteristics readily available.					

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N					
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST			
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					E KEY			
SYSTEM &		1. REPAIR CATEGORY						
SEQUENCE	ITEM	2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH						
NO.		4. REMARKS OR EXCEPTIONS						
25. EQUIPM	ENT/FURNISHINGS		<u>'</u>	<u>'</u>				
Sequence No.	Item	1	2	3	4 Change Bar			
13 ***	Emergency Evacuation Signal System							
13A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.			
13B		D	1	0	May be inoperative provided procedures do not require its use.			
14	Main Deck Cargo 9G Barrier Net							
14-01	(737F and QC) (PEMCO World Air Services, Inc.)	С	1	1	One net attachment, at any location, may be broken or missing provided maximum loading on main deck is reduced to 34,650 lb.			
					NOTE: Not required for all-passenger operations.			
14-02	(-700C and -700 Combi)							
14-02A		С	1	0	In cargo mode, may be missing or net attachments may be broken or missing provided approved cargo loading limits in Weight and Balance Control and Loading Manual are observed.			
					NOTE: Not required for all-passenger operations.			
14-02B		D	1	0	May be missing or net attachments may be broken or missing provided associated cargo compartment remains empty.			
					NOTE: Not required for all-passenger operations.			
					(Continued)			
					(Continued)			

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AIRCRAFT:	OEING B-737	KE	_		O. 60 PAGE NO. 2/09/2018 25-14	
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SYSTEM &	ITEM	1. F		NUM	CATEGORY BER INSTALLED	
NO.	TT EW			3. 1	UMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS					
Sequence No.	Item	1	2	3	4	Chang Bar
14	Main Deck Cargo 9G Barrier Net (Cont'd)					
14-03	(STC ST01566LA)					
14-03A		С	1	1	In cargo mode only, one attachment may be broken or missing provided: a) There are no visible defects on remaining net fittings, and b) Maximum allowable load limits are observed.	
14-03B		D	1	0	May be missing or net attachments may be broken or missing provided associated cargo compartment remains empty. NOTE: Not required for all-passenger operations.	
15	Heating Blankets				Moved to item 21-41 in Revision 33.	
16	Lower Cargo Compartment Lining Panels and Floor Panels	С	-	-	(M)(O) May be damaged or missing provided procedures are established and used to ensure associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	/
					NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	

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	OEING B-737				2/09/2018	25-15
		MMI	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN		ED UIRED FOR DISPATCH S OR EXCEPTIONS
25. EQUIPMI	ENT/FURNISHINGS					
Sequence No.	Item	1	2	3	4	Chan Bar
17	Emergency Medical Equipment (Includes STC ST10238SC)					
17-01	First Aid Kit (FAK) and/or Associated Equipment					
17-01A		A	-	-	14 CFR, only may be incon inoperative properties a) FAK is will ide cannot service b) Repai	nan one is required by r one required first aid kit inplete, missing, or rovided: s resealed in a manner that entify it as a unit that but be mistaken for a fully reable unit, and irs or replacements are within one flight.
17-01B		D	-	-	,	s of those required by be incomplete, missing, or

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTE	R MINIMUM EQUIPMENT	LIST
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AIRCRAFT:	SOEING B-737	RE'			O. 60 2/09/2018	PAGE NO. 25-16	
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SYSTEM &	17514				BER INSTALLI	ED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
NO.					4. REMARKS	OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4		Change Bar
17	Emergency Medical Equipment (Includes STC ST10238SC) (Cont'd)						
17-02	Emergency Medical Kit (EMK) and/or Associated Equipment						
17-02A		A	-	0	inoperative pr a) EMK i that w canno service b) Repail	complete, missing, or rovided: s resealed in a manner ill identify it as a unit that t be mistaken for a fully eable unit, and rs or replacements are within one flight.	
17-02B		D	-	-		s of those required by be incomplete, missing, or	
17-03	Augmented Emergency Medical Kit				Deleted in Re	evision 46.	

BOEING B-737 DATE: 02/09/2018 25-17 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 25. EQUIPMENT/FURNISHINGS		VIATION ADMINISTRATIO		/101/	יא ואר	NO. 60 PAGE NO.	
SYSTEM & SEQUENCE NO. ITEM I		OEING B-737	KE				
SYSTEM & SEQUENCE NO. 25. EQUIPMENT/FURNISHINGS Sequence No. Item			ММ	EL T	ABL	LE KEY	
SEQUENCE NO. 25. EQUIPMENT/FURNISHINGS Sequence No. Item	SVSTEM &		1. F				
Sequence No. Item 1 2 3 4 Che 17 Emergency Medical Equipment (Includes STC ST10238SC) (Cont'd)		ITEM		2. 1			
Sequence No. Item					3.1		
Total Provided	25 FOLIIPM	ENT/FURNISHINGS	<u> </u>			4. REMARKS OR EXCEPTIONS	
Emergency Medical Equipment (Includes STC ST10238SC) (Cont'd) 17-04 Automatic External Defibrillators (AED) and/or Associated Equipment 17-04A A - 0 (O) May be incomplete, missing, or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight. 17-04B D Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. 18 Flotation Equipment (Crew and Passengers) D Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained. Moved to item 25-6 in Revision 39.			1	2	3	4	Cha
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 cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight. 17-04B D - Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. 18 Flotation Equipment (Crew and Passengers) D - Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained. Moved to item 25-6 in Revision 39.		Equipment (Includes STC ST10238SC)					
inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight. 17-04B D Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. 18 Flotation Equipment (Crew and Passengers) D Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained. 19 Underseat Baggage Moved to item 25-6 in Revision 39.	17-04	Defibrillators (AED) and/or Associated					
 Flotation Equipment (Crew and Passengers) Underseat Baggage 14 CFR may be incomplete, missing, or inoperative. Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained. Moved to item 25-6 in Revision 39. 	17-04A		A	-	0	inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are	
(Crew and Passengers) 14 CFR may be inoperative or missing provided required distribution is maintained. 19 Underseat Baggage Moved to item 25-6 in Revision 39.	17-04B		D	-	-	14 CFR may be incomplete, missing, or	
	18		D	-	-	14 CFR may be inoperative or missing provided required distribution is	
	19					Moved to item 25-6 in Revision 39.	

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FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					NO. 60 PAGE NO.
E	BOEING B-737				02/09/2018 25-18
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SYSTEM &		1. F			CATEGORY IBER INSTALLED
SEQUENCE NO.	ITEM		2. 1	$\overline{}$	NUMBER REQUIRED FOR DISPATCH
NO.				3935.535	4. REMARKS OR EXCEPTIONS
	ENT/FURNISHINGS	1		T	
Sequence No.	Item	1	2	3	4 Change Bar
20	Exterior Lavatory Door Ashtrays				
20-01	Airplanes with Multiple Exterior Lavatory Door Ashtrays Installed				
20-01A		Α	-	-	Up to and including 50% maybe missing or inoperative for 10 days.
					NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.
20-01B		Α	-	-	More than 50% may be missing or inoperative for 3 days.
					NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.
20-02	Airplanes with Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing provided it is replaced within 3 days.
21	Flightcrew Seats				
21-01	Recline Mechanism	A	2	0	 (M) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Repairs are made within 2 flight days.
21-02	Vertical Adjustment	A	2	0	 (M) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Repairs are made within 2 flight days.
					(Continued)

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E	BOEING B-737				2/09/2018 25-19	
		MMI	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
EQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3. N	IUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
25. FQUIPM	ENT/FURNISHINGS	1			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chan
21	Flightcrew Seats (Cont'd)					
21-03	Armrests	В	4	0	(M) May be inoperative in up position or removed provided seat is acceptable to affected crewmember.	
21-04	Lumbar/Thigh Supports	С	4	0	May be inoperative provided seat is acceptable to affected crewmember.	
21 - 05 ***	Headrests	С	2	0	May be inoperative or missing provided seat is acceptable to affected crewmember.	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 60 PAGE NO.	
В	SOEING B-737				2/09/2018 25-20	
SYSTEM & SEQUENCE NO. 25. EQUIPM	ITEM ENT/FURNISHINGS		REP/	AIR (E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
22	Galley/Lavatory Waste Receptacle Access Doors/Covers					Jai
22-01	Galley Waste Receptacle Access Doors/Covers	С	-	-	 (M)(O) May be inoperative provided: a) Associated container is empty, b) Container access is secured to prevent waste introduction into compartment, and c) Procedures are established to ensure that sufficient galley/lavatory waste receptacles are available to accommodate all waste that may be generated during flight. 	
22-02	Lavatory Waste Receptacle Access Doors/Covers	C	_	-	 (M)(O) May be inoperative provided: a) Associated container is empty, b) Container access is secured to prevent waste introduction into compartment, c) Lavatory is used only by crewmembers, and d) Associated lavatory entrance door is locked closed and placarded "INOPERATIVE - DO NOT ENTER". NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers. 	

FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 60 PAGE NO. BOEING B-737 DATE: 02/09/2018 25-21 MMEL TABLE KEY SYSTEM & SEQUENCE ITEM SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 25. EQUIPMENT/FURNISHINGS	U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		
AIRCRAFT: BOEING B-737 REVISION NO. 60 DATE: 02/09/2018 MMEL TABLE KEY SYSTEM & SEQUENCE NO. ITEM NO. 25. EQUIPMENT/FURNISHINGS Sequence No. Item 1 2 3 4	EEDERAL AV	VIATION ADMINISTRATIO	NI			MASTER MINIMUM EQUIPMENT LIST
SYSTEM & SEQUENCE NO. ITEM SYSTEM & SEQUENCE NO. ITEM Sequence No. Sequence No. ITEM Sequence No. ITEM Sequence No. Sequence No. ITEM I 2 3 4		VIATION ADMINISTRATIC	_	VISIO	ON N	IO. 60 PAGE NO.
SYSTEM & SEQUENCE NO. ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Sequence No. Note	В	OEING B-737		DAT	E: 0	2/09/2018 25-21
SYSTEM & SEQUENCE NO. ITEM 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Sequence No. Item			MM	EL T	ABL	E KEY
SEQUENCE NO. ITEM 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS	SYSTEM &		1. F			
23 Automatic Cargo Loading Systems 24 Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets C (M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and d) Affected bin, compartment, or closet is considered inoperative, and d) Affected bin, compartment, or closet is permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered		ITEM		2. 1		
Sequence No. Item	NO.				3.1	
Sequence No. Item	25. EQUIPMI	ENT/FURNISHINGS	1 /			THE INTERIOR OF EXCEPTIONS
*** Loading Systems 24 Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets 24A C (M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closed position, b) Affected bin, compartment, or closed is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any item(s) except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered		1	1	2	3	4 Change Bar
*** Galley, and Lavatory Storage Compartments/Closets C - (M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closed position, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected bin, compartment, or closed in affected bin, compartment, or closed is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any item(s) except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered			D	-	0	
a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any item(s) except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered		Galley, and Lavatory Storage				
	24A		C			 a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any item(s) except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N			эт
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIS)
AIRCRAFT:	BOEING B-737	RE\			NO. 60 PAGE NO. 02/09/2018 25-22	
	7021110 2 707	ММ			LE KEY	
SYSTEM & SEQUENCE NO.	ITEM ENT/FURNISHINGS	_	REP/	AIR C	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
		1	2	3		nange
Sequence No. 24 **** 24B	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd)	C	-	-		ange Bar

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 60 PAGE NO.	
	BOEING B-737	'_			2/09/2018 25-23	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
	ENT/FURNISHINGS	1 .	1 _			Chang
Sequence No.	ltem Di (O. L.)	1	2	3	4	Bar
24 ***	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd)					
24-01 ***	Multi Latch/ Quarter-Turn Lug Installations	С	-	-	One latch/lug per compartment may be inoperative provided: a) Remaining latch(es)/lug(s) on affected compartments operates normally, and b) If affected compartment is used for a galley cart, cart remains empty.	
24-02 ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
25 ***	Beds (Electrical Operation) (Jet Aviation Engineering Services (JAES))	С	-	0	May be inoperative provided manual override system operates normally.	
26 ***	Tables (Electrical Operation) (Jet Aviation Engineering Services (JAES))					
26A		С	-	0	May be inoperative provided manual override system operates normally.	
26B		С	-	0	May be inoperative provided seats at associated inoperative table are not occupied.	
27 ***	Crash Pads (Jet Aviation Engineering Services (JAES))	С	-	0	May be inoperative or missing provided associated seat adjacent to crash pad is not occupied.	

IIS DEPAR	TMENT OF TRANSPORTA	LOITA	N			
			•		MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 60 PAGE NO.	
	BOEING B-737			_	2/09/2018 25-24	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. ľ		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				J. 1	4. REMARKS OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS					
Sequence No.	Item	1	2	3	4	Change Bar
28	Cockpit Smoke Vision System (CSVS) (-600/-700/-800/-900/ -900ER) (STC ST00892LA)	D	2	0	May be inoperative or missing.	I
29 ***	Secondary Door Barrier (Flight Deck Security)					
29A		С	1	0	 (O) May be inoperative provided: a) Barrier remains in retracted position, and b) Alternate procedures are established and used. 	
29B		С	1	0	(M)(O) May be inoperative provided: a) Barrier is removed, andb) Alternate procedures are established and used.	
29C		D	1	0	May be inoperative provided procedures do not require its use.	
30 ***	Security Kit and/or Associated Equipment	D	-	0	May be inoperative, missing, or have missing equipment.	
31 ***	Supernumerary Seats (-800BCF and ST02556SE)	D	-	0	(M) May be inoperative provided: a) Seat is not occupied, and b) Seat is stowed or secured.	

IIS DEPAR	TMENT OF TRANSPORTA	IOITA	NI		
			•		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 60 PAGE NO.
_	OEING B-737				2/09/2018 26-1
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
26. FIRE PRO	OTECTION	1			THE INVENTED ON EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
01	Engine and APU Fire Extinguisher Discharge Lights	С	3	0	
02	Engine Overheat and Fire Detection Systems				
02-01	Basic Systems (-100/-200)	С	4	2	(M) One overheat detection system or one fire detection system per engine may be inoperative provided operative system is tested and operates normally before each departure.
02-02	Dual Loop	С	4	2	(O) Except for ER operations beyond 120 minutes, one loop (A or B) per engine may be inoperative.
03	Portable Fire Extinguishers	D			 (M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

RTMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST
VIATION ADMINISTRATIO	NC			MAGILIN MIMIMOM EQUIPMENT LIST
BOEING B-737	RE'		_	NO. 60 PAGE NO. 26-2
	ММ	EL T	ABL	E KEY
ITEM		REP/	AIR (CATEGORY IBER INSTALLED
			ا ع. ا	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
OTECTION				4. ILLIMATICO ON EXCENTIONS
Item	1	2	3	4 Chang
Wheel Well Fire Detection System				
	С	1	0	(M) May be inoperative provided brake temperature monitoring system (BTMS) operates normally.
	С	1	0	(M)(O) May be inoperative provided an accepted procedure is used to ensure brakes are cool before engine start.
				NOTE 1: Avoid the possibility of retracting an overheated wheel by leaving landing gear extended for 10 minutes after takeoff.
				NOTE 2: In case of engine failure after V ₁ , landing gear should be retracted until takeoff obstacles are cleared.
APU Fire Extinguisher Discharge Discs (-100/-200/-300/-400/ -500)	С	2	0	(M) Discs may be missing provided indicator reading is checked to verify proper charge.
HTL Type	С	2	0	(M) Discs may be missing provided bottle integrity is verified by checking APU fire extinguisher bottle discharge light or weighing bottle once each flight day.
APU Fire Shutoff System	С	1	0	(O) Except for ER operations, may be inoperative provided APU is not used.
APU Fire Extinguisher System	С	1	0	(O) Except for ER operations, may be inoperative provided APU is not used.
	APU Fire Extinguisher Discharge Discs (-100/-200/-300/-400/-500) HTL Type APU Fire Extinguisher Discharge Discs (APU Fire Shutoff System) APU Fire Extinguisher Discharge Discs (APU Fire Shutoff System)	APU Fire Extinguisher Discharge Discs (-100/-200/-300/-400/-500) HTL Type C APU Fire Shutoff System C APU Fire Shutoff System APU Fire Extinguisher C APU Fire Shutoff System C APU Fire Extinguisher C C APU Fire Shutoff System APU Fire Extinguisher C	Note	NATION ADMINISTRATION REVISION N DATE: Company REPAIR N REPAIR N

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N				
			-		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	<u>VIATION ADMINISTRATIO</u>		VISIO	N NC	IO. 60	PAGE NO.	
	BOEING B-737				2/09/2018	26-3	
		MMI	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM	2. NUMBER INSTALLED					
NO.				3.1		UIRED FOR DISPATCH OR EXCEPTIONS	
26. FIRE PR	OTECTION	<u> </u>			4. NEWANNS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
08	APU Fire Detection System						
08-01	Single and Dual Loop	С	-	0		r ER operations, may be ovided APU is not used.	
08-02 ***	APU DET INOP Light	С	1	0	provided: a) APU fi operat b) A fire v	operative extinguished re detection system es normally, and warning test is performed each APU start.	
08-03	Dual Loop	С	2	1		r ER operations beyond one loop (A or B) may be	
08-04	External Warning Horn/Warning Light	С	1	0	provided flight	rative for ground operation t deck APU Overheat/Fire nel is continuously	
09	Engine/APU Fire Extinguisher Test System (EXT TEST) (Squib Test)	С	3	0	a) Failure test cir b) Squib	operative provided: e is verified to be in squib rcuit. circuit is verified to operate lly once each flight day.	
09-01	APU Fire Extinguisher Squib Test Circuits (EXT TEST) (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	remaining AP	operative provided U Squib test circuit is erate normally once y.	
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATION		/101/	א ואר	O. 60 PAGE NO.		
	BOEING B-737	KE			2/09/2018 PAGE NO. 26-4		
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4	Chang	
09	Engine/APU Fire Extinguisher Test System (EXT TEST) (Squib Test) (Cont'd)		-			Bar	
09-02	APU Squib Light	С	1	0	(O) Except for ER operations, may be inoperative provided APU is not use		
10	Fire Warning Bell						
10-01	Bell Cutout Switch (Overheat/Fire Protection Panel)	С	1	0	May be inoperative provided: a) Bell cutout function of both Master Fire Warning lights operates normally, and b) Fire Warning Bell operates normally.		
10-02	Bell Cutout Function of Master Fire Warning Light	С	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.		

U.S. DEPAR	TMENT OF TRANSPORT	TATIO	٧					
FEDERAL A	VIATION ADMINISTRATI	ON			MASTER MINIMUM EQUIPMENT	LIST		
AIRCRAFT:					NO. 60 PAGE NO.			
B	BOEING B-737		DAT	E: 0	2/09/2018 26-5			
					.E KEY			
SYSTEM &		1. F			CATEGORY IBER INSTALLED			
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH			
NO.			4. REMARKS OR EXCEPTIONS					
26. FIRE PR	OTECTION							
Sequence No.	Item	1	2	3	4	Change Bar		
12	Wing-Body Overheat Detector System (Left)							
12-01	-100/-200/-300/-400/ -500/-600/-700/-800	C	1	0	 (O) Except for ER operations, may be inoperative provided: a) Right pack and engine bleed is used for pressurization only, b) Use of APU is prohibited except for engine start, c) Isolation valve and left engine bleed valve remain closed for all operations except engine start, d) Airplane is not operated in known or forecast icing conditions, and e) Flight altitude remains at or below FL 250. 			
12-02	-900/-900ER	C	1	0	 (O) Except for ER operations, may be inoperative provided: a) Right pack and engine bleed is used for pressurization only, b) Use of APU is prohibited except for engine start, c) Isolation valve and left engine bleed valve remain closed for all operations except engine start, d) Airplane is not operated in known or forecast icing conditions, e) Flight altitude remains at or below FL 250, f) Forward cargo heat duct is secured closed, and g) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 			

U.S. DEPAR	TMENT OF TRANSPORT	ΙΟΙΤΑΤ	V		
FEDFRAL A	VIATION ADMINISTRATI	ON			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			VISIO	N NC	NO. 60 PAGE NO.
В	SOEING B-737		DAT	E: 0	02/09/2018 26-6
					LE KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. 1		MBER INSTALLED NUMBER REQUIRED FOR DISPATCH
NO.				0.1	4. REMARKS OR EXCEPTIONS
26. FIRE PR	OTECTION				
Sequence No.	Item	1	2	3	4 Change Bar
13	Wing-Body Overheat Detector System (Right)				
13-01	-100/-200/-300/-400/ -500/-600/-700/-800	С	1	0	(O) Except for ER operations, may be inoperative provided: a) Left pack and left engine or APU bleed air is used for pressurization only, b) Isolation valve and right engine bleed valve remain closed for all operations except engine start, c) Airplane is not operated in known or forecast icing conditions, and d) Flight altitude remains at or below FL 250.
13-02	-900/-900ER	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Left pack and left engine or APU bleed air is used for pressurization only, b) Isolation valve and right engine bleed valve remain closed for all operations except engine start, c) Airplane is not operated in known or forecast icing conditions, d) Flight altitude remains at or below FL 250, e) Forward cargo heat duct is secured closed, and f) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).

AIRCRAFT: BOEING B-737 MMEL TABLE KEY	AIRCRAFT:	VIATION ADMINISTRATION		/101/	7N1 N1	O. 60 PAGE NO.	
SYSTEM & SEQUENCE NO. 1		SOEING B-737	KE				
SYSTEM & SEQUENCE NO. ITEM I			ММ	EL T	ABL	E KEY	
SEQUENCE NO. ITEM NO. 26. FIRE PROTECTION Sequence No. Item 1	CVCTEM		1. F	REPA	AIR C	CATEGORY	
A SIMMBER REQUIRED FOR DISPATCH 26. FIRE PROTECTION Sequence No. Item 1 2 3 4 14 Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/CC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, ST01427LA, ST002556SE) 14-01 Fire Detection (-700C, -700 Combi/-800BCF, STC ST01566LA) 14-01A C C 2 1 (O) May be inoperative provided procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. 14-01 Fire Detection (-700C, -700 Combi/-800BCF, STC ST01566LA) 14-01B C 2 1 (O) One loop (A or B) may be inoperative in Combi or Cargo mode. 14-01B C 2 0 May be inoperative in Passenger mode. 14-02 Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) 14-02-01 C Cargo Fire Flight Deck Unit (CFFU) 14-02-01-01 FAULT Legend C 1 0 May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative. 14-02-01-02 Legend Back-lighting (CARGO FIRE MAIN) DECK and TEST) C 2 0 (M) May be inoperative provided: a) CFFU test is acceptable, b) Operations are not dependent on its use, and c) Sufficient cockpit lighting is		ITEM		2.1	MUN	BER INSTALLED	
26. FIRE PROTECTION Sequence No. Item 1 2 3 4 14 Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCS ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST0182TLA, ST00283AT, ST01961SE, and ST02556SE) 14-01 Fire Detection (-700C, -700 Combi/-800BCF, STC ST01566LA) 14-02 Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) 14-01 Fire Detection (-700C, -700 Combi/-800BCF, STC ST01566LA) 14-01 Fire Detection (-700C, -700 Combi/-800BCF, STC ST01566LA) 14-01 Fire Detection (-700C, -700 Combi/-800BCF, STC ST01566LA) 14-01 Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) 14-02 Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) 14-02 Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) 14-02-01 Cargo Fire Flight Deck Unit (CFFU) 14-02-01-01 FAULT Legend C 1 0 May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative. 14-02-01-02 Legend Back-lighting (CARGO FIRE MAIN DECK and TEST) C 2 0 May be inoperative provided: a) CFFU test is acceptable, b) Operations are not dependent on its use, and c) Sufficient cockpit lighting is		II LIVI			3. 1		
Sequence No. Item		OTEOTION .				4. REMARKS OR EXCEPTIONS	
14 Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST01961SE, and ST02556SE) 14-01 Fire Detection (-700C, -700 Combi/-800BCF, STC ST01566LA) 14-02 Fire Detection (-400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST01961SE, and ST02556SE) 14-01 Fire Detection (-700C, -700 Combi/-800BCF, STC ST01566LA) 14-02 Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) ST00283AT, ST01961SE, and ST0256SE) 14-01 Cargo Fire Flight Deck Unit (CFFU) 14-02-01-01 FAULT Legend C			1 4	Ι		I.	Chang
Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) 14-01 Fire Detection (-700C, -700 Combi/-800BCF, STC ST01566LA) 14-02 Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) ST0256SE) 14-01 Fire Detection (-700C, -700 Combi/-800BCF, STC ST01566LA) 14-02 Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) ST0256SE) 14-02 Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) 14-02 Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) 14-02 Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) 14-02-01-01 Cargo Fire Flight Deck Unit (CFFU) C							Bar
(-700C, -700 Combi/-800BCF, STC ST01566LA) 14-01A C 2 1 (O) One loop (A or B) may be inoperative in Combi or Cargo mode. 14-01B C 2 0 May be inoperative in Passenger mode. 14-02 Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) 14-02-01 Cargo Fire Flight Deck Unit (CFFU) C 1 0 May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative. 14-02-01-01 FAULT Legend C 1 0 (M) May be inoperative provided system integrity is confirmed by self-test at Cargo Fire Maintenance Unit (CFMU). 14-02-01-02 Legend Back-lighting (CARGO FIRE MAIN DECK and TEST) C 2 0 (O) May be inoperative provided: a) CFFU test is acceptable, b) Operations are not dependent on its use, and c) Sufficient cockpit lighting is		Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and	C	2	0	procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as	I
14-01B C 2 0 May be inoperative in Combi or Cargo mode. 14-02 Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) 14-02-01 Cargo Fire Flight Deck Unit (CFFU) C 1 0 May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative. 14-02-01-01 FAULT Legend C 1 0 (M) May be inoperative provided system integrity is confirmed by self-test at Cargo Fire Maintenance Unit (CFMU). 14-02-01-02 Legend Back-lighting (CARGO FIRE MAIN DECK and TEST) C 2 0 (O) May be inoperative provided: a) CFFU test is acceptable, b) Operations are not dependent on its use, and c) Sufficient cockpit lighting is	14-01	(-700C, -700 Combi/ -800BCF,					I
14-02 Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) 14-02-01 Cargo Fire Flight Deck Unit (CFFU) C 1 0 May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative. 14-02-01-01 FAULT Legend C 1 0 (M) May be inoperative provided system integrity is confirmed by self-test at Cargo Fire Maintenance Unit (CFMU). 14-02-01-02 Legend Back-lighting (CARGO FIRE MAIN DECK and TEST) C 2 0 (O) May be inoperative provided: a) CFFU test is acceptable, b) Operations are not dependent on its use, and c) Sufficient cockpit lighting is	14-01A		С	2	1	`	
(-400C ST000235BO, -400 Combi ST00248BO) 14-02-01 Cargo Fire Flight Deck Unit (CFFU) Cargo Compartment Fire Detection System is considered inoperative. Cargo Compartment Fire Detection System is considered inoperative. Cargo Fire Maintenance Unit (CFMU).	14-01B		С	2	0	May be inoperative in Passenger mode.	
Unit (CFFU) Cargo Compartment Fire Detection System is considered inoperative. C 1 0 (M) May be inoperative provided system integrity is confirmed by self-test at Cargo Fire Maintenance Unit (CFMU). 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	14-02	(-400C ST000235BO, -400 Combi					
integrity is confirmed by self-test at Cargo Fire Maintenance Unit (CFMU). 14-02-01-02 Legend Back-lighting (CARGO FIRE MAIN DECK and TEST) C O O O O O O O O O O O O	14-02-01		С	1	0	Cargo Compartment Fire Detection	
(CARGO FIRE MAIN DECK and TEST) a) CFFU test is acceptable, b) Operations are not dependent on its use, and c) Sufficient cockpit lighting is	14-02-01-01	FAULT Legend	С	1	0	integrity is confirmed by self-test at	
(Continued)	14-02-01-02	(CARGO FIRE MAIN	С	2	0	 a) CFFU test is acceptable, b) Operations are not dependent on its use, and c) Sufficient cockpit lighting is available for normal operations. 	

U.S. DEPAR	TMENT OF TRANSPORTA	IOITA	N		
	/IATION ADMINISTRATIC				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	MATION ADMINISTRATIC		VISIO	ON N	NO. 60 PAGE NO.
В	OEING B-737				02/09/2018 26-8
		ММ	EL T	ABL	LE KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. ľ		IBER INSTALLED NUMBER REQUIRED FOR DISPATCH
NO.				J. 1	4. REMARKS OR EXCEPTIONS
26. FIRE PRO	OTECTION				
Sequence No.	Item	1	2	3	4 Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)				
14-02	Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) (Cont'd)				
14-02-01	Cargo Fire Flight Deck Unit (CFFU) (Cont'd)				
14-02-01-03	FIRE Legend	С	1	0	May be inoperative provided master FIRE WARN lights and master fire warning bell are checked to operate normally before each departure.
14-02-01-04	System Self-Test	С	1	0	May be inoperative provided master FIRE WARN lights and master fire warning bell are checked to operate normally before each departure.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N						
EEDEDAL AV	VIATION ADMINISTRATIO	NI			MASTER MINIMUM EQUIPMENT	LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 60 PAGE NO.				
	OEING B-737		DATE: 02/09/2018 26-9						
		MM	EL T	ABL	E KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2.1		BER INSTALLED				
NO.				3.1	NUMBER REQUIRED FOR DISPATCH				
26. FIRE PRO	OTECTION		<u> </u>		4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4	Change Bar			
14	Main Deck Cargo	-				Bar			
***	Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE and ST02556SE) (Cont'd)					l			
14-02	Fire Detection (-400C ST000235BO, - 400 Combi ST00248BO) (Cont'd)								
14-02-02	Cargo Fire Maintenance Unit (CFMU)	С	1	0	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative.				
14-02-02-01	CFMU Indicator Lights	С	20	0	 (M) Individual lights may be inoperative provided: a) Each corresponding location is independently verified by CFFU, and b) Self-test is accomplished. NOTE: Dual loop coverage is maintained with loss of one CFMU loop "A" or "B" subassembly failure. 				
					(Continued)				

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	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT LI	IST		
FEDERAL A	VIATION ADMINISTRATIO		// כור	7NI N	NO. 60 PAGE NO.			
_	BOEING B-737	KE			02/09/2018 PAGE NO. 26-10			
		ММ	MMEL TABLE KEY					
SYSTEM &		_	REP	AIR (CATEGORY			
SEQUENCE	ITEM		2.1		MER INSTALLED			
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
26. FIRE PR	OTECTION				THE TRANSPORT OF THE TR			
Sequence No.	Item	1	2	3	4	Change Bar		
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)					-		
14-03	Fire Suppression System (-700C/-700 Combi/ -800BCF, STC ST01566LA)	С	1	0	May be inoperative in Passenger mode.	-		
14-03-01	DEPR Light							
14-03-01A		С	1	0	May be inoperative in Passenger mode.			
14-03-01B		С	1	0	May be inoperative in Combi or Cargo mode provided MAIN SYS light illuminates during system test.			
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINIOTRATIO		VISIO	N NC	IO. 60 PAGE NO.	
BOEING B-737			DAT	E: 0	2/09/2018 26-11	
		_			E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				0.1	4. REMARKS OR EXCEPTIONS	
26. FIRE PR	OTECTION				,	
Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)					I
14-03	Fire Suppression System (-700C/-700 Combi/ -800BCF, STC ST01566LA) (Cont'd)					1
14-03-02	MAIN SYS Light					
14-03-02A		С	1	0	May be inoperative in Passenger mode.	
14-03-02B		С	1	0	 (M) May be inoperative in Combi or Cargo mode provided: a) Failure is verified to be in light circuit, and b) System circuit is verified to operate normally once each flight day. 	
					(Continued)	

US DEPAR	TMENT OF TRANSPORTA	TIOI	N				
			•		MASTER MINIMUM EQUIPMENT	LIST	
AIRCRAFT:	VIATION ADMINISTRATIO		\/ISIC) N N	IO. 60 PAGE NO.		
	BOEING B-737	11			2/09/2018 26-12		
		MM	EL T	ABL	E KEY		
SYSTEM &		1. F	REP/	AIR (CATEGORY		
SEQUENCE	ITEM	2. NUMBER INSTALLED					
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
26. FIRE PR	OTECTION				4. REMARKS OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4	Change Bar	
14	Main Deck Cargo					Dai	
***	Compartment Fire						
	Detection/Suppression						
	Systems						
	(737C/QC/-700C/-700						
	Combi/-800BCF, STCs ST01566LA, -400C					ı	
	ST00235BO, -400						
	Combi ST00248BO,						
	SA2970SO,						
	ST01827LA,						
	ST00283AT, ST01961SE, and						
	ST02556SE)						
	(Cont'd)						
14-04	Smoke Detectors	С	_	0	May be inoperative provided Main Deck		
14-04	(737C/QC/-700C/-700		-		Cargo Compartment Fire Detection		
	Combi/-800BCF, STCs				System is considered inoperative.	- 1	
	ST01566LA,						
	ST00235BO, SA2970SO, -400 Combi						
	ST00248BO,						
	ST01827LA,						
	ST01961SE, and						
	ST02556SE)					I	
14-04-01	(STC ST01566LA Only)	С	12	6	May be inoperative provided all		
					detectors in opposite loop operate		
					normally.		
14-04-02	System Test Feature	С	1	0	(M) May be inoperative provided an		
14 04 02	(737C/QC/-700 Combi/		١.		acceptable method is used to verify		
	-800BCF, and STC				detector system integrity.	1	
	ST01566LA)					•	
					(Continued)		
		1	1	<u> </u>	(55111111111111111111111111111111111111		

U.S. DEPAR	TMENT OF TRANSPORTA	OIT	N				
	VIATION ADMINISTRATIO				MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	ON N	O. 60	PAGE NO.	
В	OEING B-737		DATE: 02/09/2018 26-13				
					E KEY		
SYSTEM &		1. F	$\overline{}$		CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALL	LU UIRED FOR DISPATCH	
NO.				J. 1		OR EXCEPTIONS	
26. FIRE PRO	OTECTION						
Sequence No.	Item	1	2	3	4		Change Bar
***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)						I
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, ST01961SE, and ST02556SE) (Cont'd)						I
14-04-03	System Power (Blue) Light (PEMCO Aeroplex, Inc.) (-300QC, -300F, STC SA2970SO)	С	1	0	` '	noperative provided smoke erate normally.	
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N					
FFDFRAI A\	/IATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST		
AIRCRAFT:	VI/(TIOIV/ADMINIOTA/(TIO		VISIO	ON N	O. 60 PAGE NO.			
В	OEING B-737		DATE: 02/09/2018 26-14					
		MM	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2.1		BER INSTALLED			
NO.		3. NUMBER REQUIRED FOR DISPATCH						
26. FIRE PRO	OTECTION				4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Change		
14	Main Deck Cargo	•	_			Bar		
***	Compartment Fire							
	Detection/Suppression							
	Systems							
	(737C/QC/-700C/-700							
	Combi/-800BCF, STCs ST01566LA, -400C					I		
	ST01300LA, -400C ST00235BO, -400							
	Combi ST00248BO,							
	SA2970SO,							
	ST01827LA,							
	ST00283AT, ST01961SE, and							
	ST02556SE)							
	(Cont'd)							
14-04	Smoke Detectors							
14 04	(737C/QC/-700C/-700							
	Combi/-800BCF, STCs							
	ST01566LA,							
	ST00235BO, SA2970SO, -400 Combi							
	ST00248BO,							
	ST01827LA,							
	ST01961SE, and					1		
	ST02556SE) (Cont'd)					I		
	(Oont a)							
14-04-04	(STC ST00235BO Only)							
14-04-04-01	Smoke Detector Units	С	10	-	(O) Detector(s) may be inoperative			
					provided no cargo is carried in affected			
					zone.			
14-04-04-02	Smoke Detector Loops	С	20	10	One loop in any detector may be			
					inoperative.			
					(Continued)			
		j	<u> </u>	<u> </u>	(Continuou)			

IIS DEPART	TMENT OF TRANSPORTA	TIOI	NI			
			•		MASTER MINIMUM EQUIPMENT L	IST
AIRCRAFT:	/IATION ADMINISTRATIO		/ISIC)N N	IO. 60 PAGE NO.	
	OEING B-737	112			2/09/2018 26-15	
		ММІ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
26. FIRE PRO	OTECTION		7		4. ILLIA IKKO OK EXCEL HONO	
Sequence No.	Item	1	2	3	4	Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)					
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, ST01961SE, and ST02556SE) (Cont'd)					-
14-04-05	(STC ST00248BO Only)					
14-04-05-01	Smoke Detector Units	С	4	0	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative.	
14-04-05-02	Smoke Detector Loops	С	8	4	One loop in any detector may be inoperative.	
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N						
FEDERAL AV	/IATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST		
AIRCRAFT:	MATION ADMINISTRATIO		VISIO	ON N	O. 60	PAGE NO.			
В	OEING B-737		DATE: 02/09/2018 26-16						
					E KEY				
SYSTEM &		1. F			CATEGORY	-D			
SEQUENCE	ITEM		2. ľ		BER INSTALLI	UIRED FOR DISPATCH			
NO.				0. 1		OR EXCEPTIONS			
26. FIRE PRO	26. FIRE PROTECTION								
Sequence No.	Item	1	2	3	4		Change Bar		
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)								
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, ST01961SE, and ST02556SE) (Cont'd)								
14-04-06	(STC ST01827LA Only)								
14-04-06-01 14-04-06-02	-300 -400	С	12	10	provided: a) Inoper adjace b) Detect detect	rative detectors are not in ent locations, and tor #1, most forward or, operates normally.			
14 04 00-02			12			are not in adjacent			

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N				
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST	
AIRCRAFT:	VI/(TIOIV/ADMINIOTA/(TIO		VISIO	ON N	O. 60 PAGE NO.		
В	OEING B-737	DATE: 02/09/2018 26-17					
					E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALLED		
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
26. FIRE PRO	OTECTION				4. KEWAKKO OK EXCELLIONS		
Sequence No.	Item	1	2	3	4	Change Bar	
14	Main Deck Cargo					Dai	
***	Compartment Fire						
	Detection/Suppression						
	Systems						
	(737C/QC/-700C/-700 Combi/-800BCF, STCs					1	
	ST01566LA, -400C					1	
	ST00235BO, -400						
	Combi ST00248BO,						
	SA2970SO,						
	ST01827LA, ST00283AT,						
	ST01961SE, and						
	ST02556SE)					1	
	(Cont'd)						
14-04	Smoke Detectors						
	(737C/QC/-700C/-700						
	Combi/-800BCF, STCs					- 1	
	ST01566LA, ST00235BO,						
	SA2970SO, -400 Combi						
	ST00248BO,						
	ST01827LA,						
	ST01961SE, and					1	
	ST02556SE) (Cont'd)					'	
	,						
14-04-07	(STC ST01961SE Only)						
14-04-07-01	Smoke Detectors	С	20	19	(O) One detector (bus A or B) may be		
					inoperative provided remaining		
					detectors are verified to operate		
					normally before each departure.		
14-04-07-02	DET FAULT Light	С	1	0	(M) May be inoperative provided:		
					a) All CCP smoke detector lights		
					operate normally, and b) System integrity is verified to		
					operate normally before each		
					departure.		
					(Continued)		
			<u> </u>		(Continued)		

U.S. DEPART	MENT OF TRANSPORTA	TIOI	N							
	IATION ADMINISTRATIO				MASTE	ER MINIMUM EQUIPMEN	T LIST			
AIRCRAFT:	IATION ADMINISTRATIO		VISIC	N NC	O. 60	PAGE NO.				
ВС	DEING B-737		DAT	E: 0	2/09/2018	26-18				
					E KEY					
SYSTEM &		1. F			CATEGORY					
SEQUENCE	ITEM		2. ľ		BER INSTALL	UIRED FOR DISPATCH				
NO.				J. 1		OR EXCEPTIONS				
26. FIRE PRO	26. FIRE PROTECTION									
Sequence No.	Item	1	2	3	4		Change Bar			
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)						I			
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, ST01961SE, and ST02556SE) (Cont'd)						I			
14-04-07	(STC ST01961SE Only) (C0nt'd)									
14-04-07-03	CCP Smoke Detector Lights	С	20	0	a) DET F norma b) Syste	noperative provided: FAULT Light operates ally, and m integrity is verified to te normally before each ture.				
		1	1	i	i e					

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	V						
FEDERAL AV	/IATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:					O. 60 PAGE NO.				
В	OEING B-737		DATE: 02/09/2018 26-19						
					E KEY				
SYSTEM &		1. F			CATEGORY BED INSTALLED				
SEQUENCE	ITEM		2.1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH				
NO.				0. 1	4. REMARKS OR EXCEPTIONS				
26. FIRE PRO	26. FIRE PROTECTION								
Sequence No.	Item	1	2	3	4 Chan Bai				
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)								
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, ST01961SE, and ST02556SE) (Cont'd)								
14-04-07	(STC ST01961SE Only) (Cont'd)								
14-04-07-04	CARGO Light	С	1	0	 (M) May be inoperative provided: a) DEPRESS Light operates normally, b) All Class E shutoff valves are verified to be closed after pressing the DEPRESS switch, and c) The forward outflow valve is verified to be open after pressing the DEPRESS switch. 				
					(Continued)				

	TMENT OF TRANSPORTA		•		MASTER MINIMUM EQUIPMENT	LIST		
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		/1010	ZNI NI	O. 60 PAGE NO.			
	OEING B-737	KE	REVISION NO. 60 DATE: 02/09/2018 PAGE NO. 26-20					
		MM	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	BER INSTALLED IUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
26. FIRE PRO	OTECTION				4. KEWAKKS OK EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Change		
		•		3	4	Bar		
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (Cont'd)					I		
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, ST01961SE, and ST02556SE) (Cont'd)					I		
14-04-07	(STC ST01961SE Only) (Cont'd)							
14-04-07-05	DEPRESS Light	С	1	0	 (M) May be inoperative provided: a) All Class E shutoff valves are verified to be closed after pressing the DEPRESS switch, and b) The forward outflow valve is verified to be open after pressing the DEPRESS switch. 			
14-04-08	Smoke Detectors (STC ST02556SE)	С	20	10	(O) One or more detector of the same loop (A or B) may be inoperative provided all detectors of the opposite loop are verified to operate normally before each departure.			

AIRCRAFT:	VIATION ADMINISTRATION		VISIO	N NC	O. 60 PAGE NO.			
	OEING B-737	' '	DATE: 02/09/2018 26-21					
					E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2. r		BER INSTALLED NUMBER REQUIRED FOR DISPATCH			
NO.				3. 1	4. REMARKS OR EXCEPTIONS			
26. FIRE PR	OTECTION							
Sequence No.	Item	1	2	3	4	Chai Ba		
15	Lavatory Fire Extinguisher Systems					•		
15-01	Passenger Configuration							
15-01A		С	-	0	For each lavatory, lavatory fire extinguisher system may be inoperative provided associated lavatory smoke detection system operates normally.			
15-01B		С	-	0	 (M)(O) For each lavatory, lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded: "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers. 			
15-02	Cargo Configuration	D	-	0				

AIRCRAFT:	VIATION ADMINISTRATION	_	VISIC	N NC	IO. 60 PAGE NO.				
	BOEING B-737	'_	DATE: 02/09/2018 26-22						
					E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
26. FIRE PROTECTION									
Sequence No.	Item	1	2	3	4	Char			
16	Lavatory Smoke Detection System								
16-01	Passenger Configuration	С	-	0	 (M)(O) For each lavatory, lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded: "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers. 				
16-02	Cargo Configuration	D	_	0					
16-03 ***	Lavatory Smoke Detector SELF TEST Switch	С	-	0	(M) May be inoperative provided associated lavatory smoke detector is verified to operate normally.				
16-04	Lavatory Smoke Detector TEST Switch on Flight Attendant's Panel	С	-	0	(M) May be inoperative provided each lavatory smoke detector is verified to operate normally.				

<u>FEDERAL A</u> AIRCRAFT:	VIATION ADMINISTRATI		/ כור	א ואכ	IO 60	PAGE NO.		
	BOEING B-737		REVISION NO. 60 PAGE NO. DATE: 02/09/2018 26-23					
		ММ	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		JIRED FOR DISPATCH		
100.07000.0222	0.TE 0.TI 0.1I				4. REMARKS	OR EXCEPTIONS		
26. FIRE PR	T	14			4		Chang	
Sequence No.	Item Engine Fire	1	2	3	4		Bar	
***	Engine Fire Extinguisher Thermal/Discharge Discs (-100/-200)							
17-01	Discharge (Yellow) Discs	С	2	0	readings or oth	ssing provided indicator ner acceptable means are adequate charge.		
17-02	Thermal (Red) Discs	С	2	0	readings or oth	ssing provided indicator ner acceptable means are adequate charge.		
18	Wing-Body Overheat Test System							
18-01	Flight Deck Test Feature	С	1	0	integrity is veri	operative provided system fied by an acceptable e each flight day.		

U.S. DEPARTMENT OF TRANSPORTATION								
			•		MASTER MINIMUM EQUIPMENT LIS	ST		
AIRCRAFT:	VIATION ADMINISTRATIO		/1910	N NC	O. 60 PAGE NO.			
	OEING B-737	DATE: 02/						
		ММ	EL T	ABL	E KEY			
SYSTEM &			REP/	AIR C	CATEGORY			
SEQUENCE	ITEM		2. 1		BER INSTALLED			
NO.				3. N	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
26. FIRE PR	OTECTION				4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3		nange Bar		
19	Lower Cargo	С	-	0	(O) May be inoperative provided	Dai		
***	Compartment Fire				procedures are established and used to			
	Detection/Suppression				ensure associated compartment			
	Systems (All reads)				remains empty or is verified to contain			
	(All models and STCs)				only empty cargo handling equipment, ballast (ballast may be loaded in ULDs),			
					and/or Fly Away Kits.			
					NOTE 1: Operator MELs must define			
					which items are approved for			
					inclusion in Fly Away Kits and which materials can be used			
					as ballast.			
					NOTE 2: Class E cargo compartments			
					require only installation of			
					smoke or fire detection systems (not suppression).			
19-01	Fwd/Aft Detection Loops							
19-01-01	Boeing installed system,	С	4	2	(O) One loop (A or B) in each			
***	STC ST00749LA-D,				compartment may be inoperative			
	ST00763LA-D, ST01184LA,				provided opposite loop is checked to			
	ST01164LA, ST01674AT,				operate normally.			
	ST01424LA, ST10153T,							
	ST01804LA,							
	ST01114WI Only							
					(Continued)			

	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO		// 01/		10.00 PAGE NO	
AIRCRAFT: B	OEING B-737	KE			IO. 60 PAGE NO. 26-25	
		MM	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH	
oc FIDE DD	OTFOTION				4. REMARKS OR EXCEPTIONS	
26. FIRE PR		1 .	<u> </u>		1.	Change
Sequence No.	Item	1	2	3	4	Bar
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STCs) (Cont'd)					
19-01	Fwd/Aft Detection Loops (Cont'd)					
19-01-02 ***	STC ST00405LA-D Only	С	-	2	(O) May be inoperative provided one loop in each compartment is checked to operate normally.	
19-02 ***	Extinguisher Bottles					
19-02-01 ***	No. 1 (STC ST01424LA, ST01457LA, and ST01804LA Only)	С	1	0	(O) May be inoperative provided associated cargo compartment remains empty.	
19-02-02 ***	No. 2 (Boeing installed system and STC ST01184LA Only)	С	1	0	(M)(O) Except for ER operations, may be inoperative with cargo carried in compartment.	
19-02-03 ***	No. 2 (STC ST01424LA ST01457LA, and ST01804LA Only)	С	1	0	(M)(O) May be inoperative provided associated cargo compartment remains empty.	
19-02-04 ***	No. LRD2 (STC ST00405LA-D Only)	С	1	0	(O) Except for ER operations, may be inoperative with cargo carried in compartment.	
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	OIT	N		MA OTED MINIMUM FOUNDMENT LIGH
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					O. 60 PAGE NO.
E	30EING B-737		DAT	E: 0	2/09/2018 26-26
					E KEY
SYSTEM &		1. F			CATEGORY BER INSTALLED
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH
NO.				308.00	4. REMARKS OR EXCEPTIONS
26. FIRE PR	OTECTION				
Sequence No.	Item	1	2	3	4 Change Bar
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STCs) (Cont'd)				
19-03 ***	Squib Lights (STC ST01424LA, and ST01457LA Only)	С	2	0	(O) May be inoperative provided associated cargo compartment remains empty.
19-04 ***	DISCH Light(s)				
19-04-01 ***	Boeing installed system, STC ST01184LA and ST00405LA-D Only	С	1	0	(M) May be inoperative provided associated extinguisher bottle(s) is verified to have an adequate charge once each flight day.
19-04-02 ***	STC ST01424LA, ST01457LA, and ST01804LA Only	С	2	0	May be inoperative provided associated compartment remains empty.
19-05 ***	Extinguisher Bottle Pressure Switch (Boeing installed system only)	С	-	0	(M) May be inoperative provided associated extinguisher bottle(s) is verified to have an adequate charge once each flight day.
19-06 ***	EXT Lights (FWD and AFT) (Boeing installed system, STC ST01184LA and ST00405LA-D Only)	С	2	0	 (M) May be inoperative provided: a) Failure is verified to be in squib light circuit, and b) Squib circuit is verified to operate normally once each flight day.
					(Continued)

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			•		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A AIRCRAFT:	VIATION ADMINISTRATION		/101/	N N	IO. 60 PAGE NO.
	BOEING B-737	IXL			2/09/2018 26-27
		ММ	EL T	ABL	E KEY
SYSTEM &		_			CATEGORY
SEQUENCE	ITEM		2.1		BER INSTALLED
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
26. FIRE PR	OTECTION				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change
19	Lower Cargo				Jai
***	Compartment Fire Detection/Suppression Systems (All models and STCs) (Cont'd)				
19-07 ***	Fault(s) Indicated by Illumination of MX Indicator (STC ST00511LA, ST00404LA-D, ST00740LA-D, ST00745LA-D, ST00751LA-D, and	В	-	-	Dispatch with MX indicator illuminated is permitted provided green SYS OK indicator remains illuminated. NOTE: This is a fault tolerant system and unit will continue to perform its intended function as long as green SYS OK indicator remains
19-07-01	ST00990LA-D Only) Display of FWD INOP and/or AFT INOP Message(s)	В	-	-	illuminated. (O) May be displayed provided green SYS OK indicator remains illuminated and indicated cargo bay remains empty.
19-07-02	Smoke Detector(s)	С	-	-	(O) One smoke detector may be inoperative in each compartment provided SYS OK indicator on CDU remains illuminated. NOTE: MX indicator on CDU will remain illuminated.
19-08 ***	Control Panel ALARM OFF Switch (STC ST00749LA-D and ST00763LA-D Only)	С	1	0	(O) May be inoperative provided Fire Bell cutout switch silences Cargo Bay Fire Protection Fire Warning Bell.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	NI			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	ON N	O. 60 PAGE NO.
E	BOEING B-737		DAT	E: 0	2/09/2018 26-28
		MM	EL T	ABL	E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. 1		BER INSTALLED
NO.				3.1	NUMBER REQUIRED FOR DISPATCH
26. FIRE PR	OTECTION				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change
19	Lower Cargo	-	_		Bar
***	Compartment Fire Detection/Suppression Systems (All models and STCs) (Cont'd)				
19-09 ***	DET Lights (STC ST01674AT, and ST01114WI Only)	С	4	2	(O) One light in each compartment may be inoperative provided remaining loop in associated compartment is checked to operate normally before each departure.
19-10 ***	FAIL Lights (STC ST01674AT, and ST01114WI Only)	С	4	2	(O) One light in each compartment may be inoperative provided remaining loop in associated compartment is checked to operate normally before each departure.
19-11 ***	Smoke Detectors				
19-11-01 ***	STC ST01674AT, and ST01114WI Only	С	-	-	(M) One detector in each detector enclosure may be inoperative provided remaining detector in associated detector enclosure is verified to operate normally before each departure.
19-11-02 ***	STC ST01424LA, and ST01804LA (-300) Only	С	12	6	(M) May be inoperative provided 2 FWD and 4 AFT in same loop are functional.
19-11-03 ***	STC ST01457LA, and ST01804LA (-400) Only	С	14	7	(M) May be inoperative provided 3 FWD and 4 AFT in same loop are functional.
19-11-04 ***	STC ST01804LA (-200)	С	10	5	(M) May be inoperative provided 2 FWD and 3 AFT in same loop are functional.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		
FEDFRALA	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					NO. 60 PAGE NO.
E	30EING B-737		DAT	E: 0	02/09/2018 26-29
					LE KEY
SYSTEM &		1. [CATEGORY MBER INSTALLED
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
26. FIRE PR		T .	I _	<u> </u>	Change
Sequence No.	Item	1	2	3	4 Change Bar
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STCs) (Cont'd)				
19-12 ***	Fault Panel (E and E Compartment, STCs ST01674AT, and ST01114WI Only)	D	1	0	
19-13 ***	DETECTOR FAULT Light (Boeing Installed System Only)	С	1	0	(O) May be inoperative provided the cargo fire TEST switch is used to check for faults in the cargo fire detection and suppression system before each flight.
20	Lower Cargo Compartment Fire Extinguisher System				Incorporated into item 26-19 in Revision 39.
21	Cabin Configuration Test Panel CARGO/ PASSENGER Lights (-700C and -700 Combi)	С	2	0	 (M) May be inoperative provided: a) EE Bay Mode Selector Switch is verified to be in appropriate position for intended airplane configuration before each departure, and b) Passenger Oxygen Shutoff Valve is verified to be in appropriate position for intended airplane configuration before each departure.
22	Galley Fire Detection System (Jet Aviation Engineering Services (JAES))	С	1	0	(M) May be inoperative provided procedures are established and used to deactivate cooktop.

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N						
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIS	šΤ			
AIRCRAFT:					NO. 60 PAGE NO.				
В	BOEING B-737		DAT	E: 0	02/09/2018 26-30				
					LE KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM	NUMBER INSTALLED NUMBER REQUIRED FOR DISPATCH							
NO.		4. REMARKS OR EXCEPTIONS							
26. FIRE PR	OTECTION								
Sequence No.	Item	1	2	3		ange Bar			
23	Galley Vent Fire Extinguisher System (STC ST09977)	С	1	0	(M) May be inoperative provided procedures are established and used to deactivate cooktop and vent fan.				
24 ***	Smoke Detectors (Jet Aviation Engineering Services (JAES))								
24-01	Equipment Cabinets	С	-	0	(M) May be inoperative provided all equipment in cabinet is deactivated off.				
24-02	Cabin Compartments	С	-	0	(O) May be inoperative provided associated cabin compartment remains open and is continuously monitored.				
25 ***	Engine Start Lever Fire Indication Lights	A	2	0	(O) May be inoperative provided: a) Engine No.1 and Engine No. 2 fire handle switch lights function normally prior to engine start for each flight, and b) Repairs are made within 3 flight days.	I			

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			•		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATION		//01/	201.01	NO. 60 PAGE NO.
AIRCRAFT: B	OEING B-737	KE			02/09/2018 PAGE NO. 26-31
		MMI	EL T	ABL	LE KEY
SYSTEM &	ITEM	1. F			CATEGORY MBER INSTALLED
SEQUENCE NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH
26. FIRE PR	OTECTION				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change
26	Supernumerary and Lavatory Compartment Fire Detection/ Suppression Systems (STC ST02556SE)		_		Bar Bar
26A		С	1	0	(O) May be inoperative provided the supernumerary compartment is coccupied during all phases of the flight.
26B		С	1	0	(O) May be inoperative while the supernumerary compartment is not occupied provided the flight deck door and the lavatory door remain opened and secured during all phases of the flight.
26-01	Supernumerary Compartment Smoke Detector	С	1	0	(O) May be inoperative while the supernumerary compartment is not occupied provided the flight deck door remains opened and secured during all phases of the flight.
26-02	Lavatory Smoke Detector	С	1	0	(O) May be inoperative while the supernumerary compartment is not occupied provided the flight deck door and the lavatory door remain opened and secured during all phases of the flight.

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FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					O. 60 PAGE NO.
В	30EING B-737		DAT	E: 0	2/09/2018 27-1
		_			E KEY
SYSTEM &		1. F			CATEGORY BER INSTALLED
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH
NO.					4. REMARKS OR EXCEPTIONS
27. FLIGHT	CONTROLS				
Sequence No.	Item	1	2	3	4 Change Bar
01	Stabilizer Main Electrical Trim Operating Light (-100/-200)	С	1	0	
02	Takeoff Warning Horn System				Deleted prior to Revision 27.
03	Wing Trailing Edge Flap Position Indication System				
03-01	Mechanical Asymmetry Protection (-100/-200)	С	1	1	(O) Left Flap position indication may be inoperative provided proper flap operation is verified prior to each takeoff.
04	Leading Edge Flap/Slat Position Light Systems				
04-01	(-300,-400,-500)				
04-01A		С	1	0	Aft overhead LE DEVICES Annunciator panel may be inoperative provided forward panel lights operate normally.
04-01B		С	1	0	 (M) Forward panel lights may be inoperative provided: a) LE DEVICES Annunciator panel operates normally and is used to verify proper LED position, b) Stall warning operation of both systems is verified to operate normally, and c) A placard is installed to indicate proper positions for flap configuration in use.
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U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	N NC	IO. 60 PAGE NO.
В	OEING B-737		DAT	E: 0	2/09/2018 27-2
		MM	EL T	ABL	E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. 1		BER INSTALLED
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
27. FLIGHT	CONTROLS	-			4. KEMAKKO OK EXCELLIONO
Sequence No.	Item	1	2	3	4 Change Bar
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)				
04-01	(-300,-400,-500) (Cont'd)				
04-01-01	Leading Edge Slat Indications (-300/-500)	С	6	5	 (M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally.
04-01-02	Leading Edge Slat Indications (-400)	С	6	5	 (M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat, except for slats 3 and 4, on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally.
					(Continued)

FEDERAL A'	VIATION ADMINISTRATIO	_	VISIO	N NC	IO. 60	PAGE NO.
	OEING B-737		_	_	2/09/2018	27-3
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS
27. FLIGHT	CONTROLS	•				
Sequence No.	Item	1	2	3	4	Char Ba
04-02	Leading Edge Flap/Slat Position Light Systems (Cont'd) (-100, -200, -600, -700,					
	-800, -900, -900ER)					
04-02A		С	1	0	panel may be	LE DEVICES Annunciator inoperative provided I lights operate normally.
04-02B		С	1	0	inoperative pi a) Aft ov Annur norma prope b) A plac prope	panel lights may be rovided: erhead LE DEVICES nciator panel operates ally and is used to verify r LED position, and card is installed to indicate r position for flap guration in use.
04-02-01	Leading Edge Slat Indications (-100/-200)	С	6	5	panel, and in for one leadir annunciator provided: a) Normal flights and lab) Maxim 300 K or.65 c) All rerroverherms	addition, indication lights and edge slat on overhead banel may be inoperative all operation is verified by crew before each takeoff anding, num speed is limited to (IAS at/below FL 200) Mach above FL 200, and maining indications on ead annunciator panel te normally.

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	N				
FEDFRAL AV	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIS	ST
AIRCRAFT:	VI/ATTOTA / ISTAINING TTO ATTO		VISIO	N NC	IO. 60	PAGE NO.	
В	OEING B-737		DAT	E: 0	2/09/2018	27-4	
		_			E KEY		
SYSTEM &	SYSTEM &				CATEGORY BER INSTALLI	ED.	
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH	
NO.				5.00		OR EXCEPTIONS	
27. FLIGHT (CONTROLS						
Sequence No.	Item	1	2	3	4		hange Bar
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)						
04-02	(-100, -200, -600, -700, -800, -900, -900ER) (Cont'd)						
04-02-02	Leading Edge Slat Indications (-600/-700)	C	8	7	panel, and in for one leadin slats 4 and 5, panel may be a) Norma flighter and la b) Maxim 300 Kl .65 Ma c) All ren overhed operat d) Stall w	num speed is limited to IAS at/below FL 200 or each above FL 200, naining indications on ead annunciator panel te normally, and varning operation of both ns is verified to operate	
					(Continued)		

	TMENT OF TRANSPORT	A T.O.			
U.S. DEPAR	TMENT OF TRANSPORTA	AHO	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO				
AIRCRAFT:	BOEING B-737	RE			IO. 60 PAGE NO. 2/09/2018 27-5
	DOLING D-131	BABA			
30.00.0000 10.0000 10.000000000000000000					.E KEY CATEGORY
SYSTEM &	ITEM				BER INSTALLED
SEQUENCE NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH
20.5796,5227	CONTROL C				4. REMARKS OR EXCEPTIONS
27. FLIGHT (Sequence No.	Item	1	2	3	4 Change
04	Leading Edge Flap/Slat	'	2	3	Bar Bar
04	Position Light Systems (Cont'd)				
04-02	(-100, -200, -600, -700, -800, -900, -900ER) (Cont'd)				
04-02-03	Leading Edge Slat Indications (-800)	C	8	7	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat, except for slats 3, 4, 5, and 6, on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally.
					(Continued)

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	OEING B-737	RE\			O. 60 2/09/2018	PAGE NO. 27-6	
		ммі	FI T	ΔRI	E KEY		
12/0/20/20/20/20/20/20/20/20/20/20/20/20/		_			CATEGORY		
SYSTEM &					BER INSTALLI	ED	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.					4. REMARKS	OR EXCEPTIONS	
27. FLIGHT	CONTROLS						
Sequence No.	Item	1	2	3	4		Change Bar
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)						Dai
04-02	(-100, -200, -600, -700, -800, -900, -900ER) (Cont'd)						
04-02-04	Leading Edge Slat Indications (-900/-900ER)	C	8	7	panel, and in for one leadin slats 2, 3, 4, 5 annunciator p provided: a) Norma flightch and la b) Maxim 300 Kl .65 Ma c) All ren overhe operat d) Stall w	num speed is limited to IAS at/below FL 200 or each above FL 200, naining indications on ead annunciator panel ee normally, and varning operation of both ins is verified to operate	

AIRCRAFT:	VIATION ADMINISTRATION		VISIO	N NC	O. 60	PAGE NO.	
	BOEING B-737				2/09/2018	27-7	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
27. FLIGHT	CONTROLS	_					
Sequence No.	Item	1	2	3	4		Chan Bar
05	Flight Control Low Pressure Lights (A and B) Systems (-100/-200)	С	2	0	lights, hydrau	erative provided warning ulic pressure, and quality erate normally.	
06	Mach Trim System				Moved to iter	m 22-5 prior to Revision 27	
07 ***	Auto Speed Brake System						
07-01	All Models Except -800 with Short Field Performance (SFP) Option and -900ER	С	1	0	a) Syste b) Opera accor c) For m or Spl Speed Syste Allevia	be inoperative provided: Im is deactivated, Intions are conducted in Idance with AFM, and Inodels with Blended Wingle Ilit Scimitar Winglet with Id Brake Load Alleviation Im, Speed Brake Load Intion System is considered Intion Intion Interest in	
07-02	-800SFP	С	1	0	a) Syste b) Appro	be inoperative provided: om is deactivated, and opriate performance tments are applied.	
07-03	-900ER	С	1	0	a) Syste b) Appro adjust c) Load	pe inoperative provided: Im is deactivated, Opriate performance Itments are applied, and Alleviation System is Idered inoperative.	

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	MASTER MINIMUM EQUIPMENT LIST								
FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 60 PAGE NO.									
	BOEING B-737	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\			02/09/2018 PAGE NO. 27-8				
MMEL TABLE KEY									
CVCTEM					CATEGORY				
SYSTEM & SEQUENCE	ITEM		2.1		MBER INSTALLED				
NO.	I I LIVI			3. 1	NUMBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
27. FLIGHT	T		1 .		l . Ch	ange			
Sequence No.	Item	1	2	3		Bar			
08	Flap Load Limiter System								
08-01 ***	-100/-200	С	1	0	 (M) May be inoperative provided: a) Flaps are verified to operate normally throughout their full range before each departure, and b) Flaps are not extended beyond Flaps 30 at gross weights above 98,000 lbs. (44,453 kg). 				
08-02	-300/-400/-500	С	1	0	May be inoperative provided flaps are not extended beyond Flaps 30.				
08-03	-600	С	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,830 lbs. (42,560 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 105,040 lbs. (47,645 kg).				
08-04	-700	C	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,480 lbs. (42,401 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 104,403 lbs. (47,356 kg).				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPOR	TATIO	N		MA OTED MINU		LIOT
FEDERAL A	VIATION ADMINISTRAT	ION			IVIAS I EK IVIINII	MUM EQUIPMEN	LIST
AIRCRAFT:			_	_	NO. 60 PAGE		
Е	BOEING B-737		DA	TE: (02/09/2018	27-9	
		MM	IEL :	TAB	LE KEY		
SYSTEM &		1.			CATEGORY		
SEQUENCE	ITEM		2.		MBER INSTALLED	EOB DISDATOU	
NO.				٥.	NUMBER REQUIRED 4. REMARKS OR EX		
27. FLIGHT	CONTROLS				4. INDIVIARIO ON EX	OEI HONO	
Sequence No.	Item	1	2	3	4		Change Bar
08	Flap Load Limiter System (Cont'd)						
08-05	-800 without Short Field Performance (SFP) Option	С	1	0	93,995 lbs. (42 b) Flaps are not e	xtended beyond ss weights above ,635 kg), and xtended beyond ss weights above	
08-06	-800 with Short Field Performance (SFP) Option	С	1	0	95,800 lbs. (43 b) Flaps are not e Flaps 15 at gro 105,000 lbs. (4 c) Flaps are not e	xtended beyond ss weights above ,454 kg), xtended beyond ss weights above 7,627 kg), and xtended beyond ss weights above	
08-07	-900	С	1	0	94,760 lbs. (42 b) Flaps are not e	xtended beyond ss weights above ,982 kg), and xtended beyond ss weights above	
					(Continued)		
			I	1	1 \/		

U.S. DEPARTMENT OF TRANSPORTATION									
MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT:	WIN CHOIL A COMMISSION OF THE		VISIO	N NC	O. 60 PAGE NO.				
Е	BOEING B-737		DAT	E: 0	2/09/2018 27-10				
MMEL TABLE KEY									
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH				
NO.				3.1	4. REMARKS OR EXCEPTIONS				
27. FLIGHT	CONTROLS	1			THE MARKET OF EACH HOLE				
Sequence No.	Item	1	2	3	4 Change Bar				
08	Flap Load Limiter System (Cont'd)								
08-08	-900ER	С	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at landing gross weights above 105,800 lbs. (47,990 kg), b) Flaps are not extended beyond Flaps 15 at landing gross weighs above 113,400 lbs. (51,437 kg), c) Flaps are not extended beyond Flaps 10 at landing gross weights above 135,600 lbs. (61,507 kg), d) Flaps are not extended beyond Flaps 15 at takeoff gross weights above 155,600 lbs. (70,578 kg), and e) Flaps are not extended beyond Flaps 5 at takeoff gross weights above 176,000 lbs. (79,832 kg).				
09	Control Wheel Trim Switch Systems	В	2	1	One may be inoperative on non-flying pilot's side provided stabilizer trim system operates normally on flying pilot's side.				
10	FEEL DIFF PRESS Light System	В	1	0	(M) May be inoperative provided Elevator feel system is verified to operate normally once each flight day.				
11	Auto Slat Fail Light System (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	1	0	 (M) May be inoperative provided: a) Auto slat systems are verified to operate normally, and b) Verification is repeated every 2 flight days. 				

U.S. DEPARTMENT OF TRANSPORTATION									
	MASTER MINIMUM EQUIPMENT LIST								
FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 60 PAGE NO.									
	30EING B-737				02/09/2018 27-11				
		ММ	EL T	ABL	LE KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2.1		MBER INSTALLED				
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
27. FLIGHT	CONTROLS				4. REMARKO GR EXCEL HORG				
Sequence No.	Item	1	2	3	4 Change Bar				
12	Auto Slat Systems (-300/-400/-500600/ -700/-800/-900/-900ER)	С	2	1	(O) One system may be inoperative provided: a) Remaining auto slat system is checked to operate normally, and b) Auto Slat fail light operates normally.				
13	Stall Warning Systems								
13-01	(-200/-300/-400/-500/ -600/-700/-800/-900/ -900ER) without Blended Winglet or Split Scimitar Winglet) (-300/-500 with Blended Winglet)	С	-	1	(M) One may be inoperative provided remaining system is verified to operate normally before each departure.				
13-02	(-700/-800/-900 with Blended Winglet or Split Scimitar Winglet without Speedbrake Load Alleviation System)	C	2	1	(M) One may be inoperative provided remaining system is verified to operate normally before each departure.				
					(Continued)				

U.S. DEPARTMENT OF TRANSPORTATION									
	MASTER MINIMUM EQUIPMENT LIST								
FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 60 PAGE NO.									
AIRCRAFT: B	OEING B-737	KE	_	_	2/09/2018 PAGE NO. 27-12				
MMEL TABLE KEY									
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
27. FLIGHT	CONTROLS								
Sequence No.	Item	1	2	3	4	Change Bar			
13	Stall Warning Systems (Cont'd)								
13-03	(-700/-800/-900ER with Blended Winglet or Split Scimitar Winglet with Speedbrake Load Alleviation System)	С	2	1	(M) No. 1 SMYD may be inoperative provided remaining stall warning system is verified to operate normally before each departure.				
13-03-01	(-700)								
13-03-01A 13-03-01B		С	2	1	 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, c) Airspeed does not exceed 265 KIAS when in-flight gross weight is in excess of 143,000 lbs. (64,863 kg), and d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when in-flight gross weight is in excess of 143,000 lbs. (64,863 kg). (M) No. 2 SMYD may be inoperative provided: 				
					a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, and c) Takeoff weight does not exceed 144,500 lbs. (65,544 kg).				

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	MASTER MINIMUM EQUIPMENT LIST								
AIRCRAFT:	VIATION ADMINISTRATIO		\/ISI(A IAC	O. 60 PAGE NO.				
	OEING B-737	111			2/09/2018 27-13				
		ММ	EL T	ABL	E KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2.1		BER INSTALLED				
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
27. FLIGHT	CONTROLS				4. NEMANNS ON EXCEPTIONS				
Sequence No.	Item	1	2	3	4 Change Bar				
13	Stall Warning Systems (Cont'd)								
13-03	(-700/-800/-900ER with Blended Winglet or Split Scimitar Winglet with Speedbrake Load Alleviation System) (Cont'd)								
13-03-02	(-800)								
13-03-02A		C	2	1	 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, c) Airspeed does not exceed 265 KIAS when in-flight gross weight is in excess of 155,000 lbs. (70,306 kg), and d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when in-flight gross weight is in excess of 155,000 lbs. (70,306 kg). 				
13-03-02B		С	2	1	 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, and c) Takeoff weight does not exceed 156,500 lbs. (70,987 kg) 				
					(Continued)				

U.S. DEPARTMENT OF TRANSPORTATION								
			-		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 60 PAGE NO.								
	OEING B-737	'_			02/09/2018 27-14			
		ММ	EL T	ABL	E KEY			
SYSTEM &		1. F	REP/	AIR (CATEGORY			
SEQUENCE	ITEM		2. 1		IBER INSTALLED			
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
27. FLIGHT (CONTROLS				4. REMARKS ON EXCELLIONS			
Sequence No.	Item	1	2	3	4 Change Bar			
13	Stall Warning Systems (Cont'd)				1 72			
13-03	(-700/-800/-900ER with Blended Winglet or Split Scimitar Winglet with Speedbrake Load Alleviation System) (Cont'd)							
13-03-03	(-900ER)							
13-03-03A		C	2	1	 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, c) Airspeed does not exceed 265 KIAS when in-flight gross weight is in excess of 170,000 lbs. (77,110 kg), and d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when in-flight gross weight is in excess of 170,000 lbs. (77,110 kg). 			
					(Continued)			

MASTER MINIMUM EQUIPMENT LISTEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 60 PAGE NO. DATE: 02/09/2018 27-15 MMEL TABLE KEY SYSTEM & SEQUENCE NO. DATE: 02/09/2018 27-15 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 27. FLIGHT CONTROLS	U.S. DEPARTMENT OF TRANSPORTATION									
AIRCRAFT: BOEING B-737 REVISION NO. 60 DATE: 02/09/2018 PAGE NO. 27-15 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 7. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 7. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 7. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 7. NUMBER REQUIRED FOR DISPATCH 7.		MASTER MINIMUM EQUIPMENT LIST								
SYSTEM & SEQUENCE ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		VIATION ADMINISTRATIO	IO 60 PAGE NO							
SYSTEM & SEQUENCE NO. 1TEM 1. REPAIR CATEGORY 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 27. FLIGHT CONTROLS Sequence No. Item 1 2 3 4 1	_	OEING B-737	`_							
SYSTEM & SEQUENCE NO. 27. FLIGHT CONTROLS Sequence No. Item			ММ	EL T	ABL	E KEY				
Sequence No. Item	SEQUENCE	ITEM	1. F		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH				
Sequence No. Item	20.078633237	CONTROLS				4. REMARKS OR EXCEPTIONS				
13		I	1	2	2	A Change				
(Cont'd) 13-03 (-700/-800/-900ER with Blended Winglet or Split Scimitar Winglet with Speedbrake Load Alleviation System) (Cont'd) 13-03-03 (-900ER) (Cont'd) 13-03-03B C 2 1 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, and c) Takeoff weight does not exceed 171,500 lbs. (77,791 kg). 14 Rudder Trim Indicator 14-01 (-600/-700/-800/-900/-900/-900ER) C 1 0 (O) May be inoperative provided: a) Control Surface Position Indication System is installed and operates normally, b) Rudder trim actuator is checked to operate normally, and c) Rudder trim is checked to be centered before each departure. 14-02 (All Models, Upon Incorporation of Boeing Service Bulletin 737-27-1252, 737-27-1253, or 737-27-1255, or 737-27-1255, or			'		3	Bar				
Blended Winglet or Split Scimitar Winglet with Speedbrake Load Alleviation System) (Cont'd) 13-03-03 (-900ER) (Cont'd) 13-03-03B C 2 1 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, and c) Takeoff weight does not exceed 171,500 lbs. (77,791 kg). 14 Rudder Trim Indicator 14-01 (-600/-700/-800/-900/-900/-900ER) C 1 0 (O) May be inoperative provided: a) Control Surface Position Indication System is installed and operates normally, and c) Rudder trim actuator is checked to operate normally, and c) Rudder trim is checked to be centered before each departure. 14-02 (All Models, Upon Incorporation of Boeing Service Bulletin 737-27-1252, 737-27-1253, or 737-27-1255, or 737-27-1255, or 737-27-1255, or	13	9 9								
13-03-03B C 2 1 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, and c) Takeoff weight does not exceed 171,500 lbs. (77,791 kg). 14 Rudder Trim Indicator 14-01 (-600/-700/-800/-900/-900/-900ER) C 1 0 (O) May be inoperative provided: a) Control Surface Position Indication System is installed and operates normally, b) Rudder trim actuator is checked to operate normally, and c) Rudder trim is checked to be centered before each departure. 14-02 (All Models, Upon Incorporation of Boeing Service Bulletin 737-27-1253, or 737-27-1255, or 737-27-1255, or 737-27-1255, or	13-03	Blended Winglet or Split Scimitar Winglet with Speedbrake Load Alleviation System)								
provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, and c) Takeoff weight does not exceed 171,500 lbs. (77,791 kg). 14 Rudder Trim Indicator 14-01 (-600/-700/-800/-900/ -900ER) C 1 0 (O) May be inoperative provided: a) Control Surface Position Indication System is installed and operates normally, b) Rudder trim actuator is checked to operate normally, and c) Rudder trim is checked to be centered before each departure. 14-02 (All Models, Upon Incorporation of Boeing Service Bulletin 737-27-1252, 737-27-1253, or 737-27-1255, or	13-03-03	•								
14-01 (-600/-700/-800/-900/ -900ER) C 1 0 (O) May be inoperative provided: a) Control Surface Position Indication System is installed and operates normally, b) Rudder trim actuator is checked to operate normally, and c) Rudder trim is checked to be centered before each departure. C 1 0 (O) May be inoperative provided: a) Rudder trim actuator is checked to operate normally, and b) Rudder trim actuator is checked to operate normally, and b) Rudder trim is checked centered before each departure.	13-03-03B		С	2	1	provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, and c) Takeoff weight does not exceed				
-900ER) a) Control Surface Position Indication System is installed and operates normally, b) Rudder trim actuator is checked to operate normally, and c) Rudder trim is checked to be centered before each departure. 14-02 (All Models, Upon Incorporation of Boeing Service Bulletin 737-27-1252, 737-27-1253, or 737-27-1255, or	14	Rudder Trim Indicator								
Incorporation of Boeing Service Bulletin 737-27-1252, 737-27-1253, or 737-27-1255, or	14-01	•	С	1	0	 a) Control Surface Position Indication System is installed and operates normally, b) Rudder trim actuator is checked to operate normally, and c) Rudder trim is checked to be 				
(Continued)	14-02	Incorporation of Boeing Service Bulletin 737-27-1252, 737-27-1253, or 737-27-1255, or	С	1	0	 a) Rudder trim actuator is checked to operate normally, and b) Rudder trim is checked centered before each departure. 				

U.S. DEPARTMENT OF TRANSPORTATION									
U.S. DEPAR	TIMENT OF TRANSPORTA	41 IOI	IN		MASTER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRATIO			2010	O OO DOOR NO				
AIRCRAFT:	BOEING B-737	KE			O. 60 PAGE NO. 2/09/2018 27-16				
		ММ			E KEY				
CVCTEM 0		_			CATEGORY				
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALLED				
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
27. FLIGHT	CONTROLS				4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4 Change Bar				
15 ***	Mechanical Flaps Position 30 Stop (-100/-200 Modified by STC ST00131SE)	С	1	0					
16	SPEED BRAKE/ SPEEDBRAKES EXTENDED Light								
16-01 ***	(-300/-400/-500)	D	1	0					
16-02	(-600/-700/-800/-900/ -900ER)	С	1	0	(M) May be inoperative provided speedbrakes are verified to operate normally.				
17	Wheel to Rudder Interconnect System (WTRIS) (-600/-700/-800/-900/ -900ER)	С	1	0					
18 ***	Control Surface Position Indicating System	С	1	0					
19	Rudder Pressure Reducer (RPR) System (-100/-200/-300/-400/ -500)	С	1	0	 (M)(O) May be inoperative provided: a) RPR system is deactivated, and b) RPR valve is verified to provide high pressure output. 				

U.S. DEPART	TMENT OF TRANSPORTA	ATIO	 N					
			•		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 60 PAGE NO.								
	OEING B-737				2/09/2018 27-17			
		ММ	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2.1		BER INSTALLED			
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
27. FLIGHT C	CONTROLS				4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4 Change Bar			
20	Speedbrake Load Alleviation System) Sai			
20-01	-700/-800 with Blended Winglet or Split Scimitar Winglet STC ST00830SE							
20-01-01	-700							
20-01-01A		С	1	0	 (M)(O) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, b) Airspeed does not exceed 265 KIAS when in-flight gross weight is in excess of 143,000 lbs. (64,863 kg), c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when in-flight gross weight is in excess of 143,000 lbs. (64,863 kg), and d) Automatic Speedbrake System is considered inoperative. 			
20-01-01B		С	1	0	 (M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 143,500 lbs. (65,090 kg). 			
					(Continued)			

IIS DEPAR	TMENT OF TRANSPORTA		NI						
	MASTER MINIMUM EQUIPMENT LIST								
FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 60 PAGE NO.									
	OEING B-737	IVE			2/09/2018 27-18				
		ММ	EL T	ABL	E KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. 1		BER INSTALLED				
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
27. FLIGHT (CONTROLS	1			4. NEWAKKO OK EXCEL HONG				
Sequence No.	Item	1	2	3	4 Change Bar				
20	Speedbrake Load Alleviation System (Cont'd)								
20-01	-700/-800 with Blended Winglet or Split Scimitar Winglet STC ST00830SE (Cont'd)								
20-01-02	-800								
20-01-02A		С	1	0	 (M)(O) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, b) Airspeed does not exceed 265 KIAS when in-flight gross weight is in excess of 155,000 lbs. (70,306 kg), c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when in-flight gross weight is in excess of 155,000 lbs. (70,306 kg), and d) Automatic Speedbrake System is considered inoperative. 				
20-01-02B		С	1	0	(M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 155,500 lbs. (70,533 kg).				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N			
FEDFRAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 60	PAGE NO.
В	SOEING B-737		DAT	ΓE: 0	2/09/2018	27-19
					.E KEY CATEGORY	
SYSTEM &		1. [BER INSTALL	FD
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH
28.8796.7.2.22					4. REMARKS	OR EXCEPTIONS
27. FLIGHT				1	T	Change
Sequence No.	Item	1	2	3	4	Bar
20	Speedbrake Load Alleviation System (Cont'd)					
20-02	-300/-500 with Blended Winglet STC ST01219SE					
20-02A 20-02B		С	1	0	a) Speed normal up post b) Airspeed 265 K weight 125,00 c) Severt speed whicher gross 125,00 (M) May be in a) Speed	dbrake handle forces are all from full down to the full sition, eed does not exceed IAS when in-flight gross t is in excess of 00 lbs. (56,699 kg), and e turbulent air penetration I is 265 KIAS or 0.73 Mach, ever is lower, when in-flight weight is in excess of 00 lbs. (56,699 kg). Inoperative provided: dbrake handle forces are all from full down to full up
					position b) Takeo	on, and off weight does not exceed 00 lbs. (57,380 kg).

U.S. DEPAR	TMENT OF TRANSPORT	OITA	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST	1
AIRCRAFT:			_	_	O. 60 PAGE NO.	
Е	BOEING B-737		DAT	E: 0	2/09/2018 27-20	
		_			E KEY	
SYSTEM &		1.1			CATEGORY BER INSTALLED	
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH	
NO.				56.6	4. REMARKS OR EXCEPTIONS	
27. FLIGHT	CONTROLS					
Sequence No.	Item	1	2	3	4 Char Ba	
20 ***	Speedbrake Load Alleviation System (Cont'd)					
20-03	-900ER with Blended Winglet or Split Scimitar Winglet					
20-03A		С	1	0	 (M)(O) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, b) Airspeed does not exceed 265 KIAS when in-flight gross weight is in excess of 170,000 lbs. (77,110 kg), c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when in-flight gross weight is in excess of 170,000 lbs. (77,110 kg), and d) Automatic Speedbrake System is considered inoperative. 	
20-03B		С	1	0	 (M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 170,500 lbs. (77,337 kg). 	
21 ***	STBY RUD ON light (Boeing Service Bulletin 737-27A-1279, 737-27-1252R3, 737-27-1253R3, 737-27-1255R3, or Production Equivalent Incorporated)	С	1	0	 (M)(O) May inoperative provided: a) Rudder is verified to operate normally on hydraulic systems A and B independently, b) Standby hydraulic pump is verified to operate normally, and c) Rudder force fight monitor is deactivated. 	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 60 PAGE NO.			
В	OEING B-737	DATE: 02/09/2018 27-21						
SYSTEM &			REP/	AIR (E KEY CATEGORY			
SEQUENCE NO.	ITEM		2.1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
27. FLIGHT		1 -	I .	I .		Change		
Sequence No.	Item	1	2	3	4	Bar		
22 ***	Quiet Wing Flaps 1* System (STC ST01535SE Only)							
22-01	-200	С	1	0	 May be inoperative provided: a) Flaps 1* control switch is positioned in UP position, b) System is deactivated by pulling and collaring circuit breaker MS3320-3, c) Appendix QWS001 "Flaps 1* High Altitude Kit" is not used, and d) All other aspects of QWS supplement are followed. NOTE: C/b MS3320-3 is located on P6-2 panel. 			
23	Elevator Tab Control Springs (-600/-700/-800/-900/ -900ER)	A	4	3	(M) One may be broken or missing provided: a) Broken spring is removed, and b) Repairs are made within 10 flight days.			

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N			
FEDERAL A	VIATION ADMINISTRATIO	ON			MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:		_			IO. 60	PAGE NO.
В	OEING B-737		DAT	E: 0	2/09/2018	28-1
					E KEY	
SYSTEM &		1. F			CATEGORY	ED
SEQUENCE	ITEM		2.1		BER INSTALL	UIRED FOR DISPATCH
NO.				0. 1		OR EXCEPTIONS
28. FUEL		'				
Sequence No.	Item	1	2	3	4	Change Bar
01	Fuel Boost Pumps (Main Tanks)					·
01-01	(-100/-200/-300/-400/ -500) (All pumps except Plessey 8240 MK I and MK II)					
01-01-01	Aft Pumps	С	2	1	provided: a) Both r operat b) At stat assoc 7,500 c) A mini 2,500 mainta and	main tank forward pumps te normally, rt of takeoff, fuel quantity in iated tank is not less than lbs. (3,402 kg), imum fuel quantity of lbs. (1,134 kg) is ained in associated tank, pump is deactivated.
01-01-02	Forward Pumps	C	2	1	provided: a) Both roperate b) At state assoc 4,800 c) A mini 1,800	main tank aft pumps te normally, rt of takeoff, fuel quantity in iated tank is not less than lbs. (2,177 kg), imum fuel quantity of lbs. (817 kg), and pump is deactivated.
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N			
FEDERAL A	VIATION ADMINISTRATIC	N			MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 60	PAGE NO.
В	OEING B-737		DAT	E: 0	2/09/2018	28-2
					E KEY	
SYSTEM &		1.1			CATEGORY BER INSTALLI	ED
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH
NO.						OR EXCEPTIONS
28. FUEL						
Sequence No.	Item	1	2	3	4	Change Bar
01	Fuel Boost Pumps (Main Tanks) (Cont'd)					
01-02	(-100/-200/-300) (Plessey 8240 MK I and MK II)					
01-02-01	Aft Pumps	С	2	1	may be inope a) Both n operat b) At star associ 7,500 c) A mini 2,500 mainta and	ot for ER operations, one erative provided: main tank forward pumps te normally, rt of takeoff, fuel quantity in iated tank is not less than lbs. (3,402 kg), imum fuel quantity of lbs. (1,134 kg) is ained in associated tank, pump is deactivated.
01-02-02	Forward Pumps	C	2	1	may be inope a) Both r operat b) At star associ 4,800 c) A mini 1,800 in ass	of the for ER operations, one crative provided: main tank aft pumps te normally, rt of takeoff, fuel quantity in iated tank is not less than lbs. (2,177 kg), imum fuel quantity of lbs. (817 kg) is maintained ociated tank, and pump is deactivated.
					(Continued)	

AIRCRAFT:	<u>VIATION ADMINISTRATI</u> BOEING B-737				NO. 60 PAGE NO. 28-3
	DOLING B-737	BABA			
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (NUM	LE KEY CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
28. FUEL	T.	1.		1 -	I a
Sequence No.	Item	1	2	3	4
01-03	Fuel Boost Pumps (Main Tanks) (Cont'd) (-600/-700/-800/-900/ -900ER)				
01-03-01	Aft Pumps	С	2	1	 (M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Both main tank forward pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lbs. (3,402 kg), c) A minimum fuel quantity of 2,500 lbs. (1,134 kg) is maintained in associated tank, and d) Boost pump is deactivated.
01-03-02	Forward Pumps	C	2	1	 (M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lbs. (2,177 kg), c) A minimum fuel quantity of 1,800 lbs. (817 kg) is maintained in associated tank, and d) Boost pump is deactivated.

MASTER MINIMUM EQU	JIPMENT LIST							
FEDERAL AVIATION ADMINISTRATION								
AIRCRAFT: REVISION NO. 60 PAGE NO. BOEING B-737 DATE: 02/09/2018 28-	-4							
MMEL TABLE KEY								
SYSTEM & SEQUENCE ITEM NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISE 4. REMARKS OR EXCEPTION								
Sequence No. Item 1 2 3 4	Change Bar							
O2 Fuel Boost Pumps (Center Tank) C 2 1 (M) May be inoperative provide a) Tank remains empty, an b) Boost pump is deactivat	nd							
C 2 1 (M)(O) May be inoperative with tank fueled provided: a) Fuel quantity remaining wing tanks is adquate to a suitable airport if remacenter pump fails at any b) Zero fuel weight calcula adjusted by weight of cefuel, c) Effect on airplane balance event fuel cannot be use accounted for, d) LOW PRESSURE light operates normally, e) Center tank quantity ind operates normally, and f) Boost pump is deactivated.	in main to reach aining time, tions are enter tank ce, in ed, is of nk pump							
(Continued)								

AIRCRAFT: BOEING B-737			N REVISION NO. 60 PAGE NO. DATE: 02/09/2018 28-5					
	OCING 6-737	D.A.D.A.I				20-3		
SYSTEM & SEQUENCE NO.	ITEM			AIR (CATEGORY BER INSTALL NUMBER REQ	UIRED FOR DISPATCH		
28. FUEL					4. REMARKS	OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4	Ch		
02	Fuel Boost Pumps (Center Tank) (Cont'd)				-	F		
02C		С	2	0	a) Cente opera b) Cente zero for adjust fuel, a c) Boost	r tank quantity indication tes normally, r tank remains empty or uel weight calculations are ed by weight of center tank and pump is deactivated. Limitations for fuel loading be observed.		
02-01	Universal Fault Interrupter (UFI) (STC ST01844LA, -300, ST02076LA, -600/-700/ -800/-900)	С	2	0		erative provided associated boost pump is considered		

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:			_		IO. 60	PAGE NO.
В	OEING B-737				2/09/2018	28-6
					E KEY CATEGORY	
SYSTEM &		1. 1			BER INSTALLE	ED .
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH
200000000000					4. REMARKS	OR EXCEPTIONS
28. FUEL	T.,	1 .		1 _	1.	Change
Sequence No.	Item	1	2	3	4	Bar
03	Fuel Boost Pump Low Pressure Warning Light Systems					
03-01	Main Tank Pump Low Pressure Warning Light Systems	С	4	3	a) Associused, ab) MAST	e inoperative provided: iated fuel pump is not and ER CAUTION lights and system annunciator light rified to operate normally.
03-01-01	Main Tank Pump Lights					
03-01-01A		С	4	3	a) Both p operat b) Associ	rative provided: oumps in associated tank re normally, and iated tank quantity cor operates normally.
03-01-01B		С	4	3	May be inoper inoperative pu	rative for an associated ump.
03-02	Center Tank Pump Low Pressure Warning Light Systems					
03-02A		С	2	1	a) Associ used, a b) MAST FUEL	e inoperative provided: iated fuel pump is not and ER CAUTION lights and system annunciator light rified to operate normally.
03-02B		С	2	0	a) Center for fligl b) Center are tur c) Center zero fu	rative provided: r tank fuel is not required ht, r tank fuel boost pumps rned off, and r tank remains empty or uel weight calculations are ed by weight of center tank
					(Continued)	

AIRCRAFT:		RE.	\/ \	JNI N	O. 60 PAGE NO.	
	BOEING B-737				2/09/2018 28-7	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
28. FUEL						
Sequence No.	Item	1	2	3	4	Chang Bar
03	Fuel Boost Pump Low Pressure Warning Light Systems (Cont'd)					
03-02	Center Tank Pump Low Pressure Warning Light Systems (Cont'd)					
03-02-01	Center Tank Pump Lights	С	2	0	 (M)(O) May be inoperative provided: a) Center Tank Fuel Quantity Indicator operates normally, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally. 	
04	APU Fuel Valve	С	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) APU is not used, and b) Valve is deactivated closed.	
05	Crossfeed VALVE OPEN Light	С	1	0	 (M) Except for ER operations, may be inoperative provided: a) Crossfeed valve is verified to operate normally, b) Fuel quantity indication for both main tanks operates normally. 	
06	Flight Deck Fuel Quantity Indicators (Main Tanks)	С	2	1	 (M)(O) Except for ER operations, one may be inoperative provided: a) All boost pumps in associated tank operate normally, b) Fuel flow meters operate normally, c) Center tank indicator operates normally, d) Flightcrew periodically computes fuel remaining, or checks fuel remaining against a precomputed fuel burn chart, and e) Fuel quantity in associated main tank is verified by an acceptable procedure. 	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	O. 60 PAGE NO.	
	BOEING B-737				2/09/2018 28-8	
		MM	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
28. FUEL					4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chan
07	Flight Deck Fuel Quantity Indicator (Center Tank)					
07-01	(-100 and -600/-700/ -800/-900/-900ER)	С	1	0	May be inoperative provided: a) One center tank boost pump operates normally, and b) Center tank remains empty.	
07-02	(-200/-300/-400/-500)	С	1	0	(M) May be inoperative provided: a) One center tank boost pump operates normally, and b) Center tank remains empty	
07-03	(-100/-200/-300/-400/ -500)	С	1	0	 (M) Except for ER operations, may be inoperative provided: a) Both center tank boost pumps operate normally, and b) Fuel quantity in center tank is verified by an acceptable procedure. 	
07-04	(-600/-700/-800/-900/ -900ER) (With Boeing Service Bulletin 737-28A1206 or Production Equivalent Installed)	С	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.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT L	IST.
AIRCRAFT:			_		O. 60	PAGE NO.	
B	OEING B-737		DAT	E: 0	2/09/2018	28-9	
					E KEY		
SYSTEM &		1.1			CATEGORY BER INSTALLE	EN .	
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
28. FUEL							
Sequence No.	Item	1	2	3	4		Change Bar
08	Fuel Temperature Indicator	С	1	0	Temperature	rative provided Total Air or Ram Air Temperature is an indication of fuel	
09 ***	Fuel Quantity Totalizer	С	1	0			
10	Pressure Fueling System	С	1	0		operative provided cedures are established	
10-01	Fueling Manifold Check Valves	С	-	0	associated Fu	operative provided ueling Shutoff Valve is erate normally.	
10-02	Fueling Shutoff Valve	С	-	0	a) Verify by pre manifo not flo failed i b) After re nozzle recept	the refuel valve is closed essurizing the fueling old and verify that fuel does we to the tank with the refuel valve, and removal of the fueling e, check the fueling eacle for leakage. Leakage allowed.	
10-03	Refuel Panel Fueling Power Control Switch	C	1	0	panel indicato normally in Al CONTROL po	rative off provided refuel or test switch operates UX FUELING POWER osition or FUEL DOOR PASS position as	

II S DEDAD	TMENT OF TRANSPORTA	\TIOI	NI					
U.S. DEFAN	TIMENT OF TRANSPORTA	11101	IN		MASTER MINIMUM EQUIPMENT LIST			
	VIATION ADMINISTRATIO		VICIO	201.01	0.00			
AIRCRAFT: B	SOEING B-737	KE	REVISION NO. 60 PAGE NO. 28-10					
		MMEL TABLE KEY						
SYSTEM &		_	REP/	AIR (CATEGORY			
SEQUENCE	ITEM		2. r		BER INSTALLED IUMBER REQUIRED FOR DISPATCH			
NO.				J. 1	4. REMARKS OR EXCEPTIONS			
28. FUEL								
Sequence No.	Item	1	2	3	4 Change Bar			
11	Fueling Bay Fuel Cap	D	1	0				
12	Refueling Control Panel Quantity Indicators	С	-	0	(M) May be inoperative provided fuel quantity is verified by an acceptable procedure.			
13	Manually Operated Defueling Valve				Deleted prior to Revision 27.			
14 ***	Aft Auxiliary Fuel Tank Boost Pumps (Boeing Aux Tank)							
14A		С	2	1	 (O) One may be inoperative provided: a) Fuel quantity in other tanks is adequate to reach an alternate destination if remaining pump fails at any time, and b) Fuel in tank is included as part of zero fuel weight. 			
14B		С	2	0	May be inoperative provided tank remains empty.			
14C		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.			

AIRCRAFT:	VIATION ADMINISTRATION				O. 60 PAGE NO.	
B	OEING B-737				2/09/2018 28-11	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
28. FUEL						
Sequence No.	Item	1	2	3	4	Chang Bar
15 ***	Flight Deck Fuel Quantity Indicators (Aft Auxiliary Tank)					•
15-01	Boeing Tank Indicator (Boost Pump Transfer System)					
15-01A		С	1	0	(M)(O) May be inoperative provided both boost pumps operate normally when tank is fueled.	l
15-01B		С	1	0	May be inoperative provided tank remains empty.	
15-02	Rogerson/PATS Tank Indicator (Pressurized Transfer System)					
15-02A		С	1	0	 (M)(O) May be inoperative provided: a) Both auxiliary fuel transfer systems operate normally, b) Flight deck center tank fuel quantity indicator operates normally, c) Tank is emptied and serviced with a known quantity of fuel, and d) AFM normal procedures are used for in-flight fuel transfer. 	
15-02B		С	1	0	May be inoperative provided tank remains empty.	

AIRCRAFT:		RE'	VISIO	N NC	O. 60 PAGE NO.			
	OEING B-737		DATE: 02/09/2018 28-12					
		_			E KEY			
SYSTEM & SEQUENCE	EQUENCE ITEM			AIR CATEGORY NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH				
NO.				0.1	4. REMARKS OR EXCEPTIONS			
28. FUEL								
Sequence No.	Item	1	2	3	4	Chang Bar		
16	Fuel Measuring Sticks/Dripsticks	С	-	0	(M) May be inoperative or broken/missing provided fuel quantity is determined by other acceptable means.			
17 ***	Fuel Scavenge System							
17A		С	1	0	May be inoperative with fuel scavenge shutoff valve closed.			
17B		С	1	0	(O) May be inoperative with fuel scavenge shutoff valve open provided No. 1 Main Fuel Tank forward boost pump remains off.			
17C		C	1	0	May be inoperative with fuel scavenge shutoff valve open provided center tank remains empty.			

FEDERAL A AIRCRAFT:	VIATION ADMINISTRATION		VISIO	N NC	IO. 60	PAGE NO.	
В	OEING B-737		DAT	E: 0	2/09/2018	28-13	
					E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
28. FUEL			,				
Sequence No.	Item	1	2	3	4	Chang Bar	
18 ***	Aft Auxiliary Tank Pressurized Transfer System (Rogerson/PATS Aux Tank)						
18A		С	2	1	a) Rema opera b) Fuel q adequ destin fails a c) Fuel ir	be inoperative provided: ining transfer system tes normally, quantity in other tanks is late to reach an alternate lation if remaining valve t any time, and In tank is included as part of luel weight.	
18B		С	2	0	May be inope remains empt	erative provided tank ty.	
18C		С	2	0		noperative provided fuel in ed as part of zero fuel	
19 ***	Aft Auxiliary Tank Refueling Valves (Rogerson Aux Tank)	С	2	1	a) Rema opera b) Autom	be inoperative provided: ining refueling valve tes normally, and natic refueling shutoff m operates normally.	

AIRCRAFT: F	BOEING B-737	RE'			O. 60 2/09/2018	PAGE NO. 28-14		
	DOLINO D-101	BABA			E KEY	20-14		
SYSTEM &			REP/	AIR C	CATEGORY			
EQUENCE NO.	ITEM		2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATE 4. REMARKS OR EXCEPTIONS					
28. FUEL					4. INEMPARA	OK EXCELLIONS		
Sequence No.	Item	1	2	3	4			
20	Aft Auxiliary Tank LOW PRESSURE TRANSFER Lights (Rogerson Aux Tank)							
20A		С	2	1	a) Auxilia opera b) Autom	be inoperative provided: ary fuel tank indicator tes normally, and natic transfer system tes normally.		
20B		С	2	0		operative for an operative fuel transfer		
21	Fuel Quality Test Switches							
21-01	Digital System	С	-	0				
21-02	Analog System (-100/-200/-300)							
21-02-01	Flight Deck	С	1	0	associated fu	noperative provided el quantity indicators are erate normally once each		
21-02-02	Fueling Panel	С	-	0		noperative provided el quantity is verified by an cocedure.		

FEDERAL A	VIATION ADMINISTRATIO	N				LIST
AIRCRAFT:	051110 5 505	RE'			O. 60 PAGE NO.	
B	30EING B-737				2/09/2018 28-15	
		_			E KEY	
SYSTEM &		1. [CATEGORY BER INSTALLED	
SEQUENCE	ITEM		'		NUMBER REQUIRED FOR DISPATCH	
NO.					4. REMARKS OR EXCEPTIONS	
28. FUEL						
Sequence No.	Item	1	2	3	4	Change Bar
22	FUEL/SPAR VALVE CLOSED Lights					
22-01	FUEL VALVE CLOSED Lights (-100/-200/-300/-400/ -500)	С	2	0	 (M) May be inoperative provided: a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operates normally. 	
22-02	SPAR VALVE CLOSED Lights (-600/-700/-800/-900/ -900ER)	С	2	0	 (M) May be inoperative provided: a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operates normally. 	
23 ***	Fuel Summation Unit (FSU) (-200/-300/-400/-500)					
23-01	PDCS	С	1	0	(M)(O) May be inoperative provided PDCS functions requiring gross weight are not used.	
23-02	FMCS (Software Update 7.4 and prior)	С	1	0	 (M)(O) May be inoperative provided: a) FMCS functions requiring gross weight are not used, and b) AFDS VNAV mode is not used. 	
23-03	FMCS (Software Updates 7.5, 8.5, 10x, 11, and 12)	С	1	0	(M)(O) May be inoperative provided alternate procedures are established and used.	1
24	Refuel Panel Fueling Power Control Switch				Incorporated as a subitem of item 28-10 in Revision 47a.	

				MASTE	R MINIMUM EQUIPMENT LIST				
FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT:	RE\			O. 60	PAGE NO.				
BOEING B-737	DATE: 02/09/2018 28-16								
	MMEL TABLE KEY 1. REPAIR CATEGORY								
SYSTEM &	1. [BER INSTALLE	-D				
SEQUENCE ITEM		2. 1			JIRED FOR DISPATCH				
NO.	4. REMARKS OR EXCEPTIONS								
28. FUEL									
Sequence No. Item	1	2	3	4	Change Bar				
25 Center Tank Fuel Boost Pump Automatic Shutoff System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed)									
25-01 All Models									
25-01A	С	2	0		rative provided associated el boost pump is operative.				
25-01B	C	2	0	May be inoper remains empty	rative provided center tank y.				
				(Continued)					

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/1910	וא ואר	0.60	PAGE NO.
	OEING B-737	REVISION NO. 60 DATE: 02/09/2018				28-17
		ммі	FI T	ΔRI	E KEY	
0./07=1/4.0		_			CATEGORY	
SYSTEM & SEQUENCE	ITEM		2. 1	NUM	BER INSTALLE	ED
NO.	I I EIVI			3. N		UIRED FOR DISPATCH
20379652555		, ,			4. REMARKS	OR EXCEPTIONS
28. FUEL	I.,		T _		T.	Change
Sequence No.	Center Tank Fuel Boost	1	2	3	4	Bar
25 ***	Pump Automatic Shutoff System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)					
25-02	-100/-200-300/-400/-500	C	2	0	fueled provide a) Both c Low P Syster b) Center indicat c) Center switch persor flight c pressu d) For gre tank fu must r unless quantir (453 k or tran e) Both c pumps first inc pressu f) Center may be establi	rative with center tank ed: center tank fuel boost pump ressure Warning Light ms operate normally, r tank fuel quantity tion operates normally, r tank fuel boost pump es must not be ON unless nnel are available in the deck to monitor low ure lights, ound operations, center uel boost pump switches not be positioned to ON to the center tank fuel ty exceeds 1,000 lbs. g), except when defueling deferring fuel, tenter tank fuel boost as are positioned OFF at dication of fuel pump low ure, and r tank fuel boost pumps e positioned ON when dished in cruise flight if the r tank contains fuel.

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	N						
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST			
AIRCRAFT:		REVISION NO. 60				PAGE NO.			
В	OEING B-737				2/09/2018	28-18			
		_			E KEY CATEGORY				
SYSTEM &	1777.4	1.1			BER INSTALL	ED			
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH			
20001995-0200		4. REMARKS OR EXCEPTIONS							
28. FUEL Sequence No.	Item	1	2	3	4	Change			
25	Center Tank Fuel Boost	1	2	3	4	Bar			
***	Pump Automatic Shutoff System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)								
25-03	-600/-700/-800/-900/ -900ER	С	2	0	fueled provide a) Both of Low P Systel b) Cente indica c) Cente must if person flight of pressin d) For gr tank for must if unless quanti (453 k or trar e) Cente are Of fuel is (2,300	erative with center tank ed: center tank fuel boost pump Pressure Warning Light ms operate normally, er tank fuel quantity ition operates normally, er tank fuel boost pumps not be ON unless nnel are available in the deck to monitor low ure lights, round operations, center uel boost pump switches not be positioned to ON as the center tank fuel ity exceeds 1,000 lbs. kg), except when defueling er tank fuel boost pumps FF for takeoff if center tank as less than 5,000 lbs. O kg) with airplane readied tial taxi,			
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	N					
	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		REVISION NO. 60 PAGE NO.					
В	BOEING B-737		DATE: 02/09/2018 28-19					
		_			LE KEY			
SYSTEM &		1. F			CATEGORY IBER INSTALLED			
SEQUENCE NO.					NUMBER REQUIRED FOR DISPATCH			
10107804-0100			4. REMARKS OR EXCEPTIONS					
28. FUEL		1	1		Chart			
Sequence No.	Item	1	2	3	4 Change Bar			
25 ***	Center Tank Fuel Boost Pump Automatic Shutoff System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)							
25-03	-600/-700/-800/-900/ -900ER (Cont'd)	C	2	0	f) Both center tank fuel boost pumps are selected OFF when center tank fuel quantity reaches 1,000 lbs. (453 kg) of fuel during climb and cruise, g) Both center tank fuel boost pumps are selected OFF when center tank fuel quantity reaches 3,000 lbs. (1,400 kg) of fuel during descent and landing, h) Both center tank fuel boost pumps are positioned OFF at first indication of fuel pump low pressure, i) Center tank fuel boost pumps may be positioned ON when established in cruise flight if the center tank contains more than 1,000 lbs. (453 kg) of fuel,			

	TMENT OF TRANSPORTA VIATION ADMINISTRATIO		N		MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 60	PAGE NO.	
В	OEING B-737		DAT	E: 02	2/09/2018	28-20	
		MMI	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALLI		
NO.				3. N		UIRED FOR DISPATCH OR EXCEPTIONS	
28. FUEL					4. INEMIARKS	ON EXCEL HONG	
Sequence No.	Item	1	2	3	4		Change Bar
25 ***	Center Tank Fuel Boost Pump Automatic Shutoff System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)						
25-03	-600/-700/-800/-900/ -900ER (Cont'd)	С	2	0	zero fu airplar tank fu maxim to 5,00 takeof to 3,00 desce that th have b	main tanks are not full, the uel gross weight of the ne plus the weight of center uel may exceed the num zero fuel weight by up 00 lbs. (2,300 kg) for if, climb, and cruise and up 00 lbs. (1,400 kg) for nt and landing provided ne effects of balance (CG) been considered, and ling with passengers ard is prohibited.	
26	Fuel Shutoff Valve Battery and Charger (-600/700/-800/-900/ -900ER)	D	1	0	(M) May be in	noperative deactivated.	

AIRCRAFT:	VIATION ADMINISTRATIO		REVISION NO. 60 PAGE NO.						
В	OEING B-737		DATE: 02/09/2018 28-21						
		_			E KEY CATEGORY				
SYSTEM &		1. F		D					
SEQUENCE	ITEM		2. 1		BER INSTALLE	JIRED FOR DISPATCH			
NO.				3.1		OR EXCEPTIONS			
28. FUEL									
Sequence No.	Item	1	2	3	4	Cha Ba			
100	Forward Auxiliary Fuel System Transfer Valves (PATS, -700/-800/ -900ER)								
100A		В	2	1	provided: a) Inoperatransfe and rer b) Remaintransfe c) Fuel quadequadestinavalve fa	ay be inoperative ative FWD Aux tank or valve is verified "closed" mains closed, ning Fwd Aux tank or valve operates normally, uantity in main tanks is ate to reach an alternate ation if remaining transfer ails at any time, and tank is included as part of the live in tank is at any time, and tank is included as part of the live in tank is included as part of the live in tank is included as part of			
100B		С	2	0	May be inoper tank remains e	rative provided Fwd Aux empty.			
100C		С	2	0		rative provided fuel in Fwd cluded as part of zero fuel			

U.S. DEPART	MENT OF TRANSPORTA	OITA	N							
FEDERAL AV	IATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST				
AIRCRAFT:					O. 60	PAGE NO.				
BC	DEING B-737		DATE: 02/09/2018 28-22							
					E KEY					
SYSTEM &		1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED							
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH				
NO.		4. REMARKS OR EXCEPTIONS								
28. FUEL				1		Tax				
	tem	1	2	3	4	Chang Bar				
	Forward Auxiliary Fuel System Vent Valves (PATS, -700/-800/ -900ER)									
101A		В	2	1	provided: a) Rema valve b) Fuel q adequ destin valve c) Fuel ir	nay be inoperative lining Fwd Aux Tank vent operates normally, quantity in main tanks is late to reach an alternate lation if remaining vent fails at any time, and In tank is included as part of luel weight.				
101B		С	2	0	May be inope tank remains	erative provided Fwd Aux empty.				
101C		С	2	0		erative provided Fwd Aux ed as part of zero fuel				
	Forward Auxiliary Fuel System Bleed Air Valve (PATS, -700/-800/ -900ER)									
102A		С	1	0	a) Both a opera b) Cabin opera c) Fwd A	erative provided: air conditioning packs te normally, pressure control system tes normally, and Aux fuel quantity indicator tes normally.				
İ					(Continued)					

AIRCRAFT:	VIATION ADMINISTRATIO				NO. 60 PAGE NO.
B	OEING B-737		DAT	E: 0	22/09/2018 28-23
					LE KEY
SYSTEM & SEQUENCE	ITEM	1. 1		NUM	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH
NO.					4. REMARKS OR EXCEPTIONS
28. FUEL		•			
Sequence No.	Item	1	2	3	4 Change Bar
102	Forward Auxiliary Fuel System Bleed Air Valve (PATS, -700/-800/ -900ER) (Cont'd)				
102B		С	1	0	May be inoperative provided Fwd Aux tank remains empty.
102C		С	1	0	May be inoperative provided fuel in Fwd Aux tank is included as part of zero fuel weight.
103	Aft Auxiliary Fuel System Transfer Valves (PATS, -700/-800/ -900ER)				
103A		В	2	1	 (M)(O) One may be inoperative provided: a) Inoperative Aft Aux tank transfer valve is verified "closed" and remains closed, b) Remaining Aft Aux tank transfer valve operates normally, c) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining transfer valve fails at any time, and d) Fuel in Aft Aux tank is included as part of zero fuel weight.
103B		С	2	0	May be inoperative provided Aft Aux tank remains empty.
103C		С	2	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.

AIRCRAFT:	VIATION ADMINISTRATION BOEING B-737				O. 60 2/09/2018	PAGE NO. 28-24	
L	DOLING D-737	8484				20-24	
SYSTEM &	ITEM	_	REP/	AIR O	E KEY CATEGORY BER INSTALLI	ED UIRED FOR DISPATCH	
NO.				J. 1		OR EXCEPTIONS	
28. FUEL							
Sequence No.	Item	1	2	3	4		Ch
104	Aft Auxiliary Fuel System Vent Valves (PATS, -700/-800/ -900ER)						
104A		В	2	1	provided: a) Rema valve of b) Fuel q adequ desting valve of c) Fuel ir	ining Aft Aux tank vent operates normally, uantity in main tanks is ate to reach an alternate ation if remaining vent fails at any time, and a Aft Aux tank is included to f zero fuel weight.	
104B		С	2	0	May be inope tank remains	rative provided Aft Aux empty.	
104C		С	2	0		rative provided fuel in Aft cluded as part of zero fuel	
105	Aft Auxiliary Fuel System Bleed Air Valve (PATS, -700/-800/ -900ER)						
105A		С	1	0	a) Both a operate b) Cabin operate c) Aft Au	rative provided: air conditioning packs te normally, pressure control system tes normally, and x fuel quantity indicator tes normally.	
105B		С	1	0	May be inope tank remains	rative provided Aft Aux empty.	
105C		С	1	0	•	rative provided fuel in Aft cluded as part of zero fuel	

AIRCRAFT:	VIATION ADMINISTRATION		<u>/ SIC</u>	N NC	O. 60 PAGE NO.	
	OEING B-737				2/09/2018 28-25	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3. r	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
28. FUEL		1			4. NEIWARKO OK EXCELLIONO	
Sequence No.	Item	1	2	3	4	Chang Bar
106	Auxiliary Fuel System Isolation Valve Open Light (PATS, -700/-800/ -900ER)	С	1	0	(M) May be inoperative provided isolation valve is visually verified open before each flight.	
107	Auxiliary Fuel System Isolation Valve Closed Light (PATS, -700/-800/ -900ER)	С	1	0	(M) May be inoperative provided isolation valve is visually verified closed before each auxiliary refueling.	
108	Auxiliary Fuel System Isolation Valve (PATS, -700/-800/ -900ER)	С	1	0	 (M) May be inoperative provided: a) Isolation valve is safety wired in open position, and b) Electrical connector is capped for flight. 	
					NOTE: Fuel remaining in auxiliary tanks may be used for flight.	

AIRCRAFT:	VIATION ADMINISTRATION BOEING B-737				O. 60 PAG	GE NO. 28-26
	OEING B-737					28-20
SYSTEM &	ITEM	_	REP/	AIR O	E KEY CATEGORY BER INSTALLED IUMBER REQUIRE	D FOR DISPATCH
NO.				0. 1	4. REMARKS OR E	
28. FUEL						
Sequence No.	Item	1	2	3	4	С
109	Auxiliary Tank Fueling Valves (PATS, -700/-800/ -900ER)					
109-01	Forward Auxiliary Refueling Valve	С	1	0	(M) May be inoperatefueling valve is ve	ative provided forward erified "closed".
						Fuel Tank shall not until refueling valve verified to operate
					NOTE 2: Fuel rema	aining in tank may be light.
109-02	Aft Auxiliary Refueling Valve	С	1	0	(M) May be inopera	
					be fueled	Fuel Tanks shall not until refueling valve verified to operate
					NOTE 2: Fuel rema	aining in tank may be light.
110	Auxiliary Fuel System Alert Message Display (PATS, -700/-800/ -900ER)					
110A		С	2	1	(M) One may be inc transfer system is v normally.	
110B		С	2	0	May be inoperative tanks remain empty	
110C		С	2	0	May be inoperative auxiliary tanks are izero fuel weight.	

SYSTEM & SEQUENCE NO. ITEM Sequence No. Item 1 2 3 4 111 Auxiliary Fuel Control Unit (PATS, -700/-800/-900ER) 112-01A C 2 0 (O) May be inoperative provided fuel quantity indicators operate normally. 112-01B C 2 0 (O) May be inoperative provided fuel weight. 112-02B C 2 0 (O) May be inoperative provided fuel weight. 112-02B C 2 0 (O) May be inoperative provided fuel quantity indicators operate normally. 112-02B C 2 0 (O) May be inoperative provided fuel quantity indicators operate normally. 112-02B C 2 1 (O) One low level switch may be inoperative provided fuel in tank is included as part of zero fuel weight. 112-02B C 2 0 (O) May be inoperative provided fuel quantity indicators operate normally. 112-02B C 2 0 (O) May be inoperative provided fuel quantity indicators operate normally. 112-02B C 2 0 (O) May be inoperative provided fuel quantity indicators operate normally. 112-02B C 2 0 (O) May be inoperative provided fuel quantity indicators operate normally. 112-02B C 2 0 (O) May be inoperative provided fuel in tank is included as part of zero fuel weight. 112-02C C 2 0 (O) May be inoperative provided fuel in tank is included as part of zero fuel weight. 112-02C 122-02C 123-02C		PAGE NO.	0.60	7111	/101/		VIATION ADMINISTRATIO	AIRCRAFT:
SYSTEM & SEQUENCE NO. ITEM SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 28. FUEL Sequence No. Item 1						KE	OEING B-737	
SYSTEM & SEQUENCE NO. ITEM 2 NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 28. FUEL Sequence No. Item 1 2 3 4 111			E KEY	ABL	EL T	ММ		
SEQUENCE NO. ITEM Sequence No. Se						1. F		SYSTEM &
28. FUEL Sequence No. Item 1 2 3 4 111					2. 1		ITEM	
Sequence No. Item				3. 1				NO.
Sequence No. Item		ON EXCEL TIONS	4. INDIMARKI					28. FUEL
Unit (PATS, -700/-800/-900ER) 112 Auxiliary Fuel Low Level Float Switches (PATS, -700/-800/-900ER) 112-01 Forward Tank System 112-01A C 2 1 (O) One low level switch may be inoperative provided fuel quantity indicators operate normally. 112-01B C 2 0 (O) May be inoperative provided fuel in tank is included as part of zero fuel weight. 112-02 Aft Tank System C 2 1 (O) One low level switch may be inoperative provided tank remains empty. (O) May be inoperative provided fuel in tank is included as part of zero fuel weight. (O) One low level switch may be inoperative provided fuel quantity indicators operate normally. (O) One low level switch may be inoperative provided fuel quantity indicators operate normally. (O) May be inoperative provided tank remains empty. (O) May be inoperative provided tank remains empty.	Chang		4	3	2	1	Item	
Float Switches (PATS, -700/-800/-900ER) 112-01 Forward Tank System C 2 1 (O) One low level switch may be inoperative provided fuel quantity indicators operate normally. 112-01B				0	1	С	Unit (PATS, -700/-800/	111
112-01A C 2 1 (O) One low level switch may be inoperative provided fuel quantity indicators operate normally. 112-01B C 2 0 (O) May be inoperative provided tank remains empty. C 2 0 (O) May be inoperative provided fuel in tank is included as part of zero fuel weight. C 2 1 (O) One low level switch may be inoperative provided fuel quantity indicators operate normally. C 2 0 (O) May be inoperative provided 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 zero fuel weight.							Float Switches (PATS, -700/-800/	112
inoperative provided fuel quantity indicators operate normally. 112-01B 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 zero fuel weight. 112-02 Aft Tank System C 2 1 (O) One low level switch may be inoperative provided fuel quantity indicators operate normally. 112-02B C 2 0 (O) May be inoperative provided tank remains empty. 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 zero fuel weight.							Forward Tank System	112-01
remains empty. C 2 0 (O) May be inoperative provided fuel in tank is included as part of zero fuel weight. 112-02 Aft Tank System C 2 1 (O) One low level switch may be inoperative provided 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 zero fuel weight.		ovided fuel quantity	inoperative p	1	2	С		112-01A
tank is included as part of zero fuel weight. 112-02 Aft Tank System C 2 1 (O) One low level switch may be inoperative provided 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 zero fuel weight.		•	` '	0	2	С		112-01B
112-02A C 2 1 (O) One low level switch may be inoperative provided 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 zero fuel weight.		•	tank is includ	0	2	С		112-01C
inoperative provided 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 zero fuel weight.							Aft Tank System	112-02
remains empty. 112-02C C O (O) May be inoperative provided fuel in tank is included as part of zero fuel weight.		ovided fuel quantity	inoperative p	1	2	С		112-02A
tank is included as part of zero fuel weight.				0	2	С		112-02B
			tank is includ	0	2	С		112-02C
Auxiliary Fuel Processor (PATS, -700/-800/ -900ER) Auxiliary Fuel Processor C 1 0 (O) May be inoperative provided auxiliary fuel tank remains empty.		•	` '	0	1	С	•	113

AIRCRAFT:	VIATION ADMINISTRATIO		_	_	NO. 60 PAGE NO.
B	SOEING B-737		DAT	ΓE: 0	02/09/2018 28-28
		_			LE KEY
SYSTEM & SEQUENCE NO.	ITEM	1. 1		MUN	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
28. FUEL					4. KEMAKKO OK EXCEL HONG
Sequence No.	Item	1	2	3	4 Chang Bar
114	Auxiliary Fuel Pressure Switches (PATS, -700/-800/ -900ER)				
114-01	Forward Tank Pressure Switches				
114-01A		С	2	1	 (M) One may be inoperative provided: a) Failed pressure switch indicates low pressure, b) Pressurization system operates normally, and c) Air conditioning packs operate normally.
114-01B		С	2	0	May be inoperative provided tank remains empty.
114-01C		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.
114-02	Aft Tank Pressure Switches				
114-02A		С	2	1	 (M) One may be inoperative provided: a) Failed pressure switch indicates low pressure, b) Pressurization system operates normally, and c) Air conditioning packs operate normally.
114-02B		С	2	0	May be inoperative provided tank remains empty.
114-02C		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.

EEDEDAI A	VIATION ADMINISTRATION	ואר			MASTER MINIMUM EQUIPMENT	LIOI
AIRCRAFT:	VIATION ADMINISTRATION		VISIO	ON N	IO. 60 PAGE NO.	
	BOEING B-737				2/09/2018 28-29	
		MM	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
28. FUEL					4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change
115	Auxiliary Fuel Center Tank Float Switches (PATS, -700/-800/ -900ER)					Jul
115A		С	2	0	(O) May be inoperative provided auxiliary fuel tanks remain empty.	
115B		С	2	0	(O) May be inoperative provided fuel in tank is included as part of zero fuel weight.	
116	Auxiliary Fuel Maintenance Switches (PATS, -700/-800/ -900ER)					
116A		С	2	1	 (M) One may be inoperative provided: a) Affected maintenance switch/indicator is failed in an open condition, and b) Remaining maintenance switch/indicator is verified to operate normally. 	
116B		С	2	0	May be inoperative provided auxiliary fuel tanks remain empty.	
116C		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.	

	VIATION ADMINISTRAT		//01/	711	10.00	DACENO	
AIRCRAFT:	OEING B-737	RE			IO. 60 2/09/2018	PAGE NO. 28-30	
		MMI	EL T	ABL	E KEY	<u> </u>	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (NUM	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
28. FUEL							
Sequence No.	Item	1	2	3	4		Change Bar
117	Auxiliary Fuel Alert Switches (PATS, -700/-800/ -900ER)						
117A		С	2	1	a) Affector failed b) Rema	be inoperative provided: ed alert switch/indicator is in an open condition, and ining alert switch/indicator fied to operate normally.	
117B		С	2	0	May be inope fuel tanks ren	rative provided auxiliary nain empty.	
117C		С	2	0		rative provided fuel in tank part of zero fuel weight.	
118	Auxiliary Fuel Test Switches (PATS, -700/-800/ -900ER)	C	2	0	a) Associ displa norma b) Alert r verifie	pen provided: siated fuel quantity indicator y is verified to operate ally before each flight, and message displays are d to operate normally e each flight.	

FEDERAL A	VIATION ADMINISTRATIO	NC			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			VISIO	N NC	O. 60 PAGE NO.
В	BOEING B-737		DAT	E: 0	2/09/2018 28-31
					E KEY
SYSTEM &		1. [CATEGORY
SEQUENCE	ITEM		2. 1		BER INSTALLED
NO.				3. I	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
28. FUEL					4. NEWAKKO OK EXCEL HONG
Sequence No.	Item	1	2	3	4 Chang
119	Flight Deck Fuel Quantity Indicators (Auxiliary Tanks) (PATS, -700/-800/ -900ER)				
119-01	Aft Auxiliary Tank System				
119-01A		С	2	1	(O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct.
119-01B		С	2	0	May be inoperative provided auxiliary fuel tanks remain empty.
119-01C		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.
119-02	Forward Auxiliary Tank System				
119-02A		С	2	1	(O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct.
119-02B		С	2	0	May be inoperative provided auxiliary fuel tanks remain empty.
119-02C		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight

AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	ON N	O. 59 PAGE NO.	
Е	BOEING B-737		DAT	E: 0	2/13/2017 29-1	
					E KEY	
SYSTEM &	ITEM	1. F			CATEGORY BER INSTALLED	
EQUENCE NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH	
20.8 (786)/2.1079					4. REMARKS OR EXCEPTIONS	
	JLIC POWER					101
Sequence No.	Item	1	2	3	4	Char Ba
01	Ground Interconnect Valve (System A and B) (-100/-200)	С	1	0	(M) May be inoperative provided valve remains closed.	
2	System B Pumps					
02-01	(-100/-200)	С	2	1	Except for ER operations, one may be inoperative provided: a) Pressure indicator operates normally, and b) Thrust reversers operate normally.	
02-02	Engine Driven Hydraulic Pump Depressurization Function (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	1	0		
3	System Pressure Indications (A and B)					
03-01	(-100/-200)	С	2	0	 (O) May be inoperative provided: a) System pressure is checked from brake pressure indicator before each departure, and b) All hydraulic low pressure lights operate normally. 	
03-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	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. 	

<u>FEDERAL A</u> AIRCRAFT:	<u>VIATION ADMINISTRATIO</u>		/ISIC	N NC	NO. 59 PAGE NO.
	BOEING B-737	_			02/13/2017 29-2
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F	_	NUM	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH
1808/7845/2007		, ,			4. REMARKS OR EXCEPTIONS
	JLIC POWER				4
Sequence No.	System A Dump Low	1 C	2	3 1	4
04	System A Pump Low Pressure Indication Systems		2	1	(O) One may be inoperative provided output of associated pump is checked before each departure.
05	System B Pump Low Pressure Indication Systems	С	2	1	(O) One may be inoperative provided output of associated pump is checked before each departure.
06	Hydraulic Brake Pressure Indicator				Moved to item 32-13, Revision 33.
07	System A and B Overheat Light System				
07-01 ***	System A Over-heat Lights (-100/-200)	D	2	0	
07-02	System B Over-heat Lights (-100/-200)	С	2	0	May be inoperative provided associated system B Low Pressure light operates normally.
07-03	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	0	May be inoperative provided associated Low Pressure light operates normally.
08	Hydraulic Quantity Low Level Light System B (-100/-200)	С	1	0	(M) May be inoperative provided quantity is verified adequate before each departure.
09	Hydraulic Quantity Low Level Light System (Standby System)	С	1	0	(M) May be inoperative provided quantity is verified adequate before each departure.

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
EEDEDAL A	VIATIONI ADMINISTRATIO	NI			MASTER MINIMUM EQUIPMENT L	.IST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	A NC	IO. 59 PAGE NO.	
	BOEING B-737				2/13/2017 29-3	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				0. 1	4. REMARKS OR EXCEPTIONS	
29. HYDRAU	JLIC POWER					
Sequence No.	Item	1	2	3	4	Change Bar
10	System A Pumps					
10-01	Engine Driven Hydraulic Pump Depressurization Function	С	-	0		
11	System A Quantity Indication System (Flight Deck)					
11-01	-100/-200	С	1	0	 (M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System A pressure indicator operates normally, and c) System B and Standby systems low quantity lights operate normally. 	
11-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	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	С	1	0	 (M) May be inoperative provided: a) Standby system low quantity light operates normally, b) Output of standby pump is verified before each departure, and c) Both System B pumps operate normally. 	

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 59	PAGE NO.	
E	BOEING B-737		DAT	E: 0	2/13/2017	29-4	
					E KEY		
SYSTEM & SEQUENCE	ITEM	1. F		MUV	CATEGORY BER INSTALL	ED QUIRED FOR DISPATCH	
NO.				J. 1		S OR EXCEPTIONS	
	JLIC POWER				T		Chan
Sequence No.	Item	1	2		4		Chang Bar
13	Hydraulic Reservoir Pressurization System Sources	С	-	1		noperative provided n be pressurized.	
14	System A Overheat Lights				Incorporated Revision 39.	into item 29-7 in	
15	System B Quantity Indication System (Flight Deck) (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	1	0	a) Quan before b) Syste opera c) Pump	noperative provided: Itity is verified adequate e each departure, em pressure indication ates normally, and o low pressure lights ate normally.	
16 ***	Hydraulic Reservoir Air Pressure Indicator (Wheel Well)	С	-	0			
17	Hydraulic Reservoir Quantity Indicator (Wheel Well)	С	-	0			
18	Hydraulic Reservoir Fill System (Wheel Well)	С	1	0			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MA OTED MINIMUM EQUIDMENT LIGT
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	BOEING B-737		_		NO. 60 PAGE NO. 02/09/2018 30-1
		ММ			-E KEY
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
30. ICE AND	RAIN PROTECTION				
Sequence No.	Item	1	2	3	4 Change Bar
01	Wing Anti-Ice Valves	С	2	0	(M)(O) Except for ER operations beyond 120 minutes, may be inoperative closed provided airplane is not operated in known or forecast icing conditions.
01-01	(-100/-200)	С	2	0	 (M)(O) May be inoperative open provided: a) Valve is manually closed for engine start, b) Associated manifold is depressurized when outside air temperature is above 50 degrees F (10 degrees C), c) Associated engine bleed thrust limits are followed when manifold is pressurized, and d) Air conditioning and pressurization requirements are followed when one or both manifolds are depressurized.
01-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	 (M)(O) One may be inoperative open provided: a) Except for engine start, associated manifold is depressurized when outside air temperature is above 50 degrees F (10 degrees C), b) Associated engine bleed thrust limits are followed when manifold is pressurized, and c) Air conditioning and pressurization requirements are followed when one manifold is depressurized.

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		
FEDERAL AV	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					NO. 60 PAGE NO.
В	OEING B-737		DAT	E: 0	02/09/2018 30-2
		_			LE KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		Z. ľ		MBER INSTALLED NUMBER REQUIRED FOR DISPATCH
NO.				5.1	4. REMARKS OR EXCEPTIONS
30. ICE AND	RAIN PROTECTION				
Sequence No.	Item	1	2	3	4 Change Bar
02	Wing Anti-Ice Valve Position Lights	С	2	0	(M) May be inoperative provided valve is verified to operate normally before operating in known or forecast icing conditions.
03	Engine and Nose Cowl Anti-Ice Valves				
03-01	(-100/-200)				
03-01A		С	6	5	 (M)(O) One may be inoperative closed provided: a) All remaining anti-ice valves operate normally, and b) Airplane is not operated in known or forecast icing conditions.
03-01B		С	6	5	(M)(O) One may be inoperative open provided: a) All remaining valves operate normally, b) Operating temperature for cowl valves is limited to 50 degrees F (10 degrees C) maximum (ambient or total air temperature) unless S/B 71-1045 or 71-1046 "Nose Cowl TAI Spray Ring Modification" or production equivalent has been incorporated, and c) Appropriate performance adjustments are applied.
					(Continued)

AIRCRAFT:	VIATION ADMINISTRATIO		\/ \	א ואר	IO. 60 PAGE NO.		
	OEING B-737	REVISION NO. 60 PAGE NO. 30-3					
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
Sequence No.	RAIN PROTECTION Item	1	2	3	4	Chang	
03	Engine and Nose Cowl Anti-Ice Valves (Cont'd)			3	-	Bar	
03-02	(-300/-400/-500)						
03-02A		С	2	1	(M) One may be inoperative closed provided airplane is not operated in known or forecast icing conditions.		
03-02B		С	2	1	 (M)(O) One may be inoperative locked open provided: a) Associated High Stage Valve is considered inoperative, b) Ambient temperature is below 100 degrees F (38 degrees C), c) A minimum of 60% N₁ is maintained on associated engine during flight in icing conditions, and d) Appropriate performance adjustments are applied. 		
03-03	(-600/-700/-800/-900/ -900ER)						
03-03A		С	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative closed provided airplane is not operated in known or forecast icing conditions.		
03-03B		С	2	1	 (M)(O) One may be inoperative locked open provided: a) Associated High Stage Valve is considered inoperative, b) Ambient temperature is below 100 degrees F (38 degrees C), c) A minimum of 60% N₁ is maintained on associated engine during flight in icing conditions, and d) Appropriate performance adjustments are applied. 		

<u>VIATION ADMINISTRATIO</u>				
OCINO D 707	RE			
BUEING B-737				
925000000000000000000000000000000000000	1.1			BER INSTALLED
ITEM		'		NUMBER REQUIRED FOR DISPATCH
			- 2000	4. REMARKS OR EXCEPTIONS
RAIN PROTECTION				
Item	1	2	3	4 Chang Bar
Engine and Nose Cowl Anti-Ice Valve Position Lights or TAI Indications				
(-100/-200)	С	-	0	(M) May be inoperative provided valve is verified to operate normally before each departure.
(-300/-400/-500/-600/ -700/-800/-900)	С	-	0	(O) May be inoperative provided valve is verified to operate normally before each departure.
(-600/-700/-800/-900/ -900ER)	С	4	2	One valve position indication (either COWL VALVE OPEN light or TAI indication) for each engine may be inoperative provided other valve position indication for that engine operates normally.
(All Models)	С	-	-	May be inoperative provided associated valve is considered inoperative.
	ITEM RAIN PROTECTION Item Engine and Nose Cowl Anti-Ice Valve Position Lights or TAI Indications (-100/-200) (-300/-400/-500/-600/ -700/-800/-900) (-600/-700/-800/-900/ -900ER)	REVIDENCE REVI	REVISION REVISION RAIN PROTECTION Item 1 2	REVISION N DATE: 03

US DEPAR	TMENT OF TRANSPORT	ATIO	N		
			•		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATION		\/ISI(N NC	IO. 60 PAGE NO.
	OEING B-737				2/09/2018 30-5
		ММ	EL T	ABL	E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2.1		BER INSTALLED
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
30. ICE AND	RAIN PROTECTION				4. REMARKO OK EXCELLIONS
Sequence No.	Item	1	2	3	4 Change Bar
05	Pitot/Static Probe Heaters				
05-01	(-100/-200/-300/-400/ -500)				
05-01-01	No. 1 Aux Pitot/Static Heater (Right Lower Probe)	В	1	0	May be inoperative provided: a) No. 2 Aux Pitot Static heater operates normally, b) RVSM operations are not conducted, and c) Airplane is not operated in known or forecast icing conditions.
05-01-02	No. 2 Aux Pitot/Static Heater (Left Lower Probe)				
05-01-02A		В	1	0	May be inoperative provided: a) No. 1 Aux Pitot Static heater operates normally, b) RVSM operations are not conducted, and c) Airplane is not operated in known or forecast icing conditions.
05-01-02B		В	1	0	May be inoperative provided: a) No.1 Aux Pitot Static heater operates normally, and b) Dispatch deviations for associated equipment are observed.
05-01-03	Pitot/Static Heaters (Upper Probes)	В	2	1	Pilot's or copilot's may be inoperative for day VMC provided airplane is not operated in visible moisture or in known or forecast icing conditions.
					(Continued)

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			•		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATION		//01/	7N I N	O. 60 PAGE NO.
	BOEING B-737	KE			2/09/2018 PAGE NO. 30-6
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUV	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
	RAIN PROTECTION	1 4			Change
Sequence No.	ltem	1	2	3	4 Change Bar
05 05-02	Pitot/Static Probe Heaters (Cont'd) (-600/-700/-800/-900/				
00 02	-900ER)				
05-02-01	Left/Right Pitot Heaters	В	2	1	Except for ER operations beyond 120 minutes, one may be inoperative for day VMC provided: a) Aux Pitot heater operates normally, b) Airplane is not operated in visible moisture, and c) Airplane is not operated in known or forecast icing conditions.
05-02-02	Aux Pitot Heater (Right Lower Probe)	В	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided: a) Both Left and Right Pitot heaters operate normally, and b) Airplane is not operated in known or forecast icing conditions.
06 ***	Vertical Stabilizer Pitot Heaters (Elevator and Rudder Feel Systems)	В	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.

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FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIS	וכ
AIRCRAFT:	SOEING B-737				NO. 60 PAGE NO. 02/09/2018 30-7	
		ММ	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR (CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
30 ICE AND	RAIN PROTECTION	<u> </u>			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3		nange Bar
07	Total Air Temperature Probe Heater					Bai
07A		С	-	0	Except for ER operations beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
07B		С	-	0	(O) May be inoperative provided an alternate temperature indicator system is installed and operating normally (i.e., Ram Air or Static Air Temperature).	
08	Angle of Attack Sensor Heater(s)/Stall Warning System Sensor Heater(s)/Alpha Vane Heater(s)	С	-	0	Except for ER operations beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
09	Pitot, Pitot/Static and Temperature Probe Heater Lights					
09-01 ***	Green (Heater On) Lights (-100/-200)					
09-01-01	Pitot and Pitot/Static	В	-	-	 (M) One may be inoperative provided: a) Required heater function is verified before each departure, and b) HEATER OFF light operates normally. 	
09-01-02	Temperature					
09-01-02A	. ,	С	1	0	(M) May be inoperative provided associated heater function is verified to operate normally before each departure.	
09-01-02B		С	1	0	May be inoperative provided associated heater is inoperative.	
					(Continued)	

	VIATION ADMINISTRATION		// O : -		10.00	
AIRCRAFT:	OEING B-737	RE			IO. 60 PAGE NO. 2/09/2018 30-8	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM RAIN PROTECTION	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
09	Pitot, Pitot/Static and Temperature Probe Heater Lights (Cont'd)	ľ				Bar
09-02 ***	Amber (Heater Off) Lights					
09-02-01	Pitot and Pitot/Static	В	-	0	 (M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Associated heater function is verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions. 	
09-02-02	Temperature					
09-02-02A		С	-	1		
09-02-02B		С	-	0	(M) May be inoperative provided associated heater function is verified to operate normally before each departure.	
09-02-02C		С	-	0	May be inoperative provided associated heater is inoperative.	
10	Wing Anti-Ice Duct Overheat System					
10-01 ***	Ground Test Feature (-300/-400/-500)	С	1	0		

AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	O. 60 PAGE NO.	
E	BOEING B-737		DAT	E: 0	2/09/2018 30-9	
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR O	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
30. ICE AND	RAIN PROTECTION					
Sequence No.	Item	1	2	3	4	Chang Bar
11	Electrically Heated Windshields					
11-01	No.1 or No. 2 Window (100/-200)	С	4	3	Except for ER operations beyond 120 minutes, one No. 1 or No. 2 window heater may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Windshield defog system operates normally, and c) Airspeed is limited to 250 KIAS below 10,000 feet MSL.	
11-02	No. 1 Window (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Both No.2 window heaters operate normally, c) Windshield defog system operates normally, and d) Airspeed is limited to 250 KIAS below 10,000 feet MSL.	
11-03	No. 2 Window (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	One may be inoperative provided: a) Both No. 1 window heaters operate normally, b) Windshield defog system operates normally, and c) Airspeed is limited to 250 KIAS below 10,000 feet MSL.	
11-04 ***	No. 4 or No. 5 Window	С	4	0	No. 4 and No. 5 window heat may be inoperative provided airspeed is limited to 250 KIAS below 10,000 feet MSL.	
11-05 ***	No. 3 Window Heat System(s)	D	2	0		

BOEING B-737 DATE: 02/09/2018 30-10 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 30. ICE AND RAIN PROTECTION	FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		/ICIA	יא ואר	O. 60 PAGE NO.	
SYSTEM & SEQUENCE NO. ITEM NO	_	OEING B-737	KE'				
SYSTEM & SEQUENCE NO. ITEM NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 30. ICE AND RAIN PROTECTION Sequence No. Item 1 2 3 4 12 Windshield Defog System C 1 0 May be inoperative provided electrically heated windshields for No. 1 and No. 2 windows operate normally. 13 Windshield Wiper System(s) C 2 0 May be inoperative provided: a) Airplane is not operated in precipitation within 5 statute miles of airport of takeoff or intended landing, and b) Approach minimums do not require its use. 13-01 Park Function C 2 0 May be inoperative for all flight conditions provided blade(s) can be positioned in a location that will not obstruct forward vision. 13-02 Intermittent Speed Function (-300/-400/-500/-600/-700/-800/-900/-900ER) 13-03 Low Speed Function C 2 0 May be inoperative provided associated high speed function operates normally. 13-04 High Speed Function C 2 1 One may be inoperative provided associated high speed function operates normally. 13-04B C 2 0 May be inoperative provided associated high speed function operates normally.			мм	EL T	ABL	E KEY	
SEQUENCE NO. 30. ICE AND RAIN PROTECTION Sequence No. Item	CVCTEM		_				
30. ICE AND RAIN PROTECTION Sequence No. Item		ITEM		2. 1	MUN	BER INSTALLED	
30. ICE AND RAIN PROTECTION Sequence No. Item		I I CIVI			3. N	NUMBER REQUIRED FOR DISPATCH	
Sequence No. Item	20000000000					4. REMARKS OR EXCEPTIONS	
Sequence No. Items Items	30. ICE AND	RAIN PROTECTION					
System Neated windshields for No. 1 and No. 2 windows operate normally. May be inoperative provided: a) Airplane is not operated in precipitation within 5 statute miles of airport of takeoff or intended landing, and b) Approach minimums do not require its use. 13-01 Park Function C 2 0 May be inoperative for all flight conditions provided blade(s) can be positioned in a location that will not obstruct forward vision. 13-02 Intermittent Speed Function 13-03 Low Speed Function C 2 0 May be inoperative provided associated high speed function operates normally. 13-04 High Speed Function C 2 1 One may be inoperative provided associated associated low speed function operates normally. 13-04B C 2 0 May be inoperative provided both low speed functions operate normally and rain intensity is less than moderate.	Sequence No.	Item	1	2	3	4	Chang Bar
System(s) a) Airplane is not operated in precipitation within 5 statute miles of airport of takeoff or intended landing, and b) Approach minimums do not require its use. 13-01 Park Function C 2 0 May be inoperative for all flight conditions provided blade(s) can be positioned in a location that will not obstruct forward vision. 13-02 Intermittent Speed Function (-300/-400/-500/-600/-700/-800/-900/ER) 13-03 Low Speed Function C 2 0 May be inoperative provided associated high speed function operates normally. 13-04 High Speed Function C 2 1 One may be inoperative provided associated low speed function operates normally. 13-04B C 2 0 May be inoperative provided associated high speed function operates normally.	12		С	1	0	heated windshields for No. 1 and No. 2	
conditions provided blade(s) can be positioned in a location that will not obstruct forward vision. 13-02 Intermittent Speed Function (-300/-400/-500/-600/-700/-800/-900/ER) 13-03 Low Speed Function C 2 0 May be inoperative provided associated high speed function operates normally. 13-04 High Speed Function C 2 1 One may be inoperative provided associated low speed function operates normally. 13-04B C 2 0 May be inoperative provided associated low speed function operates normally.	13	•	С	2	0	 a) Airplane is not operated in precipitation within 5 statute miles of airport of takeoff or intended landing, and b) Approach minimums do not 	
Function (-300/-400/-500/-600/ -700/-800/-900ER) Low Speed Function C 2 0 May be inoperative provided associated high speed function operates normally. High Speed Function C 2 1 One may be inoperative provided associated low speed function operates normally. C 2 0 May be inoperative provided associated low speed function operates normally. May be inoperative provided both low speed functions operate normally and rain intensity is less than moderate.	13-01	Park Function	С	2	0	conditions provided blade(s) can be positioned in a location that will not	
high speed function operates normally. 13-04 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.		Function (-300/-400/-500/-600/	D	2	0		
13-04A 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.	13-03	Low Speed Function	С	2	0		
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.	13-04	High Speed Function					
speed functions operate normally and rain intensity is less than moderate.	13-04A		С	2	1	associated low speed function operates	
13-04C Deleted in Revision 53.	13-04B		С	2	0	speed functions operate normally and	
	13-04C					Deleted in Revision 53.	

	VIATION ADMINISTRATIO		//014	<u> </u>	IO CO DAOE NO	
AIRCRAFT:	BOEING B-737				IO. 60 PAGE NO. 2/09/20185 30-11	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
30. ICE AND	RAIN PROTECTION					
Sequence No.	Item	1	2	3	4	Chang Bar
14	Rain Repellent System (Including RainBoe and STC ST09864SC) (-100/-200/-300/-400/ -500)	D	1	0		
15 ***	Windshield Perimeter Heater(s)	С	2	0		
16 ***	HEATER OFF Light (-100/-200)	В	1	0	 (O) May be inoperative provided: a) Remaining components of pitot heat system are verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions. 	
17	COWL ANTI-ICE Lights (-300/-400/-500/-600/ -700/-800/-900/-900ER)					
17A		С	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.	
17B		С	2	1	(M)(O) One may be inoperative provided associated cowl anti-ice valve is locked open.	
18 ***	Alpha Vane Heater Light Systems					
18A		С	2	0	(M) May be inoperative provided associated heater function is verified to operate normally before each departure.	
18B		С	2	0	May be inoperative provided associated heater is considered inoperative.	
19 ***	Drain Mast Heaters	С	2	0	(M) May be inoperative provided water supply to associated components is secured off.	

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U.S. DEPAR	TMENT OF TRANSPORT	AHO	N		MASTE	R MINIMUM EQUIPMENT	гиет
FEDERAL A	VIATION ADMINISTRATION	NC			IVIASTE	IN WIIINIWOW EQUITIVIEN	LIST
AIRCRAFT:	· · · · · · · · · · · · · · · · · · ·		VISIO	A NC	IO. 60	PAGE NO.	
	BOEING B-737				2/09/2018	30-12	
		мм	FI T	ΔΒΙ	E KEY		
121010121221212101010101		_			CATEGORY		
SYSTEM &	17514				BER INSTALLI	ED	
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH	
10.					4. REMARKS	OR EXCEPTIONS	
30. ICE AND	RAIN PROTECTION						
Sequence No.	Item	1	2	3	4		Change Bar
20	Ice Detection System	D	1	0			
***	·						
04	0 (10(1))						
21 ***	Control Stand Wing Anti-Ice Switches						
	Alli-ice Switches						
21A		С	2	0	(O) May be in	operative closed.	
21B		С	2	0	(O) May be in	operative open.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTER MINIMUM EQUIPMENT LIST	
	VIATION ADMINISTRATIO		//014		10. F0	
AIRCRAFT:	OEING B-737	KE			NO. 58 PAGE NO. 31-1	
		ММІ				
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
	ING/RECORDING SYSTEM	MS	1	1		
Sequence No.	Item	1	2	3	4 Change Bar	
01	Clocks	С	2	1	One may be inoperative at either pilot or copilot station.	
01-01 ***	Automatic UTC Update Function	С	2	0	(O) May be inoperative provided manual mode is set and operates normally.	
02	Flight Data Recorder System (FDR)					
02-01	For Air Carrier or Holder of a Commercial Operator Certificate					
02-01A		С	-	-	Any in excess of those required by 14 CFR may be inoperative.	
02-01B		A	-	0	 May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in operator's MEL unless: 1) FDR failure occurs after pushback but prior to takeoff, or 2) FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days. 	
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U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N						
			-		MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 58 PAGE NO.				
	BOEING B-737			_	0/10/2015 31-2				
			MMEL TABLE KEY						
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. NUMBER I		NUMBER REQUIRED FOR DISPATCH				
NO.				J. 1	4. REMARKS OR EXCEPTIONS				
31. INDICAT	ING/RECORDING SYSTEM	/IS							
Sequence No.	Item	1	2	3	4 Change Bar				
02	Flight Data Recorder System (FDR) (Cont'd)								
02-01	For Air Carrier or Holder of a Commercial Operator Certificate (Cont'd)								
02-01-01	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.				
02-01-02	FDR Recording Parameters Not Required by 14 CFR	Α	-	-	May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.				
02-02	For an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate								
02-02A		С	-	1	Any in excess of those required by 14 CFR may be inoperative.				
02-02B		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.				
03	Engine Pressure Ratio Limit (EPRL) System				Moved to item 34-41.				
04 ***	Reference Speed Computer (Total Fuel and V _{Ref} Indicator -100/-200)	С	1	0					

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FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT L	101
AIRCRAFT:	BOEING B-737				NO. 58 PAGE NO. 10/10/2015 31-3	
		ММ			LE KEY	
SYSTEM &		_	REP/	AIR (CATEGORY	
SEQUENCE	ITEM		2.1		MBER INSTALLED	
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
31. INDICAT	ING/RECORDING SYSTEM	MS			, NEW AND SIX EXCELLING	
Sequence No.	Item	1	2	3	4	Change Bar
05	Cockpit Voice Recorder (CVR) System				Moved to item 23-10.	
06 ***	AIDS Maintenance Recorder	D	1	0		
07 ***	Aircraft Condition Monitoring System (ACMS)	D	1	0		
07-01	Quick Access Recorder (Includes Avionica miniQAR) (STCs ST02472AT or ST03151AT)	D	1	0		
08	Common Display System (CDS) (-600/-700/-800/-900/ -900ER)					
08-01	Display Units (DU)					
08-01-01	Lower DU	С	1	0	 (O) May be inoperative provided: a) All remaining DUs operate normally, and b) It is checked that engine display can be switched to an alternate DU. 	
08-01-02	Inboard DU	A	2	1	 (O) For EFIS/MAP configuration, one may be inoperative provided: a) It is checked that engine display can be switched to an alternate DU, b) All navigation must be based on ILS/VOR/DME, and c) Repairs are made within 1 flight day. 	
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRATI		<u>/ SI/</u>	N NC	O. 58	PAGE NO.	
	OEING B-737				0/10/2015	31-4	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUV		ID JIRED FOR DISPATCH OR EXCEPTIONS	
31. INDICAT	ING/RECORDING SYSTE	EMS					
Sequence No.	Item	1	2	3	4		Chang Bar
08-02	Common Display System (CDS) (-600/-700/-800/-900/ -900ER) (Cont'd) CDS MAINT Annunciation						
08-02-01	PFD/ND	В	-	0	by CDS MAIN CDS Operation	ched with faults indicated T annunciation provided nal Program Software 11-HNP-01A-05 or later, is	
08-02-02	EFIS/MAP	A	-	0	by CDS MAIN a) Captair normall b) CDS O Softwar P/N 31 installe	perational Program re (OPS) 11-HNP-01A-05 or later is d, and s are made within	

AIRCRAFT:		RE\	VISIO	N NC	O. 58 PAGE NO.			
	BOEING B-737		DAT	E: 10	0/10/2015 31-5			
		_			E KEY			
SYSTEM &				AIR CATEGORY				
SEQUENCE	ITEM		2. 1		BER INSTALLED			
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
31. INDICA	TING/RECORDING SYSTEM	MS			4. KEMAKKO OK EXCELLITORO			
Sequence No.	Item	1	2	3	4	Chan		
09	Remote Light Sensor System (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	1	0	May be inoperative provided all manual display brightness controls operate normally.			
10	Speed Reference Selector (-600/-700/-800/-900/ -900ER)	С	1	0	May be inoperative provided speeds car be set using CDU.	1		
11 ***	Mechanical Timer							
11A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.			
11B		D	1	0	May be inoperative provided procedures do not require its use.	;		
12 ***	Takeoff Warn Test Switch							
12A		С	1	0				
12B		D	1	0	May be inoperative provided procedures do not require its use.	;		

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			•		MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	/IATION ADMINISTRATIO		/ISIC	N NC	O. 58 PAGE NO.			
	OEING B-737				0/10/2015 31-6			
					E KEY			
SYSTEM &		1. REPAIR CA			BER INSTALLED			
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH			
20.8396,70.00	No /DECORDING OVERTI	4. REMARKS OR EXCEPTIONS						
31. INDICATI Sequence No.	NG/RECORDING SYSTEM	/IS 1	2	3	4 Change			
13	Flat Panel Display	•	_	3	Bar			
***	System (Universal Avionics, Inc. EFI-890) (STC ST03355AT and ST03362AT)							
13-01	Inboard DU (ND)	A	2	1	 (O) For PFD/ND configuration, one may be inoperative provided: a) Reversionary Display on PFD is checked prior to departure, b) PFD Lateral Deviation Scale operates normally, and c) Repairs are made within 2 flight days. 			
13-01-01	Display Control Panel Switches/Control Knobs	A	-	0	May be inoperative provided: a) Inboard DU is considered inoperative, and b) Repairs are made within 2 flight days.			
13-01-01-01	TERR	С	2	1				
13-01-01-02	TFC	С	2	1				
13-01-01-03	WX	С	2	1				
13-02	Outboard DU (PFD)							
13-02-01	Display Control Panel Switches/Control Knobs							
13-02-01-01	RA/DA Set	С	2	0	May be inoperative provided approach minimums do not require its use.			
13-02-01-02	RA/DA	С	2	0	May be inoperative provided approach minimums do not require its use.			
13-02-01-03	RA/Test	С	2	0				
					(Continued)			

AIRCRAFT: BOEING B-737 REVISION NO. 58 DATE: 10/10/2015 31-7		VIATION ADMINISTRATION		//014	7010	0.50	
1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS		OEING B-737	KE				
SEQUENCE NO. 1TEM 2 NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			ММ	EL T	ABL	E KEY	
SEQUENCE NO. 31. INDICATING/RECORDING SYSTEMS Sequence No. Sequence No. Item	CVCTEM 0		1. F	REP/	AIR C	CATEGORY	
31. INDICATING/RECORDING SYSTEMS Sequence No. Item 1 2 3 4 13		ITEM		2.1			
Sequence No. Item 1 2 3 4 13		TT ZIVI			3. N		
Sequence No. Item	24 INDICAT	INC/DECODDING SYSTEM	Me			4. REMARKS OR EXCEPTIONS	
Flat Panel Display System (Universal Avionics, Inc. EFI-890) (STC ST03355AT and ST03362AT) (Cont'd) 13-03 Forward Electronic Panel (ND) (-200) B 1 0 May be inoperative provided Terrain Awareness and Warning System (TAWS) are considered inoperative. 13-03-02A D 1 0 May be inoperative provided TCAS VSI operates normally. 13-03-02B C 1 0 May be inoperative provided TCAS is considered inoperative.			1	2	3	4	Chan
System (Universal Avionics, Inc. EFI-890) (STC ST03355AT and ST03362AT) (Cont'd) 13-03 Forward Electronic Panel (ND) (-200) 13-03-01 TERR B 1 0 May be inoperative provided Terrain Awareness and Warning System (TAWS) are considered inoperative. 13-03-02A D 1 0 May be inoperative provided TCAS VSI operates normally. 13-03-02B C 1 0 May be inoperative provided TCAS is considered inoperative.				_	J	-	Bar
Panel (ND) (-200) 13-03-01 TERR B 1 0 May be inoperative provided Terrain Awareness and Warning System (TAWS) are considered inoperative. 13-03-02 TFC D 1 0 May be inoperative provided TCAS VSI operates normally. C 1 0 May be inoperative provided TCAS is considered inoperative. WX C 1 0 May be inoperative provided TCAS is considered inoperative.		System (Universal Avionics, Inc. EFI-890) (STC ST03355AT and ST03362AT)					
Awareness and Warning System (TAWS) are considered inoperative. 13-03-02 TFC D 1 0 May be inoperative provided TCAS VSI operates normally. C 1 0 May be inoperative provided TCAS is considered inoperative. C 1 0 May be inoperative provided Weather	13-03	Panel (ND)	В	1	0		
13-03-02A D 1 0 May be inoperative provided TCAS VSI operates normally. 13-03-02B C 1 0 May be inoperative provided TCAS is considered inoperative. 13-03-03 WX C 1 0 May be inoperative provided Weather	13-03-01	TERR	В	1	0	Awareness and Warning System	
operates normally. 13-03-02B C 1 0 May be inoperative provided TCAS is considered inoperative. 13-03-03 WX C 1 0 May be inoperative provided Weather	13-03-02	TFC					
considered inoperative. 13-03-03 WX C 1 0 May be inoperative provided Weather	13-03-02A		D	1	0		
	13-03-02B		С	1	0		
	13-03-03	WX	С	1	0		

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 58	PAGE NO.	
<u> </u>	BOEING B-737				0/10/2015	31-8	
SYSTEM & SEQUENCE NO.	ITEM		EL TABLE KEY REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED F		CATEGORY BER INSTALL NUMBER REQ		
31. INDICAT	ING/RECORDING SYSTE	MS					
Sequence No.	Item	1	2	3	4		Change Bar
14 ***	TAKEOFF CONFIG Light						
14-01	-100/-200/-300/-400/ -500 (Upon Incorporation of Boeing Service Bulletin 737-31A1325)				Deleted relief	in Revision 57.	
14-02	-300/-500 (Upon Incorporation of ARC Avionics STC Number ST03945AT)				Deleted relief	in Revision 57.	
14-03	-600/-700/-800/-900/ -900ER (Upon Incorporation of Boeing Service Bulletin 737-31A1332, or Production Equivalent) STC ST03312NY	С	2	1	associated Colight operates performs a bruwarning indicate before engine	noperative provided the ABIN ALTITUDE warning a normally and flightcrew riefing on cabin altitude ations and procedures a start for the first flight of lowing any change of either mber.	
15 ***	Flat Panel Display System Innovative Solutions and Support (STC ST03125NY) (-300/-400/-500)						
15-01	Integrated Flat Panel Display (IFPD)	С	4	3	One ND may	be inoperative.	
15-02	Display Control Panel (DCP)	A	2	1	a) All fun are ve b) The a select c) Repai	be inoperative provided: actions of operative DCP erified to operate normally, ppropriate ALTN DCP is ed, and rs are made within at days.	

AIRCRAFT:	VIATION ADMINISTRATIO		<u>/ S</u> /) NI N	O. 58 PAGE NO.			
	BOEING B-737	1			0/10/2015 32-1			
		MMI	EL T	ABL	E KEY			
SYSTEM & SEQUENCE	ITEM	REPAIR CATEGORY NUMBER INSTALLED						
NO.	TT EIVI			3.1	3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
32. LANDIN	G GEAR					Lobara		
Sequence No.	Item	1	2	3	4	Chang Bar		
01 ***	Gear Seal Warning System (-100/-200)	С	1	0	(M) May be inoperative provided gear seal function is checked once each flight day.			
02	Antiskid System							
02-01	(-100/-200/-300/-400/ -500)	С	1	0	(O) May be inoperative provided operations are conducted in compliance with AFM.			
02-02	(-600/-700/-800/-900/ -900ER)	С	1	0	 (M)(O) May be inoperative provided: a) Associated Antiskid channel(s) is deactivated, and b) Operations are conducted in compliance with AFM. 			
03	Parking Brake Valve (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	1	0	 (M)(O) May be inoperative provided: a) Antiskid system is deactivated, and b) Operations are conducted in compliance with AFM inoperative decrements. 			
04	Parking Brake Light							
04-01	Solenoid Parking Brake Valve Installed (-100/-200)	С	1	0	(O) May be inoperative provided antiskid system is turned OFF when parking brake is used.			
04-02	Motor Operated Parking Brake Valve Installed	С	1	0	(M) May be inoperative provided parking brake shutoff valve is verified to operate normally.			
04-03 ***	External Parking Brake Light							
04-03A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.			
04-03B		D	1	0	May be inoperative provided procedures do not require its use.			

AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	O. 58 PAGE NO.	
В	SOEING B-737		DAT	E: 10	0/10/2015 32-2	
					E KEY	
SYSTEM &		1. F			CATEGORY	
EQUENCE	ITEM		2. r		BER INSTALLED	
NO.				3. N	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
32. LANDING	2 GEAR				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Cł
			1			
05 ***	Main Wheel Well Inflatable Seal System (-100/-200)	С	1	0	(M) May be inoperative provided system is deactivated and secured.	
06	Landing Gear Warning and Indicating System (-100/-200/-300/-400/ -500)	С	-	2	Either of two other indicating systems may be inoperative provided center panel indications operate normally.	
06-01	Secondary Gear Warning System (Pemco F/QC and COMBI)	В	1	0	(O) May be inoperative provided Main Gear and Nose Gear Viewer are accessible during all phases of flight.	
07 ***	Automatic Brake System	С	1	0	(M) May be inoperative provided system is deactivated and secured.	
08	Rudder Pedal Nose Wheel Steering System					
08-01	Rotary Actuator (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	1	0	 (M)(O) May be inoperative deactivated in disengage position provided: a) Operation of associated systems is not affected, and b) All takeoffs and landings are made by pilot with access to an operating tiller. 	
09 ***	Direct Reading Tire Pressure Gauge	D	-	0		
10	Alternate Antiskid Valves (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	0	(M) May be inoperative provided manual braking capability of alternate brake system is verified on associated wheels.	

	TMENT OF TRANSPORTA /IATION ADMINISTRATIO		N		MASTER N	MINIMUM EQUIPMENT	LIST
AIRCRAFT:	ALTION ADMINISTRATIO		VISIO	ON N	O. 58 PA	AGE NO.	
	OEING B-737				0/10/2015	32-3	
		ММІ	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALLED		
NO.				3. N		RED FOR DISPATCH	
32. LANDING	GFAR				4. REMARKS OF	R EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change
11	Brake Temperature						Bar
***	Monitor System						
11A		С	1	0		erative provided AFM	
					Maximum Quick limitations are ob	Turnaround Weight oserved.	
11B		D	1	0	(O) May be inope	erative provided:	
					a) AFM Max	kimum Quick	
					Turnaroui are obser	nd Weight limitations	
						es are not based on its	
					use.		
12	Nose Wheel Steering	С	1	0	(M) May be inope	arativa providad:	
***	Switch		'	0		eel steering is powered	
	(-300/-400/-500/-600/				by Hydrai	ulic System A, and	
	-700/-800/-900/-900ER)					gear transfer valve is	
					verilled to	o operate normally.	

AIRCRAFT:	VIATION ADMINISTRATIO		/101/	וא ואר	O. 58 PAGE NO.	
	BOEING B-737				0/10/2015 PAGE NO. 32-4	
		ММІ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
32. LANDING	G GEAR					
Sequence No.	Item	1	2	3	4	Chang Bar
13	Hydraulic Brake Pressure Indication System					
13-01	(-100/-200)					
13-01-01	Wheel Well Brake Accumulator Gauges	С	2	0	May be inoperative provided associated flight deck brake pressure indicator operates normally.	
13-01-02	Flight Deck HYD BRAKE PRESS Indicator Systems	С	2	1	(M) One brake indication (A or B) may be inoperative provided associated brake accumulator charge is verified normal once each flight day.	
13-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)					
13-02-01	Wheel Well Brake Accumulator Gauge	С	1	0	May be inoperative provided flight deck brake pressure indicator operates normally.	
13-02-02	Flight Deck HYD BRAKE PRESS Indicator System	С	1	0	(M) May be inoperative provided brake accumulator charge is verified normal once each flight day.	
14	Gear Retraction Braking System (-600/-700/-800/-900/ -900ER)	С	1	0	 (O) May be inoperative provided: a) After takeoff, landing gear remains extended for 2 minutes before retraction, and b) Takeoff performance is based on Landing Gear Extended. 	
15	Landing Gear Selector Valve Bypass Module (-600/-700/-800/-900/ -900ER)	С	1	0	(M)(O) May be inoperative provided it is deactivated in normal position.	

AIRCRAFT:	VIATION ADMINISTRATIO		/ SIC)N N	O. 58	PAGE NO.	
	BOEING B-737				0/10/2015	32-5	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN		ED QUIRED FOR DISPATCH S OR EXCEPTIONS	
32. LANDING	G GEAR		ı	ı			101
Sequence No.	Item	1	2	3	4		Chan Bai
16	Landing Gear Actuation System (-600/-700/-800/-900/ -900ER)	В	1	0	a) Inope secur proce b) Landi position c) Airpla accor	pe inoperative provided: crative components are ded by an accepted dure, ang gear is secured in down on, and ane is dispatched in dance with AFM Gear and Appendix.	
17	Proximity Switch Electronics Unit (PSEU) System and Supplemental Proximity Sensor Electronics Unit (SPSEU) (-600/-700/-800/-900/ -900ER)						
17-01	PSEU Fault						
17-01A		С	-	0	indicated by	dispatched with faults PSEU light provided PSEU or faults before each	
17-01B		С	-	0		atched with faults indicated nt provided PSEU light can ned.	
17-02	PSEU Light	С	1	0		noperative provided PSEU or faults before each	
17-03 ***	Supplemental Proximity Sensor Electronics Unit (SPSEU) Light (-900ER)	С	1	0		noperative provided SPSEU or faults before each	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 58 PAGE NO.	
В	OEING B-737		DAT	E: 1	0/10/2015 32-6	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPA 4. REMARKS OR EXCEPTIONS	ТСН
32. LANDING			Ι	Ι	I.	Chang
Sequence No.	Item	1	2	3	4	Bar
18	Landing Gear Alternate Extension System (-600/-700/-800/-900/ -900ER)	В	1	0	 (M)(O) May be inoperative provided a) Inoperative Components a secured by an accepted procedure, b) Landing gear is secured in position, and c) Airplane is dispatched in accordance with AFM Geat Extended Appendix. 	re down
19	Main Landing Gear Uplock Springs	В	4	3	(M)(O) One spring on one main ge uplock mechanism may be missing provided landing gear lever remain UP position for duration of flight ur gear extension is required.	g ns in
20	Landing Gear Frangible Fitting (-600/-700/-800/-900/ -900ER)	С	2	0	(M) May be broken or missing profitting is replaced with a hydraulic assembly.	
21	Flap Landing Warning Switch, S138 (-600/-700/-800/-900/ -900ER)	С	1	0	(M) Switch contacts normally in use inoperative provided: a) S138 switch is rewired using alternate set of contacts, at b) PSEU BITE is used to verify normal operation of S138 states.	ng an nd fy

AIRCRAFT:	VIATION ADMINISTRATION	_	\ <u> </u>	A IAC	IO. 58 PAGE NO.	
	OEING B-737				0/10/2015 FAGE NO. 32-7	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
32. LANDING	GEAR					
Sequence No.	Item	1	2	3	4	Chan Bai
22 22-01 ***	Two-Position Tail Skid (-800 with Short Field Performance (SPF Option)					
22-01-01	Retraction Mechanism					
22-01-01A		С	1	0	 (M)(O) May be inoperative provided: a) Tail skid is secured in retracted position, and b) Appropriate performance adjustments are applied. 	
22-01-01B		С	1	0	 (M)(O) May be inoperative provided: a) Tail skid is secured in extended position, and b) Appropriate performance adjustments are applied. 	
22-01-02	Cartridge Core Assembly	В	1	0	 (M)(O) May be inoperative provided: a) Detailed AMM inspection reveals no internal and external structural damage, b) Tail skid is secured in retracted position, and c) Appropriate performance adjustments are applied. 	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 58 PAGE NO.	
В	OEING B-737				0/10/2015 32-8	
					E KEY Category	
SYSTEM & SEQUENCE	ITEM	'- '		MUN	BER INSTALLED	
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
32. LANDING	G GFAR				4. KEMAKKS OK EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Char
22	Two-Position Tail Skid (Cont'd)					Ба
22-02	(-900ER)					
22-02-01	Retraction Mechanism					
22-02-01A		С	1	0	 (M)(O) May be inoperative provided: a) Tail skid is secured in retracted position, and b) Appropriate performance adjustments are applied. 	
22-02-01B		С	1	0	 (M)(O) May be inoperative provided: a) Tail skid is secured in extended position, and b) Appropriate performance adjustments are applied. 	
22-02-02	Cartridge Core Assembly	В	1	0	 (M)(O) May be inoperative provided: a) Detailed AMM inspection reveals no internal and external structural damage, b) Tail skid is secured in retracted position, and c) Appropriate performance adjustments are applied. 	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 60	PAGE NO.
В	OEING B-737		DAT	E: 0	2/09/2018	33-1
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALL	ED.
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.					4. REMARKS	OR EXCEPTIONS
33. LIGHTS		1	1	1		To:
Sequence No.	Item	1	2	3	4	Change Bar
01	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	С	-	-	provided: a) Rema lights illumin instrui device provid b) Rema lights direct flightc c) Lightin intens flightc NOTE 1: Indiv	are positioned so that rays are shielded from rew members' eyes, and and configuration and sity is acceptable to the rew. vidual button/switch lights for annunciation/indications excluded from this relief. sided operation (without Gs) may be permitted with perative NVG supplemental res; cracked or missing
02	Cabin Interior Illumination (Includes Pemco -300QC and -400 COMBI) Passenger and Combi Configurations without Photoluminescent Emergency Escape Path Marking Systems	С	-	-	provided suffi	nts may be inoperative icient lighting remains for ants/cargo couriers to duties.
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 60	PAGE NO.	
	OEING B-737				2/09/2018	33-2	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN		LED QUIRED FOR DISPATCH S OR EXCEPTIONS	
33. LIGHTS					7. INEIVIAIN	O OK EXOEI HONO	
Sequence No.	Item	1	2	3	4		Chang
02	Cabin Interior Illumination (Includes Pemco -300QC and -400 COMBI) (Cont'd)						
02-02	Passenger and Combi Configurations with Photoluminescent Emergency Escape Path Marking Systems	С	-	-	provided: a) Suffice cabin to perform to perform charge Emer	cient lighting remains for attendants/cargo couriers form their duties, and aining lighting is sufficient to ge Photoluminescent gency Escape Pathing System.	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MII	NIMUM EQUIPMENT I	LIST
AIRCRAFT:	OEING B-737				O. 60 PAG 2/09/2018	GE NO. 33-3	
		MMI	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	ATEGORY BER INSTALLED IUMBER REQUIRE 4. REMARKS OR I		
33. LIGHTS					4. INDIMARINO OTT	EXOLI HONO	
Sequence No.	Item	1	2	3	4		Change Bar
03	Passenger Lighted Information Signs and Notice System						
03-01	"NO SMOKING/ FASTEN SEAT BELT/ RETURN TO SEAT" Signs						
03-01A		С	-	-	lavatory is r which a pas information legible, and b) Associated blocked and "DO NOT O NOTE: These cond intended to	passenger seat or not occupied from seenger lighted sign is not readily seat or lavatory is d placarded OCCUPY".	
03-01B		С	-	-	(O) May be inoperated passenger seat or loccupied provided: a) PA system and b) PA system passengers	operates normally, is used to notify and cabin crew ciated sign(s) are	
03-02	All-Cargo, Supernumerary/Courier Area Lighted Information Signs	С	-	-		es are established	
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N				ıoz
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	ER MINIMUM EQUIPMENT L	101
AIRCRAFT:	BOEING B-737				IO. 60 2/09/2018	PAGE NO. 33-4	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR (CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
33. LIGHTS					4. INEMIARKO	OK EXCELLIONS	
Sequence No.	Item	1	2	3	4		Change Bar
03	Passenger Lighted Information Signs and Notice System (Cont'd)						
03-03	Aural Tone System	С	1	0			
03-04	Flight Deck Automatic Function	С	1	0	a) Manua norma b) Alterna	noperative provided: al control function operates ally, and ate procedures are ished and used.	
04	Lower Cargo Compartment Light Systems (Fwd/Aft)	С	-	0	Light Lens ex	cluded.	
04-01	Light Lens (-100/-200/-300/-400/ -500/-900/-900ER)	С	-	0	associated lig	en/missing provided Int bulb is removed. LED ciated LED Module ired.	
04-02	Light Lens (-600/-700/-800 Prior to Incorporation of Boeing Service Bulletins 737-26-1121, and 737-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	-	0	associated lig	en/missing provided ght bulb is removed. LED ciated LED Module ired.	
04-03	Light Lens (-600/-700/-800 Upon Incorporation of Boeing Service Bulletins 737-26-1121, and 737-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	-	-	compartment lower cargo con broken/missing bulb is remove	rom aft lower cargo and one from forward compartment may be ng provided associated light red. LED light, no ED Module removal	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:			VISIO	ON N	O. 60	PAGE NO.	
В	OEING B-737		DAT	E: 0	2/09/2018	33-5	
					E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. r		BER INSTALL	UIRED FOR DISPATCH	
NO.				J. 1		OR EXCEPTIONS	
33. LIGHTS							
Sequence No.	Item	1	2	3	4		Change Bar
05	High Intensity or Strobe Lights System						
05-01 ***	All Models (Except Models with STCs ST01821LA, ST01873LA, and ST02015LA)	С	1	0	,	erative provided anti- cons operates normally.	1
05-02	Models with STCs ST01821LA, ST01873LA, and ST02015LA	С	1	0		erative provided anti- cons operates normally.	
06	Anti-Collision Beacons (Without Blended Winglet or Split Scimitar Winglet, -800/-900/ -900ER Blended Winglet or Split Scimitar Winglet, and -700 Blended Winglet or Split Scimitar Winglet with Dual Glass Lens) (Except STCs ST01821LA and ST01873LA)						
06A		С	2	0	,	erative provided wing tip e lights are installed and ally.	l
06B		С	2	0	a) At leas	erative provided: st one tail or winglet strobe operates normally, and ations are not conducted at	
					(Continued)		

EEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 60 PAGE NO.	
В	BOEING B-737		DAT	E: 0	2/09/2018 33-6	
		MM	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH	
33. LIGHTS		<u> </u>			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
06	Anti-Collision Beacons		_			Bar
00	(Without Blended					
	Winglet or Split Scimitar					
	Winglet, -800/-900/					
	-900ER Blended					
	Winglet or Split Scimitar Winglet, and -700					
	Blended Winglet or Split					
	Scimitar Winglet with					
	Dual Glass Lens)					
	(Except STCs					
	ST01821LA and ST01873LA)					
	(Cont'd)					
00.04	DI 1 1347 1 4					
06-01	Blended Winglet					
06-01-01	(-700 with Single Plastic	С	2	0	May be inoperative other than night	
	Lens)				operations provided strobe lights	
					operate normally.	
06-01-02	(-800 with Light Fence)				Deleted in Revision 45a. Incorporated	
	,				into item 33-6.	
06-01-03	(200/ 500 with					
00-01-03	(-300/-500 with STC ST01219SE and					
	Winglet Strobe Lights)					
00.04.05.1	<i>o</i> ,					
06-01-03A		С	2	0	May be inoperative provided winglet	
					strobe lights operate normally.	I
					NOTE: Tail strobe light may be	
					inoperative.	
06-01-03B		С	2	0	May be inonerative provided at least	ı
00-01-03B			_	U	May be inoperative provided at least one tail or winglet strobe light operates	
					normally.	
						'
					(Continued)	
			<u> </u>		(Continued)	

AIRCRAFT:	VIATION ADMINISTRATIO BOEING B-737				IO. 60 2/09/2018	PAGE NO. 33-7	
	OCING B-737	BABA				33-7	
SYSTEM & SEQUENCE NO.	ITEM		REPA	AIR (ED UIRED FOR DISPATCH OR EXCEPTIONS	
33. LIGHTS	Itom	1			4		Chan
Sequence No.	Anti Callinian Danasa	1	2	3	4		Bai
06	Anti-Collision Beacons (Without Blended Winglet or Split Scimitar Winglet, -800/-900/ -900ER Blended Winglet or Split Scimitar Winglet, and -700 Blended Winglet or Split Scimitar Winglet with Dual Glass Lens) (Except STCs ST01821LA and ST01873LA) (Cont'd)						
06-01	Blended Winglet (Cont'd)						
06-01-04	(-700 with single Plastic Lens and STC ST02015LA and 3 rd anti-collision beacon)	С	3	0	operations pro operate norm NOTE: Three must b	rative for other than night ovided strobe lights ally. anti-collision beacons be operative from sunset to e operations.	
06-02	(STCs ST01821LA and ST01873LA)	С	2	0		rative for other than night ovided strobe lights ally.	
07	Wing Illumination Lights	С	2	0		operative provided ground dures do not require their	
07-01 ***	Overwing Ice Lights (Grimes Aerospace STC ST500CH)	С	2	0			

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:					O. 60	PAGE NO.
В	OEING B-737				2/09/2018	33-8
					E KEY CATEGORY	
SYSTEM &		1. F		=D		
SEQUENCE	ITEM		2. 1		BER INSTALLE NUMBER REQU	JIRED FOR DISPATCH
NO.				4000000	4. REMARKS	OR EXCEPTIONS
33. LIGHTS			1	1		Tax.
Sequence No.	Item	1	2	3	4	Change Bar
08	Landing Lights					
08-01	With Retractable Landing Lights					
08-01A		С	4	2		noperative on each side of two operating lights is in
08-01B		С	4	0	May be inoper are not conduct	rative provided operations cted at night.
08-01-01	Retractable Light Extend/Retract Motors					
08-01-01A		С	2	0	a) Light is b) Light il c) Approp	e inoperative provided: s in extended position, luminates normally, and oriate performance ments are applied.
08-01-01B		С	2	0	a) Associ inopera b) Approp adjustr associ	operative provided: iated light is considered ative, and oriate performance ments are applied when ated light is not in the fully ed position.
08-01-02 ***	Pulse Light System	D	1	0		
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	NO. 60 PAGE NO.	
	OEING B-737				02/09/2018 33-9	
		ММІ	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	REPAIR CATEGORY NUMBER INSTALLED NUMBER REQUIRED FOR DISPATCH				
1203/7894555					4. REMARKS OR EXCEPTIONS	_
33. LIGHTS Sequence No.	Item	1	2	3	4	Cha
08	Landing Lights	'		3	4	В
00	(Cont'd)					
08-02 ***	LED Array (Light Assembly)					
33-08-02A		С	4	2	One LED array (light assembly) may be inoperative on each side.	
					NOTE: There is an inboard LED array (light assembly) and an outboard LED array (light assembly) inside the strakelet on each wing. These same lights are also used for the taxi lights. Taxi lights may also be affected (see item 33-09).	
33-08-02B		С	4	2	Both LED arrays on one side may be inoperative provided the Runway Turn Off light on the same side operates normally.	
					NOTE: There is an inboard LED array (light assembly) and an outboard LED array (light assembly) inside the strakelet on each wing. These same lights are also used for the taxi lights. Taxi lights may also be affected (see item 33-09).	
08-02C		С	4	0	May be inoperative provided operations are not conducted at night.	
					NOTE: There is an inboard LED array (light assembly) and an outboard LED array (light assembly) inside the strakelet on each wing. These same lights are also used for the taxi lights. Taxi lights may also be affected (see item 33-09).	
					(300 110111 30-03).	

MASTER MINIMUM EQUIPMEN FEDERAL AVIATION ADMINISTRATION	LIST
AIRCRAFT: REVISION NO. 60 PAGE NO. BOEING B-737 DATE: 02/09/2018 33-10	
MMEL TABLE KEY	
SYSTEM & 1. REPAIR CATEGORY SEQUENCE ITEM 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH	
4. REMARKS OR EXCEPTIONS	
33. LIGHTS	I a
Sequence No. Item 1 2 3 4	Change Bar
09 Taxi Light	
09-01 Nose Gear Taxi Light C 1 0	
*** (Light Assembly) C 4 0 NOTE: There is an inboard LED array (light assembly) and an outboar LED array (light assembly) inside the strakelet on each wing. These same lights are also use for the landing lights. Landing lights may also be affected (see item 33-08).	е
10 Runway Turn Off Lights C 2 0	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	BOEING B-737				NO. 60 PAGE NO. 02/09/2018 33-11
		MM	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
33. LIGHTS					4. NEWAKKS OK EXCELLIONS
Sequence No.	Item	1	2	3	4 Change Bar
11	Wing Tip Position Lights	С	4	0	May be inoperative provided operations are not conducted from sunset to sunrise. Deleted in Revision 55. (One or both white wing tip position lights may be inoperative for night operations provided wing tip strobe lights are installed and operate normally).
11-01	Light Bulbs/Lamps/LED Modules (Without Blended Winglet or Split Scimitar Winglet, Blended Winglet, or Split Scimitar Winglet with Dual Glass Lens, and -300/-500 with Blended Winglet)	С	-	4	Any except following minimum may be inoperative for operations from sunset to sunrise: a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.
11-02	Light Bulbs/Lamps (-700/-800 Blended Winglet with Single Plastic Lens)				
11-02A		С	-	5	Any except following minimum may be inoperative for operations from sunset to sunrise: a) Both stationary red wing tip bulbs, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.
11-02B		В	-	4	Any except following minimum may be inoperative for operations from sunset to sunrise: a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.
11-02-01	Stationary Red Wing Tip Light Bulbs/Lamps				Deleted in Revision 49a.

	VIATION ADMINISTRATIO					
AIRCRAFT:	OEING B-737	RE\			O. 60 PAGE NO. 2/09/2018 33-12	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH				
1805/7865/23579					4. REMARKS OR EXCEPTIONS	
33. LIGHTS	1.			T _		Change
Sequence No.	Item	1	2	3	4	Bar
12 ***	Door Locked Light (Flight Deck to Cabin) (Not 14 CFR Part 25, § 25.795 Compliant)	С	1	0	May be inoperative provided locking function operates normally.	
13	Master Caution Lights				Deleted prior to Revision 27.	
14	Exterior Emergency Lighting System					
14A		В	1	0	May be inoperative provided operations are not conducted at night.	
14B		В	1	0	May be inoperative for all-cargo night operations provided forward entry door escape slide lights operate normally.	
15	Interior Emergency Exit Lighting System					
15-01	Mixed or All-Cargo Configuration	С	1	0	Lights may be inoperative in cargo areas provided: a) No persons occupy that area, and b) Forward entrance door light operates normally at all times.	
15-02 ***	Emergency Aisle Lights (-600/-700/-800/-900/ -900ER)	С	-	-	Light assemblies installed above aisle may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.	
15-03 ***	Advance Technology Interior (ATI) (Aisle Light Assemblies) (-200/-300/-400/-500)	С	-	-	Light assemblies installed above aisle (curved edge of stowage bins) may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.	
15-04 ***	Flight Deck Exit Light	С	1	0	May be inoperative provided operations are not conducted at night.	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MA OTED MINIMUM FOLL	UDMENT LIGT			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQU	IPIVIENT LIST			
AIRCRAFT:					IO. 60 PAGE NO.	2			
E	SOEING B-737				2/09/2018 33-1	3			
		_			.E KEY Category				
SYSTEM &		1. 1			BER INSTALLED				
SEQUENCE NO.	ITEM	3. NUMBER REQUIRED FOR DISPATCH							
			,		4. REMARKS OR EXCEPTION	S			
33. LIGHTS	T.,	1 .	1 _	1 _	I .	Change			
Sequence No.	Item	1	2	3	4	Bar			
16	System Annunciator Lights, Left and Right (Pilot's Light Shield)								
16A		С	-	-	(O) One light may be inoperative operating system.	e for an			
16B		С	-	-	May be inoperative for an associnoperative system.	ciated			
17	Flight Deck Master Lights Test and Individual Lights Press-to-Test Features	С	-	-	(O) May be inoperative provided intended function of associated is verified once each flight day.				
18	Wheel Well Lights								
18-01	Dome Lights	С	3	0					
18-02	Inspection Flood Lights								
18-02-01	(-100/-200/-300/-400/ -500)								
18-02-01A		С	3	1	Main gear lights may be inoperated provided operations are not con at night.				
18-02-01B		D	3	0	Lights may be inoperative provious landing gear indicating system of than viewer system and independent center panel is installed and open normally.	other ndent of			
18-02-02	(-600/-700/-800/-900/ -900ER)	D	2	0					

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V				
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	OEING B-737				O. 60 2/09/2018	PAGE NO. 33-14	
		мм	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY BER INSTALLI JUMBER REQ	ED UIRED FOR DISPATCH OR EXCEPTIONS	
33. LIGHTS							
Sequence No.	Item	1	2	3	4		Change Bar
19	Floor Proximity Emergency Escape Path Marking System (All Models and STCs)						
19-01	Incandescent Lighting System	С	-		provided minimal levels specified documents are a) FAA e b) FAA a Design c) Limitar section Supple (STC) d) An FA incorp Drawin STC.	ts may be inoperative mum acceptable lighting ed in one of the following re complied with: Ingineering approval letter, pproved report of Type in holder, tions and Conditions in of the applicable emental Type Certificate, or A-approved report orated in the Mastering List for the applicable	
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATIC				IO. 60 PAGE NO.	
В	OEING B-737		DAT	E: 0	2/09/2018 33-15	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
33. LIGHTS						
Sequence No.	Item	1	2	3	4	Change Bar
19	Floor Proximity Emergency Escape Path Marking System (All Models and STCs) (Cont'd)					
19-02	Photoluminescent Lighting System	С	-	-	Components may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA-approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA-approved report incorporated in the Master Drawing List for the applicable STC.	
19-03	Seat Mounted LED and Incandescent Lighting Systems	С	-	-	Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA-approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), and d) An FAA-approved report incorporated in the Master Drawing List for the applicable STC.	

AIRCRAFT:	VIATION ADMINISTRATIO		/ כור) NI N	O. 60 F	PAGE NO.	
	BOEING B-737	IVE,			2/09/2018	33-16	
		ММ	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLED	`	
SEQUENCE	ITEM		2.1			RED FOR DISPATCH	
NO.						R EXCEPTIONS	
33. LIGHTS							Change
Sequence No.	Item	1	2	3	4		Change Bar
20 ***	LOGO Light System	D	1	0			
21 ***	Main Deck Cargo Compartment Lighting (737C, 737-700C/ -800BCF, and STCs ST01566LA, SA2969SO, SA2970SO, ST00287AT, ST00283AT, ST01827LA,						I
04.04	ST01961SE, and ST02556SE)						I
21-01	Cargo Door Floodlights						
21-01A		С	-	0	operations provi	perative for night ided alternate established and used.	I
21-01B		С	-	0	May be inoperated are not conducted	tive provided operations ed at night.	I
					NOTE: Not requ	uired for all-passenger ns.	
21-02	Cargo Compartment Lights (STCs ST00283AT, ST01827LA, and ST02556SE)						I
21-02A		С	-	0	operations provi	perative for night ided alternate established and used.	
21-02B		С	-	0	May be inoperated are not conducted	tive provided operations ed at night.	

FEDERAL AV AIRCRAFT:	MENT OF TRANSPORTA IATION ADMINISTRATIO DEING B-737	N	VISIO	<u> </u>	MASTER MINIMUM EQUIPMENT O. 60 PAGE NO.	LIST
AIRCRAFT:				N 147	DAOE NO	
ВС	DEING B-737					
SYSTEM &			DAT		2/09/2018 PAGE NO. 33-17	
SYSTEM &		MMI	EL T	ABL	E KEY	
SEQUENCE	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				J. 1	4. REMARKS OR EXCEPTIONS	
33. LIGHTS						
Sequence No.	Item	1	2	3	4	Change Bar
	Main Deck Cargo Door System Annunciator Light (737-300 QC, PEMCO Aeroplex, Inc. -300/-400, and STCs ST01566LA, ST01961SE, and ST02556SE)					I
	System Annunciator Lights, Pilot's Overhead Panel (737-300QC, and STCs ST01566LA, ST01961SE, and ST02556SE)	A	2	1	(M)(O) One warning light may be illuminated provided: a) Alternate procedures are established and used to verify main cargo door is closed and locked, and b) Repairs are made within 2 flight days.	1
	System Annunciator Lights, Operator Control Panel (737-300QC, PEMCO Aeroplex, Inc. -300/-400, and STCs ST01566LA, ST01961SE,and ST02556SE)	A	-	-	 (M)(O) One warning light may be inoperative provided: a) It is not a VENT DOOR OPEN light, b) Vent door handle is locked, c) Outside view port is verified green, d) Individual lock is not loose, e) Main cargo door is verified closed, latched, and locked, and f) Repairs are made within 2 flight days. 	I
	Hydraulic System Arm Pressure Indicator Lights (PRESS), Operator Control Panel (STC SA2969SO)				Deleted in Revision 49.	
	Hydraulic System Green Indicator Lights, Operator Control Panel (STC SA2969SO)				Deleted in Revision 49.	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MACTER MANAGER FOLURATION
FEDERAL A	VIATION ADMINISTRATION	ON			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	BOEING B-737				NO. 60 PAGE NO. 02/09/2018 33-18
	JOEIIVO D 101	BABAI			LE KEY
		_			CATEGORY
SYSTEM & SEQUENCE	ITEM				MBER INSTALLED
NO.	I I ⊏IVI			3. 1	NUMBER REQUIRED FOR DISPATCH
2000/2006/2000		1			4. REMARKS OR EXCEPTIONS
33. LIGHTS		1 4	I .		Chang
Sequence No.	Mastar Dire Custors	1	2	3	4 Bar
23	Master Dim System	В	1	0	Dim function may be inoperative provided: a) TEST and BRT functions operate normally, b) Except during light test, switch is placed in BRT, and c) Light intensity is acceptable to flightcrew.
24 ***	Sterile Flight Compartment Light System				
24A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.
24B		D	1	0	May be inoperative provided procedures do not require its use.
25	Service Area Light Systems (Nose, Electrical Equipment, Air Conditioning, Aft Accessory, APU, Tailcone Compartments, and Fueling Panel)				
25A		С	-	0	
25B		D	-	0	May be inoperative provided operations are not conducted at night.

AIRCRAFT:	VIATION ADMINISTRATION SOEING B-737	RE'			IO. 60 2/09/2018	PAGE NO. 33-19	
	DUEING D-737					33-19	
					E KEY CATEGORY		
SYSTEM & SEQUENCE	ITEM	1.1		MUN	BER INSTALL	ED UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
33. LIGHTS		•					
Sequence No.	Item	1	2	3	4		Char Ba
26	Main Cargo Compartment In-Flight Access Alert System (STC ST01961SE and	С	-	0	access to the	erative provided in-flight main deck cargo is prohibited.	
26-01	ST02556SE) Main Cargo Compartment Lights	С	-	0	access to the	erative provided in-flight main deck cargo is prohibited.	'
26-02	Main Cargo Compartment Alert Horns	С	2	0	access to the	erative provided in-flight main deck cargo is prohibited.	

	VIATION ADMINISTRATION		// 01/	<u> </u>	0.00				
AIRCRAFT: E	BOEING B-737	KE	REVISION NO. 60 PAGE NO. DATE: 02/09/2018 34-1						
		мм	MMEL TABLE KEY						
SYSTEM & EQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
34. NAVIGA	TION								
Sequence No.	Item	1	2	3	4				
01	Mach/Airspeed Indications								
01-01	Mach Indications	С	2	1	One may be inoperative provided one Mach/Airspeed warning and Mach trim system operate normally.				
01-01-01	(-100/-200/-300/-400/ -500)	С	2	0	May be inoperative provided: a) Airplane remains at or below FL 230, and b) Airspeed remains at or below 320 KIAS.				
01-01-02	(-600/-700/-800/-900/ -900ER)	С	2	0	May be inoperative provided: a) Airplane remains at or below FL 280, and b) Airspeed remains at or below 320 KIAS.				
01-02 ***	Airspeed Indicators (-300/-400/-500)	С	2	1	One may be inoperative provided: a) EFIS Speed Tape displays are installed and operate normally, and b) One Mach/Airspeed warning operates normally.				
01-03 ***	EFIS Speed Tape (-300/-400/-500)	С	2	0	May be inoperative provided airspeed indicators are installed and operate normally at each pilot's station.				
01-04 ***	Airspeed Cursor (-100/-200/-300/-400/ -500)	A	2	1	 (O) One may be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight days. 				
01-05 ***	External Airspeed Markers (Bugs) (-100/-200/-300/-400/ -500)	С	-	0	(O) May be inoperative or missing provided alternate procedures are established and used.				
01-06 ***	Digital Airspeed Readout (-100/-200/ -300/-400/-500)	С	-	0					

U.S. DEPARTM	ENT OF TRANSPORTA	TIOI	N			
FEDERAL AVIA	TION ADMINISTRATIO	N			MASTER M	IINIMUM EQUIPMENT LIST
AIRCRAFT:						GE NO.
BOEING B-737		DATE: 02/09/2018			2/09/2018	34-2
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLED	
SEQUENCE	ITEM		2. 1			ED FOR DISPATCH
NO.				0	4. REMARKS OR	
34. NAVIGATIO	N					
Sequence No. Ite	m	1	2	3	4	Chang Bar
	ach/Airspeed Warning ystems					
	laximum Operating peed Indication	С	2	1	One may be inope clacker warning sy normally and is included indicator.	
02-02 C	lacker					
`	100/-200)					
02-02-01A		С	-	1		
02-02-01B		В	-	0	a) Both Mach normally, b) 340 KIAS/ limitations c) If overspec earlier that flight, spec	noperative provided: n indicators operate .78 Mach airspeed are observed, and ed warning occurs n scheduled during ed must remain below nich the warning
02-02-01C		В	-	0	a) Both Mach normally, b) 340 KIAS/ limitations c) If overspee below .78 deactivate	inoperative provided: in indicators operate .78 Mach airspeed are observed, and ed warning occurs Mach, system must be d by pulling associated aker and observe ts.
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRATIO			_	NO. 60 PAGE NO.			
В	OEING B-737		DATE: 02/09/2018 34-3					
CVCTEM					LE KEY CATEGORY			
SYSTEM & SEQUENCE NO.	ITEM		2. 1		MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
34. NAVIGA	ΓΙΟΝ	•	•	•				
Sequence No.	Item	1	2	3	4 Chang Bar			
02	Mach/Airspeed Warning Systems (Cont'd)							
02-02	Clacker (Cont'd)							
02-02-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)							
02-02-02A		С	2	1				
02-02-02B		В	2	0	Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 330 KIAS/.76 Mach airspeed limitations are observed, and c) If overspeed warning occurs earlier than scheduled during flight, speed must remain below point at which the warning occurs.			
02-02-02C		В	2	0	Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 330 KIAS/.76 Mach airspeed limitations are observed, and c) If overspeed warning occurs below .76 Mach, system must be deactivated by pulling associated circuit breaker and observe speed limits.			

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST								
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	K MINIMUM EQUIPMENT I	LIST	
AIRCRAFT:			_	_	N NO. 60 PAGE NO.			
Е	BOEING B-737 DA			ΓE: 02/09/2018 34-4				
		_			E KEY			
SYSTEM &		1. F			CATEGORY BER INSTALLE	=n		
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH		
NO.				-54.4		OR EXCEPTIONS		
34. NAVIGATION								
Sequence No.	Item	1	2	3	4		Change Bar	
03	Altimeter Vibrators							
03-01	Servo-Pneumatic	С	2	1		noperative provided data computer operates		
03-02	Pneumatic	С	2	1		noperative provided VMC ture and arrival airports.		
03-03	Pneumatic (With Electric/Electronic Altimeter)	С	1	0		rative provided VMC exist and arrival airports.		
03-04	One Pneumatic and One Servo-Pneumatic							
03-04A		С	2	1		atic may be inoperative ociated air data computer nally.		
03-04B		С	2	1		ay be inoperative provided departure and arrival		
03-05	Standby Altimeter Vibrator (With Electric/Electronic Altimeter)	С	1	0		rative provided VMC exist and arrival airports.		
04	Static Air Temperature Indication	D	-	0				
05	Total Air Temperature Indication	С	-	0	alternate air te	rative provided an emperature indication FMCS, RAT, SAT) nally.		

AIRCRAFT:	VIATION ADMINISTRATIO		/ כור)NI N	O. 60 PAGE NO.			
	BOEING B-737	IXL	DATE: 02/0					
		MMI	MEL TABLE KEY					
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
34. NAVIGATION								
Sequence No.	Item	1	2	3	4	Chang Bar		
06	Attitude Director Indicators (ADI)				Deleted prior to Revision 27.	•		
07	Standby Horizon Indicator							
07-01	Standby Attitude Indicator	В	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.			
07-02 ***	ILS Indication	D	1	0				
08 ***	Angle of Attack Indications	С	-	0				
09	Turn and Bank Indicators							
09-01 ***	Rate of Turn Indicators (-100/-200/-300/-400/ -500)							
09-01A		С	2	1				
09-01B		С	2	0	May be inoperative provided Standby Horizon Indicator operates normally.			
10	Directional Gyro Compass System				Deleted prior to Revision 27.			

IIS DEPAR	TMENT OF TRANSPORTA	ΔΤΙΩΙ	NI					
			•		MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		// כור	N N	IO. 60 PAGE NO.			
	SOEING B-737	IXL			2/09/2018 34-6			
	E KEY							
SYSTEM &		1. REPAIR CATEGORY						
SEQUENCE	ITEM		2.1		BER INSTALLED			
NO.	TT EW			3.1	NUMBER REQUIRED FOR DISPATCH			
34. NAVIGA	TION		4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4 Change Bar			
11	Standby Magnetic Compass				bdl			
11A		В	1	0	May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.			
11B		В	1	0	May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.			
11C		С	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided two stabilized directional gyro systems are installed, operative, and used in conjunction with free gyro navigation techniques.			
12	Flight Director Systems	С	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	С	-	0	May be inoperative provided approach minimums do not require its use.			

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N				
FEDERAL A	VIATION ADMINISTRATIC	N			MASTE	ER MINIMUM EQUIPMENT LIS	ŝΤ
AIRCRAFT:					IO. 60	PAGE NO.	
В	OEING B-737		DAT	E: 0	2/09/2018	34-7	
		_			E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALL	ED.	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
34. NAVIGAT	ΓΙΟΝ						
Sequence No.	Item	1	2	3	4	Ch	hange Bar
15	Weather Radar						
15-01	Weather Radar with Windshear Detection and Avoidance System (Predictive) Installed						
15-01A		В	-	0	a) Weath 14 CF b) Altern establ NOTE: Opera should winds	noperative provided: ner radar is not required by iR, and ate procedures are ished and used. ator's alternate procedures d include reviewing hear avoidance and hear recovery procedures.	
15-01B		С	-	0	a) Weath 14 CF b) Altern establ c) Winds Guida	noperative provided: ner radar is not required by FR, ate procedures are ished and used, and shear Warning and nce System (Reactive) tes normally.	
15-01C		D	-	1		erative provided one ather radar operates	
					(Continued)		

FEDERAL AVI AIRCRAFT: BO SYSTEM & SEQUENCE NO. 34. NAVIGATIO Sequence No. It 15	ATION ADMINISTRATIO DEING B-737 ITEM Weather Radar (Cont'd) Weather Radar without Windshear Detection and Avoidance System (Predictive) Installed	RE\	/ISIC DAT EL T REP	ABL AIR O	MASTER MINIMUM EQUIPMENT LIST O. 60 2/09/2018 PAGE NO. 34-8 E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Change Bar
AIRCRAFT: BO SYSTEM & SEQUENCE NO. 34. NAVIGATION Sequence No. In the sequence of the sequen	ITEM ON tem Weather Radar (Cont'd) Weather Radar without Windshear Detection and Avoidance System	MMI 1. F	DAT EL T REPA 2. N	ABL AIR O NUM 3. N	2/09/2018 34-8 E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NO. 34. NAVIGATION Sequence No. It 15	ITEM ON tem Weather Radar (Cont'd) Weather Radar without Windshear Detection and Avoidance System	MMI 1. F	DAT EL T REPA 2. N	ABL AIR O NUM 3. N	2/09/2018 34-8 E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
SEQUENCE NO. 34. NAVIGATIO Sequence No. In the sequence No. In t	Weather Radar (Cont'd) Weather Radar without Windshear Detection and Avoidance System	1. F	2. N	AIR C NUM 3. N	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
SEQUENCE NO. 34. NAVIGATIO Sequence No. It 15	Weather Radar (Cont'd) Weather Radar without Windshear Detection and Avoidance System		2. 1	3. N	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
SEQUENCE NO. 34. NAVIGATIO Sequence No. It 15	Weather Radar (Cont'd) Weather Radar without Windshear Detection and Avoidance System	1		3. 1	AUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Change
34. NAVIGATION Sequence No. It 15	Weather Radar (Cont'd) Weather Radar without Windshear Detection and Avoidance System	1	2		4. REMARKS OR EXCEPTIONS
Sequence No. It	Weather Radar (Cont'd) Weather Radar without Windshear Detection and Avoidance System	1	2	3	/ Change
15 15-02	Weather Radar (Cont'd) Weather Radar without Windshear Detection and Avoidance System	1	2	3	
15-02	(Cont'd) Weather Radar without Windshear Detection and Avoidance System				'
3	Windshear Detection and Avoidance System				
15-02A		С	-	0	May be inoperative provided weather radar is not required by 14 CFR.
15-02B		D	-	1	May be inoperative provided one remaining weather radar operates normally.
***	Windshear Detection and Avoidance System (Predictive)				
15-03A		В	-	0	(O) May be inoperative provided alternative procedures are established and used.
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
15-03B		С	-	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System (Reactive) operates normally.
					(Continued)

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION							
					MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 60 PAGE NO.			
	BOEING B-737 DATE: 02				2/09/2018 34-9			
		E KEY						
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2. 1		BER INSTALLED			
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
34. NAVIGA	NAVIGATION							
Sequence No.	Item	1	2	3	4 Change Bar			
15	Weather Radar (Cont'd)							
15-04 ***	Autotilt/Multiscan Function (Including STCs ST01843AT, ST01470LA-D)	С	1	0	May be inoperative provided manual tilt function operates normally.			
15-05 ***	Stabilization Function	С	1	0	 (M) May be inoperative provided: a) Manual tilt control operates normally, and b) Antenna is verified to scan in a horizontal plane with tilt at zero degrees. 			
16	Radio Compass Systems (ADF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.			
17	VHF Navigation Systems (VOR/ILS)							
17-01	(-100/-200/-300/-400/ -500)	D	-	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.			
17-01-01	Auto Tune Function	С	-	0	 (O) May be inoperative provided: a) Enroute or approach procedures do not require its use, and b) Manual tuning operates normally. 			
17-02	(-300/-400/-500 GNLU-920 MMR, STC ST00998LA-D)	D	-	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.			
17-02-01	Equipment Cooling Fan	В	2	0				
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N			
FEDERAL A	VIATION ADMINISTRATION	ON			MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 60	PAGE NO.
В	OEING B-737		DAT	ΓE: 0	2/09/2018	34-10
					E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. [BER INSTALL	
NO.				3. ľ		UIRED FOR DISPATCH S OR EXCEPTIONS
34. NAVIGA	S ON EXCELLIONS					
Sequence No.	Item	1	2	3	4	Change Bar
17	VHF Navigation					Pdl
	Systems (VOR/ILS) (Cont'd)					
17-03	(-600/-700/-800/-900/ -900ER)					
17-03-01	VOR Systems	D	2	-		s of those required by not powered by a Standby inoperative.
17-03-02	ILS Systems	D	2	-	14 CFR, and Bus, may be	s of those required by not powered by a Standby inoperative provided nimums do not require its
17-03-03	Auto Tune Function				Deleted in Re	evision 52.
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N					
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIS	ST		
AIRCRAFT:	BOEING B-737				NO. 60 PAGE NO. 02/09/2018 34-11			
	ММ	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR (CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH			
120.07990.00.000				29020000	4. REMARKS OR EXCEPTIONS			
34. NAVIGATION								
Sequence No.	Item	1	2	3		nange Bar		
18	ATC Transponders and Automatic Altitude Reporting System							
18A		В	-	0	 May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight. 			
18B		D	-	1	Any in excess of those required by 14 CFR may be inoperative.			
18-01	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.			
18-02 ***	ADS-B Squitter Transmissions							
18-02A		С	-	0	(O) May be inoperative provided alternate procedures are established and used.			
					NOTE: Any ADS-B Out function that operates normally may be used.			
18-02B		D	-	0	May be inoperative provided enroute operations do not require its use.			
					(Continued)			

IIS DEPAR	TMENT OF TRANSPORTA	ΔΤΙΟΙ	NI			
			•		MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 60 PAGE NO.	
	OEING B-737	'_		TE: 02/09/2018 34-12		
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
34. NAVIGA		1 .	l .		Change	
Sequence No.	Item	1	2	3	4 Bar	
19 ***	Instrument Comparator or Warning System (-200/-300/-400/-500, Includes STC ST03355AT)	С	-	0	May be inoperative provided approach minimums do not require its use.	
20	Radio Altimeter Systems					
20-01	Receiver/Transmitters					
20-01-01	(-100/-200)					
20-01-01A		A	-	0	 (M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) Repairs are made within 2 flight days. 	
20-01-01B		С	-	0	 (M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) GPWS is not required by 14 CFR. 	
					(Continued)	

U.S. DEPARTMENT OF TRANSPORT	ATIO	N		
FEDERAL AVIATION ADMINISTRATION	NC			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT: BOEING B-737				NO. 60 PAGE NO. 34-13
	ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE ITEM NO.		REP/	AIR (CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
34. NAVIGATION				
Sequence No. Item	1	2	3	4 Change Bar
Radio Altimeter Systems (Cont'd)				
20-01 Receiver/Transmitters (Cont'd)				
20-01-02 (-300/-400/-500)				
20-01-02A	С	2	1	 (M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, d) Associated flight director is not used for approach and landing, and e) GPWS operates normally.
20-01-02B	A	2	1	 (M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, d) Associated flight director is not used for approach and landing, and e) Repairs are made within 2 flight days.
	1	1		1

AIRCRAFT:	VIATION ADMINISTRATION		REVISION NO. 60 PAGE NO.					
BOEING B-737			DATE: 02/09/2018 34-14					
					E KEY			
SYSTEM & SEQUENCE NO. 34. NAVIGA	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Chang		
20	Radio Altimeter Systems (Cont'd)			0		Bar		
20-01	Receiver/Transmitters (Cont'd)							
20-01-03	(-600/-700/-800/-900/ -900ER)	С	2	1	 (M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) Associated flight director is not used for approach and landing. NOTE: During takeoff with one radio altimeter inoperative, the flight directors and autopilot should be controlled by the FCC on the same side as the valid radio altimeter (i.e., the first flight director and/or autopilot to be engaged must be receiving valid radio altitude data). 			
20-02	Indications							
20-02A		С	-	2	May be inoperative provided: a) Independent radio altimeters operate normally for both flightcrew members, and b) Approach minimums do not require their use.			
20-02B		С	-	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. 			

AIRCRAFT:	VIATION ADMINISTRATIO BOEING B-737		REVISION NO. 60 PAGE NO. DATE: 02/09/2018 34-15					
	JOEINO B 707	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM		REPA	AIR C	CATEGORY BER INSTALL JUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS		
34. NAVIGA			T .		Ι.	(
Sequence No.	Item	1	2		4			
21 ***	Air Data System (Non Electric Airspeed Indicators (-200)	Α	-	0	a) Dispa assoc obser b) All ass in this MEL, c) Repai	sociated equipment is listed scolumn of each operator's		
22	Alternate Static System (-100/-200)	С	1	0	airspeed and	erative provided pneumatic l altimeters are installed and both pilot stations.		
23 ***	True Airspeed Indication	С	-	0				

AIRCRAFT:	VIATION ADMINISTRATIO		/101/	7117	IO. 60 PAGE NO.		
BOEING B-737			REVISION NO. 60 PAGE NO. 34-16				
		MMI	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO. 34. NAVIGA	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4	Chang	
24	Airspeed Indicators (-300/-400/-500)				Deleted in Revision 50. Moved to item 34-1, subitem 2.	Bar	
25	Altitude Alerting System	A	1	0	 (O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days. 		
25-01	Aural Alert	С	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.		
25-02	Visual Alert	С	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.		

	TMENT OF TRANSPORT	A TIOI			
U.S. DEPAR	TMENT OF TRANSPORTA	OH	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO				
AIRCRAFT:	SOEING B-737	RE'			O. 60 PAGE NO. 2/09/2018 34-17
	DOLINO D-131	ММ			E KEY
		_			CATEGORY
SYSTEM & SEQUENCE	ITEM		_		BER INSTALLED
NO.	11 🗆 141			3.1	NUMBER REQUIRED FOR DISPATCH
34. NAVIGA	TION				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
26	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT and ST03362AT)				
26-01	Ground Proximity Warning System (GPWS)	A	1	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs and made within 2 flight days.
26-01-01	Modes 1 thru 4	A	4	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.
26-01-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.
26-01-03	Glideslope Deviation(s) (Mode 5)				
26-01-03A		С	2	1	
26-01-03B		В	2	0	
					(Continued)

AIRCRAFT:	VIATION ADMINISTRATIO		// © /	7117	0 60 040	= NO
BOEING B-737					O. 60 PAGE 2/09/2018	∃ NO. 34-18
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE	ITEM		REPA	AIR (CATEGORY BER INSTALLED IUMBER REQUIRED) FOR DISPATCH
NO.				0.1	4. REMARKS OR E	
34. NAVIGA	TION					
Sequence No.	Item	1	2	3	4	Chan Bar
26	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT and ST03362AT) (Cont'd)					
26-01	Ground Proximity Warning System (GPWS) (Cont'd)					
26-01-04	Advisory Callouts					
26-01-04A		В	-	0	(O) May be inoperat alternate procedures and used.	
26-01-04B		С	-	0	(O) May be inoperat a) Advisory call 14 CFR, and b) Alternate pro established a	out not required by cedures are
26-01-05 ***	Windshear Warning and Flight Guidance Mode (Reactive)					
26-01-05A		В	1	0	(O) May be inoperat alternate procedures and used.	
26-01-05B		С	1	0	b) Windshear D	ocedures are and used, and Detection and ystem (Predictive)

AIRCRAFT:	VIATION ADMINISTRATIO BOEING B-737				IO. 60	PAGE NO. 34-19	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C		UIRED FOR DISPATCH	
34. NAVIGA	TION				4. REMARKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Ch	
26	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT and ST03362AT) (Cont'd)						
26-02	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	В	1	0		noperative provided cedures are established	
26-03	Terrain Displays						
26-03A		С	-	1			
26-03B		В	-	0			
26-03-01 ***	Vision One (STC ST03355AT)	D	-	0			
26-04 ***	Runway Awareness and Advisory System (RAAS)	С	1	0			

	VIATION ADMINISTRATIO		//01/	7117	O. 60 PAGE NO.		
AIRCRAFT:	BOEING B-737	REVISION NO. 60 PAGE NO. 34-20					
		ММ	EL T	ABL	E KEY		
SYSTEM &	10.100 PC 00.000	1. F			CATEGORY BER INSTALLED		
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
34. NAVIGA	TION						
Sequence No.	Item	1	2	3	4	Chang Bar	
27 ***	Long Range Navigation Systems (INS, Loran, Omega)	С	-	0	As required by 14 CFR.		
28	Performance Data Computer System (PDCS)	С	1	0			
29 ***	Speed Command (Fast-Slow) Indicators (-100/-200/-300/-400/ -500)	С	2	0			
30 ***	ADI Test (-100/-200/-300/-400/ -500)	С	2	0			
31 ***	Speed Cursor Remote Drive	С	1	0			
32	Instrument Transfer Switching System	С	1	0	 (O) May be inoperative provided: a) Associated instruments operate normally from isolated sources, and b) Inoperative switches are not moved during flight. 		
33	Vertical Gyro System (-100/-200)						
33-01	Number 1 and 2	С	2	1	One may be inoperative provided: a) Auxiliary vertical gyro operates normally, and b) Vertical gyro switch is selected to auxiliary position.		
33-02 ***	Auxiliary Gyro	С	1	0			
34	Standby Altimeter Vibrator				Moved to item 34-3 prior to Revision 30.		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		
	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 60 PAGE NO.
BOEING B-737 DATI				E: 0	2/09/2018 34-21
	E KEY				
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH
NO.				3.1	4. REMARKS OR EXCEPTIONS
34. NAVIGA	TION				,
Sequence No.	Item	1	2	3	4 Change Bar
35	Inertial Reference Systems (IRS) (-300/-400/-500/-600/ -700/-800/-900/-900ER)	В	2	1	 (O) Except for ER operations, one may be inoperative provided: a) Remaining IRS operates normally and is used for both Attitude Indications and both HSIs, b) Flight is restricted to day VMC, c) Standby Magnetic Compass operates normally, d) Standby Horizon Indicator or ISFD attitude display operates normally, e) Both Vertical Speed Indications are switched to remaining IRS, if required, and f) Autopilots (any mode) are not used unless SB-737-22-1140 or equivalent is incorporated.
35-01	IRS Data Display (Aft Overhead Panel)	С	1	0	May be inoperative provided one FMCS CDU operates normally.
35-02	HSI Ground Speed Display (Non-EFIS -300/-400/ -500)	С	2	0	May be inoperative provided IRS Data Display operates normally.
35-03	IRS Ground Crew Call Horn	С	1	0	
36	Flight Management Computer System (FMCS)				
36-01 ***	(-200 CMA-900 FMS/GPS)	D	1	0	(M) May be inoperative provided FMS is deactivated.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	IOITA	N					
FEDERAL AV	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 60 PAGE NO.			
BOEING B-737			DATE: 02/09/2018 34-22					
					E KEY			
SYSTEM &		1. F	_		CATEGORY BER INSTALLED			
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH			
NO.				0. 1	4. REMARKS OR EXCEPTIONS			
34. NAVIGAT	TION		<u>'</u>					
Sequence No.	Item	1	2	3	4 Change Bar			
36	Flight Management Computer System (FMCS) (Cont'd)							
36-01 ***	(-200 CMA-900 FMS/GPS) (Cont'd)							
36-01-01	Annunciator Lights/Switches (STC ST6895-AT)	С	9	0	(M) May be inoperative provided FMS is deactivated.			
36-01-01-01	NAV/FMS							
36-01-01-01A		D	2	0	May be inoperative provided FMS is considered inoperative.			
36-01-01-01B		A	2	1	May be inoperative on non-flying pilot's side provided: a) Captain's HDG/NAV light and switch operate normally, and b) Repairs are made within 3 flight days.			
36-01-01-02	WPT							
36-01-01-02A		С	2	0	May be inoperative provided procedures do not require its use.			
36-01-01-02B		A	2	1	May be inoperative on non-flying pilot's side provided repairs are made within 3 flight days.			
36-01-01-03	GPS APPR CAP							
36-01-01-03A		С	1	0	May be inoperative provided procedures do not require its use.			
36-01-01-03B		С	1	0	May be inoperative provided: a) FMS-DME is operational, and b) Area of flight has adequate DME coverage (minimum of three DME stations in range at all times). (Continued)			

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT LIST		
	/IATION ADMINISTRATIC		//0:4	281.51	10.00	DAOE NO		
AIRCRAFT:	OEING B-737	KE,	REVISION NO. 60 PAGE NO. 34-23					
Ь								
		_			E KEY			
SYSTEM &		1. 1			CATEGORY BER INSTALLE	-D		
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH		
NO.				3. 1		OR EXCEPTIONS		
34. NAVIGAT	ION	1		<u> </u>	4. INLIMATINO	ON EXCELLIONS		
Sequence No.	Item	1	2	3	4	Change		
36		<u> </u>	_		-	Bar		
36	Flight Management Computer System (FMCS) (Cont'd)							
36-01 ***	(-200 CMA-900 FMS/GPS) (Cont'd)							
36-01-01	Annunciator Lights/Switches (STC ST6895-AT) (Cont'd)							
36-01-01-04	GPS INT							
36-01-01-04A		С	2	0	May be inope do not require	rative provided procedures e its use.		
36-01-01-04B		A	2	1		rative on non-flying pilot's repairs are made within		
36-01-01-05	OFFSET	С	2	0	May be inope do not require	rative provided procedures its use.		
					(Continued)			

	TMENT OF TRANSPORT		•		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATION		VISIO	ON N	NO. 60 PAGE NO.
BOEING B-737					02/09/2018 34-24
		MM	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
34. NAVIGAT	TION				4. KEWAKKO OK EXCEL HONG
Sequence No.	Item	1	2	3	4 Chang Bar
36	Flight Management Computer System (FMCS) (Cont'd)				
36-01	(-200 CMA-900 FMS/GPS) (Cont'd)				
36-01-02	FMU	С	-	1	May be inoperative provided unit is not required to meet 14 CFR navigation requirements.
36-01-03	MCDU	С	1	0	May be inoperative provided unit is not required to meet 14 CFR navigation requirements.
36-01-04	Navigation Databases	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.
36-01-05	DME				
36-01-05A		С	1	0	Any in excess of those required by 14 CFR may be inoperative.
36-01-05B		С	1	0	May be inoperative provided GPS is operational.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 60 PAGE NO.
В	OEING B-737		DAT	E: 0	2/09/2018 34-25
					.E KEY
SYSTEM &		1. 1			CATEGORY BER INSTALLED
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH
NO.					4. REMARKS OR EXCEPTIONS
34. NAVIGA	TION				
Sequence No.	Item	1	2	3	4 Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)				
36-01	(-200 CMA-900 FMS/GPS) (Cont'd)				
36-01-06	GPS				
36-01-06A		С	1	0	May be inoperative provided all navigation is based on ILS/VOR/DME.
36-01-06B		С	1	0	May be inoperative provided: a) FMS-DME is operational, and b) Area of flight has adequate DME coverage (minimum of three DME stations in range at all times).
36-01-07	HSI Switching Unit (STC ST01676AT)				
36-01-07A		С	2	0	May be inoperative provided FMS is considered inoperative.
36-01-07B		С	2	1	
36-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)				
36-02-01	FMC Alert Lights				
36-02-01A		С	2	1	One may be inoperative provided FMC is not used for autopilot guidance during approach.
36-02-01B		С	2	0	May be inoperative provided FMC is not used for autopilot guidance.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORT	OITA	V		MA OTED MINIMUM FOLUDMENT LIGT			
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:		RE		IO. 60 PAGE NO.				
В	OEING B-737		DAT	E: 0	2/09/2018 34-26			
		_			E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
34. NAVIGAT	TION				4. NEWAKKS OK EXCELLIONS			
Sequence No.	Item	1	2	3	4 Change Bar			
36	Flight Management Computer System (FMCS) (Cont'd)							
36-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)							
36-02-02	Computer	С	-	1	May be inoperative provided it is not required to meet 14 CFR navigation requirements.			
36-02-02-01	-300/-400/-500	С	-	0	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) EFIS speed tapes are not used as primary airspeed indication.			
36-02-02-02	-600/-700/-800/-900/ -900ER	С	-	0	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) Speed Reference Selector operates normally.			
36-02-03 ***	CDU/MCDU							
36-02-03A		С	-	1	May be inoperative provided enroute procedures do not require its use.			
36-02-03B		С	-	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.			
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST	ı
AIRCRAFT:			_		NO. 60 PAGE NO.	
В	OEING B-737				02/09/2018 34-27	
		_			LE KEY CATEGORY	
SYSTEM &		1. [MBER INSTALLED	
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH	
NO.				3335.33	4. REMARKS OR EXCEPTIONS	
34. NAVIGAT	TION					
Sequence No.	Item	1	2	3	4 Chang Bar	
36	Flight Management Computer System (FMCS) (Cont'd)					
36-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)					
36-02-04 ***	Alternate Navigation Control Display Unit (ANCDU)					
36-02-04-01	CRT ANCDU (-300/-400/-500)	С	-	0	 May be inoperative provided: a) IRS data display (on aft overhead panel) operates normally, and b) Unit is not required to meet 14 CFR navigation requirements. NOTE: Two independent navigation systems are required for operations beyond range of radio navigation aids. Requires dual ANCDU or ANCDU and CDU/Computer or dual CDU/Computers. 	
36-02-04-02	LCD ANCDU (-700IGW)	С	-	0	May be inoperative provided it is not required to meet 14 CFR navigation requirements. NOTE: Two independent navigation systems are required for operations beyond range of radio navigation aids. Requires dual CDU/Computers, or one GPS capable Multimode Receiver with onside LCD Alternate Nav CDU (ANCDU) and Electronic Standby Attitude Indicator (ESAI), in conjunction with one Inertial Reference System (IRS), and one CDU/Computer. (Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			_	_	NO. 60 PAGE NO.
В	OEING B-737		DAT	E: 0	02/09/2018 34-28
					LE KEY
SYSTEM &		1. F			CATEGORY //BER INSTALLED
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH
NO.				0.1	4. REMARKS OR EXCEPTIONS
34. NAVIGA	TION		<u> </u>		
Sequence No.	Item	1	2	3	4 Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)				
36-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)				
36-02-05	Navigation Databases	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.
36-02-06	HSI Miles to Waypoint Display (Non-EFIS-300/-400/ -500)	С	2	0	May be inoperative provided procedures do not require its use.
36-03 ***	Universal Avionics UNS-1F (STC ST03356AT and ST03362AT)	С	2	0	May be inoperative provided it is not required to meet 14 CFR navigation requirements.
36-03-01	Navigation Computer Unit (NCU)	С	2	0	May be inoperative provided it is not required to meet 14 CFR navigation requirements.
					(Continued)

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AIRCRAFT:	OFINO D 707	RE'			NO. 60 PAGE NO.
В	OEING B-737				02/09/2018 34-29
					LE KEY Category
SYSTEM &		1. [IBER INSTALLED
SEQUENCE	ITEM		'		NUMBER REQUIRED FOR DISPATCH
NO.					4. REMARKS OR EXCEPTIONS
34. NAVIGAT	TION				
Sequence No.	Item	1	2	3	4 Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)				
36-03 ***	Universal Avionics UNS-1F (STC ST03356AT and ST03362AT) (Cont'd)				
36-03-02	Control Display Unit (CDU) (-300)	С	2	0	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) Unit is not required to meet 14 CFR navigation requirements.
36-03-03	Global Navigation Satellite System (GNSS)	С	2	0	May be inoperative provided all navigation is based on ILS/VOR/DME.
36-03-04	Navigation Display (ND) Caution Annunciator Data Block (FMS Alerts) (-300)	С	2	1	May be inoperative provided: a) Data Block operates normally on flying pilot's ND, and b) FMC is not used for autopilot guidance during approach. NOTE: Requires installation of Universal Avionics EFI-890 Display, STC ST03355AT.
					(Continued)

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ITEM				NUMBER REQUIRED FOR DISPATCH
			(*)	4. REMARKS OR EXCEPTIONS
TION				
Item	1	2	3	4 Change Bar
Flight Management Computer System (FMCS) (Cont'd)				
Universal Avionics UNS-1F (STC ST03356AT and ST03362AT) (Cont'd)				
ND Flight Plan Status Block (-300)	С	2	1	May be inoperative on non-flying pilot's ND. NOTE: Requires installation of Universal Avionics EFI-890 Display, STC ST03355AT.
Navigation Databases	A	-	0	May be out of currency provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.
	ITEM ITEM ITEM ITEM Item Flight Management Computer System (FMCS) (Cont'd) Universal Avionics UNS-1F (STC ST03356AT and ST03362AT) (Cont'd) ND Flight Plan Status Block (-300)	OEING B-737 MMI ITEM OEING B-737 MMEL T ITEM ITE	VIATION ADMINISTRATION OEING B-737 REVISION N DATE: 0 MMEL TABI 1. REPAIR 2. NUM 3. FION Item 1 2 3 Flight Management Computer System (FMCS) (Cont'd) Universal Avionics UNS-1F (STC ST03356AT and ST03362AT) (Cont'd) ND Flight Plan Status Block (-300)	

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OEING B-737	REVISION NO. 60 PAGE NO. DATE: 02/09/2018 34-31						
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ITEM 4		2. N	NUM	BER INSTALLED			
I I EIVI			3. N	NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
TION							
Item	1	2	3	4 Ch			
Flight Management Computer System (FMCS) (Cont'd)							
and Support FMS (STCST03272CH) (-400)							
Advanced Navigation - Multipurpose Control Display Unit (AN-MCDU)	С	2	1	One may be inoperative provided offside AN-MCDU is available for manual selection.			
Global Positioning System (GPS)	С	2	0	One or both may be inoperative provided operations and procedures do not require GPS use.			
Windshear Warning and Flight Guidance System (Reactive)							
	В	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.			
	С	-	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally. 			
	ITEM Item Flight Management Computer System (FMCS) (Cont'd) Innovative Solutions and Support FMS (STCST03272CH) (-400) Advanced Navigation - Multipurpose Control Display Unit (AN-MCDU) Global Positioning System (GPS) Windshear Warning and Flight Guidance System	ITEM ITEM ITEM TION Item 1 2	MMEL TABL ITEM I				

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N					
FEDERAL A	VIATION ADMINISTRATIC	N			MASTE	ER MINIMUM EQUIPMENT L	IST	
AIRCRAFT:					IO. 60	PAGE NO.		
В	OEING B-737	DATE: 02/09/2018 34-32						
					E KEY			
SYSTEM &		1. F			CATEGORY BER INSTALL	ED		
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH		
NO.				0		OR EXCEPTIONS		
34. NAVIGAT	ΓΙΟΝ		<u>'</u>					
Sequence No.	Item	1	2	3	4		Change Bar	
38 ***	Pitch Limit Indication (PLI)	С	2	0				
39	EFIS Speed Tape				Deleted in Reitem 34-1, sul	evision 50. Moved to bitem 2.		
40	Traffic Collision and Avoidance System (TCAS) (Includes STC ST03355AT and ST03362AT)							
40A		В	-	0	a) System secure b) Enrou	noperative provided: m is deactivated and ed, and te or approach procedures t require its use.		
40B		С	-	0	a) Not re b) Syster secure c) Enrou	noperative provided: equired by 14 CFR, m is deactivated and ed, and te or approach procedures t require its use.		
40-01 ***	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	С	2	1	side provided a) TA an opera b) TA an	erative on non-flying pilot : d RA visual display is tive on flying pilot side, and d RA audio function is tive on flying pilot side.		
					(Continued)			

	VIATION ADMINISTRATION		// 0: -		DA 05 NO	
AIRCRAFT:	BOEING B-737	RE			IO. 60 PAGE NO. 2/09/2018 34-33	
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SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR (DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
34. NAVIGA	TION					
Sequence No.	Item	1	2	3	4	Change Bar
40	Traffic Collision and Avoidance System (TCAS) (Includes STC ST03355AT and ST03362AT) (Cont'd)					
40-02	Resolution Advisory (RA) Display System(s)					
40-02A		С	2	1	May be inoperative on non-flying pilot side.	
40-02B		С	-	0	 (O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by crew, and c) Enroute or approach procedures do not require its use. 	
40-03	Traffic Alert (TA) Display System(s)	С	-	0	 (O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use. 	
40-04	Audio Functions	В	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
40-05 ***	Airspace Selection Function	С	-	0		
41 ***	Engine Pressure Ratio Limit (EPRL) System (-100/-200)	С	1	0		

BOEING B-737 DATE: 02/09/2018 34-34	AIRCRAFT:	AVIATION ADMINISTRATION		VISIC	N NC	O. 60 PAGE NO.			
SYSTEM & SEQUENCE NO. ITEM 1 REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 34. NAVIGATION Sequence No. Item 1 2 3 4 42		BOEING B-737							
SYSTEM & ITEM NO. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 34. NAVIGATION Sequence No. Item			MMI	EL T	ABL	E KEY			
SEQUENCE NO. 33. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	SYSTEM &		1. F						
34. NAVIGATION Sequence No. Item		ITEM		2. r					
34. NAVIGATION Sequence No. Item	NO.				3. 1				
42-01 (-100/-200)	34. NAVIGA	TION							
Indicators (RMI) 42-01 (-100/-200) C - 1 May be inoperative provided affected RMI is not a source of heading data for Horizontal Situation Indicator (HSI). 42-02 (-300/-400/-500) C - 1 42-03 (-600/-700/-800/-900/-900ER) 42-03-01 EFIS/Map C 3 1 Two may be inoperative provided Captain's RMI or Standby RMI operates normally. 42-03-02 PFD/ND C 1 0 Standby RMI may be inoperative provided Captain's Inboard DU is connected to Standby Power. 43 Radio Height Alert D 2 0 44 Head-Up Display System (HUD) 45 Global Positioning System (GPS) 45 Global Positioning System (GPS) 46 Way be inoperative provided alternate procedures are established and used. 47 Way be inoperative provided alternate procedures are established and used.	Sequence No.	Item	1	2	3	4	Cha Ba		
RMI is not a source of heading data for Horizontal Situation Indicator (HSI). 42-02 (-300/-400/-500) 42-03 (-600/-700/-800/-900/-900ER) 42-03-01 EFIS/Map C 3 1 Two may be inoperative provided Captain's RMI or Standby RMI operates normally. 42-03-02 PFD/ND C 1 0 Standby RMI may be inoperative provided Captain's Inboard DU is connected to Standby Power. 43 Radio Height Alert D 2 0 44 Head-Up Display System (HUD) D - 0 May be inoperative provided procedures do not require its use. NOTE: Any mode which operates normally may be used. 45 Global Positioning System (GPS) 45A C - 0 May be inoperative provided alternate procedures are established and used. 45 May be inoperative provided alternate procedures are established and used.	42								
42-03 (-600/-700/-800/-900/-900ER) 42-03-01 EFIS/Map C 3 1 Two may be inoperative provided Captain's RMI or Standby RMI operates normally. 42-03-02 PFD/ND C 1 0 Standby RMI may be inoperative provided Captain's Inboard DU is connected to Standby Power. 43 Radio Height Alert D 2 0 44 Head-Up Display System (HUD) 45 Global Positioning System (GPS) 45 Global Positioning System (GPS) 46 D - 0 May be inoperative provided procedures normally may be used. 47 May be inoperative provided alternate procedures are established and used. 48 May be inoperative provided procedures are established and used.	42-01	(-100/-200)	С	-	1	RMI is not a source of heading data for			
42-03-01 EFIS/Map C 3 1 Two may be inoperative provided Captain's RMI or Standby RMI operates normally. 42-03-02 PFD/ND *** Radio Height Alert D 2 0 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. Global Positioning System (GPS) C - 0 May be inoperative provided alternate procedures are established and used. May be inoperative provided alternate procedures are established and used.	42-02	(-300/-400/-500)	С	-	1				
Captain's RMI or Standby RMI operates normally. 42-03-02 PFD/ND *** C 1 0 Standby RMI may be inoperative provided Captain's Inboard DU is connected to Standby Power. 43 Radio Height Alert D 2 0 May be inoperative provided procedures do not require its use. NOTE: Any mode which operates normally may be used. 45 Global Positioning System (GPS) C - 0 May be inoperative provided alternate procedures are established and used. 45 May be inoperative provided alternate procedures are established and used.	42-03	•							
*** 43 Radio Height Alert *** 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 *** 45 Global Positioning System (GPS) C - 0 May be inoperative provided alternate procedures are established and used. 45 May be inoperative provided procedures 46 May be inoperative provided procedures	42-03-01	EFIS/Map	С	3	1	Captain's RMI or Standby RMI operates	;		
 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. Global Positioning System (GPS) C - 0 May be inoperative provided alternate procedures are established and used. D - 0 May be inoperative provided procedures 		PFD/ND	С	1	0	provided Captain's Inboard DU is			
*** System (HUD) do not require its use. NOTE: Any mode which operates normally may be used. 45 Global Positioning System (GPS) C - 0 May be inoperative provided alternate procedures are established and used. 45B D - 0 May be inoperative provided procedures		Radio Height Alert	D	2	0				
45 Global Positioning *** System (GPS) C - 0 May be inoperative provided alternate procedures are established and used. D - 0 May be inoperative provided procedures			D	-	0		5		
 System (GPS) C - 0 May be inoperative provided alternate procedures are established and used. D - 0 May be inoperative provided procedures 									
procedures are established and used. D - 0 May be inoperative provided procedures									
	45A		С	-	0				
	45B		D	-	0		3		

IIS DEPAR	TMENT OF TRANSPORTA	TIOI	NI		
			•		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/1910	N NC	IO. 60 PAGE NO.
	OEING B-737	IXL			12/09/2018 34-35
		MM	EL T	ABL	E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. ľ		BER INSTALLED NUMBER REQUIRED FOR DISPATCH
NO.				J. 1	4. REMARKS OR EXCEPTIONS
34. NAVIGA	ΓΙΟΝ				
Sequence No.	Item	1	2	3	4 Change Bar
46 ***	Microwave Landing System (MLS)	D	-	0	May be inoperative provided approach procedures do not require its use.
47 ***	ILS Beam Deviation Lights	С	2	0	May be inoperative provided approach minimums do not require their use.
48	EFIS Control Panel				
48-01 ***	Map Switches (-300/-400/-500)				
48-01-01	VOR/ADF	С	2	1	
48-01-02	NAV AID	С	2	1	
48-01-03	ARPT	С	2	1	
48-01-04	RTE DATA	С	2	1	
48-01-05	WPT	С	2	1	
48-02 ***	Decision Height Reference (DH REF) Indication (-300/-400/-500)	С	2	0	May be inoperative provided: a) Approach procedures do not require its use, and b) Decision height is displayed on both EADIs.
48-03 ***	Decision Height/Mins Selector (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	0	May be inoperative provided approach procedures do not require its use.
					(Continued)

REVISION NO. 60 DATE: 02/09/2018 PAGE NO. 34-36		·EDERAL A\ \IRCRAFT:	TION ADMINISTRATIO		/ כור	יא ואר	IO 60	PAGE NO.	
SYSTEM & SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS			ING B-737	KE					
SYSTEM & SEQUENCE NO. ITEM NO.				ММ	EL T	ABL	E KEY		
SEQUENCE NO. ITEM		VCTEM 9		1. F	REP/	AIR (CATEGORY		
NO. 3. NUMBER REQUIRED FOR DISPATCH			ITEM		2. 1				
Sequence No. Item			I I LIVI			3. 1			
Sequence No. Item	ATION	4 NAV//CAT	A.1				4. REMARK	S OR EXCEPTIONS	
## FIS Control Panel (Cont'd) ## 48-04				1	١,	2	14		Chan
(Cont'd) 48-04				1		3	4		Ва
(-600/-700/-800/-900/ -900ER) 48-04-01 POS C 2 1 48-04-02 STA C 2 1 48-04-03 ARPT C 2 1 48-04-04 DATA C 2 1 48-04-05 WPT C 2 1 49 Right IRS DC Power Supply System (-300/-400/-500/-600/ -700/-800/-900ER) 50 ILS System (-600/-700/-800/-900/ -900ER) D - 0 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. Deleted in Revision 37, relief incorporated into item 34-17.		8							
48-04-02 STA C 2 1 48-04-03 ARPT C 2 1 48-04-04 DATA C 2 1 48-04-05 WPT C 2 1 49 Right IRS DC Power Supply System (-300/-400/-500/-600/-700/-800/-990ER) B 1 0 (O) May be inoperative provided:	(-600/-700	8-04	600/-700/-800/-900/	,					
48-04-03 ARPT 48-04-04 DATA C 2 1 48-04-05 WPT C 2 1 Right IRS DC Power Supply System (-300/-400/-500/-600/-700/-800/-900/ER) ILS System (-600/-700/-800/-900/-900ER) ILS System (-600/-700/-800/-900/-900ER) Deleted in Revision 37, relief incorporated into item 34-17. Deleted in Revision 37, relief incorporated into item 34-17.	POS	8-04-01	OS	С	2	1			
48-04-04 DATA 48-04-05 WPT C 2 1 49 Right IRS DC Power Supply System (-300/-400/-500/-600/-700/-800/-900ER) B 1 0 (O) May be inoperative provided: a) Remaining IRS Mode Selector Unit lights are not illuminated, and b) Autopilot dual channel mode is not used during approach. Deleted in Revision 37, relief incorporated into item 34-17. Deleted in Revision 37, relief incorporated into item 34-17.	STA	8-04-02	ΓΑ	С	2	1			
48-04-05 WPT C 2 1 Right IRS DC Power Supply System (-300/-400/-500/-600/-700/-800/-900ER) B 1 0 (O) May be inoperative provided: a) Remaining IRS Mode Selector Unit lights are not illuminated, and b) Autopilot dual channel mode is not used during approach. Deleted in Revision 37, relief incorporated into item 34-17. Metric Altimeter D - 0 May be inoperative provided operation.	ARPT	8-04-03	RPT	С	2	1			
Right IRS DC Power Supply System (-300/-400/-500/-600/-700/-800/-900ER) B 1 0 (O) May be inoperative provided: a) Remaining IRS Mode Selector Unit lights are not illuminated, and b) Autopilot dual channel mode is not used during approach. Deleted in Revision 37, relief incorporated into item 34-17. Metric Altimeter D - 0 May be inoperative provided operation	DATA	8-04-04	ATA	С	2	1			
Supply System (-300/-400/-500/-600/ -700/-800/-900ER) a) Remaining IRS Mode Selector Unit lights are not illuminated, and b) Autopilot dual channel mode is not used during approach. 50 ILS System (-600/-700/-800/-900/ -900ER) Deleted in Revision 37, relief incorporated into item 34-17. Metric Altimeter D - May be inoperative provided operation	WPT	8-04-05	PT	С	2	1			
(-600/-700/-800/-900/ -900ER) incorporated into item 34-17. 51 Metric Altimeter D - 0 May be inoperative provided operation	Supply Sy (-300/-400	9	upply System 300/-400/-500/-600/	В	1	0	a) Rema Unit I and b) Autop	aining IRS Mode Selector ights are not illuminated, pilot dual channel mode is	
	(-600/-700	0	600/-700/-800/-900/						
	Metric Alti		etric Altimeter	D	-	0			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N						
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 60 PAGE NO.				
Е	BOEING B-737		DAT	E: 0	2/09/2018 34-37				
					E KEY				
SYSTEM &		1. F			CATEGORY BER INSTALLED				
SEQUENCE	ITEM		2.1	3. NUMBER REQUIRED FOR DISPATCH					
NO.				0.,	4. REMARKS OR EXCEPTIONS				
34. NAVIGA	TION								
Sequence No.	Item	1	2	3	4 Change Bar				
52 ***	Performance Management System (PMS) with Windshear Detection/Alerting System (STC SA2018NM)	С	-	0	 (O) May be inoperative provided: a) TAT Indicator operates normally, b) PMS remains uncoupled from autopilot, c) Autothrottle system is considered inoperative, and d) Windshear Detection and Guidance is considered inoperative. 				
53 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in operator's MEL will be same as that of 14 CFR required equipment.				
53-01	Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.				
53-02	CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to flightcrew.				
53-03	Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft, the Data Link Transmission is an integral part of the transponder, and relief is provided in that section.				
53-04	Data Link Receivers	D	-	0					
53-05	ADS-B Applications	D	-	0					

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MACTE		LICT
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R MINIMUM EQUIPMENT	LIOI
AIRCRAFT:	OEING B-737				IO. 60 2/09/2018	PAGE NO. 34-38	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O	ED UIRED FOR DISPATCH S OR EXCEPTIONS		
34. NAVIGAT	ΓΙΟΝ						
Sequence No.	Item	1	2	3	4		Change Bar
54 ***	Integrated Standby Systems						
54-01	Integrated Standby Flight Display (ISFD)						
54-01-01	Attitude Display	В	1	0	a) Opera Day V b) Opera into kr	rative provided: tions are conducted in MC only, and tions are not conducted nown or forecast he-top conditions.	
54-01-02	ILS Indication	D	1	0			
54-01-03	Heading Display	С	1	0			
54-01-04	Metric Altimeter Display	D	1	0	May be inope do not require	rative provided operations its use.	
54-01-05	Dedicated Battery	С	1	0			
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N			
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:					O. 60	PAGE NO.
В	OEING B-737		DAT	E: 0	2/09/2018	34-39
					E KEY	
SYSTEM &		1. [CATEGORY BER INSTALL	ED
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH
121.57964-1111					4. REMARKS	OR EXCEPTIONS
34. NAVIGAT	Item	1	2	3	4	Change
54	Integrated Standby	'		3	4	Bar
***	Systems (Cont'd)					
54-02	Integrated Standby Instrument System (ISIS) (Boeing SB 737-31-1435)					
54-02-01	Attitude Display	В	1	0	a) Opera Day V b) Opera into kr	erative provided: ations are conducted in MC only, and ations are not conducted nown or forecast he-top conditions.
54-02-02	ILS Indication	D	1	0		
54-02-03	Heading Display	С	1	0		
54-02-04	Metric Altimeter Display	D	1	0	May be inope do not require	erative provided operations e its use.
54-02-05	Dedicated Battery	С	1	0		
					(Continued)	

FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIC		/ כור	7/11/	IO. 60	PAGE NO.	
	BOEING B-737	KE			2/09/2018	34-40	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
34. NAVIGA	TION				,		
Sequence No.	Item	1	2	3	4		Change Bar
54 ***	Integrated Standby Systems (Cont'd)						
54-03	Electronic Standby Instrument System (ESIS) (STC ST03125NY) (-300/-400/-500 Series)						
54-03-01	Attitude Display	В	1	0	a) Opera Day V b) Opera into kr	erative provided: ations are conducted in MC only, and ations are not conducted nown or forecast he-top conditions.	
54-03-02	Heading Display	С	1	0			
54-03-03	VOR/ILS Indications	С	1	0	May be inope do not require	erative provided procedures e its use.	
55 ***	Vertical Situation Display (VSD) System (-600/-700/-800/-900/ -900ER)						
55A		С	1	0		noperative provided cedures are established	
55B		D	1	0	May be inope do not require	erative provided procedures e its use.	
56 ***	Global Navigation Satellite Landing System (GLS) (-600/-700/-800/-900/ -900ER)	D	2	-		erative provided approach not require its use.	

AIRCRAFT:	VIATION ADMINISTRATION OBING B-737			_	IO. 60 2/09/2018	PAGE NO. 34-41	
	OCING D-737	2424				34-41	
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C		ED UIRED FOR DISPATCH OR EXCEPTIONS	
34. NAVIGAT	ΓΙΟΝ				4. KEWAKKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Chang
57 ***	Enhanced Vision System (EVS) STC ST00039MC	D	-	0	deactivated. NOTE: For the operate	e EVS to be considered cive, the EVS Yoke Switch be operative.	
57-01	EVS Window Heat	D	-	0	(O) Avoid usir forecasted ici	ng EVS in known or ng conditions.	
57-02	Secondary (Non-HUD) EVS Display System	D		0		operative provided on not require its use.	

AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	ON N	O. 60	PAGE NO.	
В	SOEING B-737		DAT	E: 0	2/09/2018	35-1	
					E KEY		
SYSTEM & SEQUENCE	ITEM	1. F		NUM	CATEGORY BER INSTALL JUMBER REQ	ED UIRED FOR DISPATCH	
NO.				• • •		OR EXCEPTIONS	
35. OXYGEN							
Sequence No.	Item	1	2	3	4		Char Ba
01	Crew Oxygen System				Deleted prior	to Revision 27.	
02	Passenger Service Units (PSUs)	В	-	-	a) Associand poccup b) Units usable	noperative provided: ciated seats are blocked lacarded to prevent pancy, and operate normally for all e lavatory and flight dant locations.	
02-01	Automatic Presentation	С	1	0	a) Altern verifie	be inoperative provided: sate deployment system is det to operate normally, and ne remains at or below 0.	
02-02	Door Latches	В	-	-	latch(es) may and taped clo a) PSU o norma b) Flight FL 25 c) Passe with ir	remains at or below 0, and enger(s) occupying seat(s) noperative door latch(es) riefed on oxygen mask	

AIRCRAFT:	VIATION ADMINISTRATIO		/ 2)NI NI	O. 60 PAGE NO.	
_	BOEING B-737				2/09/2018 PAGE NO. 35-2	
		ММІ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED JUMBER REQUIRED FOR DISPATCH	
1203 7895 9237 9					4. REMARKS OR EXCEPTIONS	
35. OXYGEN		I .		<u> </u>	I.	Chan
Sequence No.	Item	1	2	3	4	Ва
03	Oxygen Pressure Indicators					
03-01	Flight Deck Crew Oxygen Indicator	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.	
03-02 ***	External Service Panel Crew Oxygen Indicator	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.	
03-03	Flight Deck Passenger Oxygen Indicator (-100/-200)	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.	
03-04	Flight Deck Crew/Passenger Oxygen Indicator (-600/-700/-800, -900/-900ER)	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.	
03-05	Overpressure Discharge Indication Disk	С	1	0	(O) May be damaged or missing.	
04	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	 (M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at next available maintenance facility. 	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 60 PAGE NO.			
В	SOEING B-737		DAT	E: 0	2/09/2018 35-3			
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
35. OXYGEN	Item	1	2	3	4	Change		
05	Passenger Oxygen System	'	2	3		Bar		
05A		В	1	0	 (M)(O) May be inoperative provided: a) Flight is not conducted where minimum enroute altitude is above 14,000 feet MSL, b) Both air conditioning packs operate normally, c) Remaining components of pressurization system operate normally, d) Airplane remains at or below FL 250, e) Portable oxygen units are provided for 10% of passengers, and f) Passengers are appropriately briefed. 			
05B		С	1	0	May be inoperative for all-cargo configuration.			
05C		В	1	0	May be inoperative provided flight is conducted at or below 10,000 feet MSL.			
05D	Supernumerary Oxygen Masks (-800BCF and ST02556SE)	С	-	0	May be inoperative provided associated seat is not occupied.			
06	PBE Smoke Hoods	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.			
07 ***	External Service Panel, Oxygen Fill Station	С	1	0	(M) May be inoperative provided leak-tight integrity of oxygen supply system is not affected.			

AIRCRAFT:	VIATION ADMINISTRATION				O. 60	PAGE NO.	
B	OEING B-737		DAT	E: 0	2/09/2018	36-1	
					E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		Z. I		BER INSTALL	UIRED FOR DISPATCH	
NO.				3. 1		OR EXCEPTIONS	
36. PNEUMA	ATIC					OTT EXCEL HOTTE	
Sequence No.	Item	1	2	3	4		Cha
01	Manifold Isolation Shutoff Valve						
01-01	(-100/-200)	С	1	0	a) Valve engine b) Airpla	noperative provided: remains closed except for e start, and ne is not operated in n or forecast icing tions.	
01-02	(-300/-400/-500)	С	1	0	a) Modifi produ install b) Valve engine c) Airpla	remains closed except for e start, and ne is not operated in or forecast icing	
01-03	(-600/-700/-800/-900/ -900ER)	C	1	0	120 minutes, provided: a) Valve engine b) Airpla	r ER operations beyond may be inoperative remains closed except for e start, and ne is not operated in or forecast icing items.	

U.S. DEPARTMENT	OF TRANSPORTA	OITA	N				
FEDERAL AVIATION	N ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIS	ST
AIRCRAFT:					O. 60	PAGE NO.	
BOEING	B-737				2/09/2018	36-2	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLE		
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				0.1		OR EXCEPTIONS	
36. PNEUMATIC							
Sequence No. Item		1	2	3	4		nange Bar
	d Pneumatic ector Check Valve					·	
02A		С	1	0	120 minutes, i provided: a) Right premain starting b) Airplar known conditi	t for ER operations beyond may be inoperative open oneumatic manifold as depressurized after gright engine, ne is not operated in or forecast icing ions, and e remains at or below 0.	
02B		С	1	0	May be inoper	rative closed.	
03 Preco	oler Control						
03-01 (-100/-	-200)	С	2	0	a) Associ valve r engine b) Airplar	e inoperative provided: iated engine bleed shutoff remains closed after e start, and ne is not operated in or forecast icing rons.	
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LI	ST
AIRCRAFT:					IO. 60	PAGE NO.	
В	OEING B-737		DAT	E: 0	2/09/2018	36-3	
		_			E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLE	=D	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				3020.00		OR EXCEPTIONS	
36. PNEUMA	ATIC						
Sequence No.	Item	1	2	3	4		Change Bar
03	Precooler Control Valves (Cont'd)						
03-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)						
03-02A		С	2	0	120 minutes, position provida a) Associvalve r	iated engine bleed shutoff remains closed, and ne is not operated in n or forecast icing	
03-02B		С	2	0	120 minutes, open provided a) Airplar known conditi	t for ER operations beyond may be inoperative full d: ne is not operated in or forecast icing ions, and priate performance ments are applied.	
04	Pneumatic Pressure Indication Systems	С	2	0	` '	operative provided edures are established	
05	Engine Bleed Air Shutoff Valves (PRSOV)						
05-01	(-100/-200)	С	2	0	a) Valve engine b) Airplar	e inoperative provided: is secured closed after e start, and ne is not operated in or forecast icing ions.	
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATIO					PAGE NO.	
В	30EING B-737		DAT	E: 0	2/09/2018	36-4	
					E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	_	NUM		D JIRED FOR DISPATCH OR EXCEPTIONS	
36. PNEUMA	ATIC					<u> </u>	
Sequence No.	Item	1	2	3	4		Change Bar
05	Engine Bleed Air Shutoff Valves (PRSOV) (Cont'd)						
05-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	0	120 minutes, n provided: a) Valve is engine b) Airplan	for ER operations beyond may be inoperative s secured closed before start, and e is not operated in or forecast icing ons.	
06	Dual Bleed Light System	С	1	0	a) APU bl flight, a b) APU bl	operative provided: eed air is not used in and eed valve is verified before each departure.	
07	13 th Stage Bleed Air Modulating and Shutoff Valves (-100/-200)	С	2	0	\ <i>,</i> ,	operative provided operated in known or conditions.	
08	Engine Bleed Trip Off Lights	С	2	0	120 minutes, n provided: a) Associa used ex b) Airplan	ER operations beyond may be inoperative ated engine bleed is not except for engine start, and e is not operated in or forecast icing ons.	
09	High Stage Valves (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	closed provide	be inoperative locked a minimum of 60% N ₁ is associated engine during onditions.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST
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В	OEING B-737		DAT	E: 0	2/13/2017	38-1
		_			E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALL	UIRED FOR DISPATCH
NO.				3. 1		OR EXCEPTIONS
38. WATER/\	WASTE				111121111111111	31, 2, 32, 113,13
Sequence No.	Item	1	2	3	4	Change Bar
01	Potable Water Systems					
01A		С	-	-	inoperative pi a) Associ deacti b) Associ are ve	I components may be rovided: siated components are ivated or isolated, and siated system components erified not to have leaks.
01B		С	-	-	a) System b) Proce	noperative provided: m is drained, and dures are established to e that system is not ed.
02	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)					
02A		С	-	-	inoperative pi a) Associ deacti b) Associ are ve	I components may be rovided: ciated components are ivated or isolated, and ciated system components erified not to have leaks.
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRATION OEING B-737				IO. 59 2/13/2017	PAGE NO. 38-2
	OLINO B 101	NANA			E KEY	00 2
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (CATEGORY BER INSTALL NUMBER REC	ED QUIRED FOR DISPATCH S OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	
02	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories) (Cont'd)					
02B		С	-	-	be inoperativ a) Associon deact leaks, b) Pilot-i if fligh with a and c) Associon secur "INOF DO N	ciated components are ivated or isolated to prevent
02-01	Vacuum Blower (-600/-700/-800/-900/ -900ER)	С	1	0	a) Vacuu and b) Lavat groun	pe inoperative provided: um blower is deactivated, ories are not used on the ad or at flight altitudes below 0 feet.

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIS	ST.		
	VIATION ADMINISTRATIO							
AIRCRAFT:	SOEING B-737	RE'			NO. 58 PAGE NO.			
	DOEING D-737		DATE: 10/10/2015 46-1					
		_			LE KEY CATEGORY			
SYSTEM &		1			MBER INSTALLED			
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH			
		, ,			4. REMARKS OR EXCEPTIONS			
46. INFORMATION SYSTEMS								
Sequence No.	Item	1	2	3		ange Bar		
01 ***	Electronic Flight Bag (EFB) System							
01-01	Class 3 EFBs (Including Boeing)							
01-01A		С	-	1				
01-01B		С	-	-	(O) May be inoperative provided alternate procedures are established and used.			
					NOTE: Any function, program, or document which operates normally may be used.			
01-01C		D	-	0	May be inoperative provided procedures do not require its use.			
01-02	(STC ST03165AT Only)							
01-02A		D	2	0	(M) May be inoperative provided procedures do not require its use.			
01-02B		С	2	0	(M)(O) May be inoperative provided alternate procedures are established and used.			
01-02-01	Mounting Cradle	С	2	1	(M)(O) May be inoperative provided alternate procedures are established and used.			
01-02-02	Liquid Crystal Display	С	2	1	One may be inoperative provided alternate source for required information is available and used.			
					(Continued)			

FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 58 PAGE NO.									
AIRCRAFT:	05IN0 B 707	RE'							
B	OEING B-737		DATE: 10/10/2015 46-2						
		_			E KEY CATEGORY				
SYSTEM &		1. [BER INSTALLED				
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH				
NO.					4. REMARKS OR EXCEPTIONS				
46. INFORMATION SYSTEMS									
Sequence No.	Item	1	2	3	4 Cha				
01 ***	Electronic Flight Bag (EFB) System (Cont'd)								
01-02	(STC ST03165AT Only) (Cont'd)								
01-02-03	Control Panel Module/ Peripheral Connectivity Unit	С	2	1	One may be inoperative provided alternate source for required information is available and used.				
01-02-03-01	ON/OFF Switch	С	2	1	One may be inoperative in ON position provided: a) EFB Battery charging system operates normally, and b) Normal power to unit is available and operates normally.				
01-02-04	Computer Processing Unit (CPU)	С	2	1	One may be inoperative provided alternate source for required information is available and used.				
01-02-04-01	Backup Battery	С	2	1	One may be inoperative provided normal power is available and operates normally.				
01-02-05	Standby Button								
01-02-05A		С	2	0	May be inoperative in operational mode.				
01-02-05B		С	2	0	May be inoperative in Standby mode provided display is considered inoperative.				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N				
			-		MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 58 PAGE NO.		
	OEING B-737	DATE: 10/10/2015 46-3					
		MM	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2.1		BER INSTALLED		
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
46. INFORM	ATION SYSTEMS				4. NEMANNO ON EXCELLITIONS		
Sequence No.	Item	1	2	3	4 Change Bar		
01 ***	Electronic Flight Bag (EFB) System (Cont'd)						
01-03	Stowage/Charger Assembly (STC ST01118CH Only)						
01-03-01	Class 1 EFB with All Battery Types	D	1	0	May be inoperative provided procedures do not require its use.		
01-03-02	Class 1 EFB with Lithium Ion Battery	С	1	0	(M)(O) May be inoperative provided alternate procedures are established and used.		
					NOTE: If a Class 1 EFB is to be used, alternate procedures must ensure the battery is charged to a "sufficiently charged" state at appropriate time intervals.		
01-04	Data Connectivity (Class 2)						
01-04A		С	-	-	(O) May be inoperative provided alternate procedures are established and used.		
01-04B		D	-	0	May be inoperative provided procedures do not require its use.		
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATI SOEING B-737				IO. 58 0/10/2015	PAGE NO.				
	DUEING B-737					46-4				
					E KEY CATEGORY					
SYSTEM &		1. 1			BER INSTALL	FD				
SEQUENCE	ITEM		2. 1	_		UIRED FOR DISPATCH				
NO.				53.3		OR EXCEPTIONS				
46. INFORM	ATION SYSTEMS	·								
Sequence No.	Item	1	2	3	4	Chan Bai				
01 ***	Electronic Flight Bag (EFB) System (Cont'd)									
01-05	Power Connection (Class 1 and 2)									
01-05A		С	-	-		noperative provided cedures are established				
01-05B		D	-	-	May be inope do not require	erative provided procedures e its use.				
01-06	Mounting Device (Class 2)									
01-06A		С	-	-	a) Associated as a secure or rem b) Altern	te inoperative provided: siated EFB and hardware is ed by an alternate means noved from the aircraft, and ate procedures are lished and used.				
01-06B		D	-	-	a) Assoc secure or rem	re inoperative provided: stated EFB and hardware is ed by an alternate means noved from the aircraft, and dures do not require its				

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	OEING B-737			_	0/10/2015 46-5
		MM	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUV	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH
46 INFORM	ATION SYSTEMS				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Chan
01	Electronic Flight Bag (EFB) System (Cont'd)				- Date of the second of the se
01-07	(STC ST02949CH Only				
01-07A		С	2	1	
01-07B		С	2	0	(O) May be inoperative provided alternate procedures are established and used.
01-07C		D	2	0	May be inoperative provided procedures do not require its use.
					NOTE: Any function, program, or document which operates normally may be used.
01-07-01	Interface Unit	С	1	0	(O) May be inoperative provided an alternate source for required information is available and used.
02 ***	Onboard Network System (ONS) (-700/-800/-900/ -900ER)				
02A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.
					NOTE: Any function that operates normally may be used.
02B		D	1	0	May be inoperative provided procedures do not require its use.

AIRCRAFT:	VIATION ADMINISTRATION BOEING B-737				IO. 55a 2/13/2012	PAGE NO. 47-1
	7021110 12 707	BABAI				17 1
SYSTEM & EQUENCE NO.	ITEM		REP/	AIR O	.E KEY CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH
NO.				(3)	4. REMARKS	OR EXCEPTIONS
47. INERT G	AS SYSTEM					
Sequence No.	Item	1	2	3	4	
01	Nitrogen Generation System (NGS) (All Models)			_		
01	All Models (Upon Incorporation of Boeing Service Bulletin 737-47-1002, 737-47-1004, 737-47-1005, 737-47-1006 737-47-1007, 737-47-1008, or Production Equivalent)	A	1	0	a) NGS s closed b) Repai	noperative provided: shutoff valve is deactivated d, and rs are made within that days.
01-01	Nitrogen Generation Degraded	C		0		

AIRCRAFT:	VIATION ADMINISTRATIO				O. 58 PAGE NO.	
E	OEING B-737				0/10/2015 49-1	
SYSTEM & SEQUENCE NO.	ITEM NE AUXILIARY POWER		REP/	AIR C	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
01	Auxiliary Power Unit (APU)	C	1	0	Except for ER operations, may be inoperative provided: a) Procedures do not require its use, and b) Perform a visual inspection of the tail cone area and the adjacent control surfaces to confirm that there is no evidence of heat damage or delamination.	Bar
02	APU Annunciator LOW OIL PRESSURE and OVER SPEED Lights	С	2	0	May be inoperative provided APU Auto Shutdown System operates normally.	
03	APU Auto Shutdown System (-100/-200/-300/-400/ -500)	С	1	0	 (M) Except for ER operations, may be inoperative provided: a) APU is not used in flight, b) APU annunciator lights operate normally, and c) APU is monitored continuously. 	
04	APU Annunciator LOW OIL QUANTITY/MAINT Light	С	1	0	(M) May be inoperative and APU used provided oil quantity is checked once each flight day.	

U.S. DEPAR	RTMENT OF TRANSPORT	ATIOI	N		
FEDFRAL A	VIATION ADMINISTRATION	NC			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 58 PAGE NO.
E	BOEING B-737		DAT	ΓE: 1	0/10/2015 49-2
					E KEY
SYSTEM &		1. F			DATEGORY BER INSTALLED
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH
NO.				0	4. REMARKS OR EXCEPTIONS
49. AIRBOR	NE AUXILIARY POWER				
Sequence No.	Item	1	2	3	4 Change Bar
05	APU EGT Indicator				
05-01	Model GTCP85-129	С	1	0	 (O) Except for ER operations, may be inoperative provided: a) All warning and caution lights operate normally, b) APU is used to supply electrical power and for starting one engine only, and c) Passengers are not permitted on board until APU has been shut down.
05-02	Model GTCP36-280, APS-2000, and AS 131-9B	С	1	0	
06	APU Inlet Door				
06A		С	1	0	(O) May be inoperative open.
06B		С	1	0	(O) Except for ER operations, may be inoperative in any other position if APU is not used.
07	APU Bleed Air Valve				
07A		С	1	0	(M) May be inoperative closed.
					NOTE: APU may be used to provide electrical power.
07B		С	1	0	(O) Except for ER operations, may be inoperative provided: a) APU bleed air check valve operates normally, and b) APU is not operated.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N		
FEDERAL A	VIATION ADMINISTRATION	ואכ			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATION		VISIO	N NC	IO. 58 PAGE NO.
E	BOEING B-737		DAT	E: 1	0/10/2015 49-3
					E KEY
SYSTEM &		1. F			DATEGORY BER INSTALLED
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH
NO.				3	4. REMARKS OR EXCEPTIONS
49. AIRBOR	NE AUXILIARY POWER				
Sequence No.	Item	1	2	3	4 Change Bar
08 ***	APU DC Fuel Boost Pump	D	1	0	
09	APU Surge Control System				
09-01 ***	Surge Bleed Valve (Models GTCP85-129 and APS-2000) (-100/-200/-300/-400/ -500)				
09-01A		С	1	0	May be inoperative in open position provided APU bleed air is not used for engine start on ground.
					NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE provided APU is not operating during approach.
09-01B		С	1	0	May be inoperative in closed position provided APU operation is limited to FL 250 or below.
					NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.
09-02	Surge Control Valve (Model AS 131-9B) (-600/-700/-800/-900/ -900ER)				
09-02A		С	1	0	May be inoperative in open position provided APU bleed air is not used.
					NOTE: APU may be used to provide electrical power.
09-02B		С	1	0	(O) Except for ER operations, may be inoperative in closed position provided APU is not used.
					(Continued)

IIS DEPAR	TMENT OF TRANSPORTA	TIOI	NI					
			•		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIO		REVISION NO. 58 PAGE NO.					
	BOEING B-737	NE			0/10/2015 FAGE NO. 49-4			
		MMEL TABLE KEY						
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2.1		BER INSTALLED			
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
49. AIRBOR	NE AUXILIARY POWER				4. NEWAKKS ON EXCELLIONS			
Sequence No.	Item	1	2	3	4 Change Bar			
10	APU Cockpit Hourmeter (-100/-200/-300/-400/ -500)	D	1	0				
11 ***	APU Start Counter Meter (-100/-200/-300/-400/ -500)	D	1	0				
12	APU Annunciator HIGH OIL TEMP/FAULT Light	С	1	0				
13 ***	APU Fuel Heater (-100/-200/-300/-400/ -500)	С	1	0	(M) May be inoperative provided APU operates normally.			
14 ***	APU Flap Indicator Interlock System (-100/-200 Modified by STC SA5730NM or ST00131SE)							
14A		С	1	0	 (O) May be inoperative provided: a) Remaining APU surge bleed valve is operating, and b) APU bleed air is used during approach. 			
14B		С	1	0	(O) May be inoperative provided APU is not operating during approach.			

(-600/-7 -900ER 15-01 AC/DC 16 Start Co (-600/-7 -900ER	ITEM LIARY POWER ower Unit 700/-800/-900/ R) Start Systems		EL T	ABL AIR C	D/10/2015 E KEY CATEGORY BER INSTALLED IUMBER REQUIRE 4. REMARKS OR	49-5 ED FOR DISPATCH EXCEPTIONS	
SEQUENCE NO.	ower Unit 700/-800/-900/ R) Start Systems	1. F	2 PREPA	AIR C NUM 3. N	CATEGORY BER INSTALLED IUMBER REQUIRE		
SEQUENCE NO.	ower Unit 700/-800/-900/ R) Start Systems	1	2. N	3. N	BER INSTALLED IUMBER REQUIRE		
SEQUENCE NO.	ower Unit 700/-800/-900/ R) Start Systems		2	3. N	IUMBER REQUIRE		
Sequence No. Item	ower Unit 700/-800/-900/ R) Start Systems						
Sequence No. Item	ower Unit 700/-800/-900/ R) Start Systems			3	4. INLIVIATING OIL	LACEFIONS	
Sequence No. Item	ower Unit 700/-800/-900/ R) Start Systems			3			
(-600/-7 -900ER 15-01 AC/DC 16 Start Co (-600/-7 -900ER 16-01 Voltage	700/-800/-900/ R) Start Systems	С	1	_	4		Chang
16 Start Co (-600/-7 -900ER 16-01 Voltage	·			0		operations, may be ed procedures do not U.	
(-600/-7 -900ER 16-01 Voltage		С	2	1			
9	onverter Unit 700/-800/-900/ ?)	С	1	0		operations, may be ed procedures do not U.	
	Regulator n	С	1	0	Except for ER ope inoperative provide not used for electrons.	ed APU generator is	
					NOTE: APU may I pneumatic		

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N			
FEDERAL AV	VIATION ADMINISTRATIO	ON			MASTER MINIMUM EQUIPME	:NI LIST
AIRCRAFT:					NO. 60 PAGE NO.	
В	OEING B-737		DAT	E: 0	02/09/2018 52-1	
					-E KEY	
SYSTEM &		1. F			CATEGORY IBER INSTALLED	
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATC	Н
NO.				0. 1	4. REMARKS OR EXCEPTIONS	
52. DOORS		'				
Sequence No.	Item	1	2	3	4	Change Bar
01 ***	Forward Air Stair	D	1	0	NOTE: Any mode that operates norm may be used.	nally
02 ***	Aft Air Stair (-100/-200)					
02A		С	1	1	Electrical mode may be inoperative provided door operates normally as a emergency exit in passenger configuration.	an
02B		D	1	0	May be inoperative in all-cargo configuration only.	
03	Door Warning Light System					
03-01	Entry/Service/Cargo/ Equipment/Airstair	С	-	0	(M) May be inoperative provided associated door is verified closed and locked before each departure.	d
					NOTE: On -600/-700/-800/-900/-900/ if two or more entry/service downwarning lights are inoperative due to failed door sensors, overwing exit flight lock system and mid exit flight lock system (-900ER) will not function properly. Refer to item 52-15.	m n
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MACTE		LICT
FEDERAL A	VIATION ADMINISTRATIC	N			IVIASTE	ER MINIMUM EQUIPMENT	LIQ1
AIRCRAFT:	OCINO D 707	RE			IO. 60	PAGE NO.	
	OEING B-737				2/09/2018	52-2	
					E KEY CATEGORY		
SYSTEM &		1. 1			BER INSTALL	ED	
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH	
		<u> </u>	,		4. REMARKS	OR EXCEPTIONS	
52. DOORS	T.	1 .	_		Τ.		Change
Sequence No.	Item	1	2	3	4		Bar
03	Door Warning Light System (Cont'd)						
03-02	Overwing (-600/-700/-800/-900/ -900ER)	С	-	0	a) Association departs	noperative provided: siated door is verified d and latched before each ture, and siated flight lock is verified erate normally.	
03-03	Cabin Door Indication System (-800EF STC ST02000NY Only)	С	1	0	associated do accordance w takeoff, and la a) Entry Open, b) Private c) Guest	Area/Main Lounge is	
03-04 ***	Mid-Exit (-900ER)	С	1	0	associated do	noperative provided por is verified closed and e each departure.	
04 ***	Tire Burst Screen Warning Light System (-100/-200/-300)	С	1	0	a) Main vinspectured damage and b) For construction by the company of the company	properative provided: Wheel well screens are ested for security and ge before each departure, Escreen Warning Light, Ity verify that electronics Eartment and lower nose Eartment are secured and It, and main wheel well In is secured and Inaged before each Eture.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO	_			
AIRCRAFT: B	OEING B-737	RE'			NO. 60 PAGE NO. 52-3
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
52. DOORS					
Sequence No.	Item	1	2	3	4 Chang Bar
05	Left Main Cabin Door Pressure Stop Fittings				
05-01	Aft Airstair Door and Forward Entry Door				
05-01A		В	-	-	 (M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated door, b) Pressure differential does not exceed 6.0 psi, and c) Analog cabin pressure control system standby control mode operates normally and STBY is used.
05-01B		В	-	-	 (M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated door, b) Pressure differential does not exceed 6.0 psi, c) Digital cabin pressure control system AUTO or ALTN control mode operates normally, and d) Alternate procedures are established and used.
_					(Continued)

AIRCRAFT:	VIATION ADMINISTRATION SOEING B-737				O. 60 2/09/2018	PAGE NO. 52-4
	DOLING D-737	BABA				J2-4
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (D JIRED FOR DISPATCH OR EXCEPTIONS
52. DOORS						- · · - · · · · · · · · · · · · · · · ·
Sequence No.	Item	1	2	3	4	Chang Bar
05	Left Main Cabin Door Pressure Stop Fittings (Cont'd)					
05-02	Aft Door without Airstairs					
05-02A		В	-	-	missing provide a) There a other fit b) Pressur exceed c) Analog system	er door may be broken or ed: are no visible defects on things for associated door, re differential does not 3.4 psi, and cabin pressure control standby control mode es normally and STBY is
05-02B		В	-	-	missing provide a) There a other fit b) Pressur exceed c) Digital o system mode o d) Alterna	er door may be broken or ed: are no visible defects on tings for associated door, re differential does not 3.4 psi, cabin pressure control AUTO or ALTN control operates normally, and te procedures are shed and used.

FEDERAL AVIATION ADMINISTRATION AIRCRAFT: BOEING B-737 REVISION NO. 60 DATE: 02/09/2018 PAGE NO. 52-5 MMEL TABLE KEY 1. REPAIR CATEGORY SEQUENCE NO. 1 EM NO. 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS 52. DOORS 52. DOORS	U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MAGTE		LIOT
AIRCRAFT: BOEING B-737 REVISION NO. 60 DATE: 02/09/2018 S2-5	FEDERAL AV	VIATION ADMINISTRATIO	N			MASTE	K WIINIWUW EQUIPMENT	LIST
SYSTEM & SEQUENCE NO. ITEM SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 52. DOORS Sequence No. Item 1 2 3 4 06 Lower Cargo Doors Pressure Stop Fittings 06-01 (All Models) A 24 22 (M) Any one may be broken or missing on each door or frame provided: a) No defects are visible on other fittings for associated door, b) Cabin pressure controller AUTC mode operates normally, c) Adjacent stop fittings are inspected within 25 flights, and d) Not more than 50 flights are made before completion of repairs or replacements. 06-02 (-100/-200/-300/-400/ -500/-900/ER) C 24 20 (M)(O) Two may be broken or missing on each door or frame provided airplan is operated in an unpressurized configuration only. 06-03 (-600/-700/-800 Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their	AIRCRAFT:			-				
SYSTEM & SEQUENCE NO. ITEM SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 52. DOORS Sequence No. Item 1 2 3 4 06 Lower Cargo Doors Pressure Stop Fittings 06-01 (All Models) A 24 22 (M) Any one may be broken or missing on each door or frame provided: a) No defects are visible on other fittings for associated door, b) Cabin pressure controller AUTC mode operates normally, c) Adjacent stop fittings are inspected within 25 flights, and d) Not more than 50 flights are made before completion of repairs or replacements. 06-02 (-100/-200/-300/-400/ -500/-900/ER) C 24 20 (M)(O) Two may be broken or missing on each door or frame provided airplan is operated in an unpressurized configuration only. 06-03 (-600/-700/-800 Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their			ММ	EL T	ABL	E KEY		
Sequence No. Item	SEQUENCE	ITEM	_	REP/	AIR C	CATEGORY BER INSTALLI JUMBER REQ	UIRED FOR DISPATCH	
D6-01 (All Models) A 24 22 (M) Any one may be broken or missing on each door or frame provided: a) No defects are visible on other fittings for associated door, b) Cabin pressure controller AUTC mode operates normally, c) Adjacent stop fittings are inspected within 25 flights, and d) Not more than 50 flights are made before completion of repairs or replacements. O6-02 (-100/-200/-300/-400/-500/-900/ER) C 24 20 (M)(O) Two may be broken or missing on each door or frame provided airplan is operated in an unpressurized configuration only. O6-03 (-600/-700/-800 Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their	52. DOORS							
Pressure Stop Fittings (All Models) A 24 22 (M) Any one may be broken or missing on each door or frame provided: a) No defects are visible on other fittings for associated door, b) Cabin pressure controller AUTC mode operates normally, c) Adjacent stop fittings are inspected within 25 flights, and d) Not more than 50 flights are made before completion of repairs or replacements. O6-02 (-100/-200/-300/-400/-500/-900/-900ER) C 24 20 (M)(O) Two may be broken or missing on each door or frame provided airplan is operated in an unpressurized configuration only. O6-03 (-600/-700/-800 Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1135 or 737-21-1163 or their	Sequence No.	Item	1	2	3	4		Change Bar
on each door or frame provided: a) No defects are visible on other fittings for associated door, b) Cabin pressure controller AUTC mode operates normally, c) Adjacent stop fittings are inspected within 25 flights, and d) Not more than 50 flights are made before completion of repairs or replacements. C 24 20 (M)(O) Two may be broken or missing on each door or frame provided airplan is operated in an unpressurized configuration only. C 24 20 (M)(O) Two may be broken or missing on each door or frame provided airplan is operated in an unpressurized configuration only. M)(O) Two may be broken or missing on each door or frame provided airplan is operated in an unpressurized configuration only.	06							
-500/-900/-900ER) on each door or frame provided airplan is operated in an unpressurized configuration only. (-600/-700/-800 Prior to Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their	06-01	(All Models)	A	24	22	on each door a) No dei fittings b) Cabin mode c) Adjace inspec d) Not me	or frame provided: fects are visible on other for associated door, pressure controller AUTO operates normally, ent stop fittings are cted within 25 flights, and ore than 50 flights are before completion of	
Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their	06-02		С	24	20	on each door is operated in	or frame provided airplane an unpressurized	
	06-03	Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their	С	24	20	on each door is operated in	or frame provided airplane an unpressurized	

	<u>VIATION ADMINISTRATIO</u>	N					
AIRCRAFT:	OCINO D 727	RE\			O. 60	PAGE NO.	
	BOEING B-737				2/09/2018	52-6	
					E KEY CATEGORY		
SYSTEM & SEQUENCE	ITEM				BER INSTALL	ED	
NO.	I I LIVI			3.1		UIRED FOR DISPATCH	
52. DOORS					4. REMARKS	S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Chang
06	Lower Cargo Doors Pressure Stop Fittings (Cont'd)						<u> </u>
06-04	(-600/-700/-800 All-Passenger Configuration Upon Incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their Production Equivalents)	С	24	20	on each door a) Flight unpre b) Proce used to cargo empty only e equipty be loat Away NOTE: Operation	ator MELs must define items are approved for ion in Fly Away Kits and materials can be used as	
07	Entry/Service Door Hold-Open Latch Assemblies	С	-	0	May be inope operations.	erative for all-cargo	
07-01	Latch Release Lever	С	-	0			

AIRCRAFT:	VIATION ADMINISTRATION BOEING B-737				O. 60 2/09/2018	PAGE NO. 52-7
	7021110 15 707	ММ			E KEY	02 7
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALL JUMBER REQ	UIRED FOR DISPATCH
2010/1004/2010					4. REMARKS	OR EXCEPTIONS
52. DOORS	 	1.	T .		I.	Ch
Sequence No.	Item	1	2	3	4	E
08 ***	Flight Deck Door Lock System (Not 14 CFR Part 25, § 25.795 Compliant)					
08A		С	1	0	a) Door I in lock b) Door i	noperative provided: lock solenoid is deactivated ked position, and is verified to lock and k manually.
08B		С	1	0	supplemental	erative provided I flight deck door security alled and operates
08C		D	1	0		erative provided all-cargo e being conducted.
09	Lower Cargo Doors Door Balance Mechanism	С	2	0		noperative provided a pen device is used when en position.

AIRCRAFT:	VIATION ADMINISTRATIO				MASTE	R MINIMUM EQUIPMENT LIST		
AIRCRAFT: B								
	∩FING R-737	KE			IO. 60	PAGE NO.		
CVCTEM 0	OLING B-737		DAT	E: 0	2/09/2018	52-8		
CVCTEM 0		MMEL TABLE KEY						
SISIEIVIA		1. F			CATEGORY BER INSTALLI	ED.		
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH		
NO.				0. 1		OR EXCEPTIONS		
52. DOORS					'			
Sequence No.	Item	1	2	3	4	Change Bar		
10	Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO)					•		
10-01	Latch Pin, Latch Base, and Lower Jamb Latch Fitting	A	8	7	from main car a) A visu depart are vis pins, c b) Latch damag with co remair c) Flight unpres d) Proced used t lobe co empty only e equipr be loa Away e) Repair 2 flight NOTE: Opera which inclusi	nay be broken or missing go door provided: all check is made before ture to ensure no defects sible on other latch bases, or lower jamb latch fittings, pin and latch base of ged latch does not interfere ontinuous safe operation of ning latches and pins, is conducted in an essurized configuration, dures are established and one ensure main and lower argo compartments remain for are verified to contain mpty cargo handling ment, ballast (ballast may ded in ULDs), and/or Fly Kits, and rest are made within the days. Interference to ensure missing the site of the site o		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO					
AIRCRAFT:	OEING B-737	RE'			NO. 60 PAGE NO. 52-9	
		мм	FI T	ΔΒΙ	LE KEY	
0)/07=1/4		_			CATEGORY	
SYSTEM & SEQUENCE	ITEM		2. 1	MUN	IBER INSTALLED	
NO.	I I CIVI			3.1	NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS OR EXCEPTIONS	
52. DOORS	1				1.	Change
Sequence No.	Maio Cabin Canas Dans	1	2	3	4	Bar
10	Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO) (Cont'd)					
10-02	Hydraulic Cylinder Latching Mechanism					
10-02A		В	2	1	(M) One may be inoperative provided remaining latch cylinder is operative through gear box.	
10-02B		С	2	0	(M) May be inoperative provided door may be latched and unlatched manually.	
10-03	Hydraulic System Control Valve	В	1	0	(M) May be inoperative provided door may be locked and unlocked manually.	
10-04	Lifting Actuator Assembly	В	2	0	(M) May be inoperative provided door is verified latched and locked.	
10-05	Double Piloted Check Valve	В	1	0	(M) May be inoperative provided door may be locked and unlocked manually.	
10-06	Lock, Lock Mount, and Locking Fittings	A	2	1	 (M)(O) One may be inoperative provided: a) No defects are visible on remaining lock or lock mount of associated door, and b) Repairs are made within 2 flight days. 	
10-07	Sequence Valves	В	2	0	(M) May be inoperative provided door is verified latched and locked.	
		1		Ī	(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 60	PAGE NO.
В	OEING B-737		DAT	E: 0	2/09/2018	52-10
			EL T			
SYSTEM &		1. F			CATEGORY BER INSTALLI	ED.
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.				0. 1		OR EXCEPTIONS
52. DOORS						
Sequence No.	Item	1	2	3	4	Change Bar
10	Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO) (Cont'd)					
10-08	Priority Valve	В	1	0		operative provided door is ed and locked.
10-09	Hydraulic Lock Actuators	С	2	0		operative provided door ked and unlatched
11	Main Cargo Door Electrically Powered Hydraulic Pump (Standalone Hydraulic System Only) (PEMCO Aeroplex, Inc. STC SA2969SO)	С	1	0		operative provided door is ed, and locked before each
12	Main Cargo Door Hydraulic Hand Pump (PEMCO F, QC, and COMBI Models Only)	С	1	0	(M) May be in	operative.
13	Main Cargo Door Lift/Operating Systems					
13-01	Electric and/or Manual Mode (-200C and STC SA2969SO)					
13-01A		С	-	1	•	noperative provided de operates normally.
13-01B		С	-	0		operative provided door is d and locked before each
					(Continued)	

	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT	
AIRCRAFT:	OEING B-737	RE\			O. 60 PAGE NO. 52-11	
	DUEING D-737					
					E KEY CATEGORY	
SYSTEM &		1. 1			BER INSTALLED	
SEQUENCE NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH	
208 (985,9328)					4. REMARKS OR EXCEPTIONS	
52. DOORS	16		Ι.		I.	Chang
Sequence No.	Main Carra Daar	1	2	3	4	Bar
13	Main Cargo Door Lift/Operating Systems (Cont'd)					
13-02	Electric Mode (-700C/-800BCF)	С	1	0	(M) May be inoperative provided manual mode is verified to operate normally.	I
13-03	Hydroelectric and/or Manual Mode (STCs ST01566LA, ST00287AT, ST01827LA, ST01961SE, and ST02556SE)	С	2	1	One may be inoperative provided remaining mode operates normally.	I
13-03-01	(STCs ST01566LA, ST01961SE, and ST02556SE)	С	2	0	(M) May be inoperative provided door is verified closed, latched, and locked before each departure.	I
14	Lower Cargo Doors Hold Open Mechanism/Device					
14A		С	2	0	May be inoperative provided Door Balance Mechanism operates normally.	
14B		С	2	0	May be inoperative provided cargo compartment remains empty.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	SOEING B-737				NO. 60 PAGE NO. 52-12
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
52. DOORS					,
Sequence No.	Item	1	2	3	4 Change Bar
15	Flight Lock System				
15-01	Overwing Exit (-600/-700/-800/-900/ -900ER)	С	-	0	 (M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.
15-02 ***	Mid Exit (-900ER)	С	-	0	 (M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.
16	Main Cabin Exit/Slide (All-Cargo Configuration)				
16A		С	-	0	All doors/slides in cargo area except L1/R1 may be inoperative or slide missing without restriction.
16B		В	-	1	L1 may be inoperative or slide missing provided R1 operates normally.
16C		В	-	1	R1 may be inoperative or slide missing provided L1 operates normally.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	OEING B-737				NO. 60 PAGE NO. 52-13
		MM	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR (NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
52. DOORS					4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
16	Main Cabin Exit/Slide (All-Cargo Configuration) (Cont'd)				
16D		В	-	0	May be inoperative or slide missing provided: a) Only essential crewmembers, including official observer(s) in observer seat(s), are allowed on the flight, and b) An alternate means of egress is available.
17 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (14 CFR Part 25, § 25.795 Compliant)	С	1	0	 (M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock door, and c) Alternate procedures are established and used for locking and unlocking door using dead bolt.
17-01	Flight Deck Access Panel System (Keypad, Door Chime)	С	1	0	(M)(O) May be inoperative provided:a) Keypad is deactivated, andb) Alternate procedures are established and used.
17-01-01	LEDs	С	3	0	(O) May be inoperative provided alternate procedures are established and used.
17-01-02 ***	Door Bell Mode	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
17-01-03	Switch Guard	С	1	0	May be inoperative or missing provided flight deck door LOCK FAIL light operates normally.
					(Continued)

US DEPAR	TMENT OF TRANSPORTA	TIOI	N		
			•		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		/101/	N M	IO. 60 PAGE NO.
	OEING B-737	NE.			2/09/2018 FAGE NO. 52-14
		MMI	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
52. DOORS					
Sequence No.	Item	1	2	3	4 Change Bar
17 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (14 CFR Part 25, § 25.795 Compliant) (Cont'd)				
17-02	Flight Deck Door LOCK FAIL Light	С	1	0	(M) May be inoperative provided automatic lock controls are verified to operate normally.
17-03	Flight Deck Door AUTO UNLK Light	С	1	0	 (M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime operates normally.
17-04	Fight Deck Door Lock Control Selector	С	1	0	 (M)(O) May be inoperative provided: a) Keypad is deactivated, b) Automatic lock is verified to operate normally, and c) Alternate procedures are established and used.
17-05	Flight Deck Door Pressure Relief Panels				Moved to item 52-20 in Revision 46.

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 60 PAGE NO.
В	OEING B-737		DAT	E: 0	2/09/2018 52-15
					EKEY
SYSTEM &		1. F			DATEGORY BER INSTALLED
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH
NO.				0	4. REMARKS OR EXCEPTIONS
52. DOORS					
Sequence No.	Item	1	2	3	4 Change Bar
18 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Dead Bolt (14 CFR Part 25, § 25.795 Compliant)	С	1	0	May be inoperative provided automatic lock controls operate normally.
19 ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR Part 25, § 25.795 Compliant)	С	1	0	 (M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Mechanical Catch (Latch) Pin operates normally and is used to lock door, and c) Alternate procedures are established and used for locking and unlocking flight deck door using Mechanical Catch (Latch) Pin.
19-01	Door Automatic Locking Solenoid	С	2	1	(M) One may be inoperative provided remaining locking solenoid operates normally.
19-02	Door Warning System				
19-02-01 ***	Speakers	С	2	1	(M)(O) One may be inoperative provided remaining speaker is verified to operate normally once each flight day.
19-02-02 ***	LED (Green Indicator Light)	С	2	0	
19-02-03 ***	Aural Warning System	С	1	0	 (M)(O) May be inoperative provided: a) AUTO UNLK Light is verified to operate normally, and b) Alternate procedures are established and used.
					(Continued)

II S DEDAD	TMENT OF TRANSPORTA	TIO	NI.		
	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		//01/	7N N	IO. 60 PAGE NO.
_	OEING B-737	KE			2/09/2018 52-16
		мм	EL T	ABL	E KEY
SYSTEM &			REP/	AIR (CATEGORY
SEQUENCE	ITEM		2.1		BER INSTALLED
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
52. DOORS					4. NEW WING ON EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
19 ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR Part 25, § 25.795 Compliant) (Cont'd)				
19-03	Door Control Panel				
19-03-01 ***	Door LOCK FAIL Light	С	1	0	(M) May be inoperative OFF provided automatic lock controls are verified to operate normally.
19-03-02 ***	Door AUTO UNLK Light	С	1	0	 (M)(O) May be inoperative OFF provided: a) Automatic lock controls are verified to operate normally, b) Aural Warning system operates normally, and c) Alternate procedures are established and used.
19-03-03 ***	Door HARD LOCK Light	С	1	0	 (M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Alternate procedures are established and used.
19-03-04 ***	Door UNLKD Switch/UNLK Switch Position	С	1	0	 (M)(O) May be inoperative provided: a) Door can be opened manually from flight deck, b) Remaining automatic lock controls are verified to operate normally, and c) Alternate procedures are established and used.
					(Continued)

	VIATION ADMINISTRATIO		//01/	7111	O 60 DACE NO	
AIRCRAFT: B	OEING B-737	KE			O. 60 PAGE NO. 52-17	
		MMI	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH	
52. DOORS					4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Char
19		•	_	3	-	Ва
19 ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR Part 25, § 25.795 Compliant) (Cont'd)					
19-03	Door Control Panel (Cont'd)					
19-03-05 ***	Door UNLKD Light	С	1	0	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Aural warning system operates normally.	
19-03-06	Door EMRG ENTRY ACTIVE Light	С	1	0	(M) May be inoperative provided door aural warning system is verified to operate normally.	
19-03-07	Door OPEN Light	С	1	0	(M)(O) May be inoperative provided Automatic Lock controls are verified to operate normally.	
19-04	FLIGHT DECK DOOR Warning/Caution Light	С	1	0		
19-05 ***	Cabin Pushbutton Entry Pad/Keypad	С	1	0	(O) May be inoperative provided alternate procedures are established and used.	
19-05-01	Keypad Indicator Lights	С	3	0	 (M)(O) May be inoperative provided: a) Keypad is verified to operate normally, and b) Alternate procedures are established and used. 	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		
			•		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 60 PAGE NO.
	BOEING B-737			_	2/09/2018 52-18
		MM	EL T	ABL	E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2.1		BER INSTALLED
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
52. DOORS					4. KEMAKKO OK EXCEL HONO
Sequence No.	Item	1	2	3	4 Change Bar
20	Flight Deck Door Pressure Relief Panels				
20-01 ***	JAMCO Flight Deck Security Door Pressure Relief Latches (14 CFR Part 25, § 25.795 Compliant)	A	3	0	May be inoperative in latched position provided repairs are made within 2 flight days.
20-02 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door (14 CFR Part 25, § 25.795 Compliant)	A	2	0	May be inoperative provided: a) Panels are in latched position, and b) Repairs are made within 2 flight days.
21 ***	JAMCO Flight Deck Security Door Mechanical Catch Pin Lock (14 CFR Part 25, § 25.795 Compliant)	С	1	0	(M) May be inoperative provided automatic lock system is verified to operate normally.
22	Flight Deck Door Hold Open Device (e.g., Door Stop, Foot Plunger)	D	1	0	
23 ***	Flight Deck Door Viewing Port				
23A		A	1	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight days.
23B		С	1	0	(O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used. (Continued)

SYSTEM & SEQUENCE NO. 52. DOORS Sequence No. 1. 23 ***	ITEM ITEM ITEM Flight Deck Door Viewing Port (Cont'd)	MM	DAT EL T REPA	TE: 0 TABL AIR (NUM	IO. 60 2/09/2018 E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
SEQUENCE NO. 52. DOORS Sequence No. 19 23 ***	tem Flight Deck Door Viewing Port	1. F	2. N	AIR (DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
SEQUENCE NO. 52. DOORS Sequence No. 19 23 ***	tem Flight Deck Door Viewing Port		2.1	MUN	BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
SEQUENCE NO. 52. DOORS Sequence No. 19 23 ***	tem Flight Deck Door Viewing Port	1			NUMBER REQUIRED FOR DISPATCH	
52. DOORS Sequence No. 1	Flight Deck Door Viewing Port	1	2	3. 1		
Sequence No. 1	Flight Deck Door Viewing Port	1	2			
Sequence No. 1	Flight Deck Door Viewing Port	1	2		4. KEMAKKO OK EXCEL HONG	
23-01	Viewing Port			3	4	Chang
23-01 A	All-Cargo Configuration					
25-01A		С	1	0	May be inoperative provided courier/supernumerary compartment remains empty.	
23-01B		D	1	0	May be inoperative provided procedures do not require its use.	
	Main Cabin Cargo Door Vent Door					
	All-Cargo Configuration (STC ST01827LA)	С	2	1	(M) Inoperative Vent Door must be mechanically closed before dispatch.	
	Cargo Door Exterior Handle Recess/Hinge Spring Assemblies	С	2	0	(M) May be inoperative or missing provided the affected cargo door exterior handle is secured in a recessed position flush with the fuselage.	· -

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BOEING B-737				O. 58 PAGE NO. 73-1
	ммі	EL T	ABL	E KEY
	1. F	REP/	AIR C	CATEGORY
ITEM		2. 1	MUN	BER INSTALLED
I I LIVI			3. N	NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
FUEL AND CONTROL				
Item	1	2	3	4
Fuel Heater Timers (-100/-200)	С	2	1	(O) One may be inoperative provided associated fuel heater VALVE OPEN light operates normally.
Fuel Heater Valves (-100/-200)	С	2	0	(M)(O) May be inoperative closed provided fuel temperature is maintained at or above 32 degrees F (0 degrees C).
Fuel Heater VALVE OPEN Lights (-100/-200)				
	С	2	0	(M) May be inoperative provided valve is verified to operate normally before each departure.
	С	2	0	(O) May be inoperative provided fuel temperature is maintained at or above 32 degrees F (0 degrees C).
Fuel Filter Differential Pressure Warning Systems				
(-100/-200)	С	2	1	(O) May be inoperative provided fuel heater system is checked to operate normally.
(-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	(M) May be inoperative provided malfunction is verified to be in warning system.
Fuel Flow Indication Systems	С	2	1	One may be inoperative provided: a) N ₁ , N ₂ for associated engine operate normally, and b) Both main tank fuel quantity indicators operate normally.
	FUEL AND CONTROL Item Fuel Heater Timers (-100/-200) Fuel Heater VALVE (-100/-200) Fuel Heater VALVE OPEN Lights (-100/-200) Fuel Filter Differential Pressure Warning Systems (-100/-200) (-300/-400/-500/-600/ -700/-800/-900/-900ER)	TEM	TEM 1. REPA 2. N	TEM

	<u>VIATION ADMINISTRATIO</u>		// 0 : -		0.50	
AIRCRAFT:	BOEING B-737	KE/			O. 58 PAGE NO. 73-2	
		MMI	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	FUEL AND CONTROL	1	2	3	4	Chang
06	Fuel Used Indicators	C	2	0	4	Bar
***	ruei Oseu muicators		_	U		
07	Power Management Control (PMC) Systems (-300/-400/-500)	С	2	0	(O) May be inoperative provided:a) Both PMCs remain OFF, andb) AFM Appendix performance adjustments are applied.	
08	Power Management Control (PMC) INOP Lights (-300/-400/-500)	С	2	0	(O) May be inoperative provided:a) Both PMCs remain OFF, andb) AFM Appendix performance adjustments are applied.	
09	Low Idle Altitude Switch (-400)				Deleted in Revision 30.	
10	Fuel Control ENG VALVE CLOSED Indicating System (-600/-700/-800/-900/ -900ER)	С	2	0	(M) May be inoperative provided associated valve is verified to operate normally.	
11	Electronic Engine Control (EEC) (-600/-700/-800/-900/ -900ER)					
11-01	Normal (ON) Mode	С	2	0	 (O) May be inoperative provided: a) Both engines are operated in ALTERNATE mode, b) Strut/Wing leading edge over-braided wire bundles are installed per Boeing Service Bulletin or production equivalent, and c) Applicable AFM performance adjustments are applied. 	
12	Electronic Engine Control (EEC) Alternate Power Supply System (-600/-700/-800/-900/ -900ER)	A	4	3	(M) May be inoperative deactivated provided repairs are made in accordance with the times established in Boeing Maintenance Planning Data document, D626A001, Section 1, items 73-020-01 and 73-020-02.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N			
AIRCRAFT:	OCINO P 727	RE'			O. 58 PAGE NO.
	SOEING B-737				0/10/2015 74-1
5453440.37535330000000000		_			E KEY Category
SYSTEM &	ITEM.				BER INSTALLED
SEQUENCE NO.	ITEM			3. N	NUMBER REQUIRED FOR DISPATCH
10.0766.000					4. REMARKS OR EXCEPTIONS
74. IGNITION			Ι.		Chang
Sequence No.	Identica Systems	1	2	3	4 Chang Bar
UI	Ignition Systems				
01-01	(-100/-200)				
01-01-01	High Energy System (Twin 20 Joule)	С	4	2	Except for ER operations, left igniter may be inoperative on each engine.
01-01-02	Low Energy System (4 Joule)	С	2	0	(O) May be inoperative provided switching is available to permit selection of operative high energy system for continuous ignition.
01-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)				
01-02-01	Left Ignition Systems				
01-02-01A		В	2	1	One may be inoperative provided: a) Ignition Select Switch remains in BOTH position, and b) Right ignition systems operate normally.
01-02-01B		С	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.
					(Continued)

AIRCRAFT:	VIATION ADMINISTRATIO		/ SIC	A IAC	NO. 58 PAGE NO.	
	OEING B-737	'\'_			10/10/2015 74-2	
		MMI	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
74. IGNITION	l					
Sequence No.	Item	1	2	3	4	Chan Bai
01 01-02	Ignition Systems (Cont'd) (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)					
01-02-02	Right Ignition Systems					
01-02-02A		В	2	1	 (M)(O) One may be inoperative provided: a) Ignition Select Switch remains in BOTH position, b) Left ignition systems operate normally, and c) Associated engine left igniter is connected to AC Standby Bus by an acceptable configuration. 	
01-02-02B		С	2	0	 (M)(O) Except for ER operations, may be inoperative provided: a) Ignition Select Switch remains in BOTH position, b) Associated engine left ignition systems operate normally, and c) Associated engine left igniter is connected to AC Standby Bus by an acceptable configuration. 	

FEDERAL AVIATION ADMINISTRATION AIRCRAFT: BOEING B-737					O. 52 4/29/2008	PAGE NO. 75-1
	JOLINO B 101	BABAI				701
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C		ED QUIRED FOR DISPATCH S OR EXCEPTIONS
75. BLEED <i>A</i>	AIR				,	
Sequence No.	Item	1	2	3	4	Ch
01	Gravel Protection System (-100/-200)	D	1	0		nay be inoperative closed rations do not require its
02 ***	High Pressure Turbine Clearance Control (HPTCC) Timer(s) (-300/-400/-500)	C	2	0		noperative provided e deactivated.

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	REVISION			NO. 58 PAGE NO. 10/10/2015 77-1	
	OEING B-737	DADA!			
		_			LE KEY CATEGORY
SYSTEM & SEQUENCE	ITEM				MBER INSTALLED
NO.	I I CIVI			3.1	NUMBER REQUIRED FOR DISPATCH
77. ENGINE	INDICATING				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
01	Engine Pressure Ratio Systems (-100/-200)				
01-01	Digital Counters	С	2	0	
01-02	EPR Reference Selectors	С	2	1	
02	N₁ Tachometers				
02-01	(-100/-200)	В	2	1	(O) One may be inoperative provided N ₂ and fuel flow indicator for associated engine operate normally.
02-01-01 ***	Digital Counters	В	2	0	NOTE: An indicator with an operating pointer is considered to operate normally.
02-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)				
02-02-01	Digital Counters	В	2	0	(O) Except for EIS/CDS equipped airplanes, may be inoperative provided autothrottle is used for takeoff thrust setting.
					NOTE: An indicator with an operating pointer is considered to operate normally.
02-02-02	Reference N₁ Bugs	С	2	1	
					(Continued)
			<u> </u>]	(Continued)

IIS DEPAR	TMENT OF TRANSPORTA	ATIOI	NI		
			•		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		\/ISI(A IAC	IO. 58 PAGE NO.
BOEING B-737					0/10/2015 77-2
		ММ	EL T	ABL	E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2.1		BER INSTALLED
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
77. ENGINE	INDICATING				I I I I I I I I I I I I I I I I I I I
Sequence No.	Item	1	2	3	4 Change Bar
02	N₁ Tachometers (Cont'd)				
02-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)				
02-02-03	Manual Set Indication	С	2	0	
02-03 ***	N₁ Warning Lights (-100/-200/-300/-400/ -500)	В	2	0	May be inoperative provided associated N ₁ pointer operates normally.
03	N ₂ Tachometers				
03-01	(-100/-200)	В	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.
03-02	(-300/-400/-500)	В	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 N₂ tach generator operates normally.
03-03 ***	Digital Counters	С	2	0	May be inoperative except for EIS/CDS equipped airplanes.
					NOTE: An indicator with an operating pointer is considered to operate normally.
03-04 ***	N₂ Warning Lights (-100/-200/-300/-400/ -500)	В	2	0	May be inoperative provided associated N_2 pointer operates normally.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					NO. 58 PAGE NO.
E	BOEING B-737		DAT	E: 1	0/10/2015 77-3
					LE KEY
SYSTEM &		1. F			CATEGORY IBER INSTALLED
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH
		, ,	,	250255500	4. REMARKS OR EXCEPTIONS
	INDICATING		1	1	Change
Sequence No.	Item	1	2	3	4 Bar
04	Fuel Flow Meters				Moved to item 73-5 prior to Revision 30.
05	Vibration Indicating Systems				
05-01 ***	(-100/-200)	С	2	0	
05-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	
06	EGT Indications				
06-01 ***	Digital Counters	С	2	0	May be inoperative except for EIS/CDS equipped airplanes.
06-02 ***	EGT Warning Lights (-100/-200/-300/-400/ -500)	С	2	0	May be inoperative provided associated EGT pointer operates normally.
07	EPR Computer				Moved to item 34-41 in Revision 30.
08	Fuel Used Indicators				Moved to item 73-6 prior to Revision 30.
09 ***	Abnormal Start Indication Systems (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	0	
10	LOW IDLE Light (-300/-400/-500)	В	1	0	 (M) May be inoperative provided: a) Engine idle control system is verified to operate normally, and b) Both engines installed are "modified" engines (Boeing SB 737-77-1031or production equivalent).

TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST						
VIATION ADMINISTRATION	NC			MACTER MINIMINION EQUITMENT LIST						
AIRCRAFT:										
BOEING B-737		DATE: 10/10/2015 78-1								
	1. [BER INSTALLED						
ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH						
	4. REMARKS OR EXCEPTIONS									
78. ENGINE EXHAUST Sequence No. Item										
Item	1	2	3	4 Change Bar						
Thrust Reverser Systems										
(-100/-200)										
	С	2	1	(M)(O) One may be inoperative provided thrust reverser is deactivated and secured closed.						
	С	2	1	(M)(O) One may be inoperative provided: a) Thrust reverser guide carriage is verified to be in over-center (forward thrust) position, and b) Override System is armed only after landing.						
(000 (100 (700)				NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.						
(-300/-400/-500)		2	1	(M)(O) One may be inoperative provided thrust reverser is locked in forward thrust position.						
(-600/-700/-800/-900/ -900ER)	С	2	1	(M)(O) One may be inoperative provided: a) Thrust reverser is locked in forward thrust position, and b) Appropriate performance adjustments are applied.						
	SOEING B-737 ITEM ITEM	NIATION ADMINISTRATION REV SOEING B-737	REVISION DATE	NATION ADMINISTRATION REVISION N DATE: 1						

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		MM	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. r		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				J. 1	4. REMARKS OR EXCEPTIONS	
78. ENGINE	EXHAUST	-				
Sequence No.	Item	1	2	3	4	Chan Ba
02	REVERSER UNLOCKED Lights (-100/-200/-300/-400/ -500)	С	2	1	(M) One may be inoperative provided reverser is locked in closed (forward thrust) position.NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.	
03	Thrust Reverser In Transit Lights				Deleted in Revision 30.	
04	Thrust REVERSER ARMED Light(s) (-100/-200)	С	-	0	(M) May be inoperative provided lights are deactivated.NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.	
05	Thrust Reverser Override Switches (-100/-200)	С	2	1	One may be inoperative for an associated inoperative thrust reverser. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.	
06 ***	Thrust Reverser LOW PRESSURE Light (-100/-200)	С	1	0	(M) May be inoperative provided accumulators are charged before each departure. NOTE 1: Reverse thrust may not be	
07	REVERSER Lights (Aft Overhead Panel) (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	available when System A pressure is lost. NOTE 2: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE. (M) One may be inoperative provided associated reverser is locked in closed (forward thrust) position.	

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					E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
79. ENGINE Sequence No.	Item	1	2	3	4	Chang		
01	Oil Quantity Indication Systems	В	2	1	(M) Except for ER operations, one may be inoperative provided: a) Oil tank is filled to maximum recommended capacity at each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Associated low oil pressure warning system operates normally.	Bar		
01-01 ***	Oil Quantity Indicator Test Switch (-100/-200/-300/-400/ -500)	С	1	0	 (M) May be inoperative provided: a) Oil tanks are filled to maximum recommended capacity at each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Engine low oil pressure warning systems operate normally. 			
02	Oil Filter Bypass Warning Systems							
02-01	(-100/-200/-300/-400/ -500/-600/-700/-800/ -900/-900ER)	С	2	1	 (M) One may be inoperative provided: a) Malfunction is in warning system, and b) Oil filter is inspected for presence of contaminants once each flight day. 			
02-02	(-600/-700/-800/-900/ -900ER)	С	2	1	 (M) One may be inoperative provided: a) Malfunction is in the warning system, b) All three Magnetic Chip Detectors are inspected for presence of contaminants once each flight day, and c) Oil supply filter pop-out indicator is confirmed not extended once each flight day. 			

U.S. DEPAR	TMENT OF TRANSPORTA	OIT	٧		MASTE	R MINIMUM EQUIPMENT	LIST	
	VIATION ADMINISTRATIO							
AIRCRAFT: BOEING B-737					O. 60	PAGE NO.		
В		DATE: 02/09/2018 79-2						
					E KEY			
SYSTEM &		1. F			CATEGORY BER INSTALLI	=n		
SEQUENCE	ITEM		2. [UIRED FOR DISPATCH		
NO.				0. 1		OR EXCEPTIONS		
79. ENGINE	OIL							
Sequence No.	Item	1	2	3	4		Change Bar	
03	Oil Temperature				Deleted prior	to Revision 27.		
	Indicators							
04	Oil Low Pressure	В	2	0	May be inone	rative provide associated		
04	Warning Systems		_	Ŭ		oil temperature, and oil	ı	
	3 - 7 - 7 - 7					ators operates normally.	į	
05	Oil Pressure Indicators				Deleted prior	to Revision 27.		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N					
					MASTER MINIMUM EQUIPMENT L	JIST		
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 58 PAGE NO.			
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					E KEY			
SYSTEM &		1. F			DATEGORY BER INSTALLED			
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH			
NO.		4. REMARKS OR EXCEPTIONS						
80. STARTIN	NG							
Sequence No.	Item	1	2	3	4	Change Bar		
01	Starter Valve Open Indications							
01-01 ***	(-100/-200)	С	2	0	May be inoperative provided Start Valve Arming System is installed and operating normally.			
01-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	(O) One may be inoperative provided it is checked after engine start that associated valve is closed.			
02 ***	Engine Starter Auto Cutout							
02-01	(-100/-200)	С	2	0	May be inoperative provided: a) Flightcrew manually selects Start Switch to OFF at 40% N ₂ , and b) Takeoff in icing conditions is not permitted with No. 1 Engine Starter Auto Cutout inoperative.			
02-02	(-300/-400/- 500)	С	2	0	May be inoperative provided flightcrew manually selects Start Switch OFF at 46% N ₂ .			
02-03	(-600/-700/-800/-900/ -900ER)	С	2	0	May be inoperative provided flightcrew manually selects Start Switch OFF or AUTO at 55% N₂.			
03	Starter Valves							
03-01	(-100/-200)	С	2	0	(M)(O) May be inoperative provided alternate starting procedures are established and used.			
					(Continued)			

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SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
80. STARTIN	Item	1	2	3	4	Chang			
03	Starter Valves (Cont'd)	•	2	3		Bar			
03-02	(-300/-400/-500)	С	2	1	 (M)(O) One may be inoperative provided: a) Modified Main Engine Controls or production equivalent have been incorporated, b) Associated start valve light operates normally, and c) Manual override start procedures are used. 				
03-03	(-600/-700/-800/-900/ -900ER)	С	2	1	 (M)(O) Except for ER operations, one may be inoperative provided: a) Associated start valve indication operates normally, and b) Manual override start procedures are used. 				
04 ***	Starter Valve Arming System (-100/-200)	C	1	0	May be inoperative provided Starter Valve Open Lights are installed and operating normally.				