## U.S. Department of Transportation Federal Aviation Administration

Washington, DC

# **Master Minimum Equipment List (MMEL)**

Revision: 7 Date: 08/25/2017

Boeing 747 B-747-8, B-747-8F

William D. Jackson, Chair Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Seattle Aircraft Evaluation Group (SEA-AEG)
1601 Lind Ave. S.W.
Renton, WA 98057-3356

Telephone: (425) 917-6607 Fax: (425) 917-6638

#### U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

#### FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: REVISION NO. 7 PAGE NO. DATE: 08/25/2017 I

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34	Navigation	34-1 thru 34-18	7	08/25/2017		
35	Oxygen	35-1 thru 35-6	1	01/16/2012		
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74	Ignition	74-1	5	09/18/2014		
75	Engine Bleed Air	75-1 thru 75-4	5	09/18/2014		
77	Engine Indicating	77-1	0	08/25/2011		
78	Engine Exhaust	78-1	6	04/07/2015		
79	Engine Oil	79-1	6	04/07/2015		
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HIGHLIGHTS OF CHANGE								

EFFECTIVE ABOVE DATE, the Boeing 747-8 Master Minimum Equipment List has been revised. The changes in this revision were made to increase flexibility and improve consistency. All changes are reflected in the highlights of change listed below and are indicated by revision bars. For any change affecting an ATA section, all pages in the associated ATA section are dated for the current revision.

PAGE NO.	EXPLANATION OF CHANGE
21-7	Item 21-26-01-02: Revised proviso b.
00.4	
23-1	Item 23-11-01B: Revised provisos.
23-4	Item 23-27-01-01: Added new sub-item.
25-4	Item 25-19-01: Added dispatch options A and B. Revised proviso to option A.
25-4	Item 25-19-01-01: Added proviso.
25-11	Item 25-25-04: Added dispatch options A and B. Revised proviso to option A. Revised repair categories.
25-12	Item 25-26-01: Added new item.
25-23	Item 25-63-04: Added new item.
25-24	Item 25-76-01: Added dispatch options A and B. Revised proviso to option A.
25-24	Item 25-76-01-02: Revised proviso.
28-1	Item 28-15-01C: Revised provisos.
28-1	Item 28-16-01B: Revised proviso b.
28-3	Item 28-16-03C: Revised proviso b.
28-8	Item 28-21-02: Revised proviso.
28-8	Item 28-21-03: Revised item title and proviso.
28-9	Item 28-22-01-01B: Revised proviso g.
28-13	Item 28-22-03-01-02: Revised proviso d.
28-14	Item 28-22-03-02-02: Revised proviso d.
28-15	Item 28-22-05-01B: Revised proviso b.
28-16	Item 28-22-05-02B: Revised proviso b.
28-17	Item 28-22-06-01B: Revised proviso c.

## U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

#### FEDERAL AVIATION ADMINISTRATION

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## HIGHLIGHTS OF CHANGE

	HIGHLIGHTS OF CHANGE						
PAGE NO.	EXPLANATION OF CHANGE						
28-18	Item 28-22-06-02B: Revised proviso c.						
28-25	Item 28-31-03-01A: Revised proviso c.						
28-25	tem 28-31-03-01B: Revised proviso b, added proviso c.						
28-26	Item 28-31-03-02A: Revised proviso c.						
28-26	Item 28-31-03-02B: Revised proviso b, added proviso c.						
28-29	Item 28-41-05B: Revised proviso d.						
32-4	Item 32-42-01: Revised proviso c.						
32-4	Item 32-42-01-02A: Revised proviso c.						
33-6	Item 33-42-02B: Revised proviso.						
33-6	Item 33-43-01B: Revised proviso.						
33-7	Item 33-44-01: Revised proviso.						
33-10	Item 33-51-02-01B: Revised proviso.						
33-11	Item 33-51-02-02A: Revised proviso.						
33-14	Item 33-51-04B: Revised proviso.						
44-2	Item 44-14-01-01A: Revised to option A. Added proviso c.						
44-2	Item 44-14-01-01B: Added option B.						
44-3	Item 44-14-01-02: Added proviso c.						
44-4	Item 44-14-02-01: Revised item title.						
44-4	Item 44-14-02-01-01: Added sub-item.						
44-4	Item 44-14-02-01-02: Added sub-item.						
44-5	Item 44-14-02-02A: Re-labeled as option A. Revised NOTE 1. Added NOTE 2.						
44-5	Item 44-14-02-02B: Added option B.						
44-6	Item 44-14-02-03A: Re-labeled as option A. Revised NOTE 1. Added NOTE 2.						
44-6	Item 44-14-02-03B: Added option B.						
44-7	Item 44-14-03-02: Added proviso a. Revised NOTE 1.						

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BOEING B747-8	DATE: 08/25/2011		IV				
DEFINITIONS							

For the Master Minimum Equipment List, Definitions addendum, refer to the current FAA MMEL Policy Letter PL-25, Policy Concerning MMEL Definitions, as found on the Flight Standards Information Management System (FSIMS) website.

FSIMS - Publications - MMEL Policy Letters

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PREAMBLE							

For the Master Minimum Equipment List, Preamble addendum as 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, as found on the Flight Standards Information Management System (FSIMS) website.

FSIMS - Publications - MMEL and MEL Preamble

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FEDERAL AVIATION ADMINISTRATION  AIRCRAFT: REVISION NO. 7 PAGE NO.							
	DEING B747-8	NE.			8/25/2017 21-1		
		MMI	EL T	ABL	E KEY		
SYSTEM &		1. F	_		CATEGORY		
SEQUENCE	ITEM		2.1		BER INSTALLED		
NO.				3. [	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS		
21. AIR CON	DITIONING				4. NEWAKKO OK EXCEL HONC		
Sequence No.	Item	1	2	3	4 Change Bar		
21-01	Occupant Backup Shutoff Valve (OBSOV)						
21-01-01	747-8F	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) OBSOV is deactivated closed,</li> <li>b) Packs 1 and 3 operate normally,</li> <li>c) Air cycle machines (ACMs) 1 and 3 operate normally, and</li> <li>d) Pack temperature control valves (TCVs) 1 and 3 operate normally.</li> </ul>		
21-01-02	747-81	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) OBSOV is deactivated closed,</li> <li>b) Pack 1 operates normally,</li> <li>c) Air cycle machine (ACM) 1 operates normally,</li> <li>d) Pack temperature control valve (TCV) 1 operates normally, and</li> <li>e) Alternate ventilation system (AVS) operates normally.</li> </ul>		
21-02	Flow Regulating Shutoff Valves (FRSOVs)						
21-02-01	747-8F						
21-02-01-01	FRSOV 1	С	1	0	(M) May be inoperative provided:  a) FRSOV 1 is deactivated closed, b) FRSOVs 2 and 3 operate normally, and c) Pack 1 is not used.		
					(2)		
					(Continued)		

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AIRCRAFT:		RE'			O. 7 PAGE NO.
ВС	DEING B747-8		DAT	E: 0	8/25/2017 21-2
					E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH
NO.				J. 1	4. REMARKS OR EXCEPTIONS
21. AIR CON	DITIONING				
Sequence No.	Item	1	2	3	4 Change Bar
21-02	Flow Regulating Shutoff Valves (FRSOVs) (Cont'd)				(M) May be inoperative provided forward Cargo Air Conditioning is not used.
21-02-01	747-8F (Cont'd)				May be inoperative provided extended overwater flight is prohibited.
21-02-01-02	FRSOV 2				
21-02-01-02A		С	1	0	<ul> <li>(M) May be inoperative provided: a) FRSOV 2 is deactivated closed, b) FRSOVs 1 and 3 operate normally,</li> <li>c) Pack differential pressure sensor (PDPS) 2 operates normally,</li> <li>d) All packs operate normally,</li> <li>e) All air cycle machines (ACMs) operate normally,</li> <li>f) All pack temperature control valves (TCVs) operate normally,</li> <li>g) Forward cargo flow regulating shutoff valve (CFRSOV) operates normally,</li> <li>h) Aft cargo flow regulating shutoff valve (CFRSOV) operates normally,</li> <li>i) Both forward cargo overboard exhaust valves operate normally,</li> <li>j) ECS miscellaneous card operates normally,</li> <li>k) ECS freighter card operates normally,</li> <li>l) Both outflow valves operate normally,</li> <li>m) Both aft cargo flapper valves operate normally,</li> <li>n) APU-to-Pack Takeoff Supplementary Procedure is not used, and</li> <li>o) FWD and AFT LOWER LOBE TEMP selectors remain in AUTO.</li> </ul>
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	VIATION ADMINISTRATIO		// () ()	14 142	0.7	PAGE NO.	
AIRCRAFT: B(	OEING B747-8	KE			O. 7 8/25/2017	21-3	
	<u> </u>	BABAI			E KEY	210	
		_			CATEGORY		
SYSTEM &	10222201	١. ١			BER INSTALLE	ED .	
SEQUENCE NO.	ITEM		,			UIRED FOR DISPATCH	
NO.					4. REMARKS	OR EXCEPTIONS	
21. AIR CON	DITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
21-02	Flow Regulating Shutoff Valves (FRSOVs) (Cont'd)						
21-02-01	747-8F (Cont'd)						
21-02-01-02	FRSOV 2 (Cont'd)						
21-02-01-02B		С	1	0	a) FRSO b) FRSO norma	operative provided: V 2 is deactivated closed, Vs 1 and 3 operate Illy, and 2 is not used.	
					(Continued)		

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FEDERAL A	/IATION ADMINISTRATIO	N			
AIRCRAFT: BOEING B747-8					NO. 7 PAGE NO. 21-4
		ММІ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
21. AIR CON	DITIONING				
Sequence No.	Item	1	2	3	4 Change Bar
21-02	Flow Regulating Shutoff Valves (FRSOVs) (Cont'd)				
21-02-01	747-8F (Cont'd)				
21-02-01-03	FRSOV 3				
21-02-01-03A		С	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) FRSOV 3 is deactivated closed,</li> <li>b) FRSOVs 1 and 2 operate</li> <li>normally,</li> <li>c) Pack differential pressure sensor</li> <li>(PDPS) 3 operates normally,</li> <li>d) All packs operate normally,</li> <li>e) All air cycle machines (ACMs)</li> <li>operate normally,</li> <li>f) All pack temperature control</li> <li>valves (TCVs) operate normally,</li> <li>g) Forward cargo flow regulating</li> <li>shutoff valve (CFRSOV)</li> <li>operates normally,</li> <li>h) Both forward cargo overboard</li> <li>exhaust valves operate normally,</li> <li>i) ECS miscellaneous card</li> <li>operates normally,</li> <li>j) ECS freighter card operates</li> <li>normally,</li> <li>k) Both outflow valves operate</li> <li>normally, and</li> <li>l) FWD LOWER LOBE TEMP</li> <li>selector remains in AUTO.</li> </ul> </li> </ul>
21-02-01-03B		С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) FRSOV 3 is deactivated closed,</li> <li>b) FRSOVs 1 and 2 operate</li> <li>normally, and</li> <li>c) Pack 3 is not used.</li> </ul> (Continued)

FEDERAL A' AIRCRAFT:	N REVISION NO. 7 PAGE NO.						
В	OEING B747-8		DAT	E: 0	8/25/2017	21-5	
					E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED UIRED FOR DISPATCH OR EXCEPTIONS	
21. AIR CON	DITIONING				'		
Sequence No.	Item	1	2	3	4		Chang Bar
21-02	Flow Regulating Shutoff Valves (FRSOVs) (Cont'd)					ļ	
21-02-02	747-8I without Aft Cargo Air Conditioning	С	1	0	May be inope not used.	rative provided pack 1 is	
21-02-03	747-8I with Aft Cargo Air Conditioning						
21-02-03-01	FRSOV 1	С	1	0	a) FRSO	rative provided: V 2 operates normally, and 1 is not used.	
21-02-03-02	FRSOV 2						
21-02-03-02A		С	1	0	a) FRSO b) Pack of (PDPS c) All pace d) All air operate e) All pace valves f) Aft car valve ( norma g) Both of norma h) Aft car norma i) AFT C	outflow valves operate	

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AIRCRAFT:					NO. 7 PAGE NO.
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		_			LE KEY
SYSTEM &		1. [			CATEGORY IBER INSTALLED
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
21. AIR CON		1 -		1 .	Change
Sequence No.	Item Cl. (	1	2	3	4 Change Bar
21-02	Flow Regulating Shutoff Valves (FRSOVs) (Cont'd)				
21-02-03	747-8I with Aft Cargo Air Conditioning (Cont'd)				
21-02-03-02	FRSOV 2 (Cont'd)				
21-02-03-02B		С	1	0	May be inoperative provided:  a) FRSOV 1 operates normally, and b) Pack 2 is not used.
22-01	Alternate Ventilation System (AVS)				
22-01-01	747-8F	С	1	0	(M) May be inoperative provided AVS valve is deactivated closed.
22-01-01-01	ON Light	С	1	0	
22-01-02	747-81	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) AVS valve is deactivated closed,</li> <li>b) Packs 1 and 2 operate normally,</li> <li>c) Air cycle machines (ACMs) 1 and 2 operate normally,</li> <li>d) Pack temperature control valves (TCVs) 1 and 2 operate normally, and</li> <li>e) Occupant backup shutoff valve (OBSOV) operates normally.</li> </ul>
22-01-02-01	ON Light	С	1	0	(Continued)

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 7 PAGE NO.	
В	OEING B747-8		DAT	E: 0	8/25/2017 21-7	
					E KEY	
SYSTEM &		1. F			CATEGORY	
EQUENCE	ITEM		2. r		BER INSTALLED	
NO.				3. r	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
21. AIR CON	IDITIONING	<u>                                     </u>			4. REWARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Cha
25-01	Lower Recirculation	C	3	0		Ва
25-01	Fans	C	3	U	(M) May be inoperative deactivated.	
25-02	Lower Recirculation Shutoff Valves (RSOVs)	С	3	0	(M) May be inoperative locked closed.	
25-03	Upper Recirculation Fans (747-8I)	С	2	0	(M) May be inoperative deactivated.	
26-01	Forward Cargo Overboard Exhaust Valve(s) (747-8F)					
26-01-01	Two Valve Installation (Without PRR 86398-31)	С	2	0	(M) May be inoperative provided: a) Forward cargo overboard exhaust backup valve is deactivated closed, and b) FWD LOWER LOBE TEMP selector remains OFF.	
26-01-02	One Valve Installation (With PRR 86398-31)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Forward cargo overboard exhaust valve is deactivated,</li> <li>b) Duct caps are installed upstream of the forward cargo overboard exhaust valve, and</li> <li>c) FWD LOWER LOBE TEMP selector remains OFF.</li> </ul>	
26-02	Flight Deck Ventilation Fan (747-8F)	С	1	0	(M) May be inoperative deactivated.	
26-03	Lower Cargo Ventilation Fans (747-8F)	С	4	0	(M) May be inoperative deactivated.	

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AIRCRAFT:	OEING B747-8			_	NO. 7 PAGE NO. 21-8		
		мм	FI T	ΔΒΙ	LE KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
21. AIR CON	IDITIONING		<u> </u>		4. INDIVINIO ON EXCEPTIONS		
Sequence No.	Item	1	2	3		ange Bar	
26-04	Aft Cargo Flapper Valves						
26-04-01	747-8F	С	2	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) LOWER LOBE AFT CARGO HT selector remains OFF,</li> <li>b) AFT LOWER LOBE TEMP selector remains OFF, and</li> <li>c) Aft lower cargo compartment remains empty, except for ballast, empty cargo containers (ballast may be loaded in ULDs), fly away kits, pallets, and cargo restraint components.</li> </ul> </li> <li>NOTE: Operator MELs must define items which are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> </ul>		
26-04-02	747-81	C	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) LOWER LOBE AFT CARGO HT selector remains OFF,</li> <li>b) AFT CARGO TEMP selector remains OFF, and</li> <li>c) Aft lower cargo compartment remains empty, except for ballast, empty cargo containers (ballast may be loaded in ULDs), fly away kits, pallets, and cargo restraint components.</li> </ul> </li> <li>NOTE: Operator MELs must define items which are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> </ul>		

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В	OEING B747-8	DATE: 08/25/2017 21-9						
		_			E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2. 1		BER INSTALL			
NO.				J. I		QUIRED FOR DISPATCH S OR EXCEPTIONS		
21. AIR CON	IDITIONING				4. INDIVIDIO	ON EXCELLIONS		
Sequence No.	Item	1	2	3	4		Char	
26-05	Environmental Control System (ECS) Miscellaneous Card							
26-05-01	747-8F	С	1	0	a) Forwa consider the considering consider	erative provided: ard overboard valve is dered inoperative, ard cargo heating system is dered inoperative, back is not used, ER LOBE AFT CARGO HT tor remains OFF, and LOWER LOBE TEMP tor remains OFF.		
26-05-02	747-81	С	1	0	a) One la to ope flight (b) Forwa consid consid (d) Flight (is consid e) One p	noperative provided: avatory/galley fan is verifiederate normally once each day, ard overboard valve is dered inoperative, ard cargo heating system is dered inoperative, arcrew rest heating system is dered inoperative, back is not used, and ER LOBE AFT CARGO HT tor remains OFF.		

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		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM					UIRED FOR DISPATCH
21 AID CON	21. AIR CONDITIONING				4. REMARKS	OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	Change
26-06	Forward Overboard Valve					Bar
26-06-01	747-8F					
26-06-01A		С	1	0	a) Forwa deacti b) Aft low remain ballast (ballast fly awa restrai	e inoperative provided: rd overboard valve is vated closed, and ver cargo compartment ns empty, except for t, empty cargo containers et may be loaded in ULDs), ay kits, pallets, and cargo ent components.  Itor MELs must define which are approved for ion in the fly away kits and materials can be used as t.
26-06-01B		С	1	0	a) Forwa deactiful b) Extend prohibus c) Main of cargo empty cargo loaded pallets compositems inclusi	e inoperative provided: rd overboard valve is vated open, ded overwater flight is ited, and deck and forward lower compartments remain , except for ballast, empty containers (ballast may be d in ULDs), fly away kits, s, and cargo restraint onents.  Itor MELs must define which are approved for ion in the fly away kits and materials can be used as t.
					(Continued)	

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AIRCRAFT:	OEING B747-8				NO. 7 PAGE NO. 21-11
		мм	FI T	ΔΒΙ	LE KEY
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
21. AIR CON	IDITIONING	<u> </u>			4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
26-06	Forward Overboard Valve (Cont'd)				Jan 1
26-06-02	747-81				
26-06-02A		С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Forward overboard valve is deactivated closed, and</li> <li>b) Aft lower cargo compartment remains empty, except for ballast, empty cargo containers (ballast may be loaded in ULDs), fly away kits, pallets, and cargo restraint components.</li> </ul>
					NOTE: Operator MELs must define items which are approved for inclusion in the fly away kits and which materials can be used as ballast.
26-06-02B		С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Forward overboard valve is deactivated open,</li> <li>b) Extended overwater flight is prohibited, and</li> <li>c) Forward lower cargo compartment remains empty, except for ballast, empty cargo containers (ballast may be loaded in ULDs), fly away kits, pallets, and cargo restraint components.</li> </ul>
					NOTE: Operator MELs must define items which are approved for inclusion in the fly away kits and which materials can be used as ballast.
26-07 ***	Forward Chiller Exhaust Fan (747-8I)	С	1	0	(M) May be inoperative deactivated.

AIRCRAFT:	VIATION ADMINISTRATIO				O. 7 PAGE NO.	
В	OEING B747-8		DAT	E: 0	8/25/2017 21-12	
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLED	
SEQUENCE	ITEM				NUMBER REQUIRED FOR DISPATCH	
NO.				3. 1	4. REMARKS OR EXCEPTIONS	
21. AIR CON	IDITIONING	<u> </u>			4. NEW WING ON EXCENTIONS	
Sequence No.	Item	1	2	3	4	Char
26-08 ***	Forward Chiller Exhaust Piccolo Valves (747-8I)	С	2	0	May be inoperative provided forward chiller exhaust fan is considered inoperative.	
26-09 ***	Forward Chiller Exhaust Overboard Valves (747-8I)	С	4	0	(M) May be inoperative provided all forward chiller exhaust overboard valves are deactivated closed.	
26-10	Lavatory/Galley Fans (747-8I)	С	2	1	(M) One may be inoperative deactivated.	
28-01	Forward Cargo Flow Regulating Shutoff Valve (CFRSOV) (747-8F)	С	1	0	<ul><li>(M) May be inoperative provided:</li><li>a) Forward CFRSOV is deactivated closed, and</li><li>b) FWD LOWER LOBE TEMP selector remains OFF.</li></ul>	
28-02	Aft Cargo Flow Regulating Shutoff Valve (CFRSOV)					
28-02-01	747-8F	С	1	0	<ul><li>(M) May be inoperative provided:</li><li>a) Aft CFRSOV is deactivated closed, and</li><li>b) AFT LOWER LOBE TEMP selector remains OFF.</li></ul>	
28-02-02 ***	747-81	С	1	0	<ul> <li>(M) May be inoperative provided:         <ul> <li>a) Aft CFRSOV is deactivated closed, and</li> <li>b) AFT CARGO TEMP selector remains OFF.</li> </ul> </li> </ul>	

U.S. DEPAR	RTMENT OF TRANSPORTA	ATIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	OEING B747-8				NO. 7 PAGE NO. 21-13
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR O	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
21. AIR CON	IDITIONING				I TELLOW WITH SIX EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
28-03	Environmental Control System (ECS) Freighter Card (747-8F)				
28-03A		С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Aft cargo flapper valves are verified open before each departure,</li> <li>b) Flight deck ventilation fan is considered inoperative,</li> <li>c) Lower cargo ventilation fans are considered inoperative, and</li> <li>d) FWD LOWER LOBE TEMP selector remains OFF.</li> </ul>
28-03B		С	1	0	<ul> <li>May be inoperative provided:</li> <li>a) Aft cargo flapper valves are considered inoperative,</li> <li>b) Flight deck ventilation fan is considered inoperative,</li> <li>c) Lower cargo ventilation fans are considered inoperative, and</li> <li>d) FWD LOWER LOBE TEMP selector remains OFF.</li> </ul>
28-04 ***	Cargo A/C Card (747-8I)	С	1	0	May be inoperative provided:  a) Forward chiller exhaust fan is considered inoperative, and b) Forward chiller exhaust overboard valves are considered inoperative.
29-01	Smoke Mode Shutoff Valve (747-8F)	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Smoke mode shutoff valve is deactivated closed,</li> <li>b) Crew rest trim air valve (TAV) is considered inoperative, and</li> <li>c) For crew rest occupied, crew rest door and bunk privacy curtains remain open.</li> </ul>

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N_			W. C. E. CHIMINION EQUI MENT EIGT
AIRCRAFT: B	OEING B747-8	RE'	_		IO. 7 PAGE NO. 21-14
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	2. NUM			CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH
1818/1967/2579					4. REMARKS OR EXCEPTIONS
21. AIR CON			1		Change
Sequence No.	Item	1	2	3	4 Chang Bar
29-02	Door 5 Overhead Crew Rest Shutoff Valves (747-8I)	С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Both door 5 overhead crew rest shutoff valves are deactivated closed, and</li> <li>b) Door 5 overhead crew rest is considered inoperative.</li> </ul>
31-01	Outflow Valves				
31-01-01	747-8F				
31-01-01A		С	2	1	<ul> <li>(M) One may be inoperative provided: <ul> <li>a) Inoperative outflow valve is deactivated closed,</li> <li>b) Manual cabin pressure control system is verified to operate normally on remaining outflow valve,</li> <li>c) Cabin rate of climb indication operates normally,</li> <li>d) Cabin pressure backup sensor system operates normally, and</li> <li>e) One pack is not used.</li> </ul> </li> </ul>
31-01-01B		С	2	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Both outflow valves are deactivated open,</li> <li>b) Flight is conducted unpressurized,</li> <li>c) Extended overwater flight is prohibited,</li> <li>d) Flight must remain within 60 minutes of a suitable airport, and</li> <li>e) Main deck and forward and aft lower cargo compartments remain empty, except for ballast, empty cargo containers (ballast may be loaded in ULDs), fly away kits, pallets, and cargo restraint components.</li> </ul> </li> <li>NOTE: Operator MELs must define items which are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> </ul>
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U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTE	R MINIMUM EQUIPMENT	LICT
FEDERAL A	VIATION ADMINISTRATIO	N			IVIAOTE	IN IVIIINIIVIOIVI EQUIPIVIENT	LIOI
AIRCRAFT:	OEING B747-8				IO. 7 8/25/2017	PAGE NO. 21-15	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	10000000				ED UIRED FOR DISPATCH OR EXCEPTIONS	
21. AIR CON	IDITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
31-01	Outflow Valves (Cont'd)						
31-01-02	747-81						
31-01-02A		С	2	1	a) Inoper deactive b) Manual system normal valve, c) Cabin operated d) Cabin system e) One p	be inoperative provided: rative outflow valve is vated closed, al cabin pressure control in is verified to operate ally on remaining outflow rate of climb indication tes normally, pressure backup sensor in operates normally, and ack is not used.	
31-01-02B		С	2	0	a) Both of deactiff by Flight unpression of the prohibit of th	must remain within nutes of a suitable airport, bancy is limited to essential crewmembers, including lobservers, and rd and aft lower cargo artments remain empty, it for ballast, empty cargo ners (ballast may be d in ULDs), fly away kits, and cargo restraint onents.  Into MELs must define which are approved for ion in the fly away kits and materials can be used as	

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	VIATION ADMINISTRATIO		"014	~		
AIRCRAFT: B	OEING B747-8	KE	_		O. 7 PAGE NO. 21-16	
		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				
21. AIR CON	NDITIONING					
Sequence No.	Item	1	2	3	4 Change Bar	
31-02	Automatic Cabin Pressure Controllers					
31-02A		С	2	1	<ul> <li>(M) One may be inoperative provided: <ul> <li>a) Manual cabin pressure control</li> <li>system is verified to operate</li> <li>normally on each operative</li> <li>outflow valve,</li> </ul> </li> <li>b) Cabin rate of climb indication <ul> <li>operates normally, and</li> </ul> </li> <li>c) Cabin pressure backup sensor</li> <li>system operates normally.</li> </ul>	
31-02B		С	2	0	May be inoperative provided both outflow valves are considered inoperative.	
31-03	Manual Cabin Pressure Control Systems (MAN L and MAN R)	С	2	0	May be inoperative provided associated outflow valve is considered inoperative.	
31-04	Landing Altitude (LDG ALT) Switch	С	1	0	(O) Automatic mode may be inoperative provided alternate procedures are used to set landing altitude.	
32-01	Positive Pressure Relief Valves	С	2	0	May be inoperative provided both outflow valves are considered inoperative.	

	VIATION ADMINISTRATIO				. <u>.                                   </u>	
AIRCRAFT:	OEING B747-8	RE\			O. 7 PAGE NO. 21-17	
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE	ITEM	1. F			CATEGORY BER INSTALLED	
NO.	I I EIVI	3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
21. AIR CON	IDITIONING					
Sequence No.	Item	1	2	3	4	Change Bar
33-01	Cabin Rate of Climb Indication					
33-01A		С	1	0	May be inoperative provided:  a) Both outflow valves operate normally, and b) Both automatic cabin pressure controllers operate normally.	
33-01B		С	1	0	May be inoperative provided both outflow valves are considered inoperative.	
33-02	Cabin Differential Pressure Indication					
33-02A		С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Cabin altitude indication operates normally, and</li> <li>b) A chart is provided to convert cabin altitude to cabin differential pressure.</li> </ul>	
33-02B		С	1	0	May be inoperative provided both outflow valves are considered inoperative.	
33-03	Cabin Altitude Indication					
33-03A		С	1	0	(O) May be inoperative provided:  a) Cabin differential pressure indication operates normally, and b) A chart is provided to convert cabin differential pressure to cabin altitude.	
33-03B		С	1	0	May be inoperative provided both outflow valves are considered inoperative.	

SYSTEM & SEQUENCE NO.  21. AIR COND Sequence No.	ITEM  ITEM  OITIONING  tem  Outflow Valve Position Indicators (Overhead Panel)	ММ	DAT EL T	E: 08 ABL AIR C	PAGE NO.  8/25/2017  E KEY  CATEGORY  BER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
SEQUENCE NO.  21. AIR COND Sequence No.  1:  33-04	DITIONING  tem  Outflow Valve Position Indicators	1. F	2. N	AIR C NUM 3. N	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
SEQUENCE NO.  21. AIR COND Sequence No.  1:  33-04	DITIONING  tem  Outflow Valve Position Indicators		2. N	3. N	BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
EQUENCE NO. 21. AIR COND Sequence No. 1: 33-04	DITIONING  tem  Outflow Valve Position Indicators	1		3. N	NUMBER REQUIRED FOR DISPATCH	
NO.  21. AIR COND Sequence No.  33-04	DITIONING  tem  Outflow Valve Position Indicators	1	2			
21. AIR COND Sequence No.   1 33-04	Outflow Valve Position Indicators	1	2	3	4. REMARKS OR EXCEPTIONS	
33-04 33-04A	Outflow Valve Position Indicators	1	2	3		
33-04 33-04A	Outflow Valve Position Indicators	1	2	3		101
33-04A	Indicators				4	Chai Ba
33-04B		С	2	1	One may be inoperative provided associated outflow valve is considered inoperative.	
		С	2	0	(O) May be inoperative provided alternate procedures are used to manually move associated outflow valve.	
	Cabin Pressure Backup Sensor System	С	1	0	May be inoperative provided:  a) Both outflow valves operate normally, and b) Both automatic cabin pressure controllers operate normally.	
	Flight Crew Rest Heating System (747 8I)	С	1	0	(M) May be inoperative deactivated.	
	Heater Control Positions (LOW, MED, HIGH)	С	3	0		
	Door 5 Overhead Crew Rest Heating System (747-8I)	С	1	0	(M) May be inoperative deactivated.	
41-02-01	Temperature Indicator	С	1	0		
	Flight Crew Foot Heater Systems	С	2	0	(M) May be inoperative deactivated.	
	Flight Crew Shoulder Heater Systems	С	2	0	(M) May be inoperative deactivated.	

FEDERAL AV	VIATION ADMINISTRATIO		1/101/	) N N	IO. 7 PAGE NO.			
BOEING B747-8					8/25/2017 PAGE NO. 21-19			
		ММ	MMEL TABLE KEY					
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS						
21. AIR CON	DITIONING					101		
Sequence No.	Item	1	2	3	4	Change Bar		
43-01 44-01	Forward Cargo Heating System  Aft Cargo Heating	С	1	0	(M) May be inoperative provided inoperative supplemental heater is deactivated.			
	System							
44-01A		С	1	0	(M) May be inoperative provided aft cargo heat shutoff valve is deactivated closed.			
44-01B		С	1	0	(M) May be inoperative provided aft cargo heat temperature control valve is deactivated closed.			
44-01-01	Temperature Control Switches (Low, High, Overheat)	С	3	0	May be inoperative provided LOWER LOBE AFT CARGO HT selector remains OFF.			
51-01	Packs							
51-01-01	747-8F							
51-01-01-01	Pack 1	С	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Packs 2 and 3 operate normally,</li> <li>b) Air cycle machines (ACMs) 2 and 3 operate normally,</li> <li>c) Pack temperature control valves (TCVs) 2 and 3 operate normally,</li> <li>d) Right trim pressure regulating shutoff valve (TPRSOV) operates normally,</li> <li>e) Pre-trim air valve (TAV) 3 operates normally,</li> <li>f) Occupant backup shutoff valve (OBSOV) operates normally, and</li> <li>g) Right wing isolation valve operates normally.</li> </ul> </li> </ul>			
					(Continued)			

AIRCRAFT:	/IATION ADMINISTR				IO. 7	PAGE NO.	
BC	DEING B747-8				8/25/2017	21-20	
SYSTEM & SEQUENCE NO.	ITEM		REPA	AIR (		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
21. AIR CON					1.		Chan
Sequence No.	Item	1	2	3	4		Bar
51-01 51-01-01	Packs (Cont'd) 747-8F						
	(Cont'd)						
51-01-01-02	Pack 2	С	1	0	a) Packs b) Air cyc and 3 c) Packs (TCVs norma d) AFT L	noperative provided: 3 1 and 3 operate normally, cle machines (ACMs) 1 operate normally, temperature control valves s) 1 and 3 operate ally, and LOWER LOBE TEMP for remains OFF.	
51-01-01-03	Pack 3	C	1	0	a) Packs b) Air cyc and 2 c) Pack (TCVs norma d) Left tr shutof opera e) Pre-tri opera f) Occup (OBS) g) Left w norma h) FWD	noperative provided: a 1 and 2 operate normally, cle machines (ACMs) 1 operate normally, temperature control valves b) 1 and 2 operate ally, im pressure regulating ff valve (TPRSOV) tes normally, im air valve (TAV) 1 tes normally, cant backup shutoff valve OV) operates normally, ring isolation valve operates ally, and LOWER LOBE TEMP for remains OFF.	

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FEDERAL AV	/IATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIS I
AIRCRAFT:		RE\			IO. 7	PAGE NO.	
BC	DEING B747-8		DAT	E: 0	8/25/2017	21-21	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALL	FD	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
21. AIR CON	DITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
51-01	Packs (Cont'd)						
51-01-02	747-8I without Aft Cargo Air Conditioning						
51-01-02-01	Pack 1	С	1	0	a) Packs b) Air cyc and 3 c) Pack to (TCVs norma d) Right shutof opera e) Occup (OBS0 f) Altern (AVS) g) Right	roperative provided: 3 2 and 3 operate normally, cle machines (ACMs) 2 operate normally, temperature control valves is 2 and 3 operate ally, trim pressure regulating if valve (TPRSOV) tes normally, cant backup shutoff valve OV) operates normally, ate ventilation system operates normally, and wing isolation valve tes normally.	
51-01-02-02	Pack 2	С	1	0	a) Packs b) Air cyc and 3 c) Pack t (TCVs norma d) Altern	noperative provided: 3 1 and 3 operate normally, 3 cle machines (ACMs) 1 3 operate normally, 4 temperature control valves 4 1 and 3 operate 5 1 and 3 operate 6 ally, and 6 ate ventilation system 6 operates normally.	
					(Continued)		

IATION ADMINISTRATIO	N						
AIRCRAFT:			REVISION NO. 7 PAGE NO.				
DEING B747-8		DATE: 08/25/2017 21-22					
ITEM	1. [		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
DITIONING	1			14. NEID IN EXCELLIBRIO			
Item	1	2	3	4 Chang Bar			
Packs (Cont'd)							
747-8I without Aft Cargo Air Conditioning (Cont'd)							
Pack 3	С	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Packs 1 and 2 operate normally,</li> <li>b) Air cycle machines (ACMs) 1</li> <li>and 2 operate normally,</li> <li>c) Pack temperature control valves (TCVs) 1 and 2 operate normally,</li> <li>d) Left trim pressure regulating shutoff valve (TPRSOV) operates normally, and</li> <li>e) Left wing isolation valve operates normally.</li> </ul> </li> </ul>			
747-8I with Aft Cargo Air Conditioning							
Pack 1	С	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Packs 2 and 3 operate normally,</li> <li>b) Air cycle machines (ACMs) 2 <ul> <li>and 3 operate normally,</li> <li>c) Pack temperature control valves <ul> <li>(TCVs) 2 and 3 operate <ul> <li>normally,</li> </ul> </li> <li>d) Right trim pressure regulating <ul> <li>shutoff valve (TPRSOV)</li> <li>operates normally,</li> </ul> </li> <li>e) Occupant backup shutoff valve <ul> <li>(OBSOV) operates normally,</li> </ul> </li> <li>f) Alternate ventilation system <ul> <li>(AVS) operates normally, and</li> </ul> </li> <li>g) Right wing isolation valve <ul> <li>operates normally.</li> </ul> </li> </ul></li></ul></li></ul></li></ul>			
	ITEM  DITIONING  Item  Packs (Cont'd)  747-8I without Aft Cargo Air Conditioning (Cont'd)  Pack 3  747-8I with Aft Cargo Air Conditioning	DEING B747-8  MMI  ITEM  DITIONING  Item  Packs (Cont'd)  747-8I without Aft Cargo Air Conditioning (Cont'd)  Pack 3  C  747-8I with Aft Cargo Air Conditioning	DEING B747-8    MMEL T   1. REP/  2. I	DEING B747-8  REVISION N DATE: 0  MMEL TABL  1. REPAIR 0  2. NUM  3. N  Packs (Cont'd)  747-8I without Aft Cargo Air Conditioning (Cont'd)  Pack 3  C 1 0			

AIRCRAFT:	/IATION ADMINISTRATION DEING B747-8				IO. 7 PAGE NO. 21-23	
ВС	DEING D747-0	BABA				
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATE 4. REMARKS OR EXCEPTIONS			
21. AIR CON		1 4	١,		I.	Chang
Sequence No.	Packs	1	2	3	4	Bar
51-01 51-01-03	(Cont'd)  747-8I with Aft Cargo Air Conditioning (Cont'd)					
51-01-03-02	Pack 2	С	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Packs 1 and 3 operate normally,</li> <li>b) Air cycle machines (ACMs) 1 and 3 operate normally,</li> <li>c) Pack temperature control valves (TCVs) 1 and 3 operate normally,</li> <li>d) Alternate ventilation system (AVS) operates normally, and</li> <li>e) AFT CARGO TEMP selector remains OFF.</li> </ul> </li> </ul>	
51-01-03-03	Pack 3	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Packs 1 and 2 operate normally,</li> <li>b) Air cycle machines (ACMs) 1 and 2 operate normally,</li> <li>c) Pack temperature control valves (TCVs) 1 and 2 operate normally,</li> <li>d) Left trim pressure regulating shutoff valve (TPRSOV) operates normally, and</li> <li>e) Left wing isolation valve operates normally.</li> </ul>	
51-02	Pack Flow Control Valves (FCVs)	С	3	2	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Inoperative FCV is locked closed, and</li> <li>b) Associated pack is considered inoperative.</li> </ul>	
51-03	Pack HI FLOW Switch	С	1	0		

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U.S. DEPAR	TMENT OF TRANSPOR	TATIO	N		MASTER MINIMUM EQUIPMENT LIST
	/IATION ADMINISTRAT		// 01/	2111	10.7 PAOS NO
					IO. 7 PAGE NO. 8/25/2017 21-24
		мм	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR O	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
21. AIR CON	DITIONING		<u> </u>	<u> </u>	14. NEMARKO OK EXCEL HONG
Sequence No.	Item	1	2	3	4 Change Bar
51-04	Air Cycle Machines (ACMs)				- Dai
51-04-01	747-8F	С	3	2	
51-04-01-01	ACM 1	C	1	0	<ul> <li>May be inoperative provided: <ul> <li>a) ACMs 2 and 3 operate normally,</li> <li>b) Ram air inlet door 1 operates normally,</li> <li>c) Ram air exit door 1 operates normally,</li> <li>d) Packs 2 and 3 operate normally,</li> <li>e) Pack temperature control valves (TCVs) 2 and 3 operate normally,</li> <li>f) Right trim pressure regulating shutoff valve (TPRSOV) operates normally,</li> <li>g) Pre-trim air valve (TAV) 3 operates normally,</li> <li>h) Occupant backup shutoff valve (OBSOV) operates normally, and</li> <li>i) Right wing isolation valve operates normally.</li> </ul> </li> </ul>
51-04-01-02	ACM 2	C	1	0	May be inoperative provided:  a) ACMs 1 and 3 operate normally, b) Ram air inlet door 2 operates normally, c) Ram air exit door 2 operates normally, d) Packs 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, and f) AFT LOWER LOBE TEMP selector remains OFF.
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FEDERAL AV	/IATION ADMINISTRATIC	N			IVIASTE	R MINIMUM EQUIPMENT L	101		
AIRCRAFT:	DEING B747-8				IO. 7 8/25/2017	PAGE NO. 21-25			
		мм	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR O	CATEGORY BER INSTALLE NUMBER REQI	ED UIRED FOR DISPATCH OR EXCEPTIONS			
21. AIR CONDITIONING									
Sequence No.	Item	1	2	3	4		Change Bar		
51-04	Air Cycle Machines (ACMs) (Cont'd)								
51-04-01	747-8F (Cont'd)								
51-04-01-03	ACM 3	С	1	0	a) ACMs b) Ram a norma c) Ram a norma d) Packs e) Pack t (TCVs norma f) Left tri shutoff operat g) Pre-trii operat h) Occup (OBSC i) Left wi norma j) FWD L selector	air exit door 3 operates Illy, 1 and 2 operate normally, emperature control valves 1 and 2 operate			
					(Continued)				

REVISION NO. 7   PAGE NO.		/IATION ADMINISTRATIO	NI				LIST			
BOEING B747-8   DATE: 08/25/2017   21-26		MATION ADMINISTRATIO		/ISIC	N NC	O 7 PAGE NO				
SYSTEM & SEQUENCE NO.  ITEM SEQUENCE NO.  1. REPAIR CATEGORY  2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  21. AIR CONDITIONING  Sequence No.  Item 1 1 2 3 4										
SYSTEM & SEQUENCE NO.  21. AIR CONDITIONING  22. AIR CONDITIONING  Sequence No. Item 1 2 3 4			ММІ	EL T	ABL	E KEY				
21. AIR CONDITIONING  Sequence No. Item 1 2 3 4 Charles (ACMs) (Cont'd)  51-04	SEQUENCE	ITEM	1. F	NUMBER INSTALLED     NUMBER REQUIRED FOR DISPATC		BER INSTALLED NUMBER REQUIRED FOR DISPATCH				
Sequence No.   Item   1   2   3   4     Change										
(ACMs) (Cont'd)  51-04-02  747-8I without Aft Cargo Air Conditioning  C 3 2 One may be inoperative provided associated pack is not used.  51-04-02-01 ACM 1  C 1 0 May be inoperative provided:  a) ACMs 2 and 3 operate normally,  b) Ram air inlet door 1 operates normally,  c) Ram air exit door 1 operates normally,  e) Pack temperature control valves (TCVs) 2 and 3 operate normally,  f) Right trim pressure regulating shutoff valve (TPRSOV) operates normally,  g) Occupant backup shutoff valve (OBSOV) operates normally,  h) Alternate ventiliation system (AVS) operates normally, and  i) Right wing isolation valve operates normally.  51-04-02-02 ACM 2  C 1 0 May be inoperative provided:  a) ACMs 1 and 3 operate normally,  b) Ram air inlet door 2 operates normally,  c) Ram air exit door 2 operates normally,  c) Ram air exit door 2 operates normally,  e) Pack temperature control valves (TCVs) 1 and 3 operate normally,  e) Pack temperature control valves (TCVs) 1 and 3 operate normally,  e) Pack temperature control valves (TCVs) 1 and 3 operate normally,  e) Pack temperature control valves (TCVs) 1 and 3 operate normally,  e) Pack temperature control valves (TCVs) 1 and 3 operate normally,  e) Pack temperature control valves (TCVs) 1 and 3 operate normally,  e) Pack temperature control valves (TCVs) 1 and 3 operate normally,  e) Pack temperature control valves (TCVs) 1 and 3 operate normally,  e) Pack temperature control valves (TCVs) 1 and 3 operate normally,  e) Pack temperature control valves (TCVs) 1 and 3 operate normally,  e) Pack temperature control valves (TCVs) 1 and 3 operate normally,  e) Pack temperature control valves (TCVs) 1 and 3 operate normally,  e) Pack temperature control valves (TCVs) 1 and 3 operate normally,  e) Pack temperature control valves (TCVs) 1 and 3 operate normally,  e) Pack temperature control valves (TCVs) 1 and 3 operate normally,  e) Pack temperature control valves (TCVs) 1 and 3 operate normally,  e) Pack temperature control valves (TCVs) 1 and 3 operate normally,  e) Pack temperatur			1	2	3	4				
Air Conditioning  51-04-02-01 ACM 1  C 1 0 May be inoperative provided: a) ACMs 2 and 3 operate normally, b) Ram air inlet door 1 operates normally, c) Ram air exit door 1 operates normally, d) Packs 2 and 3 operate normally, e) Pack temperature control valves (TCVs) 2 and 3 operate normally, f) Right trim pressure regulating shutoff valve (TPRSOV) operates normally, h) Alternate ventilation system (AVS) operates normally, h) Alternate ventilation system (AVS) operates normally, and i) Right wing isolation valve operates normally, b) Ram air inlet door 2 operates normally, c) Ram air exit door 2 operates normally, d) Packs 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, e) Pack temperature control v	51-04	(ACMs)								
a) ACMs 2 and 3 operate normally, b) Ram air inlet door 1 operates normally, c) Ram air exit door 1 operates normally, d) Packs 2 and 3 operate normally, e) Pack temperature control valves (TCVs) 2 and 3 operate normally, f) Right trim pressure regulating shutoff valve (TPRSOV) operates normally, g) Occupant backup shutoff valve (OBSOV) operates normally, h) Alternate ventilation system (AVS) operates normally, and i) Right wing isolation valve operates normally.  51-04-02-02 ACM 2  C 1 0 May be inoperative provided: a) ACMs 1 and 3 operate normally, b) Ram air inlet door 2 operates normally, c) Ram air exit door 2 operates normally, d) Packs 1 and 3 operate normally, e) Pack temperature control valves (TCVs) 1 and 3 operate normally, and f) Alternate ventilation system	51-04-02	•	С	3	2	· · · · · · · · · · · · · · · · · · ·				
						<ul> <li>a) ACMs 2 and 3 operate normally,</li> <li>b) Ram air inlet door 1 operates normally,</li> <li>c) Ram air exit door 1 operates normally,</li> <li>d) Packs 2 and 3 operate normally,</li> <li>e) Pack temperature control valves (TCVs) 2 and 3 operate normally,</li> <li>f) Right trim pressure regulating shutoff valve (TPRSOV) operates normally,</li> <li>g) Occupant backup shutoff valve (OBSOV) operates normally,</li> <li>h) Alternate ventilation system (AVS) operates normally, and</li> <li>i) Right wing isolation valve operates normally.</li> <li>May be inoperative provided: <ul> <li>a) ACMs 1 and 3 operate normally,</li> <li>b) Ram air inlet door 2 operates normally,</li> <li>c) Ram air exit door 2 operates normally,</li> <li>d) Packs 1 and 3 operate normally,</li> <li>e) Pack temperature control valves (TCVs) 1 and 3 operate normally, and</li> <li>f) Alternate ventilation system</li> </ul> </li> </ul>				

	TMENT OF TRANSPORTA		N		MASTE	ER MINIMUM EQUIPMENT LIS	ST
AIRCRAFT:					O. 7	PAGE NO.	
ВС	DEING B747-8		DAT	E: 0	8/25/2017	21-27	
					E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
21. AIR CON	DITIONING				T. INCINIATING	ON EXCELLIONS	
Sequence No.	Item	1	2	3	4		ange Bar
51-04	Air Cycle Machines (ACMs) (Cont'd)						
51-04-02	747-8I without Aft Cargo Air Conditioning (Cont'd)						
51-04-02-03	ACM 3	С	1	0	a) ACMs b) Ram a norma c) Ram a norma d) Packs e) Pack t (TCVs norma f) Left tri shutof operat g) Left w norma	air exit door 3 operates ally, 1 and 2 operate normally, temperature control valves s) 1 and 2 operate ally, im pressure regulating if valve (TPRSOV) tes normally, and ing isolation valve operates	
					(Continued)		

AIRCRAFT:	/IATION ADMINISTRATI								
ВС		KE	REVISION NO. 7 PAGE NO.						
	BOEING B747-8				8/25/2017 21-28				
					E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F	REPAIR CATEGORY     NUMBER INSTALLED     NUMBER REQUIRED FOR DISPATCH		BER INSTALLED				
21. AIR CONDITIONING									
Sequence No.	Item	1	2	3	4 Chai				
51-04	Air Cycle Machines (ACMs) (Cont'd)								
51-04-03	747-8I with Aft Cargo Air Conditioning	С	3	2	One may be inoperative provided associated pack is not used.				
51-04-03-01	ACM 1	С	1	0	May be inoperative provided:  a) ACMs 2 and 3 operate normally, b) Ram air inlet door 1 operates normally, c) Ram air exit door 1 operates normally, d) Packs 2 and 3 operate normally, e) Pack temperature control valves (TCVs) 2 and 3 operate normally, f) Right trim pressure regulating shutoff valve (TPRSOV) operates normally, g) Occupant backup shutoff valve (OBSOV) operates normally, h) Alternate ventilation system (AVS) operates normally, and i) Right wing isolation valve operates normally.				
51-04-03-02	ACM 2	C	1	0	<ul> <li>May be inoperative provided: <ul> <li>a) ACMs 1 and 3 operate normally,</li> <li>b) Ram air inlet door 2 operates normally,</li> <li>c) Ram air exit door 2 operates normally,</li> <li>d) Packs 1 and 3 operate normally,</li> <li>e) Pack temperature control valves (TCVs) 1 and 3 operate normally,</li> <li>f) Alternate ventilation system (AVS) operates normally, and</li> <li>g) AFT CARGO TEMP selector remains OFF.</li> </ul> </li> </ul>				

	TMENT OF TRANSPORTA		N		MASTER	R MINIMUM EQUIPMENT I	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT: BO	DEING B747-8	RE\			O. 7 8/25/2017	PAGE NO. 21-29	
		ммі	FI T	ΔRI	E KEY		
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALLE	D JIRED FOR DISPATCH	
110.		a 8			4. REMARKS	OR EXCEPTIONS	
21. AIR CON	DITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
51-04	Air Cycle Machines (ACMs) (Cont'd)						
51-04-03	747-8I with Aft Cargo Air Conditioning (Cont'd)						
51-04-03-03	ACM 3	C	1	0	b) Ram ai normall c) Ram ai normall d) Packs e) Pack te (TCVs) normall f) Left trin shutoff operate	1 and 2 operate normally, ir inlet door 3 operates ly, ir exit door 3 operates ly, 1 and 2 operate normally, emperature control valves 1 and 2 operate ly, m pressure regulating valve (TPRSOV) es normally, and ng isolation valve operates	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST			
	VIATION ADMINISTRATION							
AIRCRAFT:	DEING B747-8	RE'	REVISION NO. 7 PAGE NO. 21-30					
		ММ	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. F	REPAIR CATEGORY     2. NUMBER INSTALLED     3. NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS					
21. AIR CON	DITIONING				4. REIN INCO ON EXCEL TIONS			
Sequence No.	Item	1	2	3	4 Chang Bar			
51-05	Pack Temperature Control Valves (TCVs)							
51-05-01	747-8F	С	3	2	One may be inoperative provided associated pack is not used.			
51-05-01-01	TCV 1	С	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) TCV 1 is deactivated open,</li> <li>b) TCVs 2 and 3 operate normally,</li> <li>c) Ram air inlet door 1 operates normally,</li> <li>d) Ram air exit door 1 operates normally,</li> <li>e) Packs 2 and 3 operate normally,</li> <li>f) Air cycle machines (ACMs) 2 and 3 operate normally,</li> <li>g) Right trim pressure regulating shutoff valve (TPRSOV) operates normally,</li> <li>h) Pre-trim air valve (TAV) 3 operates normally,</li> <li>i) Occupant backup shutoff valve (OBSOV) operates normally,</li> <li>j) Right wing isolation valve operates normally, and</li> <li>k) Alternate procedures are used for pack 1.</li> </ul> </li> </ul>			
51-05-01-02	TCV 2	С	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) TCV 2 is deactivated open,</li> <li>b) TCVs 1 and 3 operate normally,</li> <li>c) Ram air inlet door 2 operates normally,</li> <li>d) Ram air exit door 2 operates normally,</li> <li>e) Packs 1 and 3 operate normally,</li> <li>f) Air cycle machines (ACMs) 1 and 3 operate normally,</li> <li>g) AFT LOWER LOBE TEMP selector remains OFF, and</li> <li>h) Alternate procedures are used for pack 2.</li> </ul> </li> </ul>			
					(Continued)			

U.S. DEPART	TMENT OF TRANSPORT	ATIOI	N						
FEDERAL AV	/IATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST			
AIRCRAFT:					IO. 7	PAGE NO.			
BC	DEING B747-8		DAT	E: 0	8/25/2017	21-31			
		_	MMEL TABLE KEY						
SYSTEM &		1. F			CATEGORY	ED			
SEQUENCE	ITEM		2. 1		BER INSTALLI	UIRED FOR DISPATCH			
NO.				J. 1		OR EXCEPTIONS			
21. AIR CONI	DITIONING				1				
Sequence No.	Item	1	2	3	4	Change Bar			
51-05	Pack Temperature Control Valves (TCVs) (Cont'd)					•			
51-05-01	747-8F (Cont'd)								
51-05-01-03	TCV 3	C	1	0	a) TCV 3 b) TCVs c) Ram a norma d) Ram a norma e) Packs f) Air cyc and 2 g) Left tri shutof operat h) Pre-tri operat i) Occup (OBSC j) Left w norma k) FWD I selecte	air exit door 3 operates ally, 1 and 2 operate normally, cle machines (ACMs) 1 operate normally, im pressure regulating if valve (TPRSOV) tes normally, im air valve (TAV) 1 tes normally, oant backup shutoff valve OV) operates normally, ing isolation valve operates ally, LOWER LOBE TEMP or remains OFF, and ate procedures are used			
					(Continued)				

U.S. DEPART	MENT OF TRANSPORTA	OIT	V				
FEDERAL AV	IATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIS	ST
AIRCRAFT:					IO. 7	PAGE NO.	
ВС	DEING B747-8		DAT	E: 0	8/25/2017	21-32	
					E KEY		
SYSTEM &		1. F	1. REPAIR CATEGORY  2. NUMBER INSTALLED				
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.			4. REMARKS OR EXCEPTIONS				
21. AIR CONI	DITIONING					Tax	
	Item	1	2	3	4		hange Bar
51-05	Pack Temperature Control Valves (TCVs) (Cont'd)						
51-05-02	747-8I without Aft Cargo Air Conditioning	С	3	2		noperative provided ack is not used.	
51-05-02-01	TCV 1	C	1	0	a) TCV 1 b) TCVs c) Ram a norma d) Ram a norma e) Packs f) Air cyc and 3 g) Right t shutof operat h) Occup (OBSC i) Alterna (AVS) j) Right t operat	air exit door 1 operates ally, 2 and 3 operate normally, cle machines (ACMs) 2 operate normally, trim pressure regulating if valve (TPRSOV) tes normally, oant backup shutoff valve DV) operates normally, ate ventilation system operates normally, wing isolation valve tes normally, and ate procedures are used	
					(Continued)		

FEDERAL AV	<u>/IATION ADMINISTRATIO</u>	<u>N_</u>						
AIRCRAFT:	NEINO DZ4Z 0	RE\	REVISION NO. 7 PAGE NO.					
BC	DEING B747-8		DATE: 08/25/2017 21-33					
SYSTEM & SEQUENCE	ITEM		REP/	AIR ( NUM	.E KEY CATEGORY BER INSTALLED			
NO.			NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS					
21. AIR CON		1	2	3	4 Chang			
Sequence No. 51-05	Pack Temperature	ı		3	Bar			
31-03	Control Valves (TCVs) (Cont'd)							
51-05-02	747-8I without Aft Cargo Air Conditioning (Cont'd)							
51-05-02-02	TCV 2	С	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) TCV 2 is deactivated open,</li> <li>b) TCVs 1 and 3 operate normally,</li> <li>c) Ram air inlet door 2 operates normally,</li> <li>d) Ram air exit door 2 operates normally,</li> <li>e) Packs 1 and 3 operate normally,</li> <li>f) Air cycle machines (ACMs) 1 and 3 operate normally,</li> <li>g) Alternate ventilation system (AVS) operates normally, and</li> <li>h) Alternate procedures are used for pack 2.</li> </ul> </li> </ul>			
51-05-02-03	TCV 3	С	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) TCV 3 is deactivated open,</li> <li>b) TCVs 1 and 2 operate normally,</li> <li>c) Ram air inlet door 3 operates normally,</li> <li>d) Ram air exit door 3 operates normally,</li> <li>e) Packs 1 and 2 operate normally,</li> <li>f) Air cycle machines (ACMs) 1 and 2 operate normally,</li> <li>g) Left trim pressure regulating shutoff valve (TPRSOV) operates normally,</li> <li>h) Left wing isolation valve operates normally, and</li> <li>i) Alternate procedures are used for pack 3.</li> </ul> </li> </ul>			

IIC DEDVD.	TMENT OF TRANSPORTA	ΛΤΙΩΙ	\ <u></u>					
U.S. DEFAN	TWENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AV	VIATION ADMINISTRATION		/1010	7117	IO. 7 PAGE NO.			
	DEING B747-8	KE	REVISION NO. 7 PAGE NO. 21-34					
		MM	EL T	ABL	E KEY			
SYSTEM & SEQUENCE	ITEM	1. F	REPAIR CATEGORY     2. NUMBER INSTALLED     3. NUMBER REQUIRED FOR DISPATCH					
NO.			4. REMARKS OR EXCEPTIONS					
21. AIR CON	DITIONING							
Sequence No.	Item	1	2	3	4 Change Bar			
51-05	Pack Temperature Control Valves (TCVs) (Cont'd)							
51-05-03	747-8I with Aft Cargo Air Conditioning	С	3	2	One may be inoperative provided associated pack is not used.			
51-05-03-01	TCV 1	С	1	0	(M)(O) May be inoperative provided: a) TCV 1 is deactivated open, b) TCVs 2 and 3 operate normally, c) Ram air inlet door 1 operates normally, d) Ram air exit door 1 operates normally, e) Packs 2 and 3 operate normally, f) Air cycle machines (ACMs) 2 and 3 operate normally, g) Right trim pressure regulating shutoff valve (TPRSOV) operates normally, h) Occupant backup shutoff valve (OBSOV) operates normally, i) Alternate ventilation system (AVS) operates normally, j) Right wing isolation valve operates normally, and k) Alternate procedures are used for pack 1.			
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N					
FEDERAL AV	VIATION ADMINISTRATION	NC			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VII/CITOTY / ENIMATE THE CITE		REVISION NO. 7 PAGE NO.					
ВС	DEING B747-8		DATE: 08/25/2017 21-35					
					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	DITIONING	1			,			
Sequence No.	Item	1	2	3	4 Change Bar			
51-05	Pack Temperature Control Valves (TCVs) (Cont'd)							
51-05-03	747-8I with Aft Cargo Air Conditioning (Cont'd)							
51-05-03-02	TCV 2	С	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) TCV 2 is deactivated open,</li> <li>b) TCVs 1 and 3 operate normally,</li> <li>c) Ram air inlet door 2 operates normally,</li> <li>d) Ram air exit door 2 operates normally,</li> <li>e) Packs 1 and 3 operate normally,</li> <li>f) Air cycle machines (ACMs) 1 and 3 operate normally,</li> <li>g) Alternate ventilation system (AVS) operates normally,</li> <li>h) AFT CARGO TEMP selector remains OFF, and</li> <li>i) Alternate procedures are used for pack 2.</li> </ul> </li> </ul>			
51-05-03-03	TCV 3	С	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) TCV 3 is deactivated open,</li> <li>b) TCVs 1 and 2 operate normally,</li> <li>c) Ram air inlet door 3 operates normally,</li> <li>d) Ram air exit door 3 operates normally,</li> <li>e) Packs 1 and 2 operate normally,</li> <li>f) Air cycle machines (ACMs) 1 and 2 operate normally,</li> <li>g) Left trim pressure regulating shutoff valve (TPRSOV) operates normally,</li> <li>h) Left wing isolation valve operates normally, and</li> <li>i) Alternate procedures are used for pack 3.</li> </ul> </li> </ul>			

BOEING B747-8   DATE: 08/25/2017   21-36	CRAFT:	VIATION ADMINISTRATIO		/ כור	)NI NI	IO. 7 PAGE NO.						
SYSTEM & SEQUENCE NO.  ITEM  I		DEING B747-8										
EQUENCE NO.  ITEM 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  21. AIR CONDITIONING  Sequence No. Item 1 1 2 3 4  51-06 Pack OFF Lights C 3 0  51-07 Pack Temperature Sensors (PTSs)  51-08 Mixer Discharge Temperature Sensors (MDTSs)  51-09 Compressor Discharge Temperature Sensors (CDTSs)  51-10 Pack Inlet Pressure Sensors (PIPSs)  51-11 Pack Inlet Pressure Sensors (PIPSs)  51-11 Flow Differential Pressure Sensors (FDPSs)  51-11 Flow Differential Pressure Sensors (FDPSs)  51-11 Plow Differential Pressure Sensors (FDPSs)  51-11 One may be inoperative provided flow differential pressure sensors (FDPSs) on remaining operating packs operate normally.  51-11 Flow Differential Pressure Sensors (FDPSs)  51-110 One may be inoperative provided associated pack is not used.			MMI	EL T	ABL	E KEY						
SEQUENCE NO.   ITEM NO.	STEM &		1. F									
21. AIR CONDITIONING  22. AIR CONDITIONING  Sequence No.   Nem   1   2   3   4    51-06   Pack OFF Lights   C   3   2    51-07   Pack Temperature Sensors (PTSs)   C   3   2    51-08   Mixer Discharge Temperature Sensors (MDTSs)   C   3   2    51-09   Compressor Discharge Temperature Sensors (CDTSs)   C   3   2    51-10   Pack Inlet Pressure Sensors (PIPSs)   C   3   2    51-10   Pack Inlet Pressure Sensors (PIPSs)   C   3   2    51-10   Pack Inlet Pressure Sensors (PIPSs)   C   3   2    51-10   One may be inoperative provided flow differential pressure sensors (FDPSs) on remaining operating packs operate normally.  51-11   Flow Differential Pressure Sensors (FDPSs)   C   3   2    51-114   Flow Differential Pressure Sensors (FDPSs) on remaining operating packs operate normally.  51-11A   C   3   2   One may be inoperative provided pack inlet pressure sensors (PIPSs) on remaining operating packs operate normally.  51-11B   C   3   2   One may be inoperative provided pack inlet pressure sensors (PIPSs) on remaining operating packs operate normally.		ITEM		2. 1								
21. AIR CONDITIONING  Sequence No.   Item					3. N							
Item	AID CON	DITIONING				4. REMARKS OR EXCEPTIONS						
51-06 Pack OFF Lights C 3 0 51-07 Pack Temperature Sensors (PTSs) 51-08 Mixer Discharge Temperature Sensors (MDTSs) 51-09 Compressor Discharge Temperature Sensors (CDTSs) 51-10 Pack Inlet Pressure Sensors (PIPSs) 51-10 Pack Inlet Pressure Sensors (PIPSs) 51-10 Pack Inlet Pressure Sensors (PIPSs) 51-11 C Pack Inlet Pressure Sensors (PIPSs) 51-11 C C 3 2 One may be inoperative provided flow differential pressure sensors (FDPSs) on remaining operating packs operate normally. 51-11 Flow Differential Pressure Sensors (FDPSs) 51-11 C C 3 2 One may be inoperative provided associated pack is not used. 51-11 Pressure Sensors (FDPSs) 51-11 Pressure Sensors (PIPSs) On remaining operating packs operate normally. 51-11A C 3 2 One may be inoperative provided pack inlet pressure sensors (PIPSs) on remaining operating packs operate normally. 51-11B C 3 2 One may be inoperative provided pack inlet pressure sensors (PIPSs) on remaining operating packs operate normally.			1	2	2	4	Char					
51-07 Pack Temperature Sensors (PTSs)  51-08 Mixer Discharge Temperature Sensors (MDTSs)  51-09 Compressor Discharge Temperature Sensors (CDTSs)  51-10 Pack Inlet Pressure Sensors (PIPSs)  51-10 Pack Inlet Pressure Sensors (PIPSs)  51-11 Plow Differential Pressure Sensors (FDPSs)  51-11 CONDERSION CONDERSIO					_	*	Ва					
Sensors (PTSs)  51-08 Mixer Discharge Temperature Sensors (MDTSs)  51-09 Compressor Discharge Temperature Sensors (CDTSs)  51-10 Pack Inlet Pressure Sensors (PIPSs)  51-10 Pack Inlet Pressure Sensors (PIPSs)  51-10 C C C C C C C C C C C C C C C C C C C	06	Pack OFF Lights	C	3	U							
Temperature Sensors (MDTSs)  51-09 Compressor Discharge Temperature Sensors (CDTSs)  51-10 Pack Inlet Pressure Sensors (PIPSs)  C 3 2 One may be inoperative provided associated pack is considered inoperative.  C 3 2 One may be inoperative provided flow differential pressure sensors (FDPSs) on remaining operating packs operate normally.  51-11 Flow Differential Pressure Sensors (FDPSs)  51-11A C 3 2 One may be inoperative provided associated pack is not used.  C 3 2 One may be inoperative provided associated pack in not used.  C 3 2 One may be inoperative provided pack inlet pressure sensors (PIPSs) on remaining operating packs operate normally.  C 3 2 One may be inoperative provided pack inlet pressure sensors (PIPSs) on remaining operating packs operate normally.	07		С	3	2							
Temperature Sensors (CDTSs)  51-10 Pack Inlet Pressure Sensors (PIPSs)  C 3 2 One may be inoperative provided flow differential pressure sensors (FDPSs) on remaining operating packs operate normally.  51-10B  C 3 2 One may be inoperative provided associated pack is not used.  51-11 Flow Differential Pressure Sensors (FDPSs)  51-11A  C 3 2 One may be inoperative provided associated pack inlet pressure sensors (PIPSs) on remaining operating packs operate normally.  C 3 2 One may be inoperative provided pack inlet pressure sensors (PIPSs) on remaining operating packs operate normally.  51-11B  C 3 2 One may be inoperative provided pack inlet pressure sensors (PIPSs) on remaining operating packs operate normally.	08	Temperature Sensors	С	3	2	associated pack is considered						
Sensors (PIPSs)  C 3 2 One may be inoperative provided flow differential pressure sensors (FDPSs) on remaining operating packs operate normally.  C 3 2 One may be inoperative provided associated pack is not used.  Flow Differential Pressure Sensors (FDPSs)  C 3 2 One may be inoperative provided associated pack inlet pressure sensors (PIPSs) on remaining operating packs operate normally.  C 3 2 One may be inoperative provided pack inlet pressure sensors (PIPSs) on remaining operating packs operate normally.	09	Temperature Sensors	С	3	2	associated pack is considered						
differential pressure sensors (FDPSs) on remaining operating packs operate normally.  51-10B  C 3 2 One may be inoperative provided associated pack is not used.  51-11 Flow Differential Pressure Sensors (FDPSs)  C 3 2 One may be inoperative provided pack inlet pressure sensors (PIPSs) on remaining operating packs operate normally.  51-11B  C 3 2 One may be inoperative provided	10											
51-11 Flow Differential Pressure Sensors (FDPSs)  C 3 2 One may be inoperative provided pack inlet pressure sensors (PIPSs) on remaining operating packs operate normally.  51-11B  C 3 2 One may be inoperative provided	10A		С	3	2	differential pressure sensors (FDPSs) on remaining operating packs operate						
Pressure Sensors (FDPSs)  C 3 2 One may be inoperative provided pack inlet pressure sensors (PIPSs) on remaining operating packs operate normally.  51-11B  C 3 2 One may be inoperative provided	10B		С	3	2							
inlet pressure sensors (PIPSs) on remaining operating packs operate normally.  C 3 2 One may be inoperative provided	11	Pressure Sensors										
	11 <b>A</b>		С	3	2	inlet pressure sensors (PIPSs) on remaining operating packs operate						
associated pack is not used.	11B		С	3	2	One may be inoperative provided associated pack is not used.						

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MASTE	ER MINIMUM EQUIPMENT LIST	
FEDERAL A\ AIRCRAFT:	/IATION ADMINISTRATIO		\ <u> </u>	א ואכ	IO. 7	PAGE NO.	
	DEING B747-8	IXL		_	8/25/2017	21-37	
		ММ	EL T	ABL	E KEY		
SYSTEM &	ITEM.	1. F			CATEGORY BER INSTALL	ED	
SEQUENCE NO.	ITEM		3. NUMBER REQUIRED FOR DISPATE  4. REMARKS OR EXCEPTIONS				
21. AIR CON	DITIONING						
Sequence No.	Item	1	2	3	4	Change Bar	
51-12	Pack Differential Pressure Sensors (PDPSs)						
51-12-01	747-8F						
51-12-01A		С	3	2	a) Associ shutof norma b) Associ	inoperative provided: ciated flow regulating ff valve (FRSOV) operates ally, and ciated lower recirculation considered inoperative.	
51-12-01B		С	3	2		inoperative provided ack is not used.	
51-12-02	747-8I without Aft Cargo Air Conditioning	С	3	2		inoperative provided wer recirculation fan is operative.	
51-12-03	747-8I with Aft Cargo Air Conditioning						
51-12-03-01	PDPS 1	С	1	0	a) PDPS norma b) Lower	erative provided: Ss 2 and 3 operate ally, and r recirculation fan 1 is dered inoperative	
					(Continued)		

	/IATION ADMINISTRATIO		//01/	7117	10.7   DAGE NO		
AIRCRAFT: B(	DEING B747-8	KE,		ON NO. 7 PAGE NO. TE: 08/25/2017 21-38			
		MMI	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
21. AIR CON	DITIONING						
Sequence No.	Item	1	2	3	4 Cr		
51-12	Pack Differential Pressure Sensors (PDPSs) (Cont'd)						
51-12-03	747-8I with Aft Cargo Air Conditioning (Cont'd)						
51-12-03-02	PDPS 2						
51-12-03-02A		С	1	0	May be inoperative provided:  a) PDPSs 1 and 3 operate normally, b) Flow regulating shutoff valve (FRSOV) 2 operates normally, and c) Lower recirculation fan 2 is considered inoperative.		
51-12-03-02B		С	1	0	May be inoperative provided:  a) PDPSs 1 and 3 operate normally, and b) Pack 2 is not used.		
51-12-03-03	PDPS 3	С	1	0	May be inoperative provided:  a) PDPSs 1 and 2 operate normally, and b) Lower recirculation fan 3 is considered inoperative.		
51-13	Pack SYS FAULT Light	С	1	0			
51-14	Ozone Converters						
51-14-01	747-8F	D	3	0			
51-14-02	747-81	С	3	0	As required by 14 CFR.		
J. 17 VL				•	The required by 14 Or 10.		

0.0. DEI 711	RTMENT OF TRANSPORTA	AHOI	N		MASTER MINIMUM EQUIPMENT LIST		
	VIATION ADMINISTRATIO						
AIRCRAFT:	OEING B747-8	RE'		_	O. 7 PAGE NO. 8/25/2017 21-39		
В	OEING B/4/-8		DATE: 08/25/2017 21-39  MMEL TABLE KEY				
		_			EKEY CATEGORY		
SYSTEM &		'. '			BER INSTALLED		
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH		
3818796572.509					4. REMARKS OR EXCEPTIONS		
21. AIR CON	NDITIONING				la l		
Sequence No.	Item	1	2	3	4 Chang Bar		
58-01	Equipment Cooling Control System (NORM Mode)	С	1	0	May be inoperative provided:  a) EQUIP COOLING selector is set to STBY, and b) For ground operations above 41 degrees C OAT, at least one pack is operated or airplane is supplied with conditioned air.		
58-02	Equipment Cooling Inboard Exhaust Valve				Supplied with conditioned all.		
58-02-01	747-8F						
58-02-01A		С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Inboard exhaust valve is deactivated closed, and</li> <li>b) One equipment cooling fan is considered inoperative.</li> </ul>		
58-02-01B		С	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Inboard exhaust valve is deactivated open,</li> <li>b) Equipment cooling supply fan operates normally,</li> <li>c) Equipment cooling exhaust fan operates normally,</li> <li>d) Equipment cooling inboard supply valves are not deactivated closed,</li> <li>e) Equipment cooling barrier filter is not blocked, and</li> <li>f) Main deck and forward lower cargo compartments remain empty, except for ballast, empty cargo containers (ballast may be loaded in ULDs), fly away kits, pallets, and cargo restraint components.</li> </ul> </li> <li>NOTE: Operator MELs must define items which are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> </ul>		

FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO	_	VISIO	ON N	IO. 7	PAGE NO.			
	DEING B747-8			E: 0	21-40				
		MM	MMEL TABLE 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	1	1	ı	ı	1		Change		
Sequence No.	Item	1	2	3	4		Bar		
58-02	Equipment Cooling Inboard Exhaust Valve (Cont'd)								
58-02-02	747-81								
58-02-02A		С	1	0	a) Inboar deactiv b) One e	operative provided: d exhaust valve is vated closed, and quipment cooling fan is lered inoperative.			
58-02-02B		С	1	0	a) Inboar deactive b) Equiproperated c) Equiproperated d) Equiproperated d) Equiproperated e) Equiproperated f) Forward comparted contained loaded pallets compositions inclusing deactive comparted for the comparted for the composition of the composition of the comparted for the comparted for the comparted for the composition of the composition of the comparted for the comparted for the comparted for the composition of the comparted for the	tor MELs must define which are approved for on in the fly away kits and materials can be used as			

AIRCRAFT: BOEIN  SYSTEM & SEQUENCE NO.  21. AIR CONDITION  Sequence No. Item  58-03 Equ	uipment Cooling pass Valve	RE'	DAT EL T REPA	TE: 0 TABL AIR ( NUM	PAGE NO.  8/25/2017  E KEY  CATEGORY  BER INSTALLED  NUMBER REQUIRED FOR DISPAT  4. REMARKS OR EXCEPTIONS	Change Bar
SYSTEM & SEQUENCE NO.  21. AIR CONDITION  Sequence No. Item  58-03 Equence Byp  58-03-01 747	ITEM  DNING  uipment Cooling pass Valve	1. F	EL T REP/ 2. I	ABL AIR ( NUM 3. I	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPAT 4. REMARKS OR EXCEPTIONS	Change
SEQUENCE NO.           21. AIR CONDITION           Sequence No.         Item           58-03         Equal Byp           58-03-01         747	DNING uipment Cooling pass Valve	1. F	2. ľ	AIR ( NUM 3. I	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPAT 4. REMARKS OR EXCEPTIONS	Change
SEQUENCE NO.           21. AIR CONDITION           Sequence No.         Item           58-03         Equal Byp           58-03-01         747	DNING uipment Cooling pass Valve	1	2. 1	3. I	BER INSTALLED NUMBER REQUIRED FOR DISPAT 4. REMARKS OR EXCEPTIONS	Change
NO.  21. AIR CONDITION  Sequence No. Item  58-03 Equal Byp  58-03-01 747	DNING uipment Cooling pass Valve		2	3.1	NUMBER REQUIRED FOR DISPAT 4. REMARKS OR EXCEPTIONS	Change
21. AIR CONDITION           Sequence No.         Item           58-03         Equal Byp           58-03-01         747	uipment Cooling pass Valve				4. REMARKS OR EXCEPTIONS	Change
Sequence No.         Item           58-03         Equal Byp           58-03-01         747	uipment Cooling pass Valve			3	4	
58-03 Equ Byp 58-03-01 747	ass Valve			3	4	
Byp 58-03-01 747	ass Valve	С	1			
	7-8F	С	1			
58-03-01A		С	1			
				0	<ul> <li>(M)(O) May be inoperative provide <ul> <li>a) Bypass valve is deactivated closed,</li> <li>b) Equipment cooling supply for operates normally,</li> <li>c) Equipment cooling exhaust operates normally,</li> <li>d) Equipment cooling inboard exhaust valve is not deactivaled closed,</li> <li>e) Equipment cooling inboard supply valves are not deactivated closed,</li> <li>f) Equipment cooling barrier for not blocked,</li> <li>g) FWD LOWER LOBE TEMF selector remains OFF, and</li> <li>h) Main deck cargo compartmer remains empty, except for ballast, empty cargo contain (ballast may be loaded in Lafly away kits, pallets, and correstraint components.</li> </ul> </li> <li>NOTE: Operator MELs must define items which are approved for inclusion in the fly away kit which materials can be used ballast.</li> <li>(Continued)</li> </ul>	fan fan fan vated  iilter is nent ners JLDs), argo

	TMENT OF TRANSPORTA VIATION ADMINISTRATIO		N		MASTE	ER MINIMUM EQUIPMENT LIST		
AIRCRAFT:	OEING B747-8				IO. 7	PAGE NO. 21-42		
D	JEING B/4/-0	BABAI	DATE: 08/25/2017 21-42  MMEL TABLE KEY					
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR (	CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4	Change		
58-03	Equipment Cooling Bypass Valve (Cont'd)				-	Bar		
58-03-01	747-8F (Cont'd)							
58-03-01B		С	1	0	a) Bypas closed b) Equipo operat c) Equipo operat d) Equipo exhau closed e) Equipo supply deactif f) Equipo not blo g) FWD I selecte 50 deg and h) Main or remair ballast (ballast fly awarestrai NOTE: Operatives	ment cooling supply fan tes normally, ment cooling exhaust fan tes normally, ment cooling inboard st valve is not deactivated d, ment cooling inboard valves are not vated closed, ment cooling barrier filter is ocked, LOWER LOBE TEMP or remains above grees F (10 degrees C), deck cargo compartment ns empty, except for t, empty cargo containers st may be loaded in ULDs), ay kits, pallets, and cargo int components.  ator MELs must define which are approved for ion in the fly away kits and materials can be used as		
					(Continued)			

FEDERAL A	VIATION ADMINISTRATION				MASTER MINIMUM EQUIPMENT	
AIRCRAFT:	OEING B747-8	RE'			IO. 7 PAGE NO. 21-43	
		ММ			E KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON	Item	1	2	3	4	Change
58-03	Equipment Cooling Bypass Valve (Cont'd)	'	2	3	*	Bar
58-03-02	747-81	С	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Bypass valve is deactivated closed,</li> <li>b) Equipment cooling supply fan operates normally,</li> <li>c) Equipment cooling exhaust fan operates normally,</li> <li>d) Equipment cooling inboard exhaust valve is not deactivated closed,</li> <li>e) Equipment cooling inboard supply valves are not deactivated closed, and</li> <li>f) Equipment cooling barrier filter is not blocked.</li> </ul> </li> </ul>	
58-04	Equipment Cooling Exhaust Fan	С	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Exhaust fan is deactivated,</li> <li>b) Equipment cooling supply fan operates normally,</li> <li>c) Equipment cooling bypass valve operates normally,</li> <li>d) Equipment cooling inboard exhaust valve is not deactivated open, and</li> <li>e) For ground operations above 29 degrees C OAT, at least one pack is operated or airplane is supplied with conditioned air.</li> </ul> </li> </ul>	
58-05	Equipment Cooling Inboard Supply Valves				supplied with conditioned all.	
58-05A		С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Inoperative inboard supply valve is deactivated closed, and</li> <li>b) One equipment cooling fan is considered inoperative.</li> </ul>	
58-05B		С	2	1	(M) One may be inoperative deactivated open.	

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			•		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 7 PAGE NO.
	OEING B747-8				8/25/2017 21-44
		_			E KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
21. AIR CON	IDITIONING	1			4. NEWATING ON EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
58-06	Equipment Cooling Supply Fan	С	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Supply fan is deactivated,</li> <li>b) Equipment cooling exhaust fan operates normally,</li> <li>c) Equipment cooling bypass valve operates normally,</li> <li>d) Equipment cooling inboard exhaust valve is not deactivated open, and</li> <li>e) For ground operations above 29 degrees C OAT, at least one pack is operated or airplane is supplied with conditioned air.</li> </ul> </li> </ul>
58-07	Equipment Cooling Ground Exhaust Valve	С	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Ground exhaust valve is</li> <li>deactivated closed,</li> <li>b) EQUIP COOLING selector is set to STBY, and</li> <li>c) For ground operations above</li> <li>41 degrees C OAT, at least one pack is operated or airplane is supplied with conditioned air.</li> </ul> </li> </ul>
58-08	Equipment Cooling Barrier Filter				
58-08A		С	1	0	(M) May be removed.
58-08B		С	1	0	May be blocked provided one equipment cooling fan is considered inoperative.
58-09	Aft Equipment Cooling Fans (747-8F)	С	2	1	

AIRCRAFT:	VIATION ADMINISTRATIO			_	NO. 7 PAGE NO. 21-45
	OEING B747-8				
		_			L <b>E KEY</b> CATEGORY
SYSTEM &		1.1			MBER INSTALLED
SEQUENCE	ITEM		'		NUMBER REQUIRED FOR DISPATCH
NO.				Q-200.000	4. REMARKS OR EXCEPTIONS
21. AIR COI	NDITIONING				
Sequence No.	Item	1	2	3	4
58-10	Equipment Cooling Three-Way Valve (747 8F)				
58-10A		С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Three-way valve is deactivated closed (C-B position), and</li> <li>b) Main deck cargo compartment remains empty, except for ballast, empty cargo containers (ballast may be loaded in ULDs), fly away kits, pallets, and cargo restraint components.</li> </ul>
					NOTE: Operator MELs must define items which are approved for inclusion in the fly away kits and which materials can be used as ballast.
58-10B		В	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Three-way valve is deactivated open (A-B position), and</li> <li>b) At least two packs are operated continuously for flight instrument cooling.</li> </ul>
58-11	In-Flight Entertainment (IFE) Cooling System (747-8I)	D	1	0	(M) May be inoperative provided IFE system is deactivated.
61-01	Trim Isolation Shutoff Valve (TSOV)	С	1	0	(M) May be inoperative deactivated closed.
61-02	Trim Air Pressure Sensors (TPSs)	С	2	0	

AIRCRAFT: BOEING B747-8  REVISION NO. 7 DATE: 08/25/2017  21-46  MMEL TABLE KEY  1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  21. AIR CONDITIONING	FEDERAL A\	/IATION ADMINISTRATI	ION			MASTE	R MINIMUM EQUIPMENT L	JIST
SYSTEM & SEQUENCE NO.  ITEM SYSTEM & SEQUENCE NO.  ITEM SEQUENCE NO.		DEING D747 0	RE\					
SYSTEM & SEQUENCE NO.  ITEM    1	DC	DEING D/4/-0	BABAI				21-40	
SYSTEM & SEQUENCE NO.  21. AIR CONDITIONING  22. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  Sequence No.   Item	Saturday Saturday Company							
21. AIR CONDITIONING  Sequence No. Item		ITEM.	'''				ED	
21. AIR CONDITIONING  Sequence No.   Item   1   2   3   4		HEM			3.1	NUMBER REQ	UIRED FOR DISPATCH	
Sequence No.   Item	0.0000000000000000000000000000000000000					4. REMARKS	OR EXCEPTIONS	
61-03 Trim Pressure Regulating Shutoff Valves (TPRSOVs)  61-03-01 747-8F  61-03-01-01 Left TPRSOV  C 1 0 (M) May be inoperative provided: a) Left TPRSOV is deactivated closed, b) Right TPRSOV operates normally, c) Pack 3 operates normally, d) Air cycle machine (ACM) 3 operates normally, e) Pack temperature control valve (TCV) 3 operates normally.  61-03-01-02 Right TPRSOV  C 1 0 (M) May be inoperative provided: a) Right TPRSOV is deactivated closed, b) Left TPRSOV operates normally, c) Pack 1 operates normally, d) Air cycle machine (ACM) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, c) Pack 1 operates normally, d) Air cycle machine (ACM) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, d) Air cycle machine (ACM) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally,			1 .			T -		Chang
Regulating Shutoff Valves (TPRSOVs)  61-03-01 747-8F  61-03-01-01 Left TPRSOV  C 1 0 (M) May be inoperative provided: a) Left TPRSOV is deactivated closed, b) Right TPRSOV operates normally, c) Pack 3 operates normally, d) Air cycle machine (ACM) 3 operates normally, e) Pack temperature control valve (TCV) 3 operates normally.  61-03-01-02 Right TPRSOV  C 1 0 (M) May be inoperative provided: a) Right TPRSOV is deactivated closed, b) Left TPRSOV is deactivated closed, b) Left TPRSOV operates normally, c) Pack 1 operates normally, d) Air cycle machine (ACM) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, and f) Pre-trim air valve (TAV) 1			1	2	3	4		Bar
61-03-01-01 Left TPRSOV  C 1 0 (M) May be inoperative provided: a) Left TPRSOV is deactivated closed, b) Right TPRSOV operates normally, c) Pack 3 operates normally, d) Air cycle machine (ACM) 3 operates normally, and f) Pre-trim air valve (TAV) 3 operates normally.  61-03-01-02 Right TPRSOV  C 1 0 (M) May be inoperative provided: a) Right TPRSOV is deactivated closed, b) Left TPRSOV operates normally, c) Pack 1 operates normally, d) Air cycle machine (ACM) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, and f) Pre-trim air valve (TAV) 1	61-03	Regulating Shutoff						
a) Left TPRSOV is deactivated closed, b) Right TPRSOV operates normally, c) Pack 3 operates normally, d) Air cycle machine (ACM) 3 operates normally, e) Pack temperature control valve (TCV) 3 operates normally, and f) Pre-trim air valve (TAV) 3 operates normally.  61-03-01-02 Right TPRSOV  C 1 0 (M) May be inoperative provided: a) Right TPRSOV is deactivated closed, b) Left TPRSOV operates normally, c) Pack 1 operates normally, d) Air cycle machine (ACM) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, and f) Pre-trim air valve (TAV) 1	61-03-01	747-8F						
a) Right TPRSOV is deactivated closed, b) Left TPRSOV operates normally, c) Pack 1 operates normally, d) Air cycle machine (ACM) 1 operates normally, e) Pack temperature control valve (TCV) 1 operates normally, and f) Pre-trim air valve (TAV) 1	61-03-01-01	Left TPRSOV	C	1	0	a) Left TI closed b) Right norma c) Pack 3 d) Air cyd operat e) Pack t (TCV) f) Pre-tri	PRSOV is deactivated I, I, TPRSOV operates ally, 3 operates normally, cle machine (ACM) 3 tes normally, temperature control valve 3 operates normally, and m air valve (TAV) 3	
	61-03-01-02	Right TPRSOV	C	1	0	a) Right closed b) Left TI c) Pack d d) Air cyc operat e) Pack t (TCV) f) Pre-tri	TPRSOV is deactivated I, PRSOV operates normally, 1 operates normally, cle machine (ACM) 1 tes normally, temperature control valve 1 operates normally, and m air valve (TAV) 1	

AIRCRAFT:	VIATION ADMINISTRAT		/ISIC	ON N	O. 7 PAGE NO.	
	DEING B747-8				8/25/2017 21-47	
		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	
21. AIR CON	DITIONING				4. KEMAKKS OK EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chan
61-03	Trim Pressure Regulating Shutoff Valves (TPRSOVs) (Cont'd)					
61-03-02	747-81					
61-03-02-01	Left TPRSOV	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Left TPRSOV is deactivated closed,</li> <li>b) Right TPRSOV operates normally,</li> <li>c) Pack 3 operates normally,</li> <li>d) Air cycle machine (ACM) 3 operates normally, and</li> <li>e) Pack temperature control valve (TCV) 3 operates normally.</li> </ul>	
61-03-02-02	Right TPRSOV	C	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Right TPRSOV is deactivated closed,</li> <li>b) Left TPRSOV operates normally,</li> <li>c) Pack 1 operates normally,</li> <li>d) Air cycle machine (ACM) 1 operates normally, and</li> <li>e) Pack temperature control valve (TCV) 1 operates normally.</li> </ul>	

U.S. DEPARTMENT	OF TRANSPORT	OITA	N				
			-		MASTE	ER MINIMUM EQUIPMENT	LIST
FEDERAL AVIATION AIRCRAFT:	ADMINISTRATIO		/ISIC	N NC	IO. 7	PAGE NO.	
BOEING B	3747-8				8/25/2017	21-48	
		MMI	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. ľ		BER INSTALLI	UIRED FOR DISPATCH	
NO.				J. 1		OR EXCEPTIONS	
21. AIR CONDITIONI	NG				1		
Sequence No. Item		1	2	3	4		Change Bar
	eck Trim Air (TAVs)						•
<b>61-04-01</b> 747-8F		С	2	0	(M) May be in closed.	noperative deactivated	
61-04-01-01 Forward TAV	d Main Deck	С	1	0	a) Pack b) Air cyc operat c) Pack t (TCV) d) Left tri shutof operat e) Pre-Ta	erative provided: 1 operates normally, cle machine (ACM) 1 tes normally, temperature control valve 1 operates normally, im pressure regulating if valve (TPRSOV) tes normally, AV 1 operates normally, M AIR switch remains Off.	
61-04-01-02 Aft Mai	n Deck TAV	С	1	0	a) Pack (b) Air cycloperate (TCV) d) Right shutof operate (Pre-Treate)	erative provided: 3 operates normally, cle machine (ACM) 3 tes normally, temperature control valve 3 operates normally, trim pressure regulating if valve (TPRSOV) tes normally, AV 3 operates normally, M AIR switch remains Off.	
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	IOITA	N		
	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	A NC	IO. 7 PAGE NO.
	DEING B747-8				8/25/2017 21-49
		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 CON	DITIONING	<u> </u>			14. NEMANNO ON EXCELLITIONS
Sequence No.	Item	1	2	3	4 Change Bar
61-04	Main Deck Trim Air Valves (TAVs) (Cont'd)				
61-04-02	747-81	С	5	0	(M) May be inoperative deactivated closed.
61-04-02-01	Main Deck Zone A TAV	С	1	0	May be inoperative provided:  a) Pack 3 operates normally, b) Air cycle machine (ACM) 3 operates normally, c) Pack temperature control valve (TCV) 3 operates normally, d) Right trim pressure regulating shutoff valve (TPRSOV) operates normally, and e) L TRIM AIR switch remains Off.
61-04-02-02	Main Deck Zone B TAV	С	1	0	May be inoperative provided:  a) Pack 1 operates normally, b) Air cycle machine (ACM) 1 operates normally, c) Pack temperature control valve (TCV) 1 operates normally, d) Left trim pressure regulating shutoff valve (TPRSOV) operates normally, and e) R TRIM AIR switch remains Off.
61-04-02-03	Main Deck Zone C TAV	С	1	0	May be inoperative provided:  a) Pack 3 operates normally, b) Air cycle machine (ACM) 3 operates normally, c) Pack temperature control valve (TCV) 3 operates normally, d) Right trim pressure regulating shutoff valve (TPRSOV) operates normally, and e) L TRIM AIR switch remains Off.
					(Continued)

	TMENT OF TRANSPORTA		N		MASTER M	MINIMUM EQUIPMENT I	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT: B(	DEING B747-8	RE\			O. 7 PA 8/25/2017	AGE NO. 21-50	
		ммі	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY BER INSTALLED JUMBER REQUIR	RED FOR DISPATCH	
04 AID 001	DITIONUNG				4. REMARKS OF	REXCEPTIONS	
21. AIR CON		1 -	1 .		Τ.		Change
Sequence No.	Item	1	2	3	4		Bar
61-04	Main Deck Trim Air Valves (TAVs) (Cont'd)						
61-04-02	747-8I (Cont'd)						
61-04-02-04	Main Deck Zone D TAV	С	1	0	b) Air cycle roperates c) Pack tem (TCV) 1 o d) Left trim p shutoff va operates	perates normally, machine (ACM) 1	
61-04-02-05	Main Deck Zone E TAV	С	1	0	b) Air cycle roperates c) Pack tem (TCV) 3 of d) Right trim shutoff va operates	perates normally, machine (ACM) 3	

AIRCRAFT:	VIATION ADMINISTRAT  OEING B747-8				NO. 7 PAGE NO. 21-51	
D	OEING B/4/-0	8484				
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O	.E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
61-05	Pre-Trim Air Valves (TAVs) (747-8F)					Dai
61-05-01	Pre-TAV 1	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Pre-TAV 1 is deactivated close</li> <li>b) Pre-TAV 3 operates normally,</li> <li>c) Pack 3 operates normally,</li> <li>d) Air cycle machine (ACM) 3 operates normally,</li> <li>e) Pack temperature control valve (TCV) 3 operates normally, and</li> <li>f) Right trim pressure regulating shutoff valve (TPRSOV) operates normally.</li> </ul>	)
61-05-02	Pre-TAV 3	C	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Pre-TAV 3 is deactivated close</li> <li>b) Pre-TAV 1 operates normally,</li> <li>c) Pack 1 operates normally,</li> <li>d) Air cycle machine (ACM) 1 operates normally.</li> <li>e) Pack temperature control valve (TCV) 1 operates normally, and</li> <li>f) Left trim pressure regulating shutoff valve (TPRSOV) operates normally.</li> </ul> </li> </ul>	e

U.S. DEPAR	TMENT OF TRANSPOR	TATIOI	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRAT				
AIRCRAFT:	OEING B747-8	RE\			NO. 7 PAGE NO. 21-52
		ММ			LE KEY
SYSTEM & SEQUENCE	ITEM		REP/	AIR (	CATEGORY  IBER INSTALLED  NUMBER REQUIRED FOR DISPATCH
NO.					4. REMARKS OR EXCEPTIONS
21. AIR CON	IDITIONING				
Sequence No.	Item	1	2	3	4 Change Bar
61-06	Flight Deck Trim Air Valve (TAV)				
61-06-01	747-8F				
61-06-01A		С	1	0	(M) May be inoperative deactivated closed.
61-06-01B		С	1	0	<ul> <li>May be inoperative provided: <ul> <li>a) Pack 3 operates normally,</li> <li>b) Air cycle machine (ACM) 3 operates normally,</li> <li>c) Pack temperature control valve (TCV) 3 operates normally,</li> <li>d) Right trim pressure regulating shutoff valve (TPRSOV) operates normally,</li> <li>e) Pre-TAV 3 operates normally, and</li> <li>f) L TRIM AIR switch remains OFF.</li> </ul> </li> </ul>
61-06-02	747-81				
61-06-02A		С	1	0	(M) May be inoperative deactivated closed.
61-06-02B		C	1	0	<ul> <li>May be inoperative provided:</li> <li>a) Pack 3 operates normally,</li> <li>b) Air cycle machine (ACM) 3 operates normally,</li> <li>c) Pack temperature control valve (TCV) 3 operates normally,</li> <li>d) Right trim pressure regulating shutoff valve (TPRSOV) operates normally, and</li> <li>e) L TRIM AIR switch remains OFF.</li> </ul>

	VIATION ADMINISTRAT		// C : -			
AIRCRAFT: B	OEING B747-8	RE			IO. 7 PAGE NO. 21-53	
		MMI	EL T	ABL	E KEY	
OVOTENA O		1. F	REP/	AIR (	CATEGORY	
SYSTEM & SEQUENCE	ITEM		2. 1	MUN	BER INSTALLED	
NO.	I I CIVI			3.1	NUMBER REQUIRED FOR DISPATCH	
1203 789 5 122 7					4. REMARKS OR EXCEPTIONS	
21. AIR CON	IDITIONING					
Sequence No.	Item	1	2	3	4	Chang Bar
61-07	Upper Deck Trim Air Valve (TAV)					
61-07-01	747-8F					
61-07-01A		С	1	0	(M) May be inoperative deactivated closed.	
61-07-01B		C	1	0	May be inoperative provided:  a) Pack 3 operates normally, b) Air cycle machine (ACM) 3 operates normally, c) Pack temperature control valve (TCV) 3 operates normally, d) Right trim pressure regulating shutoff valve (TPRSOV) operates normally, e) Pre-TAV 3 operates normally, and f) L TRIM AIR switch remains OFF	
61-07-02	747-81					
61-07-02A		С	1	0	(M) May be inoperative deactivated closed.	
61-07-02B		C	1	0	May be inoperative provided:  a) Pack 1 operates normally, b) Air cycle machine (ACM) 1 operates normally, c) Pack temperature control valve (TCV) 1 operates normally, d) Left trim pressure regulating shutoff valve (TPRSOV) operates normally, and e) R TRIM AIR switch remains OFF.	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 7 PAGE NO.	
	OEING B747-8				8/25/2017 21-54	
		MMI	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH	
21. AIR CON	IDITIONING	1			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Char
61-08	Crew Rest Trim Air Valve (TAV) (747-8F)					Ва
61-08A		С	1	0	(M) May be inoperative deactivated closed.	
61-08B		С	1	0	May be inoperative provided:  a) Pack 3 operates normally, b) Air cycle machine (ACM) 3 operates normally, c) Pack temperature control valve (TCV) 3 operates normally, d) Right trim pressure regulating shutoff valve (TPRSOV) operates normally, e) Pre-TAV 3 operates normally, and f) L TRIM AIR switch remains OFF	
61-09	Forward Cargo Trim Air Valve (TAV) (747 8F)					
61-09A		С	1	0	(M) May be inoperative deactivated closed.	
61-09B		С	1	0	May be inoperative provided:  a) Pack 1 operates normally, b) Air cycle machine (ACM) 1 operates normally, c) Pack temperature control valve (TCV) 1 operates normally, d) Left trim pressure regulating shutoff valve (TPRSOV) operates normally, e) Pre-TAV 1 operates normally, and f) R TRIM AIR switch remains OFF.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	V			LICT			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST			
AIRCRAFT:			VISIO	N NC	IO. 7 PAGE NO.				
В	OEING B747-8		DATE: 08/25/2017 21-55						
		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				
21. AIR CONDITIONING									
Sequence No.	Item	1	2	3	4	Change Bar			
61-10	Aft Cargo Trim Air Valve (TAV)								
61-10-01	747-8F								
61-10-01A		С	1	0	(M) May be inoperative deactivated closed.				
61-10-01B		С	1	0	May be inoperative provided:  a) Pack 1 operates normally, b) Air cycle machine (ACM) 1 operates normally, c) Pack temperature control valve (TCV) 1 operates normally, d) Left trim pressure regulating shutoff valve (TPRSOV) operates normally, e) Pre-TAV 1 operates normally, and f) R TRIM AIR switch remains OFF.				
61-10-02 ***	747-81								
61-10-02A		С	1	0	(M) May be inoperative deactivated closed.				
61-10-02B		С	1	0	May be inoperative provided:  a) Pack 1 operates normally, b) Air cycle machine (ACM) 1 operates normally, c) Pack temperature control valve (TCV) 1 operates normally, d) Left trim pressure regulating shutoff valve (TPRSOV) operates normally, and e) R TRIM AIR switch remains OFF.				

FEDERAL AV	/IATION ADMINISTRATI	ION			MASTER MINIMUM EQUIPMENT LIS				
AIRCRAFT:			REVISION NO. 7 PAGE NO.						
ВС	DEING B747-8		DAT	E: 0	08/25/2017 21-56				
					LE KEY				
SYSTEM &		1. F			CATEGORY MBER INSTALLED				
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH				
NO.				0.1	4. REMARKS OR EXCEPTIONS				
21. AIR CONDITIONING									
Sequence No.	Item	1	2	3	4 Cha				
61-11	Duct Temperature Sensors (DTSs)								
61-11-01	747-8F								
61-11-01-01	Pre-Trim DTSs	С	2	1	One may be inoperative provided associated pre trim air valve (TAV) is considered inoperative.				
61-11-01-02	Flight Deck DTS	С	1	0	May be inoperative provided:  a) Flight deck zone temperature sensor (ZTS) operates normally, and b) Flight deck trim air valve (TAV) is considered inoperative.				
61-11-01-03	Upper Deck DTS	С	1	0	May be inoperative provided:  a) Upper deck zone temperature sensor (ZTS) operates normally, and  b) Upper deck trim air valve (TAV) is considered inoperative.				
61-11-01-04	Crew Rest DTS	С	1	0	May be inoperative provided:  a) One crew rest zone temperature sensor (ZTS) operates normally, and  b) Crew rest trim air valve (TAV) is considered inoperative.				
61-11-01-05	Forward Main Deck DTS	С	1	0	May be inoperative provided:  a) One forward main deck zone temperature sensor (ZTS) operates normally, and b) Forward main deck trim air valve (TAV) is considered inoperative.				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N						
EEDEDAI AV	/IATION ADMINISTRATION	ΩNI			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	TATION ADMINISTRATION		ON N	O. 7 PAGE NO.					
ВС	DEING B747-8		DAT	E: 0	8/25/2017 21-57				
				E KEY					
SYSTEM &		1. F	_		CATEGORY				
SEQUENCE	ITEM		2. ľ		BER INSTALLED NUMBER REQUIRED FOR DISPATCH				
NO.				J. 1	4. REMARKS OR EXCEPTIONS				
21. AIR CONDITIONING									
Sequence No.	Item	1	2	3	4 Change Bar				
61-11	Duct Temperature Sensors (DTSs) (Cont'd)								
61-11-01	747-8F (Cont'd)								
61-11-01-06	Aft Main Deck DTS	С	1	0	May be inoperative provided:  a) One aft main deck zone temperature sensor (ZTS) operates normally, and b) Aft main deck trim air valve (TAV) is considered inoperative.				
61-11-01-07	Forward Cargo DTS								
61-11-01-07A		С	1	0	May be inoperative provided:  a) Forward cargo zone temperature sensor (ZTS) operates normally, and b) Forward cargo trim air valve (TAV) is considered inoperative.				
61-11-01-07B		С	1	0	May be inoperative provided FWD LOWER LOBE TEMP selector remains OFF.				
61-11-01-08	Aft Cargo DTS								
61-11-01-08A		С	1	0	May be inoperative provided:  a) Aft cargo zone temperature sensor (ZTS) operates normally, and  b) Aft cargo trim air valve (TAV) is considered inoperative.				
61-11-01-08B		С	1	0	May be inoperative provided AFT LOWER LOBE TEMP selector remains OFF.				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MACTE	
FEDERAL A\	/IATION ADMINISTRATIO	N			IVIASTEI	R MINIMUM EQUIPMENT LIST
AIRCRAFT:	DEINO D747 0	RE			0.7	PAGE NO.
BOEING B747-8					8/25/2017	21-58
					E KEY	
SYSTEM &		1. [			CATEGORY BER INSTALLE	-n
SEQUENCE	ITEM		2. 1			JIRED FOR DISPATCH
NO.						OR EXCEPTIONS
21. AIR CON	DITIONING					
Sequence No.	Item	1	2	3	4	Change Bar
61-11	Duct Temperature Sensors (DTSs) (Cont'd)					
61-11-02	747-81					
61-11-02-01	Flight Deck DTS	С	1	0	a) Flight of sensor and b) Flight of	rative provided: deck zone temperature (ZTS) operates normally, deck trim air valve (TAV) is ered inoperative.
61-11-02-02	Upper Deck DTS	С	1	0	a) Upper sensor and b) Upper	rative provided: deck zone temperature (ZTS) operates normally, deck trim air valve (TAV) sidered inoperative.
61-11-02-03	Main Deck Zone A DTS	С	1	0	a) Main de temper operate b) Main de	rative provided: eck zone A zone rature sensor (ZTS) es normally, and eck zone A trim air valve is considered inoperative.
61-11-02-04	Main Deck Zone B DTS	С	1	0	a) One m temper operate b) Main d	rative provided: ain deck zone B zone rature sensor (ZTS) es normally, and eck zone B trim air valve is considered inoperative.
					(Continued)	
		<u> </u>			(Continued)	

AIRCRAFT:	VIATION ADMINISTRATIO		// © /	יא ואר	O. 7 PAGE NO.			
BOEING B747-8			REVISION NO. 7 PAGE NO. 21-59					
		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					
21. AIR CON Sequence No.	Item	1	2	3	4	Chang		
61-11	Duct Temperature Sensors (DTSs) (Cont'd)	'	2	3	*	Bar		
61-11-02	747-8I (Cont'd)							
61-11-02-05	Main Deck Zone C DTS	С	1	0	May be inoperative provided:  a) One main deck zone C zone temperature sensor (ZTS) operates normally, and b) Main deck zone C trim air valve (TAV) is considered inoperative.			
61-11-02-06	Main Deck Zone D DTS	С	1	0	May be inoperative provided:  a) One main deck zone D zone temperature sensor (ZTS) operates normally, and b) Main deck zone D trim air valve (TAV) is considered inoperative.			
61-11-02-07	Main Deck Zone E DTS	С	1	0	May be inoperative provided:  a) Main deck zone E zone temperature sensor (ZTS) operates normally, and b) Main deck zone E trim air valve (TAV) is considered inoperative.			
61-11-02-08 ***	Aft Cargo DTS							
61-11-02-08A		С	1	0	May be inoperative provided:  a) Aft cargo zone temperature sensor (ZTS) operates normally, and  b) Aft cargo trim air valve (TAV) is considered inoperative.			
61-11-02-08B		С	1	0	May be inoperative provided AFT CARGO TEMP selector remains OFF.			

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N				
FEDERAL A\	/IATION ADMINISTRATIO	ON			MASTE	R MINIMUM EQUIPMENT LIST	
AIRCRAFT:		REVISION NO. 7 PAGE NO.					
BOEING B747-8			DAT	E: 0	8/25/2017	21-60	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLI	FD	
SEQUENCE NO.	ITEM		'			UIRED FOR DISPATCH	
				(9) 8.5 (9)	4. REMARKS	OR EXCEPTIONS	
21. AIR CON						Change	
Sequence No.	Item	1	2	3	4	Change Bar	
61-12	Zone Temperature Sensors (ZTSs)						
61-12-01	747-8F						
61-12-01-01	Flight Deck ZTS	С	1	0		rative provided flight deck ture sensor (DTS) operates	
61-12-01-02	Upper Deck ZTS	С	1	0		rative provided upper deck ture sensor (DTS) operates	
61-12-01-03	Crew Rest ZTSs						
61-12-01-03A		С	2	1			
61-12-01-03B		С	2	0		rative provided crew rest ture sensor (DTS) operates	
61-12-01-04	Forward Main Deck ZTSs						
61-12-01-04A		С	2	1			
61-12-01-04B		С	2	0		rative provided forward ct temperature sensor es normally.	
					(Continued)		
			<u> </u>	<u> </u>	(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N					
   FEDERAL A\	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST		
AIRCRAFT:					IO. 7	PAGE NO.		
ВС	BOEING B747-8			E: 0	8/25/2017	21-61		
		_			E KEY			
SYSTEM &		1. F	_		CATEGORY BER INSTALL	ED.		
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH		
NO.				0. 1		OR EXCEPTIONS		
21. AIR CONDITIONING								
Sequence No.	Item	1	2	3	4	Change Bar		
61-12	Zone Temperature Sensors (ZTSs) (Cont'd)							
61-12-01	747-8F (Cont'd)							
61-12-01-05	Aft Main Deck ZTSs							
61-12-01-05A		С	2	1				
61-12-01-05B		С	2	0		erative provided aft main nperature sensor (DTS) mally.		
61-12-01-06	Forward Cargo ZTS							
61-12-01-06A		С	1	0		rative provided forward mperature sensor (DTS) mally.		
61-12-01-06B		С	1	0		rative provided FWD E TEMP selector remains		
61-12-01-07	Aft Cargo ZTS							
61-12-01-07A		С	1	0		erative provided aft cargo ture sensor (DTS) operates		
61-12-01-07B		С	1	0		erative provided AFT E TEMP selector remains		
61-12-01-08	Bulk Cargo ZTSs	С	2	0				
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	V						
FEDERAL A\	/IATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIST			
AIRCRAFT:					0.7	PAGE NO.			
BOEING B747-8			DAT	E: 0	8/25/2017	21-62			
			MMEL TABLE KEY  1. REPAIR CATEGORY						
SYSTEM &		1. [			BER INSTALLI	FD			
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH			
0.000,700,500,500		, ,		Car Car Car	4. REMARKS	OR EXCEPTIONS			
21. AIR CON		ı	ı		ı	Change			
Sequence No.	Item	1	2	3	4	Bar			
61-12	Zone Temperature Sensors (ZTSs) (Cont'd)								
61-12-02	747-8I without Aft Cargo Air Conditioning								
61-12-02-01	Flight Deck ZTS	С	1	0		rative provided flight deck ture sensor (DTS) operates			
61-12-02-02	Upper Deck ZTS	С	1	0		rative provided upper deck ture sensor (DTS) operates			
61-12-02-03	Main Deck Zone A ZTS	С	1	0		rative provided main deck emperature sensor (DTS) nally.			
61-12-02-04	Main Deck Zone B ZTSs								
61-12-02-04A		С	2	1					
61-12-02-04B		С	2	0		rative provided main deck emperature sensor (DTS) nally.			
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N						
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST			
AIRCRAFT:					O. 7	PAGE NO.			
BOEING B747-8			DAT	E: 0	8/25/2017	21-63			
			MMEL TABLE KEY						
SYSTEM &		1. F			CATEGORY BER INSTALLI	ED.			
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH			
NO.				0		OR EXCEPTIONS			
21. AIR CON	DITIONING								
Sequence No.	Item	1	2	3	4	Change Bar			
61-12	Zone Temperature Sensors (ZTSs) (Cont'd)								
61-12-02	747-8I without Aft Cargo Air Conditioning (Cont'd)								
61-12-02-05	Main Deck Zone C ZTSs								
61-12-02-05A		С	2	1					
61-12-02-05B		С	2	0		rative provided main deck emperature sensor (DTS) mally.			
61-12-02-06	Main Deck Zone D ZTSs								
61-12-02-06A		С	2	1					
61-12-02-06B		С	2	0		rative provided main deck emperature sensor (DTS) mally.			
61-12-02-07	Main Deck Zone E ZTS	С	1	0		rative provided main deck emperature sensor (DTS) mally.			
61-12-02-08	Forward Cargo ZTS	С	1	0					
					(One the state				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
FEDERAL A\	/IATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 7	PAGE NO.
BOEING B747-8					8/25/2017	21-64
					E KEY	
SYSTEM &		1. [			CATEGORY BER INSTALLI	FD
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH
(20.5)789(20.5)70		,		4000000	4. REMARKS	OR EXCEPTIONS
21. AIR CON		1			1	Change
Sequence No.	Item	1	2	3	4	Bar
61-12	Zone Temperature Sensors (ZTSs) (Cont'd)					
61-12-02	747-8I without Aft Cargo Air Conditioning (Cont'd)					
61-12-02-09	Aft Cargo ZTS	С	1	0		
61-12-02-10	Bulk Cargo ZTSs	С	2	0		
61-12-03	747-8I with Aft Cargo Air Conditioning					
61-12-03-01	Flight Deck ZTS	С	1	0		erative provided flight deck ture sensor (DTS) operates
61-12-03-02	Upper Deck ZTS	С	1	0		erative provided upper deck ture sensor (DTS) operates
61-12-03-03	Main Deck Zone A ZTS	С	1	0		erative provided main deck emperature sensor (DTS) mally.
					(Continued)	
		<u> </u>	<u> </u>	<u> </u>	(Continuou)	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N						
FEDERAL AV	VIATION ADMINISTRATION	ON			MASTE	ER MINIMUM EQUIPMENT LIST			
AIRCRAFT:				IO. 7	PAGE NO.				
BOEING B747-8			DATE: 08/25/2017 21-65						
			MMEL TABLE KEY						
SYSTEM &		1. F			CATEGORY BER INSTALL	<b>E</b> D			
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH			
NO.				0. 1		OR EXCEPTIONS			
21. AIR CON	DITIONING								
Sequence No.	Item	1	2	3	4	Change Bar			
61-12	Zone Temperature Sensors (ZTSs) (Cont'd)					·			
61-12-03	747-8I with Aft Cargo Air Conditioning (Cont'd)								
61-12-03-04	Main Deck Zone B ZTSs								
61-12-03-04A		С	2	1					
61-12-03-04B		С	2	0		erative provided main deck emperature sensor (DTS) mally.			
61-12-03-05	Main Deck Zone C ZTSs								
61-12-03-05A		С	2	1					
61-12-03-05B		С	2	0		erative provided main deck emperature sensor (DTS) mally.			
61-12-03-06	Main Deck Zone D ZTSs								
61-12-03-06A		С	2	1					
61-12-03-06B		С	2	0		erative provided main deck emperature sensor (DTS) mally.			
1					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	IOITA	N		MASTER MINIMUM EQUIPMENT LIST					
FEDERAL A	VIATION ADMINISTRATIO									
AIRCRAFT:	DEING B747-8	RE	REVISION NO. 7 PAGE NO. 21-66							
D(	JEING B/4/-0	BABAI								
MACCAST 1940 (1971) 1941 - 1942 (1974) 1940		_	MMEL TABLE KEY  1. REPAIR CATEGORY							
SYSTEM & SEQUENCE	ITEM				BER INSTALLED					
NO.	I I EIVI			3. 1	UMBER REQUIRED FOR DISPATCH					
4. REMARKS OR EXCEPTIONS										
21. AIR CONDITIONING           Sequence No.         Item         1         2         3         4         Characteristics										
61-12	Zone Temperature	<u>'</u>	_		Bar					
01 12	Sensors (ZTSs) (Cont'd)									
61-12-03	747-8I with Aft Cargo Air Conditioning (Cont'd)									
61-12-03-07	Main Deck Zone E ZTS	С	1	0	May be inoperative provided main deck zone E duct temperature sensor (DTS) operates normally.					
61-12-03-08	Forward Cargo ZTS	С	1	0						
61-12-03-09	Aft Cargo ZTS									
61-12-03-09A		С	1	0	May be inoperative provided aft cargo duct temperature sensor (DTS) operates normally.					
61-12-03-09B		С	1	0	May be inoperative provided AFT CARGO TEMP selector remains OFF.					
61-12-03-10	Bulk Cargo ZTSs	С	2	0						
61-13	Flight Deck Temperature Selector	С	1	0	(M) AUTO mode may be inoperative provided MAN control mode is verified to operate normally.					

	VIATION ADMINISTRATION		//014	2012	10.7 PAGE NO
AIRCRAFT:	OEING B747-8	KE			IO. 7 PAGE NO. 8/25/2017 21-67
		ММ			E KEY
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
21. AIR CON		1 .		1 .	A   Cha
Sequence No.	Item	1	2	3	4 Cha
61-14	Cargo Temperature Selectors				
61-14-01	747-8F	С	4	0	
61-14-02 ***	747-81	С	1	0	
61-15	Cabin Temperature Selector (747-8F)	С	1	0	NOTE: Any function that operates normally may be used.
62-01	Ram Air Door Systems	С	3	2	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Associated inlet and exit doors are deactivated closed, and</li> <li>b) Associated pack is considered inoperative.</li> </ul>
62-01-01	Inlet Doors	С	3	2	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Inoperative inlet door is deactivated 70-75% closed,</li> <li>b) Associated exit door operates normally,</li> <li>c) Associated air cycle machine (ACM) operates normally, and</li> <li>d) Associated pack temperature control valve (TCV) operates normally.</li> </ul>
62-01-02	Exit Doors	С	3	2	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative exit door is deactivated 80-85% closed,</li> <li>b) Associated inlet door operates normally,</li> <li>c) Associated air cycle machine (ACM) operates normally,</li> <li>d) Associated pack temperature control valve (TCV) operates normally, and</li> <li>e) Alternate procedures are used for associated pack.</li> </ul> </li> </ul>

FEDERAL AVIATION ADMINISTRATION  REVISION NO. 7 DATE: 08/25/2017    PAGE NO. 21-68	U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST	—
REVISION NO. 7	FEDERAL A	VIATION ADMINISTRATIO	ON			IVIAGTER IVIIINIIVIUIVI EQUIPIVIENT LIST	ı
SYSTEM & SEQUENCE NO.  ITEM 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  21. AIR CONDITIONING  Sequence No. Item 1 2 3 4	AIRCRAFT:						
SYSTEM & SEQUENCE NO.  ITEM 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  21. AIR CONDITIONING  Sequence No. Item 1 2 3 4			ММ	EL T	ABL	LE KEY	
Sequence No.   Item	SEQUENCE	ITEM		REP/	AIR O	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH	
63-01 Integrated Air System Controllers (IASCs)  63-01-01 747-8F  63-01-01-01 IASC 1 Channels  63-01-01-01B  C 2 1 IASC 1 channel A may be inoperative provided:  a) Bleed systems on engines 3 and 4 operate normally, and b) APU-to-Pack Takeoff Supplementary Procedure is not used.  63-01-01-01B  C 2 1 IASC 1 channel B may be inoperative provided:  a) Bleed systems on engines 3 and 4 operate normally, b) Pack 1 is not used, and c) APU-to-Pack Takeoff Supplementary Procedure is not c) APU-to-Pack Takeoff Supplementary Procedure is not	21. AIR CON	DITIONING					
Controllers (IASCs)  63-01-01 747-8F  63-01-01-01 IASC 1 Channels  C 2 1 IASC 1 channel A may be inoperative provided:  a) Bleed systems on engines 3 and 4 operate normally, and b) APU-to-Pack Takeoff Supplementary Procedure is not used.  63-01-01-01B  C 2 1 IASC 1 channel B may be inoperative provided:  a) Bleed systems on engines 3 and 4 operate normally, b) Pack 1 is not used, and c) APU-to-Pack Takeoff Supplementary Procedure is not used, and c) APU-to-Pack Takeoff Supplementary Procedure is not	Sequence No.	Item	1	2	3		
63-01-01-01 IASC 1 Channels  C 2 1 IASC 1 channel A may be inoperative provided:  a) Bleed systems on engines 3 and 4 operate normally, and b) APU-to-Pack Takeoff Supplementary Procedure is not used.  C 2 1 IASC 1 channel B may be inoperative provided:  a) Bleed systems on engines 3 and 4 operate normally, b) Pack 1 is not used, and c) APU-to-Pack Takeoff Supplementary Procedure is not	63-01						
63-01-01-01A  C 2 1 IASC 1 channel A may be inoperative provided:  a) Bleed systems on engines 3 and 4 operate normally, and b) APU-to-Pack Takeoff Supplementary Procedure is not used.  C 2 1 IASC 1 channel B may be inoperative provided:  a) Bleed systems on engines 3 and 4 operate normally, b) Pack 1 is not used, and c) APU-to-Pack Takeoff Supplementary Procedure is not	63-01-01	747-8F					
provided:  a) Bleed systems on engines 3 and 4 operate normally, and b) APU-to-Pack Takeoff Supplementary Procedure is not used.  63-01-01-01B  C 2 1 IASC 1 channel B may be inoperative provided:  a) Bleed systems on engines 3 and 4 operate normally, b) Pack 1 is not used, and c) APU-to-Pack Takeoff Supplementary Procedure is not	63-01-01-01	IASC 1 Channels					
provided:  a) Bleed systems on engines 3 and 4 operate normally, b) Pack 1 is not used, and c) APU-to-Pack Takeoff Supplementary Procedure is not	63-01-01-01A		С	2	1	provided:  a) Bleed systems on engines 3 and 4 operate normally, and b) APU-to-Pack Takeoff Supplementary Procedure is not	
	63-01-01-01B		С	2	1	provided:  a) Bleed systems on engines 3 and 4 operate normally, b) Pack 1 is not used, and c) APU-to-Pack Takeoff Supplementary Procedure is not	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		
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AIRCRAFT:					NO. 7 PAGE NO.
ВС	DEING B747-8		DAT	E: 0	08/25/2017 21-69
					LE KEY
SYSTEM &		1. F			CATEGORY IBER INSTALLED
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH
NO.				0. 1	4. REMARKS OR EXCEPTIONS
21. AIR CON	DITIONING				
Sequence No.	Item	1	2	3	4 Change Bar
63-01	Integrated Air System Controllers (IASCs) (Cont'd)				
63-01-01	747-8F (Cont'd)				
63-01-01-02	IASC 2 Channels				
63-01-01-02A		С	2	1	IASC 2 channel A may be inoperative.
63-01-01-02B		С	2	1	IASC 2 channel B may be inoperative provided pack 2 is not used.
63-01-01-02C		С	2	1	May be inoperative provided:  a) Pack 2 is considered inoperative, b) Trim isolation shutoff valve   (TSOV) is considered   inoperative, c) Forward main deck trim air valve   (TAV) is considered inoperative, d) Aft cargo trim air valve (TAV) is   considered inoperative, and e) APU pneumatic function is   considered inoperative.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N			
FEDERAL AV	/IATION ADMINISTRATIO	ON			MASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 7	PAGE NO.
ВС	DEING B747-8		DAT	E: 0	8/25/2017	21-70
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLI	FD
SEQUENCE NO.	ITEM		1			UIRED FOR DISPATCH
2805/7865/2.5070				V920000	4. REMARKS	OR EXCEPTIONS
21. AIR CON					1	Change
Sequence No.	Item	1	2	3	4	Change Bar
63-01	Integrated Air System Controllers (IASCs) (Cont'd)					
63-01-01	747-8F (Cont'd)					
63-01-01-03	IASC 3 Channels					
63-01-01-03A		С	2	1	provided: a) Bleed 2 oper b) APU-to	nel A may be inoperative systems on engines 1 and rate normally, and o-Pack Takeoff ementary Procedure is not
63-01-01-03B		С	2	1	provided: a) Bleed 2 oper b) Pack 3 c) APU-t	systems on engines 1 and rate normally, 3 is not used, and o-Pack Takeoff ementary Procedure is not
İ					(Continued)	

AIRCRAFT:	/IATION ADMINISTRATIO		VISIO	ON N	IO. 7	PAGE NO.
_	DEING B747-8				8/25/2017	21-71
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS
21. AIR CONI	DITIONING	<u> </u>	<u></u>		4. KEWAKKS	OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	Chang Bar
63-01	Integrated Air System Controllers (IASCs) (Cont'd)					
63-01-02	747-8I without Aft Cargo Air Conditioning					
63-01-02-01	IASC 1 Channels					
63-01-02-01 A		С	2	1	provided: a) Bleed 4 oper b) APU-t	nel A may be inoperative systems on engines 3 and rate normally, and o-Pack Takeoff ementary Procedure is not
63-01-02-01B		С	2	1	provided: a) Bleed 4 open b) Pack c	systems on engines 3 and rate normally, 1 is not used, and o-Pack Takeoff ementary Procedure is not

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
FEDERAL AV	/IATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:					O. 7	PAGE NO.
ВС	DEING B747-8		DAT	E: 0	8/25/2017	21-72
					E KEY	
SYSTEM &		1. 1			CATEGORY BER INSTALLI	ED.
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.		n 2				OR EXCEPTIONS
21. AIR CON	DITIONING		,			
Sequence No.	Item	1	2	3	4	Chang Bar
63-01	Integrated Air System Controllers (IASCs) (Cont'd)					
63-01-02	747-8I without Aft Cargo Air Conditioning (Cont'd)					
63-01-02-02	IASC 2 Channels					
63-01-02-02A		С	2	1	IASC 2 chann	nel A may be inoperative.
63-01-02-02B		С	2	1		nel B may be inoperative c 2 is not used.
63-01-02-02C		С	2	0	a) Pack 2 b) Trim is (TSON inoper c) Main o (TAV) d) Main o (TAV) and e) APU p consid	rative provided: 2 is considered inoperative, solation shutoff valve  //) is considered rative, deck zone C trim air valve is considered inoperative, deck zone E trim air valve is considered inoperative, oneumatic function is dered inoperative.
					(Continued)	

	TMENT OF TRANSPORTA		IN		MASTE	ER MINIMUM EQUIPMENT LIST
FEDERAL AN AIRCRAFT:	/IATION ADMINISTRATIO		VISIO	N NC	IO. 7	PAGE NO.
	DEING B747-8				8/25/2017	21-73
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUV		UIRED FOR DISPATCH
2818/7895/2.5579	DITIONING	, ,			4. REMARKS	OR EXCEPTIONS
21. AIR CON		1	١.,	1 2	4	Chang
Sequence No.	Integrated Air Customs	1	2	3	4	Bar
63-01	Integrated Air System Controllers (IASCs) (Cont'd)					
63-01-02	747-8I without Aft Cargo Air Conditioning (Cont'd)					
63-01-02-03	IASC 3 Channels					
63-01-02-03A		С	2	1	provided: a) Bleed 2 oper b) APU-t	nel A may be inoperative systems on engines 1 and rate normally, and o-Pack Takeoff ementary Procedure is not
63-01-02-03B		C	2	1	provided: a) Bleed 2 oper b) Pack 3 c) APU-t	nel B may be inoperative systems on engines 1 and rate normally, 3 is not used, and o-Pack Takeoff ementary Procedure is not
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N			
FEDERAL A	VIATION ADMINISTRATION	NC			MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 7	PAGE NO.
ВС	DEING B747-8		DAT	E: 0	8/25/2017	21-74
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLI	ED.
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH
20001995-0-2009				20020000	4. REMARKS	OR EXCEPTIONS
21. AIR CON					1	Change
Sequence No.	Item	1	2	3	4	Change Bar
63-01	Integrated Air System Controllers (IASCs) (Cont'd)					
63-01-03	747-8I with Aft Cargo Air Conditioning					
63-01-03-01	IASC 1 Channels					
63-01-03-01A		С	2	1	provided: a) Bleed 4 oper b) APU-t	nel A may be inoperative systems on engines 3 and rate normally, and co-Pack Takeoff ementary Procedure is not
63-01-03-01B		С	2	1	provided: a) Bleed 4 oper b) Pack c	systems on engines 3 and rate normally, 1 is not used, and co-Pack Takeoff ementary Procedure is not
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	ON			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					NO. 7 PAGE NO.
ВС	DEING B747-8		DAT	E: 0	08/25/2017 21-75
					LE KEY
SYSTEM &		1. F			CATEGORY MBER INSTALLED
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH
NO.				0. 1	4. REMARKS OR EXCEPTIONS
21. AIR CON	DITIONING				
Sequence No.	Item	1	2	3	4 Change Bar
63-01 63-01-03	Integrated Air System Controllers (IASCs) (Cont'd)				
63-01-03	747-8I with Aft Cargo Air Conditioning (Cont'd)				
63-01-03-02	IASC 2 Channels				
63-01-03-02A		С	2	1	IASC 2 channel A may be inoperative.
63-01-03-02B		С	2	1	IASC 2 channel B may be inoperative provided pack 2 is not used.
63-01-03-02C		С	2	0	<ul> <li>May be inoperative provided: <ul> <li>a) Pack 2 is considered inoperative,</li> <li>b) Trim isolation shutoff valve (TSOV) is considered inoperative,</li> <li>c) Main deck zone C trim air valve (TAV) is considered inoperative,</li> <li>d) Main deck zone E trim air valve (TAV) is considered inoperative,</li> <li>e) Aft cargo trim air valve (TAV) is considered inoperative, and</li> <li>f) APU pneumatic function is considered inoperative.</li> </ul> </li> </ul>
					(Continued)

FEDERAL AV AIRCRAFT:	VIATION ADMINISTRATION		<u>/ S</u>  /	N NC	IO. 7	PAGE NO.	
	DEING B747-8				8/25/2017	21-76	
		MMI	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALL		
NO.				3. ľ		QUIRED FOR DISPATCH S OR EXCEPTIONS	
21. AIR CON	DITIONING				4. I ( L IV)	0 01( 2/(02/ 1101(0	
Sequence No.	Item	1	2	3	4		Chan Bar
63-01	Integrated Air System Controllers (IASCs) (Cont'd)						
63-01-03	747-8I with Aft Cargo Air Conditioning (Cont'd)						
63-01-03-03	IASC 3 Channels						
63-01-03-03A		С	2	1	provided: a) Bleed 2 ope b) APU-	nel A may be inoperative d systems on engines 1 and erate normally, and to-Pack Takeoff lementary Procedure is not	
63-01-03-03B		C	2	1	provided:  a) Bleed 2 ope b) Pack c) APU-	nel B may be inoperative d systems on engines 1 and erate normally, 3 is not used, and to-Pack Takeoff lementary Procedure is not	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO				
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		мм	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
22. AUTOFL	IGHT	1			
Sequence No.	Item	1	2	3	4 Change Bar
10-01	Autopilot Systems				Jul 3
10-01A		С	3	2	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Associated autopilot servo is deactivated,</li> <li>b) A/P SINGLE SYS indication is not displayed on EICAS, and</li> <li>c) Approach minimums do not require use of the autopilot.</li> </ul>
10-01B		С	3	1	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Associated autopilot servos are deactivated,</li> <li>b) At least two flight control computer (FCC) power circuit breakers remain closed to provide inputs to lateral control electronics (LCE),</li> <li>c) A/P SINGLE SYS indication is not displayed on EICAS, and</li> <li>d) Approach minimums do not require use of the autopilots.</li> </ul>
10-01C		В	3	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) All autopilot servos are deactivated,</li> <li>b) At least two flight control computer (FCC) power circuit breakers remain closed to provide inputs to lateral control electronics (LCE),</li> <li>c) Enroute operations do not require use of the autopilots,</li> <li>d) Approach minimums do not require use of the autopilots, and</li> <li>e) Number of flight segments and segment duration is acceptable to flight crew.</li> </ul> </li> </ul>

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	000000000000000000000000000000000000000	ММ	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.  22. AUTOFL	ITEM	_	REP/	AIR C	CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4				
11-01	Control Wheel Autopilot Disengage Switches								
11-01A		С	2	1	a) Autopi 1500 f b) Appro	noperative provided: ilot is not used below feet AGL, and ach minimums do not be use of the autopilot.			
11-01B		В	2	0	a) Autopi b) Enrou require c) Appro require d) Numbi segme	rative provided: ilot is not used, te operations do not e use of the autopilots, ach minimums do not e use of the autopilots, and er of flight segments and ent duration is acceptable nt crew.			
11-02	Mode Control Panel Windows								
11-02-01	Airspeed (IAS/MACH)	С	1	0					
11-02-02	Heading (HDG)	С	1	0					
11-02-03	Vertical Speed (VERT SPD)	С	1	0					
11-02-04	Altitude (ALT)	С	1	0					
11-02-05	Window Lighting	В	1	0					

AIRCRAFT:	/IATION ADMINISTRATIO DEING B747-8				IO. 6 4/07/2015	PAGE NO. 22-3
D(	JEINO DI 41-0	MANA			E KEY	ZZ-J
SYSTEM & EQUENCE NO.	ITEM	_	REP/	AIR O	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS
22. AUTOFLI		4	_		4	
11-03	Mode Control Panel Selectors	1	2	3	4	
11-03-01	V/S Selector (DN, UP)	С	1	0		
11-03-02	BANK LIMIT Selector (AUTO, 5, 10, 15, 20, 25)	С	1	0		
11-03-03	Selector Push Functions					
11-03-03-01	ALT	С	1	0		
11-03-03-02	HDG SEL	С	1	0		
11-03-03-03	IAS/MACH	С	1	0		

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	VIATION ADMINISTRATIO				
AIRCRAFT:	OEING B747-8	RE			NO. 6 PAGE NO. 22-4
	OLINO DI 41-0	BABA			LE KEY
		_			CATEGORY
SYSTEM &	ITEM				MBER INSTALLED
SEQUENCE NO.	ITEM			3.1	NUMBER REQUIRED FOR DISPATCH
2000/000000		ļ,			4. REMARKS OR EXCEPTIONS
22. AUTOFL		ı	1	1	Change
Sequence No.	Item	1	2	3	4 Change Bar
11-04	Mode Control Panel Switches				
11-04-01	Autopilot (A/P) ENGAGE Switches				
11-04-01A		С	3	1	
11-04-01B		В	3	0	<ul> <li>May be inoperative provided:</li> <li>a) Enroute operations do not require use of the autopilots,</li> <li>b) Approach minimums do not require use of the autopilots, and</li> <li>c) Number of flight segments and segment duration is acceptable to flight crew.</li> </ul>
11-04-02	Autothrottle (A/T) ARM Switch				
11-04-02A		С	1	0	May be inoperative ARM provided both autothrottle disconnect switches operate normally.
11-04-02B		С	1	0	May be inoperative OFF provided autothrottle system is considered inoperative.
11-04-03	A/T Speed Mode Engage Switch (SPD)	С	1	0	May be inoperative provided approach minimums do not require use of the autothrottle.
11-04-04	Flight Director Switches (F/D)	С	2	0	May be inoperative provided procedures do not require use of the flight director.
					(Continued)

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	DOEING B/4/-0	BABA				22-3
		_			E KEY CATEGORY	
SYSTEM &	ITEM				BER INSTALL	ED
SEQUENCE NO.	ITEM			3. 1		UIRED FOR DISPATCH
120000000000000000000000000000000000000		,			4. REMARKS	OR EXCEPTIONS
22. AUTOFL			Ι.		T.	
Sequence No.	Item	1	2	3	4	
11-04	Mode Control Panel Switches (Cont'd)					
11-04-05	IAS/MACH Select (SEL) Switch	С	1	0		erative provided IAS is associated window.
11-04-06	Approach (APP) Switch	С	1	0		erative provided approach on not require use of the ight director.
11-04-07	Localizer (LOC) Switch	С	1	0	approach nav	erative provided integrated vigation (IAN) final urse (FAC) only or localizer h is not used.
11-04-08	Thrust (THR), Lateral Navigation (LNAV), Vertical Navigation (VNAV), Flight Level Change (FLCH), Heading (HOLD), Vertical Speed (V/S), and Altitude (HOLD) Switches	С	7	0	May be inope do not require	erative provided procedures e their use.
11-05	Mode Control Panel Switch Lights					
11-05-01	Autopilot (A/P) ENGAGE Switch Lights (CMD)	С	3	2		
11-05-02	Mode Selector Switch Lights	С	10	0		

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В	OEING B747-8		DAT	ΓΕ: 0	4/07/2015	22-6	
					E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1.1		MUN		ED UIRED FOR DISPATCH OR EXCEPTIONS	
22. AUTOFL		١.		I .	1.		Change
Sequence No.	Item	1	2	3	4		Bar
11-06	Flight Director Systems	С	2	0	do not require	rative provided procedures e their use.	
13-01	Automatic Landing System (Autoland)	С	1	0		rative provided approach not require its use.	
13-01-01	Triple Channel Autoland (LAND 3)	С	1	0		rative provided approach not require its use.	
13-01-02	Automatic Rollout Control	С	1	0		rative provided approach not require its use.	
21-01	Yaw Damper Functions	С	2	1	a) Rema is verii and b) Assoc	be inoperative provided: ining yaw damper function fied to operate normally, siated YAW DAMPER remains OFF.	
21-02	Yaw Damper INOP Lights	С	2	0			
21-03	Yaw Damper Stabilizer Trim Module (YSM) Monitoring Functions						
21-03-01	Gross Weight	С	1	0	May be dispa WEIGHT faul	tched with YSM GROSS ts.	
21-03-02	YSM Interface	С	1	0	May be dispa	tched with YSM faults.	
31-01	Autothrottle System	С	1	0		rative provided approach not require its use.	
					_	node that operates normally be used.	

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	BOEING B747-8				4/07/2015	22-7	
		ММ	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALL		
NO.				3.1		UIRED FOR DISPATCH	
22. AUTOFL	IGHT	<u> </u>			4. KEWAKKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Char
31-02	Autothrottle Disconnect Switches						Da
31-02A		С	2	1		inoperative provided A/T) ARM switch operates	
31-02B		С	2	0	a) Autoth b) Appro	erative provided: nrottle is not armed, and each minimums do not e use of the autothrottle.	
31-03	Takeoff/Go-Around (TO/GA) Switches						
31-03A		С	2	1		inoperative provided nimums do not require its	
31-03B		С	2	0	a) Thrus manuaroun b) Autop not us MDA,	erative provided: t levers are operated ally for takeoff and go- d, and ilot and flight director are sed below 500 feet AGL or whichever is higher. director go-around and	
					winds availa	hear guidance are not able with both TO/GA nes inoperative.	

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_	OEING B747-8				8/25/2017 23-1	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH	
23. COMMUI	MICATIONS				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chan
10-01		С	3	2	Center or right RTP may be inoperative.	Ba
10-01	Radio Tuning Panels (RTPs)		3	2	Center of right KTP may be inoperative.	
11-01	High Frequency (HF) Communication Systems					
11-01A		D	2	-	Any in excess of those required by 14 CFR may be inoperative.	
11-01B		C	2	1	<ul> <li>(O) May be inoperative while conducting operations that require two LRCS provided: <ul> <li>a) Aircraft SATVOICE system operates normally,</li> <li>b) SATVOICE services are available as a LRCS over the intended route of flight,</li> <li>c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and</li> <li>d) Alternate procedures are established and used.</li> </ul> </li> </ul>	
11-01-01	HF Datalink Systems					
11-01-01A		С	2	0	(O) May be inoperative provided alternate procedures are established and used.	
11-01-01B		D	2	0	May be inoperative provided procedures do not require their use.	

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AIRCRAFT:					O. 7 PAGE				
В	OEING B747-8		DAT	E: 0	8/25/2017	23-2			
					E KEY				
SYSTEM &		1. F		PAIR CATEGORY NUMBER INSTALLED					
SEQUENCE	ITEM		2. 1		IUMBER REQUIRED I	FOR DISPATCH			
NO.				0	4. REMARKS OR EX				
23. COMMUI	NICATIONS								
Sequence No.	Item	1	2	3	4		Change Bar		
12-01	Very High Frequency (VHF) Communications Systems	D	3	-	Any in excess of thos 14 CFR may be inope VHF radio operates n	erative provided left			
24-01	Fixed Emergency Locator Transmitter (ELT)								
24-01A		A	1	0	(M) May be inoperativ a) ELT is deactiv b) Repairs are m 90 calendar da	ated, and ade within			
24-01B		Α	1	0	May be missing provious made within 90 calend				
24-01C		D	1	0	(M) Any in excess of t 14 CFR may be inope ELT is deactivated.				
24-01D		D	1	0	Any in excess of thos 14 CFR may be missi				
25-01	Satellite Communication (SATCOM) System								
25-01A		С	1	0	(O) Except for ER open inoperative provided a procedures are estab	alternate			
25-01B		D	1	0	May be inoperative pr do not require its use.				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MASTER MINIMUM EQUIPMENT LIS	т
	VIATION ADMINISTRATIO					•
AIRCRAFT:	OEING B747-8	RE'		_	NO. 7 PAGE NO. 23-3	
ים	OEING B/4/-0	BABA				
					LE KEY CATEGORY	
SYSTEM &	ITEM.	٠١		MBER INSTALLED		
SEQUENCE NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH	
203729572.579					4. REMARKS OR EXCEPTIONS	
23. COMMUI		1 .	l .	I .	l . Cha	ange
Sequence No.	Item	1	2	3		ar
25-01	Satellite Communication (SATCOM) System (Cont'd)					
25-01-01	SATCOM Voice System					
25-01-01A		С	1	0	(O) Except for ER operations, 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.	
25-01-02	SATCOM Datalink System					
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.	
27-01	Aircraft Communication Addressing and Reporting System (ACARS)					
27-01A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.	
27-01B		D	1	0	May be inoperative provided procedures do not require its use.	
					(Continued)	

	TMENT OF TRANSPORT		N		MASTER MINIMUM EQUIPMENT L	IST
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		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. ľ		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				0. 1	4. REMARKS OR EXCEPTIONS	
23. COMMU	NICATIONS					
Sequence No.	Item	1	2	3	4	Change Bar
27-01	Aircraft Communication Addressing and Reporting System (ACARS) (Cont'd)					
27-01-01	ACPT/CANC/RJCT Switch Lights	С	6	0		
28-01	Selective Call System (SELCAL)					
28-01A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.	
28-01B		D	1	0	May be inoperative provided procedures do not require its use.	
31-01	Personnel Address (PA) System (747-8F)					
31-01A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.	
31-01B		D	1	0	May be inoperative provided procedures do not require its use.	
31-01-01	Lavatory Speaker					
31-01-01A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.	
31-01-01B		D	1	0	May be inoperative provided procedures do not require its use.	

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		MMI	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM NICATIONS	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
41-01	Service Interphone System					
41-01-01	Nose Gear Jack					
41-01-01A		С	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided:  a) At least one nose gear flight interphone jack operates normally, and b) Alternate procedures are established and used.	
41-01-01B		В	1	0	(O) May be inoperative provided alternate procedures are established and used.	
41-01-02	Other Than Nose Gear Jack	D	-	0	May be inoperative provided procedures do not require their use.	
43-01	Ground Crew Call System	C	1	0	(O) May be inoperative provided:  a) Equipment cooling system is continuously monitored during ground operations, and b) Alternate procedures are established and used.	

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		MMI	EL T	ABL	E KEY
SYSTEM &					CATEGORY
SEQUENCE	ITEM		2. 1		BER INSTALLED
NO.				3.1	IUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
23. COMMU	NICATIONS				4. REWARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
45-01	Upper Deck Call and Communication System (747-8F)				5
45-01-01	Flight Deck to Supernumerary, Supernumerary to Flight Deck Function				
45-01-01A		С	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
45-01-01B		D	1	0	May be inoperative provided procedures do not require its use.
45-01-02	Flight Deck to Crew Rest, Crew Rest to Flight Deck Functions				
45-01-02A		С	2	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
45-01-02B		D	2	0	May be inoperative provided procedures do not require its use.
45-01-03	Flight Deck Call System (Lights and EICAS Messages)				
45-01-03A		В	1	0	NOTE: The flight deck chime must always be operative.
45-01-03B		D	1	0	May be inoperative provided supernumerary area and crew rest remain unoccupied.
					(Continued)

	VIATION ADMINISTRATIO					NIMUM EQUIPMENT	
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NAMES OF THE PROPERTY OF THE P					E KEY CATEGORY		
SYSTEM & SEQUENCE	ITEM				BER INSTALLED		
NO.	I I DIVI			3. 1	NUMBER REQUIRED		
23. COMMU	NICATIONS	, ,			4. REMARKS OR E	EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change
45-01	Upper Deck Call and	•	_		•		Bar
40 01	Communication System (747-8F) (Cont'd)						
45-01-04	Supernumerary Alerting System (Call Light and Chime)						
45-01-04A		В	1	0	(O) May be inopera a) Personnel a operates no b) Alternate pro established	ddress (PA) system rmally, and ocedures are	
					NOTE: Any function normally ma		
45-01-04B		D	1	0	May be inoperative supernumerary area unoccupied.		
45-01-05	Crew Rest Alerting System (Call Lights and Chime)						
45-01-05A		В	1	0	(O) May be inopera a) Personnel a operates no b) Alternate pro established  NOTE: Any function normally ma	ddress (PA) system rmally, and ocedures are and used.	
45-01-05B		D	1	0	May be inoperative remains unoccupied	provided crew rest	

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_	BOEING B747-8				08/25/2017 23-8	
		MMI	EL T	ABL	_E KEY	
SYSTEM &		1. F			CATEGORY	
EQUENCE	ITEM		2. 1		IBER INSTALLED	_
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	_
23 COMMU	INICATIONS				4. REWARKS OR EXCEPTIONS	
equence No.	Item	1	2	3	4	
5-02	Crew Rest Handset Systems (747-8F)					_
I5-02A		С	2	0	(O) May be inoperative provided alternate procedures for communication with crew rest occupants are established and used.	
45-02B		D	2	0	May be inoperative provided procedures do not require their use.	
46-01	Cargo Interphone/ Intercom System (747-8F)					
46-01A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any function that operates normally may be used.	
l6-01B		D	1	0	May be inoperative provided procedures do not require its use.	
16-02	Loadmaster Handsets (747-8F)					
46-02A		С	2	0	(O) May be inoperative provided alternate procedures are established and used.	
46-02B		D	2	0	May be inoperative provided procedures do not require their use.	
51-01	Flight Deck Hand Microphones					
51-01A		С	-	0	May be inoperative or missing provided associated boom microphone operates normally.	
51-01B		D	-	0	May be inoperative or missing provided procedures do not require their use.	

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		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	
23. COMMU	NICATIONS				4. KEMAKKS OK EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
51-02	Flight Deck Headsets/ Headphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
51-02-01	Headset Boom Microphones	A	-	0	May be inoperative provided:  a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight days.	
51-02-02	Headset Earphones/ Headphones	С	-	1	Either captain's or first officer's earphone/headphones may be inoperative provided associated flight deck speaker operates normally.	
51-03	Flight Deck Speakers	С	2	0	May be inoperative provided:  a) Associated headset earphones or headphones are installed and operate normally, and b) Procedures do not require their use.	
51-04	Audio Control Panels (ACPs)					
51-04-01	Captain's ACP	С	1	0	(O) May be inoperative provided first observer's ACP operates normally.	
51-04-02	First Observer's ACP	A	1	0	May be inoperative provided:  a) Captain's ACP operates normally, and b) Repairs are made within two flight days.	
51-04-03	Second Observer's ACP	D	1	0		

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					MASTER MINIMUM EQUIPMENT LIST
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	OEING B747-8				8/25/2017 23-10
		ММ	EL T	ABL	E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. 1		BER INSTALLED
NO.				3. I	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
23. COMMU	NICATIONS				4. REMARKO GREAGE FIGRO
Sequence No.	Item	1	2	3	4 Change Bar
51-05	Flight Crew Push To-Talk (PTT) Switches				
51-05-01	Control Wheel PTT Switches	С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Inoperative switch is deactivated open, and</li> <li>b) Associated audio control panel (ACP) PTT switch operates normally.</li> </ul>
51-05-02	Audio Control Panel (ACP) PTT Switches	С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Inoperative switch is verified open, and</li> <li>b) Associated control wheel PTT switch operates normally.</li> </ul>
51-05-03	Glareshield PTT Switches	С	2	0	(M) May be inoperative deactivated open.
51-06	Flight Interphone System				
51-06-01	Nose Gear Jacks				
51-06-01A		С	2	1	
51-06-01B		С	2	0	<ul> <li>(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided:</li> <li>a) Nose gear service interphone jack operates normally, and</li> <li>b) Alternate procedures are established and used.</li> </ul>
51-06-01C		В	2	0	(O) May be inoperative provided alternate procedures are established and used.
					(Continued)

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		MM	EL T	ABL	E KEY			
SYSTEM &		1. F	1. REPAIR CATEGORY					
SEQUENCE	ITEM		2. 1		BER INSTALLED			
NO.				3. I	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS			
23. COMMUI	NICATIONS				4. KEMAKKO OK EXCENTIONO			
Sequence No.	Item	1	2	3	4 Chang Bar			
51-06	Flight Interphone System (Cont'd)							
51-06-02	Other Than Nose Gear Jack	D	-	0	May be inoperative provided procedures do not require their use.			
71-01	Cockpit Voice Recorder (CVR) System	A	1	0	May be inoperative provided:  a) Flight data recorder (FDR) system operates normally, and b) Repairs are made within three flight days.			
71-01-01	Backup Battery Power System	С	1	0	NOTE: The main and APU batteries must always be operative.			
75-01	Flight Deck Door Visual Surveillance Systems (747-8I)							
75-01-01	Flight Deck Door Viewing Port							
75-01-01A		A	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Repairs are made within three flight days.</li> </ul>			
75-01-01B		С	1	0	(O) May be inoperative provided:     a) Electronic video surveillance     system is installed and operates     normally, and     b) Alternate procedures are     established and used.			
					(Continued)			

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AIRCRAFT:	OEING B747-8	RE'	NO. 7 PAGE NO. 23-12			
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					.E KEY Category	
SYSTEM &		1			BER INSTALLED	
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH	
NO.					4. REMARKS OR EXCEPTIONS	
23. COMMU	NICATIONS					
Sequence No.	Item	1	2	3	4	Change Bar
75-01 75-01-02	Flight Deck Door Visual Surveillance Systems (747-8I) (Cont'd) Electronic Video					
***	Surveillance System					
75-01-02A		A	1	0	<ul> <li>(O) May be inoperative and components may be missing provided: <ul> <li>a) Alternate procedures are established and used, and</li> <li>b) Repairs are made within three flight days.</li> </ul> </li> <li>NOTE: Any portion of the system that operates normally may be used.</li> </ul>	
75-01-02B		С	1	0	<ul> <li>(O) May be inoperative and components may be missing provided: <ul> <li>a) Flight deck door viewing port operates normally, and</li> <li>b) Alternate procedures are established and used.</li> </ul> </li> <li>NOTE: Any portion of the system that operates normally may be used.</li> </ul>	
75-01-02C		D	1	0	May be inoperative and components may be missing provided procedures do not require its use.	

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					E KEY		
SYSTEM &		1. F			ATEGORY		
SEQUENCE	ITEM		2. N		BER INSTALL		
NO.				3. N		UIRED FOR DISPATCH OR EXCEPTIONS	
23. COMMUI	NICATIONS				7. INLINIARRO	ON EXCEL HONO	
Sequence No.	Item	1	2	3	4		Change Bar
75-02 ***	Video Surveillance System (747-8F)						
75-02A		С	1	0	may be missir	operative and components ng provided alternate re established and used.	
						ortion of the system that tes normally may be used.	
75-02B		D	1	0		rative and components ng provided procedures do use.	

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		MMI	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	REPAIR CATEGORY     2. NUMBER INSTALLED     3. NUMBER REQUIRED FOR DISPA     4. REMARKS OR EXCEPTIONS				
Sequence No.	ICAL POWER	1	2	3	4	Chang
00-01	Electrical System (ELEC) Synoptic Display	С	1	0	-	Bar
11-01	Engine Driven Generator Systems (IDG, GCU, GCB)					
11-01-01	747-8F					
11-01-01A		С	4	3	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Associated generator control breaker (GCB) is verified open, and</li> <li>b) Associated integrated drive generator (IDG) is disconnected.</li> </ul>	
11-01-01B		С	4	3	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Associated generator control breaker (GCB) is verified open, and</li> <li>b) Associated integrated drive generator (IDG) is removed.</li> </ul>	
11-01-02	747-81					
11-01-02A		В	4	3	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Associated generator control breaker (GCB) is verified open, and</li> <li>b) Associated integrated drive generator (IDG) is disconnected.</li> </ul>	
11-01-02B		В	4	3	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Associated generator control breaker (GCB) is verified open, and</li> <li>b) Associated integrated drive generator (IDG) is removed.</li> </ul>	
11-02	Generator DRIVE Lights	С	4	0		

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		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	_	MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
24. ELECTF	RICAL POWER	<u> </u>			4. KEMAKKO OK EXCEL HONG	
Sequence No.	Item	1	2	3	4	han Bar
21-01	Lightning Protectors	С	12	9	One of each phase may be inoperative provided all AC busses are paralleled.  NOTE: For triple channel autoland, at least two of the three generators used must have lightning protection on all three phases.	
21-02	APU Driven Generator Systems (Generator, AGCU, APB)					
21-02A		С	2	0	(M)(O) May be inoperative provided associated auxiliary power breaker (APB) remains open.	
21-02B		С	2	0	(M) May be inoperative and removed provided APU is considered inoperative.	
22-01	Bus Tie Breakers (BTBs)	С	4	3	One may be inoperative closed provided:  a) Split system breaker (SSB) operates normally, and b) Approach minimums do not require its use.	
22-02	Split System Breaker (SSB)	С	1	0	(O) May be inoperative provided SSB is verified closed before each departure.	
23-01	APU Generator Power ON Lights	С	2	0		
23-02	APU Generator Power AVAIL Lights	С	2	0		
23-03	AC Bus ISLN Lights	С	4	0		
23-04	Engine and APU Generator FIELD OFF Lights (Overhead Maintenance Panel)	С	6	0		

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					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLE	=D
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.				0. 1		OR EXCEPTIONS
24. ELECTR	ICAL POWER					
Sequence No.	Item	1	2	3	4	Change Bar
23-05	Split System Breaker OPEN Light (Overhead Maintenance Panel)	С	1	0		
23-06	GEN CONT Lights	С	4	0		
32-01	Transformer Rectifier Units (TRUs)					
32-01-01	Main TRUs	С	4	3		
32-01-02	APU TRU	С	1	0		operative provided APU ected for APU start.
32-01-03	Ground Handling TRUs	С	2	0		
32-02	DC Bus Isolation Relays	С	4	3	,	noperative closed provided imums do not require its
33-01	Towing Static Inverter	D	1	0	(M) May be in removed.	operative deactivated or
41-01	External Power Systems	С	2	0		
41-01-01	AVAIL Lights (Flight Deck)	С	2	0		operative provided edures are established
41-01-02	ON Lights (Flight Deck)	С	2	0		operative provided redures are established
					(Continued)	
			<u> </u>	<u> </u>	(Continuou)	

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SYSTEM & SEQUENCE NO.	ITEM			NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
	041 0014/50				4. REMARKS OR EXCEPTIONS	
24. ELECTRI	Item	1	2	3	4	Chang
Sequence No. 41-01	External Power	1		3	4	Bar
41-01	Systems (Cont'd)					
41-01-03	AC CONNECTED Lights (External Power Panel)	С	2	0	(O) May be inoperative provided alternate procedures are established and used.	
41-01-04	POWER NOT IN USE Lights (External Power Panel)	С	2	0	(O) May be inoperative provided alternate procedures are established and used.	
51-01	Electrical Load Control Units (ELCUs)					
51-01-01	747-8F	С	4	3	One may be inoperative provided associated utility bus components are considered inoperative.	
51-01-02	747-81					
51-01-02-01	Utility Power ELCUs	С	4	3	One may be inoperative provided associated utility bus components are considered inoperative.	
51-01-02-02	Galley Power ELCUs	С	4	0		
51-02	Utility Power OFF Lights	С	2	0		

U.S. DEPAR	TMENT OF TRANSPORT	ΓΑΤΙΟΙ	N		MASTER MINIMUM EQUIPMENT LIS
FEDERAL A\	/IATION ADMINISTRATI	ON			IVIASTER IVIIIVIIVIOIVI EQUIPIVIENT LIS
AIRCRAFT:		RE'		_	NO. 7 PAGE NO.
ВС	DEING B747-8		DAT	ΓΕ: 0	08/25/2017 25-1
					SLE KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2.1		MBER INSTALLED  NUMBER REQUIRED FOR DISPATCH
NO.				0. 1	4. REMARKS OR EXCEPTIONS
25. EQUIPME	ENT/FURNISHINGS		,	,	
Sequence No.	Item	1	2	3	4 Cha
00-01	Non-Essential Equipment and Furnishings (NEF)			0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
					NOTE: Exterior lavatory door ashtrays are not considered NEF items.
11-01	Flight Crew Seats				
11-01-01	Power Adjustment Systems	D	2	0	(M) May be inoperative deactivated.
11-01-02	Manual Adjustment Systems				
11-01-02-01	Recline Mechanisms	A	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Seat back is secured in an upright position acceptable to affected crewmember, and</li> <li>b) Repairs are made within two flight days.</li> </ul>
11-01-02-02	Armrests	В	4	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Armrest is stowed in retracted position or removed, and</li> <li>b) Seat is acceptable to affected crewmember.</li> </ul>
					(Continued)

SYSTEM & SEQUENCE NO.  25. EQUIPMEN Sequence No. Ite 11-01 F (11-01-02 N	ITEM  IT/FURNISHINGS  em  Flight Crew Seats Cont'd)  Manual Adjustment Systems Cont'd)  Lumbar/Thigh Supports	MMI	DAT EL T REPA	E: 0	PAGE NO.  8/25/2017  E KEY  CATEGORY  BER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	Chang Bar
25. EQUIPMEN Sequence No. Ite 11-01 F ( 11-01-02 N ( 11-01-02-03 L	em Flight Crew Seats Cont'd)  Manual Adjustment Systems Cont'd)	1. F	2. N	AIR C NUM 3. N	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
25. EQUIPMEN Sequence No. Ite 11-01 F ( 11-01-02 N Sequence No. Ite 11-01-02 N Sequence No. Ite 11-01-02 N Sequence No. Ite	em Flight Crew Seats Cont'd)  Manual Adjustment Systems Cont'd)		2.1	3. N	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
25. EQUIPMEN Sequence No. Ite 11-01 F ( 11-01-02 N Sequence No. Ite 11-01-02 N Sequence No. Ite 11-01-02 N Sequence No. Ite	em Flight Crew Seats Cont'd)  Manual Adjustment Systems Cont'd)	1		3. 1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
25. EQUIPMEN Sequence No.   Ite 11-01   F ( 11-01-02   N S ( 11-01-02-03   L	Flight Crew Seats Cont'd)  Manual Adjustment Systems Cont'd)	1	2		4. REMARKS OR EXCEPTIONS	
11-01 F (11-01-02 No.   Ite 11-01-02 No.   Ite 11-0	Flight Crew Seats Cont'd)  Manual Adjustment Systems Cont'd)	1	2	3		
11-01 F (11-01-02 No.   Ite 11-01-02 No.   Ite 11-0	Flight Crew Seats Cont'd)  Manual Adjustment Systems Cont'd)	1	2	3	4	
11-01-02 N S ( 11-01-02-03 L	Cont'd) Manual Adjustment Systems Cont'd)					
11-01-02-03 L	Systems Cont'd)					
	umbar/Thigh Supports					
11-01-02-04	zamban ringir Gappone	С	4	0	May be inoperative provided seat is acceptable to affected crewmember.	
11 01 02 04 1	Headrests	С	2	0	May be inoperative provided seat is acceptable to affected crewmember.	
11-01-02-05	/ertical Adjustments					
11-01-02-05A		С	2	0	May be inoperative provided associated vertical power adjustment system operates normally.	
11-01-02-05B		A	2	0	(M) May be inoperative provided:  a) Seat is secured in a vertical position acceptable to affected crewmember, and  b) Repairs are made within two flight days.	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N			
FEDERAL A	VIATION ADMINISTRATION	ON			MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 7	PAGE NO.
В	OEING B747-8		DAT	E: 0	8/25/2017	25-3
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALL	<b>E</b> D
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.				170.650		OR EXCEPTIONS
25. EQUIPMI	ENT/FURNISHINGS					
Sequence No.	Item	1	2	3	4	Change Bar
11-02	Observer Seats					
11-02-01	First Observer Seat (Including Associated Equipment)					
11-02-01A		A	1	0	made a for per and b) Repair	ative provided: ernumerary/passenger seat is available to an FAA inspector formance of official duties, es are made within ght days.
11-02-01B		A	1	0	an FAA official b) Repair	ative provided: d observer seat is available to A inspector for performance of duties, and s are made within ght days.
11-02-01C		A	1	0	equipm is avail b) Seat is FAA in official c) Repair two flig  NOTE 1: These provid seat the minim belt a the in condi  NOTE 2: The p detern equip perso	red minimum safety nent (safety belt and oxygen)
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 7 PAGE NO.	
В	OEING B747-8		DAT	E: 0	3/25/2017 25-4	
					E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. ľ		BER INSTALLED IUMBER REQUIRED FOR DISPATCH	1
NO.				J. I	4. REMARKS OR EXCEPTIONS	1
25. EQUIPM	ENT/FURNISHINGS				4. KEMARKO OK EXCEL HONG	
Sequence No.	Item	1	2	3	4	Chan Ba
11-02	Observer Seats (Cont'd)					
11-02-02	Second Observer Seat (Including Associated Equipment)	D	1	0	NOTE: The pilot in command will determine if the minimum safe equipment is functional for oth persons authorized to occupy observer seat.	er
19-01	Flight Crew Rest					- 1
19-01A		С	1	0	<ul><li>(M)(O) May be inoperative provided:</li><li>a) Flight crew rest is deactivated closed.</li><li>b) Appropriate adjustments to fligorew FDP times are applied.</li></ul>	    ht   
					NOTE: This proviso is not intended to prohibit inspections by crewmembers.	   
19-01B		С	1	0	May be inoperative provided operation do not require its use.	ns   
19-01-01	Bunks	С	-	0	<ul> <li>(M)(O) May be inoperative provided:         <ul> <li>a) Inoperative bunk is blocked ar placarded, DO NOT OCCUPY</li> <li>b) Appropriate adjustments to flig crew FDP times are applied.</li> </ul> </li> </ul>	. j

AIRCRAFT:	OEING B747-8	RE'	N REVISION NO. 7 PAGE NO. 25-5				
	OLING B141-0	BABA				25-5	
					E KEY CATEGORY		
SYSTEM &	ITEM	'			BER INSTALL	ED	
SEQUENCE NO.	ITEM			3. 1		UIRED FOR DISPATCH	
2016/1994 (1995)					4. REMARKS	OR EXCEPTIONS	
	ENT/FURNISHINGS	1.	_	_	Τ.		Chan
Sequence No.	Item	1	2	3	4		Bar
25-01	Supernumerary Seats (747-8F)	D	6	0	blocked and p OCCUPY. NOTE: A sea	noperative provided seat is placarded, DO NOT  It with an inoperative or any seat belt is considered rative.	
25-01-01	Recline Mechanisms						
25-01-01A		D	6	0		noperative and seat vided seat back is secured ght position.	
25-01-01B		D	6	0		erative and seat occupied to back is immovable in the sition.	

U.S. DEPAR	RTMENT OF TRANSPORT	ΓΑΤΙΟΙ	N						
FEDERAL A	AVIATION ADMINISTRATI	ON			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:			VISIO	N NC	IO. 7 PAGE NO.				
В	BOEING B747-8		DATE: 08/25/2017 25-6						
					E KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2.1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH				
NO.			4. REMARKS OR EXCEPTIONS						
25. EQUIPM	IENT/FURNISHINGS				,				
Sequence No.	Item	1	2	3	4 Change Bar				
25-02	Passenger Seats (747-8I)	D	-	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Seat does not block an emergency exit,</li> <li>b) Seat does not restrict any passenger from access to the main aircraft aisle, and</li> <li>c) Affected seat(s) is blocked and placarded, DO NOT OCCUPY.</li> </ul> </li> <li>NOTE 1: A seat with an inoperative or missing seat belt is considered inoperative.</li> <li>NOTE 2: Inoperative seats do not affect the required number of flight attendants.</li> <li>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</li> </ul>				
25-02-01	Recline Mechanisms								
25-02-01A		D	-	0	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.				
25-02-01B		D	-	0	May be inoperative and seat occupied provided seat back is immovable in the full upright position.				
25-02-02	Underseat Baggage Restraining Bars	C	-	0	<ul> <li>(O) May be inoperative or missing provided: <ul> <li>a) Associated seat is placarded, DO NOT STOW BAGGAGE UNDER THIS SEAT,</li> <li>b) Baggage is not stowed under seat with inoperative restraining bar, and</li> <li>c) Procedures are established to alert cabin crew of inoperative restraining bar.</li> </ul> </li> </ul>				
					(Continued)				

AIRCRAFT:	VIATION ADMINISTRATION		VISIO	N NC	O. 7 PAGE NO.	
_	DEING B747-8				8/25/2017 25-7	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
25. EQUIPMI	ENT/FURNISHINGS					
Sequence No.	Item	1	2	3	4	Chang Bar
25-02	Passenger Seats (747-8I) (Cont'd)					1
25-02-03	Armrests					
25-02-03-01	Armrests with Recline Mechanism	D	-	0	<ul> <li>(M) May be inoperative or missing and seat occupied provided: <ul> <li>a) Armrest does not block an emergency exit,</li> <li>b) Armrest does not restrict any passenger from access to the main aircraft aisle, and</li> <li>c) For armrest missing, associated seat back is secured in the full upright position.</li> </ul> </li> </ul>	
25-02-03-02	Armrests without Recline Mechanism	D	-	0	May be inoperative or missing and seat occupied provided:  a) Armrest does not block an emergency exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	
25-02-04 ***	Seat Belt Air Bag Restraint Systems					
25-02-04A		D	-	-	(M) May be inoperative provided affected seat is blocked and placarded, DO NOT OCCUPY.	
25-02-04B		D	-	-	May be inoperative or disconnected and seat occupied provided:  a) Seat belt operates normally, and b) Seat belt air bag is not required by 14 CFR.	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MACTE	R MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N			IVIAOTE	IN MINIMUM EQUITIMENT LIST
AIRCRAFT:					IO. 7	PAGE NO.
В	OEING B747-8		DAT	E: 0	8/25/2017	25-8
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLI	ED
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.				0. 1		OR EXCEPTIONS
25. EQUIPMI	ENT/FURNISHINGS					
Sequence No.	Item	1	2	3	4	Change Bar
25-03	Flight Attendant Seat Assemblies (Single or Dual Position) (747-8I)					
25-03-01	Required Flight Attendant Seats					
25-03-01A		В	-	-	(dual position provided:  a) Foldin autom retract b) Inoper assem c) Flight inoper either attend seat with a incomposition most of assign d) Passe attend FLIGH ONLY e) Alternates establic publish manual NOTE 1: An amount will a considerate on systematic position of the considerate of the considera	ate procedures are ished and used as hed in crewmember
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATION				
AIRCRAFT:	OEING B747-8	RE'			IO. 7 PAGE NO. 8/25/2017 25-9
		ММ	FLT	ΔΒΙ	E KEY
SYSTEM & SEQUENCE NO.	ITEM		REPA	AIR ( NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
	ENT/FURNISHINGS			1	Change
Sequence No.	Item	1	2	3	4 Change Bar
25-03 25-03-01	Flight Attendant Seat Assemblies (Single or Dual Position) (747-8I) (Cont'd)  Required Flight				
20 00 01	Attendant Seats (Cont'd)				
25-03-01A	(Cont'd)				NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that proximity to exits and distribution requirements of the applicable regulation are met.  NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.
25-03-01B		С	-	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Folding type seat stows automatically or is secured in the retracted position,</li> <li>b) Inoperative seat position or seat assembly is not occupied,</li> <li>c) No passengers are carried,</li> <li>d) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and</li> <li>e) Alternate procedures are established and used.</li> </ul> </li> <li>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</li> <li>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</li> </ul>
					(Continued)

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIC		/ISIC	N NC	O. 7	PAGE NO.	
	OEING B747-8	'\_			8/25/2017	25-10	
		мм	EL T	ABL	E KEY		
CVCTEM					CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. N		BER INSTALLE		
NO.				3. N		UIRED FOR DISPATCH	
25 FOLUDIA			,		4. REMARKS	OR EXCEPTIONS	
	ENT/FURNISHINGS	1	2	3	4		Change
Sequence No.		1		3	4		Bar
25-03	Flight Attendant Seat Assemblies (Single or Dual Position) (747-8I) (Cont'd)						
25-03-02	Excess Flight Attendant Seats	C		0	a) Folding automater retract b) Inoper assem NOTE 1: An a will reconstructions	operative provided: g type seat stows atically or is secured in the ed position, and ative seat position or seat ably is not occupied.  automatic folding seat that not stow automatically is sidered inoperative.  eat position with an erative or missing restraint em is considered erative.	
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U.S. DEPAR	RTMENT OF TRANSPORT	ΓΑΤΙΟΙ	N					
			-		MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATI		VISIO	A NC	NO. 7 PAGE NO.			
	OEING B747-8		REVISION NO. 7 PAGE NO. 25-11					
		ММ	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM	2. NUMBER INSTALLED						
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS			
25. EQUIPM	ENT/FURNISHINGS				4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4 Change Bar			
25-04	Crew Rest Seats (747-8I)							
25-04A		С	-	0	(M) May be inoperative provided:  a) Seat is blocked and placarded, DO NOT OCCUPY.  b) Airplane is not used for augmented flight crew member operations.  NOTE: A seat with an inoperative or missing seat belt is considered inoperative.			
25-04B		С	-	0	May be inoperative provided operations   do not require their use.			
25-04-01	Recline Mechanisms							
25-04-01A		С	-	0	(M) May be inoperative and seat   occupied provided seat back is secured in the full upright position.			
25-04-01B		С	-	0	May be inoperative and seat occupied provided seat back is immovable in the full upright position.			
25-04-02	Armrests	C	-	0	(M) May be inoperative and seat occupied provided armrest is stowed in retracted position or removed.			

U.S. DEPAR	TMENT OF TRANSPORTA	OIT	N			
FEDERAL AV	/IATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 7	PAGE NO.
ВС	DEING B747-8		DAT	E: 0	8/25/2017	25-12
					E KEY	
SYSTEM &		1. [			CATEGORY BER INSTALLE	=D
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH
28.87965-2.27					4. REMARKS	OR EXCEPTIONS
	ENT/FURNISHINGS		1	1	T	Change
Sequence No.	Item	1	2	3	4	Bar
26-01 ***	Crew Ladder Enclosure Door Indication (747-8F)	С	1	0		rative provided crew ladder   or is verified closed prior to   re.
28-01	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/ Closets					
28-01A		С		-	a) Proced secure compared closed b) Affected closet DO NO C) Any er located compared consider d) Affected closet any item perman NOTE: For overher inoper	operative provided: dures are established to e affected bin, artment, or closet in the I position, ed bin, compartment, or is prominently placarded, DT USE, mergency equipment d in affected bin, artment, or closet is lered inoperative, and ed bin, compartment, or is not used for storage of ems except those nently affixed.  Verhead bins, if no ons are installed, the entire ead bin is considered eative.
					(Continued)	

AIRCRAFT: BOEING B747-8    REVISION NO. 7	U.S. DEPARTMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT LIST
SYSTEM & SEQUENCE NO. ITEM SEQUENCE NO. ITEM 22. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  25. EQUIPMENT/FURNISHINGS  Sequence No. Item 1 2 2 3 4	AIRCRAFT:				
SYSTEM & SEQUENCE NO. ITEM STALLED  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  28-01 Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/ Closets (Cont'd)  28-01B  C (M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment, or closet is prominently placarded, DO NOT USE, d) Affected bin, compartment, or closet is prominently placarded, DO NOT USE, d) Affected bin, compartment, or closet is prominently placarded, DO NOT USE, d) Affected bin, compartment, or closet is prominently placarded, DO NOT USE, d) Affected bin, compartment, or closet, and f) Supermumeraries/passengers of inoperative bins, compartments, or closets, and f) Supermumeraries/passengers are briefed that affected bin, compartment, or closet is not used.  NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.  NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.	BOEING B141-0	ММ			
28-01 Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/ Closets (Cont'd)  28-018  C (M)(O) May be inoperative provided:  a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed, c) For retractable doors, affected door is removed, b) For retractable doors, affected door is removed, c) Affected bin, compartment, or closet is prominently placarded, DO NOT USE, d) Affected bin, compartment, or closes is not used for storage of any items except those permanently affixed, e) Procedures are established and used to alert crewmembers and supernumeraries/passengers of inoperative bins, compartments, or closets, and f) Supernumeraries/passengers are briefed that affected bin, compartment, or closet is not used.  NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered in the affected bin, compartment, or closet is not used.  NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.	SEQUENCE ITEM		REP/	AIR C	CATEGORY BER INSTALLED IUMBER REQUIRED FOR DISPATCH
28-01 Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/ Closets (Cont'd)  28-01B  C (M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment, or closet is prominently placarded, DO NOT USE, d) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, e) Procedures are established and used to alert crewmembers and supernumeraries/passengers of inoperative bins, compartments, or closets, and f) Supernumeraries/passengers are briefed that affected bin, compartment, or closet is not used.  NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.  NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.	25. EQUIPMENT/FURNISHINGS				
Galley, and Lavatory Storage Compartments/ Closets (Cont'd)  28-01B  C (M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed, corrected bin, compartment, or closet is prominently placarded, DO NOT USE, d) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, e) Procedures are established and used to alert crewmembers and supernumeraries/passengers of inoperative bins, compartments, or closets, and f) Supernumeraries/passengers are briefed that affected bin, compartment, or closet is not used.  NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.  NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.	Sequence No. Item	1	2	3	
a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed, chors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment, or closet is prominently placarded, DO NOT USE, d) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, e) Procedures are established and used to alert crewmembers and supernumeraries/passengers of inoperative bins, compartments, or closets, and f) Supernumeraries/passengers are briefed that affected bin, compartment, or closet is not used.  NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.  NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.	Galley, and Lavatory Storage Compartments/ Closets				
(Continued)	28-01B	C			<ul> <li>a) For non-retractable doors, affected door is removed,</li> <li>b) For retractable doors, affected door is removed or secured in the retracted (fully open) position,</li> <li>c) Affected bin, compartment, or closet is prominently placarded, DO NOT USE,</li> <li>d) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed,</li> <li>e) Procedures are established and used to alert crewmembers and supernumeraries/passengers of inoperative bins, compartments, or closets, and</li> <li>f) Supernumeraries/passengers are briefed that affected bin, compartment, or closet is not used.</li> <li>NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</li> <li>NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.</li> </ul>

AIRCRAFT:	VIATION ADMINISTRATIO		/101/	7N1 N1	O. 7 PAGE NO.	
_	OEING B747-8	KE			8/25/2017 PAGE NO. 25-14	
		MMI	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	NUM	CATEGORY BER INSTALLED UMBER REQUIRED FOR DISPATCH	
2010/1986/1989					4. REMARKS OR EXCEPTIONS	
	ENT/FURNISHINGS					Chan
Sequence No.	Item	1	2	3	4	Bar
28-01	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/ Closets (Cont'd)					
28-01-01	Multi Latch/Quarter Turn Lug Installations	С	-	-	One latch/lug per compartment may be inoperative provided:  a) Remaining latch(es)/lug(s) on affected compartment operates normally, and  b) If affected compartment is used for a galley cart, the cart remains empty.	
28-01-02 ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
30-01	Galley/Cabin Waste Container Access Doors/Covers	С	-	-	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Associated waste container is empty,</li> <li>b) Access is secured to prevent waste introduction into associated waste container, and</li> <li>c) Procedures are established to ensure that sufficient galley/cabin waste containers are available to accommodate al waste that may be generated on a flight.</li> </ul> </li> </ul>	l
38-01	Galley Cart Lift System (747-8I)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Galley cart lift system is deactivated, and</li> <li>b) Galley cart lift remains empty.</li> </ul>	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		
	VIATION ADMINISTRATION				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 7 PAGE NO.
В	OEING B747-8		DAT	E: 0	8/25/2017 25-15
		MM	EL T	ABL	E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. [		BER INSTALLED NUMBER REQUIRED FOR DISPATCH
NO.				3. ľ	4. REMARKS OR EXCEPTIONS
25. EQUIPM	ENT/FURNISHINGS				THE TREATMENT OF THE TR
Sequence No.	Item	1	2	3	4 Change Bar
40-01	Exterior Lavatory Door Ashtrays				
40-01-01	747-8F	Α	1	0	May be missing or inoperative for ten calendar days.
40-01-02	747-81				
40-01-02A		A	-	-	Up to and including 50 percent may be missing or inoperative for ten calendar days.
					NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.
40-01-02B		A	-	-	More than 50 percent may be missing or inoperative for three calendar days.
					NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.
40-02	Lavatory Waste Container Flappers/ Access Doors				
40-02-01	747-8F	С	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Associated waste container is empty,</li> <li>b) Access is secured to prevent waste introduction into associated waste container, and</li> <li>c) Crewmembers/supernumeraries are appropriately briefed before each departure.</li> </ul> </li> </ul>
					(Continued)

U.S. DEPAR	RTMENT OF TRANSPORTA	OITA	N		MASTE	ER MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO					T 2 4 2 5 1 1 2	
AIRCRAFT: B	OEING B747-8	REVISION NO. 7 DATE: 08/25/2017				PAGE NO. 25-16	
		ММ	FL T	ΔΒΙ	E KEY		
SYSTEM &		_	REP/	AIR (	CATEGORY BER INSTALL	ED	
SEQUENCE NO.	ITEM		NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS				
25. EQUIPM	ENT/FURNISHINGS	1	1				
Sequence No.	Item	1	2	3	4		Change Bar
40-02	Lavatory Waste Container Flappers/Access Doors (Cont'd)						
40-02-02	747-81	С	-	-	a) Associon empty b) Acces waste associon expension of the color of th	te inoperative provided: ciated waste container is desired; sis is secured to prevent introduction into iated waste container, ciated lavatory door is declosed and placarded, ERATIVE - DO NOT R, and ciated lavatory is used only ewmembers.  The provisos are not intended hibit lavatory use or ctions by crewmembers.	
52-01	Lower Cargo Compartment Lining Panels	С	172	0	provided asso compartment ballast, empty may be loade pallets, and c NOTE: Opera which inclus	amaged or missing ociated lower cargo remains empty, except for y cargo containers (ballast ed in ULDs), fly away kits, argo restraint components.  ator MELs must define items are approved for ion in the fly away kits and materials can be used as et.	
53-01	Lower Cargo Handling Systems	D	2	0		ortion of the system that tes normally may be used.	

AIRCRAFT:					NO. 7 PAGE NO.
<u> </u>	BOEING B747-8				08/25/2017 25-17
					LE KEY
SYSTEM &		1. F			CATEGORY IBER INSTALLED
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH
NO.				J. 1	4. REMARKS OR EXCEPTIONS
25. EQUIPN	/IENT/FURNISHINGS				III TELINI II TELEVISIONI II TELEVIS
Sequence No.	Item	1	2	3	4
54-01	Lower Cargo Restraint Systems				
54-01A		A	2	0	<ul> <li>(M) May be inoperative or missing provided:</li> <li>a) Acceptable cargo loading limits from an approved source, i.e., an approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Manual are observed, and</li> <li>b) Repairs are made prior to completion of the next heavy maintenance visit.</li> </ul>
54-01B		С	2	0	May be inoperative or missing provided associated cargo compartment remains empty.
57-01	Main Deck Cargo Handling System (747-8F)	D	1	0	NOTE: Any portion of the system that operates normally may be used.
58-01	Main Deck Cargo Restraint System (747-8F)				
58-01A		A	1	0	<ul> <li>(M) May be inoperative or missing provided:</li> <li>a) Acceptable cargo loading limits from an approved source, i.e., an approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Manual are observed, and</li> <li>b) Repairs are made prior to completion of the next heavy maintenance visit.</li> </ul>
58-01B		С	1	0	May be inoperative or missing provided main deck cargo compartment remains empty.

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	N		
   FEDERAL AV	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	DEING B747-8				NO. 7 PAGE NO. 25-18
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY  //BER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
25. EQUIPMI	ENT/FURNISHINGS				,
Sequence No.	Item	1	2	3	4 Change Bar
59-01	Main Deck Cargo Compartment Lining Panels (747-8F)	С	386	0	(O) May be damaged or missing provided main deck cargo compartment remains empty, except for ballast, empty cargo containers (ballast may be loaded in ULDs), fly away kits, pallets, and cargo restraint components.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.
60-01	Emergency Medical Equipment				
60-01-01	747-8F				
60-01-01A		A	-	-	<ul> <li>(O) If more than one is required by 14 CFR, only one of the required first aid kits (FAKs) may be incomplete, missing, or inoperative provided: <ul> <li>a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and</li> <li>b) Repairs or replacements are made within one flight.</li> </ul> </li> </ul>
60-01-01B		D	-	-	Any first aid kits (FAKs) in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N			
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ВС	DEING B747-8		DAT	E: 0	8/25/2017	25-19
					E KEY CATEGORY	
SYSTEM &		1. F		ED.		
SEQUENCE	ITEM		2. 1		BER INSTALLI NUMBER REQ	UIRED FOR DISPATCH
NO.				35.5		OR EXCEPTIONS
25. EQUIPME	ENT/FURNISHINGS					
Sequence No.	Item	1	2	3	4	Change Bar
60-01	Emergency Medical Equipment (Cont'd)					
60-01-02	747-81					
60-01-02-01	Automatic External Defibrillator (AED) and/or Associated Equipment					
60-01-02-01A		A	-	0	inoperative pr a) AED is will ide canno service b) Repai	ncomplete, missing, or rovided: s resealed in a manner that entify it as a unit that of be mistaken for a fully eable unit, and rs or replacements are within one flight.
60-01-02-01B		D	-	-		s of those required by be incomplete, missing, or
60-01-02-02 ***	Emergency Medical Kit (EMK) and/or Associated Equipment					
60-01-02-02A		A	-	0	inoperative pr a) EMK i that w canno service b) Repai	ncomplete, missing, or rovided: is resealed in a manner will identify it as a unit that but be mistaken for a fully eable unit, and rs or replacements are within one flight.
60-01-02-02B		D	-	-		s of those required by be incomplete, missing, or
					(Continued)	

FEDERAL AV	/IATION ADMINISTRATION		/ 01/	וא ואר	O. 7 PAGE NO.				
	DEING B747-8	KE			8/25/2017 PAGE NO. 25-20				
		ММ	EL T	ABL	E KEY				
SYSTEM &		1. F		EPAIR CATEGORY					
SEQUENCE	ITEM		2. 1		BER INSTALLED				
NO.		3. NUMBER REQUIRED FOR DISPATCH							
25 FOLIIPME	ENT/FURNISHINGS	1			4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4	Chan			
60-01	Emergency Medical Equipment (Cont'd)					Bal			
60-01-02	747-8I (Cont'd)								
60-01-02-03	First Aid Kit (FAK) and/or Associated Equipment								
60-01-02-03A		A	-	-	<ul> <li>(O) If more than one is required by 14 CFR, only one of the required first kits may be incomplete, missing, or inoperative provided: <ul> <li>a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and</li> <li>b) Repairs or replacements are made within one flight.</li> </ul> </li> </ul>				
60-01-02-03B		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, inoperative.	or			
60-02	FASTEN SEAT BELT WHILE SEATED Placards	С	-	-	One or more placards may be illegible missing provided a legible placard is visible from each occupied supernumerary/passenger seat.	e or			

AIRCRAFT:	VIATION ADMINISTRATI		/ כור	)NI N	IO. 7 PAGE NO.				
_	OEING B747-8				8/25/2017 25-21				
		MMI	EL T	ABL	E KEY				
SYSTEM &		1. F	1. REPAIR CATEGORY						
SEQUENCE	ITEM		2.1		BER INSTALLED				
NO.	I I LIVI			3.1	NUMBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
	IENT/FURNISHINGS	1 .			1.	Char			
Sequence No.	Item	1	2	3	4	Ba			
60-03	Flashlight Holder Assemblies (Including Flashlight)								
60-03-01	747-8F	С	-	0	May be inoperative or missing provided affected flight crewmember has a flashlight of equivalent characteristics readily available.				
60-03-02	747-81								
60-03-02A		С	-	0	May be inoperative or missing provided affected crewmember has a flashlight of equivalent characteristics readily available.				
60-03-02B		С	-	0	(O) May be inoperative or missing provided:  a) Affected flight crewmember has a flashlight of equivalent characteristics readily available, b) No passengers are carried, c) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and d) Alternate procedures are established and used.				
60-04 ***	Survival Kit	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.				
60-05	Crash Axes	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.				

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AIRCRAFT:	/IATION ADMINISTRATI		/ISIC	N NC	O. 7 PAGE NO.
	DEING B747-8				8/25/2017 25-22
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SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		Z. I		BER INSTALLED NUMBER REQUIRED FOR DISPATCH
NO.				J. 1	4. REMARKS OR EXCEPTIONS
25. EQUIPME	ENT/FURNISHINGS				
Sequence No.	Item	1	2	3	4 Che
61-01	Emergency Escape Devices				
61-01-01	747-8F				
61-01-01	Escape Reels	С	8	2	<ul> <li>(M) May be inoperative or missing provided: <ul> <li>a) Inoperative escape reel is removed from installed location, and</li> <li>b) Number of flight crewmembers plus supernumeraries is limited to number of operative escape reels.</li> </ul> </li> </ul>
61-01-01-02	Escape Harnesses	С	8	0	<ul> <li>(M) May be inoperative or missing provided:</li> <li>a) Inoperative escape harness is removed from installed location, and</li> <li>b) Number of supernumeraries is limited to number of operative escape harnesses.</li> </ul>
61-01-02	747-81				
61-01-02-01	Escape Reels	С	4	2	<ul> <li>(M) May be inoperative or missing provided:</li> <li>a) Inoperative escape reel is removed from installed location, and</li> <li>b) Number of flight crewmembers, including official observers, is limited to number of operative escape reels.</li> </ul>
61-01-02-02	Escape Harness	С	1	0	(M) May be inoperative or missing provided escape harness is removed from installed location.
62-01	Flotation Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.

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В	BOEING B747-8		DAT	E: 0	8/25/2017 25-23					
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SYSTEM &		1. F		PAIR CATEGORY						
SEQUENCE	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	1				
NO.				J. I	4. REMARKS OR EXCEPTIONS					
25. EQUIPM	IENT/FURNISHINGS				4. KEMAKKO OK EXOLI HONO					
Sequence No.	Item	1	2	3	4	Chan				
63-01	Portable Emergency Locator Transmitters (ELT)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.					
63-02	Megaphones (747-8I)									
63-02A		D	-	2	Any in excess of those required by 14 CFR may be inoperative or missing provided:  a) Inoperative megaphone is removed from passenger cabir b) Associated location placarding removed or obscured, and c) Required distribution is maintained.	١,				
63-02B		С	-	0	(O) May be inoperative or missing provided:  a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are established and used.					
63-03 ***	Emergency Evacuation Signal System (747-8I)	С	1	0	(O) May be inoperative provided alternate procedures are established and used to initiate an emergency evacuation.					
63-04 ***	Cockpit Smoke Vision System	D	-	0	May be inoperative or missing.					
64-01	Smoke Barrier (747-8I)	С	1	0						
68-01 ***	Floor-Mounted Escape Slide (747-8F)	С	1	0	May be inoperative or missing provide upper deck crew service door is considered inoperative.	d				

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В	OEING B747-8		DAT	E: 0	8/25/2017 25-24	
		_			E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE			2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				J. 1	4. REMARKS OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS					
Sequence No.	Item	1	2	3	4	Chang Bar
76-01	Door 5 Overhead Crew Rest (747-8I)					
76-01A		С	1	0	<ul> <li>(M)(O) May be inoperative provided:         <ul> <li>a) Crew rest is deactivated closed.</li> <li>b) Appropriate adjustments to flight crew FDP times are applied.</li> </ul> </li> <li>NOTE: This proviso is not intended to prohibit inspections by crewmembers.</li> </ul>	
76-01B		С	1	0	May be inoperative provided operations do not require its use.	
76-01-01	Door Lock	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Door lock is deactivated in the unlocked position, and</li> <li>b) Associated door is verified to open and close normally.</li> </ul>	
76-01-02	Bunks	C	10	0	(M)(O) May be inoperative provided: a) Inoperative bunk is blocked and placarded, DO NOT OCCUPY. b) Appropriate adjustments to flight crew FDP times are applied.	

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	OEING B747-8	. 、.			01/16/2012 26-1		
		MM	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2.1		IBER INSTALLED		
NO.			NUMBER REQUIRED FOR DISPATCI     4. REMARKS OR EXCEPTIONS				
26. FIRE PR	OTECTION			<u> </u>	,		
Sequence No.	Item	1	2	3	4	Chang Bar	
11-01	Engine Fire Detection System					•	
11-01-01	Detection Loops	С	8	4	One per engine may be inoperative.		
11-01-02	Flight Deck Test System	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify system integrity.		
11-02	Engine Overheat Detection System						
11-02-01	Detection Loops	С	8	4	One per engine may be inoperative.		
11-02-02	Flight Deck Test System	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify system integrity.		
11-03	Fuel Control Switch Fire Light	Α	4	3	One may be inoperative provided repairs are made within three flight days		

	VIATION ADMINISTRAT							
AIRCRAFT:	DEING B747-8	RE'	REVISION NO. 1 PAGE NO. 26-2					
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SYSTEM &	ITEN 4	'			BER INSTALL	.ED		
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH		
120070000000					4. REMARKS	S OR EXCEPTIONS		
26. FIRE PR	OTECTION		1	1			Lobara	
Sequence No.	Item	1	2	3	4		Chang Bar	
13-01	Lavatory Smoke Detection Systems							
13-01-01	747-8F	D	1	0				
13-01-02	747-81	C	-	0	lavatory prov a) Associon empty b) Associon locked INOP ENTE c) Associon by cre NOTE: These to pro	ciated waste container is		

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MASTE	R MINIMUM EQUIPMENT LIST
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					E KEY CATEGORY	
SYSTEM &		1. 1			BER INSTALLE	=D
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH
NO.		a y		00000000	4. REMARKS	OR EXCEPTIONS
26. FIRE PR	OTECTION					
Sequence No.	Item	1	2	3	4	Chang Bar
14-01	Main Deck Cargo Smoke Detection System (747-8F)					
14-01-01	Flight Deck Test System					
14-01-01A		С	1	0		operative provided an edure is used to verify ity.
14-01-01B		С	1	0	deck cargo co empty, except containers (ba	operative provided main operative provided main operative tremains of the formal ballast, empty cargo allast may be loaded in ay kits, pallets, and cargo ponents.
					items inclusi	tor MELs must define which are approved for on in the fly away kits and materials can be used as t.
14-01-02	Controller Channels					
14-01-02A		С	2	1	associated sm except for ball containers (ba ULDs), fly awa restraint comp NOTE: Opera items inclusi	tor MELs must define which are approved for on in the fly away kits and materials can be used as
					(Continued)	

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AIRCRAFT:	OEING B747-8	RE\			O. 1 PAGE NO. 1/16/2012 26-4	
	OLINO DI 11 O	ВЛВЛІ			E KEY	
					CATEGORY	
SYSTEM &	102222100	1. 1			BER INSTALLED	
SEQUENCE	ITEM				NUMBER REQUIRED FOR DISPATCH	
NO.					4. REMARKS OR EXCEPTIONS	
26. FIRE PR	OTECTION					
Sequence No.	Item	1	2	3	4	Chang Bar
14-01	Main Deck Cargo Smoke Detection System (747-8F) (Cont'd) Controller Channels					
14-01-02	(Cont'd)					
14-01-02B		С	2	0	(O) May be inoperative provided main deck cargo compartment remains empty, except for ballast, empty cargo containers (ballast may be loaded in ULDs), fly away kits, pallets, and cargo restraint components.	
					NOTE: Operator MELs must define items which are approved for inclusion in the fly away kits and which materials can be used as ballast.	
14-01-03	Controller to EIU ARINC Data Busses	С	2	1		
14-01-04	Smoke Detectors					
14-01-04A		С	67	64	One per smoke zone may be inoperative provided all smoke detectors in adjacent smoke zones operate normally.	
14-01-04B		С	67	0	(O) May be inoperative provided associated smoke zone remains empty, except for ballast, empty cargo containers (ballast may be loaded in ULDs), fly away kits, pallets, and cargo restraint components.  NOTE: Operator MELs must define items which are approved for inclusion in the fly away kits and	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
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В	OEING B747-8	DATE: 01/16/2012 26-5				
					E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				3. 1	4. REMARKS OR EXCEPTIONS	
26. FIRE PR	OTECTION					
Sequence No.	Item	1	2	3	4 Change Bar	
14-02	Flight Crew Rest Smoke Detection System	С	1	0	(M) May be inoperative provided:         a) Flight crew rest smoke detection system is deactivated, and         b) Flight crew rest is considered inoperative.	
14-02-01	Bunk Smoke Detectors	С	-	0	May be inoperative provided associated bunk is considered inoperative.	
14-03	Door 5 Overhead Crew Rest Smoke Detection System (747-8I)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Door 5 overhead crew rest smoke detection system is deactivated, and</li> <li>b) Door 5 overhead crew rest is considered inoperative.</li> </ul>	
14-03-01	Bunk Smoke Detectors	С	10	0	(M) May be inoperative provided associated bunk privacy curtain is secured open or removed.	
15-01	APU Fire Detection System					
15-01-01	Detection Loops					
15-01-01A		С	2	1		
15-01-01B		С	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) APU is used for ground operations only,</li> <li>b) APU is continuously monitored by ground personnel when operating,</li> <li>c) APU ground control fire protection panel operates normally, and</li> <li>d) APU is not used during taxi.</li> </ul>	
15-01-01C		С	2	0	May be inoperative provided APU is not used.  (Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
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SYSTEM &		1. F			CATEGORY BER INSTALLI	ED.
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH
NO.				0. 1		OR EXCEPTIONS
26. FIRE PRO	OTECTION					
Sequence No.	Item	1	2	3	4	Change Bar
15-01	APU Fire Detection System (Cont'd)					
15-01-02	Flight Deck Test System	С	1	0		noperative provided an bedure is used to verify ity.
15-02	APU Ground Control Fire Protection Panel	С	1	0		
16-01	Lower Cargo Smoke Detection System					
16-01-01	Flight Deck Test System					
16-01-01A		С	1	0		noperative provided an cedure is used to verify ity.
16-01-01B		С	1	0	associated lover remains empto cargo contain in ULDs), fly a	noperative provided wer cargo compartment ty, except for ballast, empty hers (ballast may be loaded haway kits, pallets, and ht components.
					items inclus	ator MELs must define which are approved for ion in the fly away kits and materials can be used as t.
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		мм	EL T	ABL	E KEY		
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38.5786.2557		. ,			4. REMARKS OR EXCER	PTIONS	
26. FIRE PR	OTECTION	•	1	1			
Sequence No.	Item	1	2	3	4		Change Bar
16-01	Lower Cargo Smoke Detection System (Cont'd)						
16-01-02	Controller Channels						
16-01-02A		С	2	1	(O) One may be inoperation associated smoke zones of except for ballast, empty of containers (ballast may be ULDs), fly away kits, palled restraint components.	remain empty, cargo e loaded in	
					NOTE: Operator MELs me items which are ap inclusion in the fly which materials ca ballast.	oproved for away kits and	
16-01-02B		С	2	0	(O) May be inoperative prand aft lower cargo comparemain empty, except for cargo containers (ballast in ULDs), fly away kits, pacargo restraint component	artments ballast, empty may be loaded ıllets, and	
					NOTE: Operator MELs me items which are ap inclusion in the fly which materials ca ballast.	oproved for away kits and	
16-01-03	Controller to EIU ARINC Data Busses	С	2	1			
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORT	ΓΑΤΙΟΙ	N		MASTE	R MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATI					
AIRCRAFT: B	OEING B747-8	RE'			IO. 1 1/16/2012	PAGE NO. 26-8
		ММ	FI T	ΔΒΙ	E KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR O	CATEGORY BER INSTALLI NUMBER REQ	UIRED FOR DISPATCH
26. FIRE PR	OTECTION				4. REMARKS	OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	Chang
16-01	Lower Cargo Smoke Detection System (Cont'd)	Ť	_			Bar
16-01-04	Smoke Detectors					
16-01-04A		С	-	-	One per lowe be inoperative	r cargo compartment may e.
16-01-04B		С	-	0	associated sn except for bal containers (ba	operative provided noke zone remains empty, last, empty cargo allast may be loaded in ay kits, pallets, and cargo conents.
					items inclusi	ator MELs must define which are approved for ion in the fly away kits and materials can be used as t.
17-01	Wheel Well Fire Detection System					
17-01A		С	1	0	a) Wheel is dea b) Brake	operative provided: I well fire detection system ctivated, and temperature indication operates normally.
17-01B		C	1	0	a) Wheel is dead b) Brakes each co Approadjust d) After t	e inoperative provided: I well fire detection system ctivated, s are verified cool before departure, priate performance ments are applied, and akeoff, gear remains down minutes before retraction.
					(Continued)	

	VIATION ADMINISTRATIO		// 0 : -	- · · ·	DAGE NG	
AIRCRAFT: B	OEING B747-8	KE,	/ISIC		O. 1 PAGE NO. 26-9	
		ММІ	EL T	ABL	E KEY	
SYSTEM &		1. F	REP/	AIR (	CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.	TT CIVI			3. 1	NUMBER REQUIRED FOR DISPATCH	
0.0000000000000000000000000000000000000					4. REMARKS OR EXCEPTIONS	
26. FIRE PR	OTECTION					
Sequence No.	Item	1	2	3	4	Char Ba
17-01	Wheel Well Fire Detection System (Cont'd)					
17-01-01	Flight Deck Test System	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify system integrity.	
18-01	Wing Leading Edge Overheat Detection System					
18-01-01	Detection Loops	С	4	2	One per wing may be inoperative.	
18-01-02	Flight Deck Test System	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify system integrity.	
18-02	Center Duct Leak Detection System					
18-02-01	Detection Loops	С	2	1		
18-02-02	Flight Deck Test System	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify system integrity.	
18-03	Engine Fan Case Overheat Detection Systems	С	4	3	One may be inoperative provided:  a) Airplane is not operated in known or forecast icing conditions, and b) Associated ENGINE ANTI-ICE switch remains OFF.	
19-01	APU Duct Leak Detection System	С	1	0	May be inoperative provided APU is not used.	ī

SYSTEM & SEQUENCE NO.  26. FIRE PRO	ITEM  ITEM  ITEM  Fire Bottle Pressure Indication Systems (Engine, Lower Cargo, APU)  Lower Cargo Fire Bottle Pressure Indication Systems	MMI	DAT EL T REPA	E: 0 ABL AIR C	PAGE NO.  1/16/2012  E KEY  CATEGORY  BER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS   (M) May be inoperative provided:  a) Associated bottle is verified full, and  b) Associated bottle squib integrity is verified before each departure.	Chan <sub>t</sub> Bar
SEQUENCE NO.  26. FIRE PRO Sequence No.  20-01	Fire Bottle Pressure Indication Systems (Engine, Lower Cargo, APU)  Lower Cargo Fire Bottle Pressure Indication	1. F	2. N	3. N 3. O	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  4 (M) May be inoperative provided: a) Associated bottle is verified full, and b) Associated bottle squib integrity	Chan Bar
SEQUENCE NO.  26. FIRE PRO Sequence No.  20-01	Fire Bottle Pressure Indication Systems (Engine, Lower Cargo, APU)  Lower Cargo Fire Bottle Pressure Indication	1 C	2. 1	3. N 3. O	BER INSTALLED NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  4  (M) May be inoperative provided:  a) Associated bottle is verified full, and b) Associated bottle squib integrity	Chan Bai
SEQUENCE NO.  26. FIRE PRO Sequence No.  20-01	Fire Bottle Pressure Indication Systems (Engine, Lower Cargo, APU)  Lower Cargo Fire Bottle Pressure Indication	С		3. N	4  (M) May be inoperative provided: a) Associated bottle is verified full, and b) Associated bottle squib integrity	Chan Bar
26. FIRE PRO Sequence No. 20-01	Fire Bottle Pressure Indication Systems (Engine, Lower Cargo, APU)  Lower Cargo Fire Bottle Pressure Indication	С	2 -	3	4. REMARKS OR EXCEPTIONS  (M) May be inoperative provided:  a) Associated bottle is verified full, and b) Associated bottle squib integrity	Chan Ba
Sequence No. 20-01	Fire Bottle Pressure Indication Systems (Engine, Lower Cargo, APU)  Lower Cargo Fire Bottle Pressure Indication	С	2 -	0	(M) May be inoperative provided:  a) Associated bottle is verified full, and b) Associated bottle squib integrity	Chan Bai
20-01	Fire Bottle Pressure Indication Systems (Engine, Lower Cargo, APU)  Lower Cargo Fire Bottle Pressure Indication	С	-	0	(M) May be inoperative provided:  a) Associated bottle is verified full, and b) Associated bottle squib integrity	Chan Bai
	Indication Systems (Engine, Lower Cargo, APU)  Lower Cargo Fire Bottle Pressure Indication		-		<ul><li>a) Associated bottle is verified full,</li><li>and</li><li>b) Associated bottle squib integrity</li></ul>	
20-01-01	Pressure Indication	С	-	0		
					(O) May be inoperative provided forward and aft lower cargo compartments remain empty, except for ballast, empty cargo containers (ballast may be loaded in ULDs), fly away kits, pallets, and cargo restraint components.	
					NOTE: Operator MELs must define items which are approved for inclusion in the fly away kits and which materials can be used as ballast.	
20-01-02	APU Fire Bottle Pressure Indication System	С	1	0	May be inoperative provided APU is not used.	
20-01-03	Fire BTL DISCH Lights	С	6	0		

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U.S. DEPAR	TMENT OF TRANSPORTA	(TIOI	N		MASTER MINIMUM EQUIPMENT LIST		
	VIATION ADMINISTRATIO		VICIO	7010	IO 1 DAGE NO		
AIRCRAFT:	OEING B747-8	KE	VISIC DAT		IO. 1 PAGE NO. 1/16/2012 26-11		
		MMEL TABLE KEY					
SYSTEM &					CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALLED		
NO.				3.1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS		
26. FIRE PR	OTECTION				14. NEMAKKO OK EXOLI HONO		
Sequence No.	Item	1	2	3	4 Change Bar		
20-02	Fire Extinguisher Squib Test System	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify squib integrity.		
20-02-01	Lower Cargo Squib Test System	С	1	0	(O) May be inoperative provided forward and aft lower cargo compartments remain empty, except for ballast, empty cargo containers (ballast may be loaded in ULDs), fly away kits, pallets, and cargo restraint components.		
					NOTE: Operator MELs must define items which are approved for inclusion in the fly away kits and which materials can be used as ballast.		
20-02-02	APU Squib Test System	С	1	0	May be inoperative provided APU is not used.		
22-01	APU Fire Extinguishing System	С	1	0	May be inoperative provided APU is not used.		
22-01-01	APU Auto Discharge	С	1	0	(M) May be inoperative provided APU is monitored during ground operations for fire warning.		

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 1 PAGE NO.	
	OEING B747-8	. \_			1/16/2012 26-12	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
26. FIRE PR	OTECTION	1	1	1		To:
Sequence No.	Item	1	2	3	4	Chang Bar
23-01	Lower Cargo Fire Extinguishing System	С	1	0	<ul> <li>(O) May be inoperative provided forward and aft lower cargo compartments remain empty, except for ballast, empty cargo containers (ballast may be loaded in ULDs), fly away kits, pallets, and cargo restraint components.</li> <li>NOTE: Operator MELs must define items which are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> </ul>	
23-01-01	Fire Extinguisher Bottles	С	-	3	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Inoperative fire extinguisher bottle is deactivated,</li> <li>b) Fire extinguisher bottles A and B operate normally, and</li> <li>c) Maximum diversion time to a suitable airport is less than or equal to total fire extinguisher bottle capability.</li> </ul>	
23-01-02	Flow Valves	С	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative flow valve is deactivated closed, and</li> <li>b) Associated lower cargo compartment remains empty, except for ballast, empty cargo containers (ballast may be loaded in ULDs), fly away kits, pallets, and cargo restraint components.</li> </ul> </li> <li>NOTE: Operator MELs must define items which are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> </ul>	

AIRCRAFT:	VIATION ADMINISTRATIO	_	VISIO	N NC	O. 1 PAGE NO.	
В	OEING B747-8		DAT	E: 0	1/16/2012 26-13	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. 1		MUV	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
26-01	Portable Fire Extinguishers	D	-	-	(M) Any in excess of the 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.	Jai
27-01	Lavatory Fire Extinguishing Systems					
27-01-01	747-8F	D	1	0		
27-01-02	747-81					
27-01-02A		С	-	0	May be inoperative for each lavatory provided associated lavatory smoke detection system operates normally.	
27-01-02B		С	-	0	<ul> <li>(M)(O) May be inoperative for each lavatory provided: <ul> <li>a) Associated waste container is empty,</li> <li>b) Associated lavatory door is locked closed and placarded, INOPERATIVE - DO NOT ENTER, and</li> <li>c) Associated lavatory is used only by crewmembers.</li> </ul> </li> <li>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</li> </ul>	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N				
FEDFRAL AV	/IATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT:	VI/(TIOIV/ADMINIOTTA/(TIO		VISIO	A NC	IO. 6 PAGE NO.		
BC	DEING B747-8		DAT	E: 0	4/07/2015 27-1		
		MMEL TABLE KEY					
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH		
NO.				0.1	4. REMARKS OR EXCEPTIONS		
27. FLIGHT (	CONTROLS						
Sequence No.	Item	1	2	3	4 Change Bar		
00-01	Flight Controls (FCTL) Synoptic Display	С	1	0	(O) May be inoperative provided alternate procedures are established and used.		
09-01	Lateral Control Electronics (LCE) Interface	С	1	0	May be dispatched with LCE INTERFACE faults.		
11-01	Aileron Trim System						
11-01A		С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Aileron trim is verified centered,</li> <li>and</li> <li>b) Aileron trim system is</li> <li>deactivated.</li> </ul>		
11-01B		С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Aileron trim actuator is removed,</li> <li>and</li> <li>b) Aileron trim system is</li> <li>deactivated centered.</li> </ul>		
11-02	Outboard Aileron Power Control Units (PCUs)						
11-02-01	747-8F without SB 747-27-2504						
11-02-01-01	Left Outboard Aileron Inboard PCU	В	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Left outboard aileron inboard PCU is deactivated,</li> <li>b) Remaining outboard aileron PCUs operate normally,</li> <li>c) Engine driven pump (EDP) hydraulic system 1 operates normally,</li> <li>d) Demand hydraulic pump 1 operates normally, and</li> <li>e) Demand hydraulic pump 1 selector AUTO position operates normally.</li> </ul> </li> </ul>		
					(Continued)		

VIATION ADMINISTRATIO DEING B747-8		"014		
DEING B747-8		VISIO	A NC	NO. 6 PAGE NO.
		DAT	ΓE: 0	04/07/2015 27-2
				LE KEY
ITEM	1. F	_	MUN	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
CONTROLS	<u></u>		<u> </u>	4. REMARKS OR EXCEPTIONS
Item	1	2	3	4 Change Bar
Outboard Aileron Power Control Units (PCUs) (Cont'd)				Dar
747-8F without SB 747-27-2504 (Cont'd)				
Right Outboard Aileron Inboard PCU	В	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Right outboard aileron inboard PCU is deactivated,</li> <li>b) Remaining outboard aileron PCUs operate normally,</li> <li>c) Demand hydraulic pump 3 operates normally, and</li> <li>d) Demand hydraulic pump 3 selector AUTO position operates normally.</li> </ul>
747-8F with SB 747-27-2504 or Production Equivalent (PRR 86614)				
Left Outboard Aileron Inboard PCU	В	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Left outboard aileron inboard</li> <li>PCU is deactivated,</li> <li>b) Remaining outboard aileron</li> <li>PCUs operate normally,</li> <li>c) Engine driven pump (EDP)</li> <li>hydraulic system 1 operates</li> <li>normally,</li> <li>d) Demand hydraulic pump 1</li> <li>operates normally, and</li> <li>e) Demand hydraulic pump 1</li> <li>selector AUTO position operates</li> <li>normally.</li> </ul> </li> </ul>
	Outboard Aileron Power Control Units (PCUs) (Cont'd)  747-8F without SB 747-27-2504 (Cont'd)  Right Outboard Aileron Inboard PCU  747-8F with SB 747-27-2504 or Production Equivalent (PRR 86614)  Left Outboard Aileron	Outboard Aileron Power Control Units (PCUs) (Cont'd)  747-8F without SB 747-27-2504 (Cont'd)  Right Outboard Aileron Inboard PCU  747-8F with SB 747-27-2504 or Production Equivalent (PRR 86614)  Left Outboard Aileron B	Outboard Aileron Power Control Units (PCUs) (Cont'd)  747-8F without SB 747-27-2504 (Cont'd)  Right Outboard Aileron Inboard PCU  747-8F with SB 747-27-2504 or Production Equivalent (PRR 86614)  Left Outboard Aileron  B 1	Outboard Aileron Power Control Units (PCUs) (Cont'd)  747-8F without SB 747-27-2504 (Cont'd)  Right Outboard Aileron Inboard PCU  747-8F with SB 747-27-2504 or Production Equivalent (PRR 86614)  Left Outboard Aileron B 1 0

FEDERAL A\ AIRCRAFT:	/IATION ADMINISTRATIO		/101/	א ואכ	IO. 6	PAGE NO.
	DEING B747-8	KE			4/07/2015	27-3
		MMI	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN		ED UIRED FOR DISPATCH S OR EXCEPTIONS
27. FLIGHT (	CONTROLS	<u> </u>	ı		1	
Sequence No.	Item	1	2	3	4	Chang Bar
11-02	Outboard Aileron Power Control Units (PCUs) (Cont'd)					
11-02-02	747-8F with SB 747-27-2504 or Production Equivalent (PRR 86614) (Cont'd)					
11-02-02-02	Left Outboard Aileron Outboard PCU	В	1	0	a) Left of PCU ib) Rema PCUs c) Dema opera d) Dema	noperative provided: utboard aileron outboard is deactivated, ining outboard aileron operate normally, and hydraulic pump 2 tes normally, and and hydraulic pump 2 cor AUTO position operates ally.
11-02-02-03	Right Outboard Aileron Inboard PCU	В	1	0	a) Right PCU i b) Rema PCUs c) Dema opera d) Dema	noperative provided: outboard aileron inboard s deactivated, ining outboard aileron operate normally, and hydraulic pump 3 tes normally, and and hydraulic pump 3 for AUTO position operates ally.

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 6	PAGE NO.
ВС	DEING B747-8		DAT	ΓΕ: 0	4/07/2015	27-4
					E KEY Category	
SYSTEM &	0.75276.3,2930	1. [			BER INSTALLE	FD
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH
2037865-227					4. REMARKS	OR EXCEPTIONS
27. FLIGHT (		T	ı	1	1	Change
Sequence No.	Item	1	2	3	4	Bar
11-02	Outboard Aileron Power Control Units (PCUs) (Cont'd)					
11-02-02	747-8F with SB 747-27-2504 or Production Equivalent (PRR 86614) (Cont'd)					
11-02-02-04	Right Outboard Aileron Outboard PCU	В	1	0	a) Right of PCU is b) Remai PCUs c) Engine hydrau norma d) Demai operat e) Demai	nd hydraulic pump 4 tes normally, and nd hydraulic pump 4 or AUTO position operates
11-02-03	747-81					
11-02-03-01	Left Outboard Aileron Inboard PCU	В	1	0	a) Left ou PCU is b) Remai PCUs c) Engine hydrau norma d) Demai operat e) Demai	nd hydraulic pump 1 tes normally, and nd hydraulic pump 1 or AUTO position operates
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 6 PAGE NO.	
	DEING B747-8				4/07/2015 27-5	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS				
27. FLIGHT (			T .			Chang
Sequence No. 11-02	Outboard Aileron Power Control Units (PCUs) (Cont'd)	1	2	3	4	Bar
11-02-03	747-8I (Cont'd)					
11-02-03-02	Left Outboard Aileron Outboard PCU	В	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Left outboard aileron outboard PCU is deactivated,</li> <li>b) Remaining outboard aileron PCUs operate normally,</li> <li>c) Demand hydraulic pump 2 operates normally, and</li> <li>d) Demand hydraulic pump 2 selector AUTO position operates normally.</li> </ul>	
11-02-03-03	Right Outboard Aileron Inboard PCU	В	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Right outboard aileron inboard PCU is deactivated,</li> <li>b) Remaining outboard aileron PCUs operate normally,</li> <li>c) Demand hydraulic pump 3 operates normally, and</li> <li>d) Demand hydraulic pump 3 selector AUTO position operates normally.</li> </ul>	
11-02-03-04	Right Outboard Aileron Outboard PCU	В	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Right outboard aileron outboard PCU is deactivated,</li> <li>b) Remaining outboard aileron PCUs operate normally,</li> <li>c) Engine driven pump (EDP) hydraulic system 4 operates normally,</li> <li>d) Demand hydraulic pump 4 operates normally, and</li> <li>e) Demand hydraulic pump 4 selector AUTO position operates normally.</li> </ul>	

AIRCRAFT:	AVIATION ADMINISTRATIO		/ SI	N NC	IO. 6	PAGE NO.	
_	BOEING B747-8				4/07/2015	27-6	
		MMI	EL T	ABL	E KEY		
SYSTEM & SEQUENCE	ITEM	1. REPAIR CATEGO 2. NUMBER INS 3. NUMBER		BER INSTALL	ED UIRED FOR DISPATCH		
NO.				0. 1		OR EXCEPTIONS	
	CONTROLS		ı	ı	1		Chang
Sequence No.	Item	1	2	3	4		Bar
18-01	Inboard Aileron Position Indicating System	С	1	0	confirmation of	noperative provided visual of proper aileron movement re each departure.	
18-02	Control Wheel Position Transducers	С	6	5			
21-01	Rudder Trim Center Switch	С	1	0			
23-01	Hydraulic Shutoff VALVE CLOSED Lights	С	8	0		erative provided associated toff valve is considered	
23-02	Hydraulic Shutoff Valves (Wing and Tail)	С	8	0	(M) May be in	noperative secured open.	
28-01	Rudder Position Indicating System	С	1	0	confirmation	noperative provided visual of proper rudder movement re each departure.	
28-02	Rudder Trim Indicator	С	1	0		noperative provided rudder d centered before each	
28-03	Rudder Pedal Position Transducer	С	1	0		noperative provided erformance adjustments	
31-01	Pitch Augmentation Control System (PACS) Force Fight Fatigue Monitor (FFFM)	В	1	0			
32-01	Stall Warning Systems	С	2	1	remaining sys	be inoperative provided stem is verified to operate ore each departure.	
32-01-01	Stick Shakers	С	2	1	(M) One may deactivated.	be inoperative	

FEDERAL A	VIATION ADMINISTRATIO		\ <u> </u>	A IAC	IO. 6 PAGE NO.
_	OEING B747-8	INL			4/07/2015 27-7
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR ( NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
27. FLIGHT	CONTROLS				4. NEWAKKO OK EXCELLIONO
Sequence No.	Item	1	2	3	4 Change Bar
38-01	Elevator Position indicating System	С	1	0	(M) May be inoperative provided visual confirmation of proper elevator movement is made before each departure.
41-01	Stabilizer Trim Functions	С	2	1	(M)(O) One may be inoperative provided horizontal stabilizer is verified to operate normally with the alternate stabilizer trim switches.
41-02	Control Wheel Stabilizer Trim Switches	С	2	1	(O) One may be inoperative provided alternate stabilizer trim system is verified to operate normally before each departure.
48-01	Nose Gear Pressure Switch	С	1	0	(O) May be inoperative provided stabilizer trim position is properly set before each departure for the actual airplane weight, center of gravity, and takeoff thrust setting.
51-01	Flap Control Units (FCUs)				
51-01-01	Left FCU	С	1	0	<ul> <li>(M) May be inoperative or removed provided: <ul> <li>a) Flap position rotary variable differential transducer (RVDT) sensors are verified to operate normally before each departure,</li> <li>b) Right and center FCUs operate normally,</li> <li>c) Demand hydraulic pump 4 selector AUTO position is considered inoperative, and</li> <li>d) Leading edge failure indication (LEFI) damage detection circuit L1 on left wing and LEFI damage detection circuit R1 on right wing are considered inoperative.</li> </ul> </li> </ul>
					(Continued)

AIRCRAFT:	VIATION ADMINISTRAT				REVISION NO. 6 PAGE NO. 27-8				
В	OEING B747-8								
SYSTEM & SEQUENCE NO.	ITEM		REPA	AIR O	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
27. FLIGHT		<u> </u>	_		1.	Change			
Sequence No.	Flap Control Units (FCUs) (Cont'd)	1	2	3	4	Bar			
51-01-02	Right FCU	С	1	0	<ul> <li>(M) May be inoperative or removed provided:</li> <li>a) Flap position rotary variable differential transducer (RVDT) sensors are verified to operate normally before each departure,</li> <li>b) Left and center FCUs operate normally, and</li> <li>c) Demand hydraulic pump 1 selector AUTO position is considered inoperative.</li> </ul>				
51-01-03	Center FCU	С	1	0	<ul> <li>(M) May be inoperative or removed provided:</li> <li>a) Flap position rotary variable differential transducer (RVDT) sensors are verified to operate normally before each departure,</li> <li>b) Left and right FCUs operate normally, and</li> <li>c) Leading edge failure indication (LEFI) damage detection circuit L2 on left wing and LEFI damage detection circuit R2 on right wing are considered inoperative.</li> </ul>				
62-01	Auto Spoilers System	С	1	0	(M)(O) May be inoperative provided:  a) Auto spoilers system is deactivated, and b) Appropriate performance adjustments are applied.				

U.S. DEPAI	RTMENT OF TRANSPORT	ATIOI	N		
	AVIATION ADMINISTRATION				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			VISIO	N NC	O. 6 PAGE NO.
E	BOEING B747-8		DAT	ΓΕ: 0	4/07/2015 27-9
					E KEY
SYSTEM & SEQUENCE NO.		1. F	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH		
27 FLIGHT	CONTROLS				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
62-02	Spoiler Power Control Units (PCUs)	A	12	10	(M)(O) One symmetrical spoiler pair may be inoperative provided:  a) Symmetrical pair is deactivated in the retracted position, b) Remaining spoilers are verified to operate normally, c) Appropriate performance adjustments are applied, d) Flight remains at or below appropriate altitude, and e) Repairs are made within three flight days.
62-03	Speed Brake Lever Position Transducers	С	4	3	
81-01	Leading Edge Flaps Drives (Pneumatic Mode)	С	8	7	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) All electric drives are verified to operate normally,</li> <li>b) Appropriate performance adjustments are applied, and</li> <li>c) Flaps remain in takeoff position until obstacle clearance is assured.</li> </ul> </li> </ul>
81-02	Leading Edge Flaps Drives (Electric Mode)	С	8	7	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Inoperative electric drive is deactivated, and</li> <li>b) All pneumatic drives operate normally.</li> </ul>
81-03	Leading Edge Flaps Retraction System (Reverser Actuated)	С	1	0	

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Ь	OEING D/4/-0					27-10			
			MMEL TABLE KEY  1. REPAIR CATEGORY						
SYSTEM &		'- '			BER INSTALL	ED			
SEQUENCE	ITEM		2. 1		UIRED FOR DISPATCH				
NO.				-56.6		OR EXCEPTIONS			
27. FLIGHT	CONTROLS		•						
Sequence No.	Item	1	2	3	4	Ch <sub>2</sub>			
89-01	Leading Edge Failure Indication (LEFI) Damage Detection Circuits					·			
89-01A		С	4	2	trace faults at	tched with LE flap panel fecting only one LEFI ction circuit per wing.			
89-01B		A	4	2	panel trace fall LEFI damage provided:  a) Associates and LEFE circuit b) Repai	ispatched with LE flap aults affecting only one detection circuit per wing stated LE flap panel spare are connected as sary to maintain integrity in FI damage detection s, and rs are made within lendar days.			
89-01C		С	4	0	panel trace fa LE flap panel connected as	ispatched with LE flap aults provided associated spare traces are necessary to maintain LEFI damage detection			
89-01D		В	4	0	panel trace fa LE flap panel connected as	ispatched with LE flap aults provided associated spare traces are necessary to maintain least one LEFI damage uit per wing.			

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В	OEING B747-8	DATE: 08/25/2017 28-1					
					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 Cha		
00-01	Fuel System (FUEL) Synoptic Display	С	1	0	May be inoperative provided individual fuel quantity indications required for dispatch operate normally.		
11-01	Fuel Sump Drain Valves	С	10	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) There is no evidence of leakage, and</li> <li>b) Alternate procedures are used to prevent water accumulation in associated tank.</li> </ul>		
15-01	Fuel Scavenge Systems						
15-01A		С	2	1			
15-01B		С	2	0	(M) May be inoperative provided center wing tank remains empty.		
15-01C		С	2	0	(O) May be inoperative provided:  a) Maximum zero fuel weight is reduced by the weight of the center tank fuel, and b) Appropriate amount of center tank fuel is considered unusable.		
16-01	Reserve Tanks 1 and 4 Transfer Valves						
16-01A		С	4	2	<ul> <li>(M) One per tank may be inoperative</li> <li>(with reserve tanks fueled) provided: <ul> <li>a) Inoperative transfer valve is</li> <li>secured closed, and</li> <li>b) Zero fuel weight CG limit is 2.2%</li> <li>MAC forward of the aft limit.</li> </ul> </li> </ul>		
16-01B		С	4	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Reserve tanks 1 and 4 remain empty,</li> <li>b) Maximum zero fuel weight is reduced by the weight of the center tank fuel, and</li> <li>c) Appropriate performance adjustments are applied.</li> </ul>		

AIRCRAFT:	VIATION ADMINISTRAT  DEING B747-8				IO. 7 8/25/2017	PAGE NO.
ים	JEING B/4/-0					20-2
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (		ED UIRED FOR DISPATCH S OR EXCEPTIONS
28. FUEL				<u> </u>		
Sequence No.	Item	1	2	3	4	C
16-02	Main Tanks 1 and 4 Transfer Valves					
16-02-01	747-8F	C	2	0	a) Main to valves b) All ma pumps c) Maxim the ce the ap d) Required does retanks	te inoperative provided: tanks 1 and 4 transfer are secured closed, ain tanks 1 and 4 boost s operate normally, num fuel quantity loaded in enter wing tank is limited by opropriate amount. And ired fuel to be jettisoned not deplete inboard main below the quantity in the ard main tanks.
16-02-02	747-81	C	2	0	a) Main to valves b) All mare pumps c) Maximenthe center horizor limited amount does really tanks	tanks 1 and 4 transfer are secured closed, ain tanks 1 and 4 boost is operate normally, num fuel quantity loaded in enter wing tank and intal stabilizer tank is id by the appropriate int, and ired fuel to be jettisoned into the deplete inboard main below the quantity in the ard main tanks.

AIRCRAFT:	VIATION ADMINISTRATIO OEING B747-8				0. 7 8/25/2017	PAGE NO. 28-3	
D	OEING B/4/-0	DATE: 08/25/2017 28-3  MMEL TABLE KEY					
SYSTEM &			REP/	AIR C	CATEGORY	ED	
SEQUENCE NO.	ITEM	2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
28. FUEL							
Sequence No.	Item	1	2	3	4		Char Ba
16-03	Reserve Tanks Transfer Single Point Sensor Systems						•
16-03A		С	2	1		noperative provided main fuel quantity indicating ate normally.	
16-03B		С	2	0	tanks fueled) a) Main t indicat normat b) Altern	operative (with reserve provided: anks 1 and 4 fuel quantity ting systems operate ally, and ate procedures are ished and used.	
16-03C		С	2	0	a) Reser empty b) Maxim reduce center c) Appro	roperative provided: ve tanks 1 and 4 remain r, num zero fuel weight is ed by the weight of the r tank fuel, and priate performance ments are applied.	
17-01	Horizontal Stabilizer Tank Fuel Isolation Valves (747-8I)	С	4	0	a) Inoper secure	noperative provided: rative isolation valve is ed closed, and ontal stabilizer tank remains	
17-02	Horizontal Stabilizer Tank Fuel Pumps (747-8I)	С	2	0	a) Inoper deacti	noperative provided: rative fuel pump is vated, and ontal stabilizer tank remains	

U.S. DEPAR	TMENT OF TRANSPOR	TATIO	N		MASTE	ER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRAT					
AIRCRAFT:	DEING B747-8	RE			IO. 7 8/25/2017	PAGE NO. 28-4
	<u> </u>	ММ			E KEY	20 1
					CATEGORY	
SYSTEM & SEQUENCE	ITEM				BER INSTALL	ED
NO.	I I ⊏IVI			3. 1		UIRED FOR DISPATCH
					4. REMARKS	OR EXCEPTIONS
28. FUEL	T.,	<u> </u>	1 .	l _	1.	Change
Sequence No.	Item	1	2	3	4	Bar
17-03	Horizontal Stabilizer Tank Single Point Sensor Systems (747-8I)					
17-03A		С	2	1		inoperative provided center Il quantity indicating system mally.
17-03B		С	2	0		erative provided horizontal c remains empty.
17-04	Horizontal Stabilizer Tank Fuel Transfer Signals (747-8I)	С	2	0		
21-01	Pressure Fueling System					
21-01-01	747-8F					
21-01-01-01	Refuel Valves					
21-01-01-01A		С	10	0	provided:  a) Altern for ref b) Fuel je consid c) Appro	ne inoperative open tate procedures are used fueling, ettison system is dered inoperative, and epriate performance tments are applied.
21-01-01-01B		C	10	0		noperative closed provided cedures are used for
					(Continued)	

U.S. DEPART	TMENT OF TRANSPORT	ATIO	N							
FEDERAL AV	/IATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST	Γ			
AIRCRAFT:					10.7	PAGE NO.				
BC	DEING B747-8				8/25/2017	28-5				
			MMEL TABLE KEY  1. REPAIR CATEGORY							
SYSTEM &	ITEM	'. '			BER INSTALLI	ED				
SEQUENCE NO.	ITEM				NUMBER REQ	UIRED FOR DISPATCH				
(2008)789(2023)7		<u> </u>			4. REMARKS	OR EXCEPTIONS				
28. FUEL	Item	1	2	3	4	Char	nge			
Sequence No.		1	2	3	4	Ва				
21-01	Pressure Fueling System (Cont'd)									
21-01-01	747-8F (Cont'd)									
21-01-01-02	Refuel Power Select Switch									
21-01-01-02A		С	1	0		noperative provided fueling is deactivated before each				
21-01-01-02B		С	1	0		osition may be inoperative T position is verified to ally.				
21-01-01-03	Refuel Valve Lights	С	10	0		noperative provided fuel valve is verified closed ueling.				
21-01-01-04	Volumetric Top-Off (VTO) Function	С	1	0		noperative provided eling procedures are nd used.				
21-01-01-05	Preselect Function	С	1	0		noperative provided eling procedures are nd used.				
						unction that operates ally may be used.				
21-01-01-06	Overfill Light	С	1	0	a) Refue when refueli	noperative provided: Il valves are verified closed appropriate during ing, and Il valve lights operate ally.				
					(Continued)					
					(Continued)					

FEDERAL A	VIATION ADMINISTRATION				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT: BO	OEING B747-8	RE'			NO. 7 PAGE NO. 28-6
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
28. FUEL					14. REMARKS ON EXCELLIBRIO
Sequence No.	Item	1	2	3	4 Change Bar
21-01	Pressure Fueling System (Cont'd)				
21-01-01	747-8F (Cont'd)				
21-01-01-07	Test Functions (Gauges and System)	С	2	0	
21-01-02	747-81				
21-01-02-01	Refuel Valves				
21-01-02-01A		С	11	0	<ul> <li>(M)(O) May be inoperative open provided: <ul> <li>a) Alternate procedures are used for refueling,</li> <li>b) Fuel jettison system is considered inoperative,</li> <li>c) Horizontal stabilizer tank remains empty, and</li> <li>d) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>
21-01-02-01B		С	11	0	<ul> <li>(M) May be inoperative closed provided:</li> <li>a) Alternate procedures are used for refueling, and</li> <li>b) For any center wing tank refuel valve inoperative closed, horizontal stabilizer tank remains empty.</li> </ul>
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N				
FEDERAL A\	/IATION ADMINISTRATION	ON			MASTE	ER MINIMUM EQUIPMENT LIST	Γ
AIRCRAFT:			_	_	0.7	PAGE NO.	
BC	DEING B747-8				8/25/2017	28-7	
					E KEY CATEGORY		
SYSTEM &		1. [			BER INSTALL	ED	
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH	
200.7000/2.500					4. REMARKS	OR EXCEPTIONS	
28. FUEL	I.	<u> </u>	Ι.		T.	Char	nge
Sequence No.	Item	1	2	3	4	Ва	
21-01	Pressure Fueling System (Cont'd)						
21-01-02	747-8I (Cont'd)						
21-01-02-02	Refuel Power Select Switch						
21-01-02-02A		С	1	0		noperative provided fueling is deactivated before each	
21-01-02-02B		С	1	0		osition may be inoperative T position is verified to ally.	
21-01-02-03	Refuel Valve Lights	С	11	0		noperative provided Ifuel valve is verified closed Tueling.	
21-01-02-04	Volumetric Top-Off (VTO) Function	С	1	0		noperative provided eling procedures are nd used.	
21-01-02-05	Preselect Function	С	1	0		noperative provided eling procedures are nd used.	
						unction that operates ally may be used.	
21-01-02-06	Overfill Light	С	1	0	a) Refue when refueli	noperative provided: el valves are verified closed appropriate during ing, and el valve lights operate ally.	
					(Continued)		
			<u> </u>	<u> </u>	(Continued)		

AIRCRAFT:	VIATION ADMINISTRATION OEING B747-8				O. 7 8/25/2017	PAGE NO. 28-8	
ים	DEING B/4/-0	BABA				20-0	
804004000800000000000000000000000000000		_			E KEY CATEGORY		
SYSTEM &					BER INSTALL	ED	
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH	
NO.					4. REMARKS	OR EXCEPTIONS	
28. FUEL							
Sequence No.	Item	1	2	3	4		Chang Bar
21-01	Pressure Fueling System (Cont'd)						
21-01-02	747-8I (Cont'd)						
21-01-02-07	Test Functions (Gauges and System)	С	2	0			
21-01-02-08	Horizontal Stabilizer Tank Fuel Isolation Valves Control Switch	С	1	0		erative provided horizontal c remains empty.	
21-01-02-09	Horizontal Stabilizer Tank Fuel Isolation Valves Light	С	1	0	horizontal sta	noperative provided ibilizer tank fuel isolation rified closed after each	
21-02 ***	Fueling Receptacle Caps	С	4	0	provided asso	noperative or missing ociated refuel manual is verified closed after	
21-03 ***	Refuel Manual Shutoff Valve Handle Extensions/Stop Assemblies	С	4	0	provided asso	noperative or missing ociated refuel manual is verified closed after	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO				
AIRCRAFT: BO	OEING B747-8	RE'			NO. 7 PAGE NO. 28-9
		MM	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
28. FUEL				<u> </u>	
Sequence No.	Item	1	2	3	4 Change Bar
22-01	Main Tanks Boost Pumps Main Tanks 1 and 4 Boost Pumps				
22-01-01A		С	4	3	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Inoperative boost pump is deactivated,</li> <li>b) Main tanks 1 and 4 transfer valves are verified to operate normally,</li> <li>c) All main tanks 2 and 3 boost pumps operate normally,</li> <li>d) Associated main tank fuel quantity indicating system operates normally, and</li> <li>e) Appropriate minimum fuel quantities are retained in the main tanks.</li> </ul>
22-01-01B		C	4	3	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative boost pump is deactivated,</li> <li>b) Main tanks 1 and 4 transfer valves are verified to operate normally,</li> <li>c) All main tanks 2 and 3 boost pumps operate normally,</li> <li>d) Both center wing tank override/jettison pumps operate normally,</li> <li>e) Associated main tank fuel quantity indicating system operates normally,</li> <li>f) Appropriate minimum fuel quantity is loaded in the center wing tank,</li> <li>g) Maximum zero fuel weight is reduced by the weight of the center tank fuel,</li> <li>h) For takeoff, engines 1 and 4 are manifolded to the center wing tank, and</li> <li>i) Appropriate minimum fuel quantities are retained in the main tanks.</li> </ul> </li> </ul>
					(Continued)

MASTER MINIMUM EQUIPMENT LIST  AIRCRAFT: BOEING B747-8  REVISION NO. 7 DATE: 08/25/2017  MMEL TABLE KEY  SYSTEM & SEQUENCE NO.  ITEM 1. REPAIR CATEGORY 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  28. FUEL  Sequence No. Item 1 2 3 4 Category (Cont'd)  22-01 Main Tanks Boost Pumps (Cont'd)  22-01 Main Tanks 2 and 3 Boost Pumps  Control No.  Main Tanks 2 and 3 Boost Pumps  Control No.  Associated fuel crossfeed valve is considered inoperative, c) All main tanks 1 and 4 boost pump is operate normally, d) Associated main tank override/jettison pumps remain ON for takeoff, and e) Appropriate minimum fuel quantities are retained in the main tanks.	U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N			
AIRCRAFT: BOEING B747-8  REVISION NO. 7 DATE: 08/25/2017  REVISION NO. 7 DATE: 08/25/2017  REPAIR CATEGORY  SYSTEM & SEQUENCE NO.  ITEM NO.  SEQUENCE NO.  ITEM 1 2 3 4  REMARKS OR EXCEPTIONS  28. FUEL  Sequence No. Item 1 2 3 4  Change Ber (Cont'd)  Cont'd)  Associated fuel crossfeed valve is considered inoperative, considered main tank override/jettison pumps remain ON for takeoff, and ended the propriate minimum fuel quantities are retained in the	FEDERAL A	VIATION ADMINISTRATION	N			MASTE	K MINIMUM EQUIPMENT LIST
SYSTEM & SEQUENCE NO.  ITEM  ITEM  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  28. FUEL  Sequence No. Item  1 2 3 4 Chang Bar  22-01 Main Tanks Boost Pumps (Cont'd)  22-01-02 Main Tanks 2 and 3 Boost Pumps  C 4 3 (M)(O) One may be inoperative provided:  a) Inoperative boost pump is deactivated,  b) Associated fuel crossfeed valve is considered inoperative,  c) All main tanks 1 and 4 boost pumps operate normally,  d) Associated main tank override/jettison pumps remain ON for takeoff, and  e) Appropriate minimum fuel quantities are retained in the	AIRCRAFT:					-	
SYSTEM & SEQUENCE NO.  ITEM  ITEM  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  28. FUEL  Sequence No.  Main Tanks Boost Pumps (Cont'd)  Chang Bar  (Cont'd)  Cont'd)  Cont'd and boost pumps operate normally, d) Associated fuel crossfeed valve is considered inoperative, continue in tanks 1 and 4 boost pumps operate normally, d) Associated main tank override/jettison pumps remain ON for takeoff, and e) Appropriate minimum fuel quantities are retained in the			мм	EL T	ABL	E KEY	
Sequence No. Item 1 2 3 4 Change Bar 22-01 Main Tanks Boost Pumps (Cont'd)  22-01-02 Main Tanks 2 and 3 Boost Pumps  C 4 3 (M)(O) One may be inoperative provided:  a) Inoperative boost pump is deactivated, b) Associated fuel crossfeed valve is considered inoperative, c) All main tanks 1 and 4 boost pumps operate normally, d) Associated main tank override/jettison pumps remain ON for takeoff, and e) Appropriate minimum fuel quantities are retained in the	SEQUENCE NO.	ITEM		REP/	AIR (	CATEGORY BER INSTALLI NUMBER REQ	UIRED FOR DISPATCH
22-01 Main Tanks Boost Pumps (Cont'd)  22-01-02 Main Tanks 2 and 3 Boost Pumps  (C 4 3 (M)(O) One may be inoperative provided: a) Inoperative boost pump is deactivated, b) Associated fuel crossfeed valve is considered inoperative, c) All main tanks 1 and 4 boost pumps operate normally, d) Associated main tank override/jettison pumps remain ON for takeoff, and e) Appropriate minimum fuel quantities are retained in the	28. FUEL						
Pumps (Cont'd)  22-01-02 Main Tanks 2 and 3 Boost Pumps  C 4 3 (M)(O) One may be inoperative provided:  a) Inoperative boost pump is deactivated, b) Associated fuel crossfeed valve is considered inoperative, c) All main tanks 1 and 4 boost pumps operate normally, d) Associated main tank override/jettison pumps remain ON for takeoff, and e) Appropriate minimum fuel quantities are retained in the	Sequence No.	Item	1	2	3	4	
Boost Pumps  a) Inoperative boost pump is deactivated, b) Associated fuel crossfeed valve is considered inoperative, c) All main tanks 1 and 4 boost pumps operate normally, d) Associated main tank override/jettison pumps remain ON for takeoff, and e) Appropriate minimum fuel quantities are retained in the	22-01	Pumps					
(Continued)	22-01-02		C	4	3	a) Inoper deactiful by Association is consisted as pumps deactiful by Association overrides on the consistency of the consisten	rative boost pump is vated, vated, vated fuel crossfeed valve sidered inoperative, value in tanks 1 and 4 boost is operate normally, valued main tank de/jettison pumps remain respectively takeoff, and priate minimum fuel ties are retained in the

U.S. DEPAR	TMENT OF TRANSPORT	TATIO	N		MASTER MINIMUM EQUIP	MENIT LIST
FEDERAL A	VIATION ADMINISTRATION	ON			WASTER WIIMINIOW EQUI	IVILIAT LIGT
AIRCRAFT:	DEING B747-8	RE		_	IO. 7 PAGE NO. 28-11	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPAT 4. REMARKS OR EXCEPTIONS	ГСН
28. FUEL						
Sequence No.	Item	1	2	3	4	Change Bar
22-01	Main Tanks Boost Pumps (Cont'd) Main Tanks 2 and 3 Boost Pumps (Cont'd)					
22-01-02-01	Aft Boost Pumps					
22-01-02-01A		C	2	1	<ul> <li>(M)(O) One may be inoperative properative boost pump is deactivated,</li> <li>b) All main tanks 1 and 4 boo pumps operate normally,</li> <li>c) Main tanks 2 and 3 forward boost pumps operate normally associated main tank aft override/jettison pump openormally,</li> <li>e) Associated main tank fuel quantity indicating system operates normally, and</li> <li>f) Appropriate minimum fuel quantities are retained in the main tanks.</li> </ul>	st I ally, rates
22-01-02-01B		C	2	1	<ul> <li>(M)(O) One may be inoperative properative boost pump is deactivated,</li> <li>b) All main tanks 1 and 4 boo pumps operate normally,</li> <li>c) Main tanks 2 and 3 forward boost pumps operate normed</li> <li>d) Associated main tank fuel quantity indicating system operates normally,</li> <li>e) All engine driven generator systems operate normally,</li> <li>f) Appropriate minimum fuel quantities are retained in the main tanks.</li> </ul>	st I ally, and
					(Continued)	

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	/IATION ADMINISTRATIO				1	
AIRCRAFT:	DEING B747-8	RE			O. 7 PAGE NO. 28-12	
D(	JEING D/4/-0					
					E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. r		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				J. I	4. REMARKS OR EXCEPTIONS	
28. FUEL					14. KEMAKKS OK EXCELLIONS	
Sequence No.	Item	1	2	3	4	Change Bar
22-01	Main Tanks Boost					Dar
22-01	Pumps (Cont'd)					
22-01-02	Main Tanks 2 and 3 Boost Pumps (Cont'd)					
	Forward Boost Pumps	С	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative boost pump is deactivated,</li> <li>b) All main tanks 1 and 4 boost pumps operate normally,</li> <li>c) Main tanks 2 and 3 aft boost pumps operate normally,</li> <li>d) Associated main tank fuel quantity indicating system operates normally, and</li> <li>e) Appropriate minimum fuel quantities are retained in the main tanks.</li> </ul> </li> </ul>	
22-02	Fuel Crossfeed VALVE Lights	С	4	0		

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MININ	MUM EQUIPMENT	LIST
	/IATION ADMINISTRATIO					·	
AIRCRAFT: BO	DEING B747-8	RE'			O. 7 PAGE 8/25/2017	NO. 28-13	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED I 4. REMARKS OR EX		
28. FUEL							
Sequence No.	Item	1	2	3	4		Change Bar
22-03	Fuel Crossfeed Valves						
22-03-01	747-8F						
22-03-01-01	Fuel Crossfeed Valves 1 and 4	С	2	1	(M)(O) One may be in provided:  a) Inoperative fue is secured ope b) Fuel crossfeed operate normal c) All main tanks indicating syst normally, and d) Alternate procestablished an	el crossfeed valve en, d valves 2 and 3 ally, fuel quantity ems operate edures are	
22-03-01-02	Fuel Crossfeed Valves 2 and 3	С	2	1	(M)(O) One may be in provided:  a) Inoperative fue is secured ope b) Fuel crossfeed operate normal c) All main tanks indicating syst normally, and d) Maximum zero reduced by the center tank fue	el crossfeed valve en, d valves 1 and 4 ally, fuel quantity ems operate o fuel weight is e weight of the	
					(Continued)		

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		ММ	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR (	CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH OR EXCEPTIONS				
28. FUEL										
Sequence No.	Item	1	2	3	4		Chan Bai			
22-03	Fuel Crossfeed Valves (Cont'd)									
22-03-02	747-81									
22-03-02-01	Fuel Crossfeed Valves 1 and 4	С	2	1	provided:  a) Inoperis secutor b) Fuel coperate c) All material indicate normated	rative fuel crossfeed valve ured open, rossfeed valves 2 and 3 te normally, in tanks fuel quantity ting systems operate ally, and ate procedures are ished and used.				
22-03-02-02	Fuel Crossfeed Valves 2 and 3	С	2	1	provided:  a) Inoper is sect operated o	num zero fuel weight is ed by the weight of the tank fuel, and ontal stabilizer tank remains				

	VIATION ADMINISTRAT		//014	<u> </u>		INIMUM EQUIPMENT I	
AIRCRAFT:	OEING B747-8	RE			O. 7 PAC 8/25/2017	GE NO. 28-15	
		MM	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED IUMBER REQUIRE 4. REMARKS OR	ED FOR DISPATCH	
28. FUEL					4. KEWAKKS OK	EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
22-04	Fuel System Flap Signals						
22-04-01	747-8F	С	2	1	(O) One may be in alternate procedure and used.	operative provided es are established	
22-04-02	747-81	С	2	1		rocedures are	
22-05	Fuel System In-Air Signals						
22-05-01	747-8F						
22-05-01A		С	2	1	,	ed) provided: 1 and 4 fuel quantity systems operate nd rocedures are	
22-05-01B		C	2	1	a) Reserve talempty, b) Maximum zereduced by center tank c) Appropriate	e performance s are applied, and rocedures are	
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRAT OEING B747-8				NO. 7 PAGE NO. 28-16		
	021110 07 17 0	ММ			.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	Chan Bai	
22-05	Fuel System In-Air Signals (Cont'd)						
22-05-02	747-81						
22-05-02A		С	2	1	<ul> <li>(O) One may be inoperative (with reserve tanks fueled) provided: <ul> <li>a) Main tanks 1 and 4 fuel quant indicating systems operate normally,</li> <li>b) Horizontal stabilizer tank remains empty, and</li> <li>c) Alternate procedures are established and used.</li> </ul> </li> </ul>	•	
22-05-02B		C	2	1	<ul> <li>(O) One may be inoperative provided a) Reserve tanks 1 and 4 remain empty,</li> <li>b) Maximum zero fuel weight is reduced by the weight of the center tank fuel,</li> <li>c) Horizontal stabilizer tank remain empty,</li> <li>d) Appropriate performance adjustments are applied, and</li> <li>e) Alternate procedures are established and used.</li> </ul>	n     	

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATION				
AIRCRAFT:	OEING B747-8	RE			NO. 7 PAGE NO. 28-17
	021110 07 47 0	MANA			LE KEY
					CATEGORY
SYSTEM & SEQUENCE	ITEM				IBER INSTALLED
NO.	I I LIVI			3.1	NUMBER REQUIRED FOR DISPATCH
28. FUEL					4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change
22-06	Fuel System Management Cards (FSMCs)		_		Bar
22-06-01	747-8F				
22-06-01A		С	2	1	<ul> <li>(M)(O) One may be inoperative (with reserve tanks fueled) provided:</li> <li>a) Inoperative FSMC is deactivated,</li> <li>b) Main tanks 1 and 4 fuel quantity indicating systems operate normally, and</li> <li>c) Alternate procedures are established and used.</li> </ul>
22-06-01B		C	2	1	(M)(O) One may be inoperative provided:  a) Inoperative FSMC is deactivated, b) Reserve tanks 1 and 4 remain empty, c) Maximum zero fuel weight is reduced by the weight of the center tank fuel, d) Appropriate performance adjustments are applied, and e) Alternate procedures are established and used.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORT	OITA	V		MASTER MINIMUM EQUIPMENT	LIST			
FEDERAL A	VIATION ADMINISTRATION	NC			INIVOTEV INITIATION EMOTERAL	LIGI			
AIRCRAFT: B	OEING B747-8	RE\			IO. 7 PAGE NO. 28-18				
		ММІ	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		<u> </u>			THE THE WAY OF THE TOTAL				
Sequence No.	Item	1	2	3	4	Change Bar			
22-06	Fuel System Management Cards (FSMCs) (Cont'd)								
22-06-02	747-81								
22-06-02A		С	2	1	<ul> <li>(M)(O) One may be inoperative (with reserve tanks fueled) provided:</li> <li>a) Inoperative FSMC is deactivated,</li> <li>b) Main tanks 1 and 4 fuel quantity indicating systems operate normally,</li> <li>c) Horizontal stabilizer tank remains empty, and</li> <li>d) Alternate procedures are established and used.</li> </ul>				
22-06-02B		С	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative FSMC is deactivated,</li> <li>b) Reserve tanks 1 and 4 remain empty,</li> <li>c) Maximum zero fuel weight is reduced by the weight of the center tank fuel,</li> <li>d) Horizontal stabilizer tank remains empty,</li> <li>e) Appropriate performance adjustments are applied, and</li> <li>f) Alternate procedures are established and used.</li> </ul> </li> </ul>				
25-01	APU Fuel (DC) Pump	С	1	0	(M) May be inoperative deactivated.				
25-02	APU Fuel Valve	С	1	0	<ul><li>(M) May be inoperative provided:</li><li>a) APU fuel valve is deactivated closed, and</li><li>b) APU is considered inoperative.</li></ul>				

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		
FEDERAL A\	/IATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					NO. 7 PAGE NO.
ВС	DEING B747-8		08/25/2017 28-19		
					LE KEY CATEGORY
SYSTEM &		1. [			MBER INSTALLED
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH
NO.		,		1,0925.00	4. REMARKS OR EXCEPTIONS
28. FUEL					
Sequence No.	Item	1	2	3	4 Change Bar
26-01	Manually Operated Defuel Valves				
26-01A		С	2	0	(M) May be inoperative secured closed.
26-01B		С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated refuel adapter valve is verified closed,</li> <li>b) Associated refuel adapter valve is not used for refueling, and</li> <li>c) Associated fueling receptacle cap operates normally.</li> </ul>
31-01	Fuel Jettison System				
31-01-01	747-8F	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Both jettison nozzle valves are secured closed,</li> <li>b) Main tanks 1 and 4 transfer valves are considered inoperative, and</li> <li>c) Appropriate performance adjustments are applied.</li> </ul>
31-01-01-01	Center Wing Tank Jettison/Transfer Valves				
31-01-01-01A		С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Inoperative jettison/transfer valve is secured closed, and</li> <li>b) Associated inboard main tank jettison/transfer valve operates normally.</li> </ul>
31-01-01-01B		С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Inoperative jettison/transfer valve is secured open, and</li> <li>b) Both jettison nozzle valves operate normally.</li> </ul>
					(Continued)

	/IATION ADMINISTRATIO			<b></b>	10. 7	DAGENO
AIRCRAFT:	DEING B747-8	RE			IO. 7 8/25/2017	PAGE NO. 28-20
		ММ			E KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (	CATEGORY BER INSTALL NUMBER REQ	UIRED FOR DISPATCH
28. FUEL		<u> </u>			4. REMARKS	S OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	Chang Bar
31-01	Fuel Jettison System (Cont'd)					
31-01-01	747-8F (Cont'd)					
31-01-01-02	Main Tanks 2 and 3 Jettison/Transfer Valves					
31-01-01-02A		С	2	0	a) Inoperis sec b) Assoc	noperative provided: rative jettison/transfer valve ured closed, and ciated center wing tank n/transfer valve operates ally.
31-01-01-02B		С	2	0	a) Inoperis sec b) Both j	noperative provided: rative jettison/transfer valve ured open, and ettison nozzle valves te normally.
31-01-01-03	Fuel Jettison Control Cards (FJCCs)	С	2	1		be inoperative provided CC is verified to operate

AIRCRAFT:	VIATION ADMINISTRATIO			_	0.7	PAGE NO.	
B(	DEING B747-8	DATE: 08/25/2017 28-21					
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLI	ED.	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				0.1		OR EXCEPTIONS	
28. FUEL					1		
Sequence No.	Item	1	2	3	4	Cha Ba	
31-01	Fuel Jettison System (Cont'd)						
31-01-02	747-81	С	1	0	a) Both journel secure b) Main to valves inoper c) Appro	e inoperative provided: ettison nozzle valves are ed closed, eanks 1 and 4 transfer are considered rative, and priate performance ments are applied.	
31-01-02-01	Center Wing Tank Jettison/Transfer Valves						
31-01-02-01A		С	2	0	a) Inoperis sectors) Assoc	noperative provided: rative jettison/transfer valve ured closed, and riated inboard main tank n/transfer valve operates ally	
31-01-02-01B		С	2	0	a) Inoperis sectors b) Both journal operations and the contractions are also becomes a contractions and the contractions are also becomes a contractions are also becomes a contraction and the contractions are also becomes a contraction and the contraction are also becomes a contraction and the contraction are also becomes a contraction are	noperative provided: rative jettison/transfer valve ured open, ettison nozzle valves te normally, and ontal stabilizer tank remains	
					(Continued)		

AIRCRAFT:	<u>/IATION ADMINISTRATIO</u> DEING B747-8		_		IO. 7 PAGE NO.	8-22		
D(	JEING B/4/-0	DATE: 08/25/2017 28-22  MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DI			
28. FUEL					4. REMARKS OR EXCEPTION	JNS		
Sequence No.	Item	1	2	3	4	Chan		
31-01	Fuel Jettison System (Cont'd)					Bar		
31-01-02	747-8I (Cont'd)							
31-01-02-02	Main Tanks 2 and 3 Jettison/Transfer Valves							
31-01-02-02A		С	2	0	M) May be inoperative provided a) Inoperative jettison/traction is secured closed, and b) Associated center wire jettison/transfer valve normally.	ansfer valve d ng tank		
31-01-02-02B		С	2	0	<ul> <li>(M) May be inoperative provious</li> <li>a) Inoperative jettison/trais secured open,</li> <li>b) Both jettison nozzle voperate normally, and</li> <li>c) Horizontal stabilizer talempty.</li> </ul>	ansfer valve alves I		
31-01-02-03	Fuel Jettison Control Cards (FJCCs)	С	2	1	(M) One may be inoperative remaining FJCC is verified to normally.			

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATION				
AIRCRAFT: B	OEING B747-8	RE'			NO. 7 PAGE NO. 28-23
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
28. FUEL		-			4. NEWAKKO OK EXCELLIONO
Sequence No.	Item	1	2	3	4 Change Bar
31-02	Main Tanks 2 and 3 Override/Jettison Pumps				
31-02-01	Forward Override/ Jettison Pumps				
31-02-01A		С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Inoperative override/jettison pump is deactivated, and</li> <li>b) Main tanks 2 and 3 aft override/jettison pumps operate normally.</li> </ul>
31-02-01B		С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Inoperative override/jettison pump is deactivated,</li> <li>b) Associated main tank aft override/jettison pump operates normally, and</li> <li>c) All main tanks 2 and 3 boost pumps operate normally.</li> </ul>
31-02-02	Aft Override/ Jettison Pumps				
31-02-02A		С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Inoperative override/jettison pump is deactivated,</li> <li>b) Main tanks 2 and 3 forward override/jettison pumps operate normally, and</li> <li>c) All engine driven generator systems operate normally.</li> </ul>
					(Continued)

AIRCRAFT:	VIATION ADMINISTRAT				NO. 7 PAGE NO.			
B	DEING B747-8		DATE: 08/25/2017 28-24					
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	LE KEY CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
28. FUEL					4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Cha		
31-02	Main Tanks 2 and 3 Override/Jettison Pumps (Cont'd)							
31-02-02	Aft Override/ Jettison Pumps (Cont'd)							
31-02-02B		С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Inoperative override/jettison pump is deactivated,</li> <li>b) Main tanks 2 and 3 forward override/jettison pumps operate normally, and</li> <li>c) Associated main tank boost pumps operate normally.</li> </ul>			
31-02-02C		C	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Inoperative override/jettison pump is deactivated,</li> <li>b) Associated main tank forward override/jettison pump operates normally,</li> <li>c) All main tanks 2 and 3 boost pumps operate normally, and</li> <li>d) All engine driven generator systems operate normally.</li> </ul>			

U.S. DEPAR	TMENT OF TRANSPOR	TATIOI	V		MASTER MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRAT		<i>"</i>	<b></b>		
AIRCRAFT:	OEING B747-8	RE\			NO. 7 PAGE NO. 28-25	
	OLINO D747-0	BABAI				
554504400487011110523461274602					LE KEY CATEGORY	
SYSTEM &	1771	''			IBER INSTALLED	
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH	
2000/0004					4. REMARKS OR EXCEPTIONS	
28. FUEL						101
Sequence No.	Item	1	2	3	4	Change Bar
31-03	Center Wing Tank Override/Jettison Pumps					
31-03-01	747-8F					
31-03-01A 31-03-01B		c	2	0	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative override/jettison pump is deactivated,</li> <li>b) Center wing tank fuel quantity indicating system operates normally,</li> <li>c) Maximum zero fuel weight is reduced by the weight of the center tank fuel, and</li> <li>d) With center wing tank fueled, fuel quantity remaining in main tanks is adequate to reach a suitable airport if remaining center pump fails at any time.</li> </ul> </li> <li>(M)(O) May be inoperative provided: <ul> <li>a) Inoperative override/jettison pump is deactivated,</li> <li>b) Maximum zero fuel weight is reduced by the weight of the center tank fuel, and</li> <li>c) Center tank fuel is considered unusable.</li> </ul> </li> </ul>	
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N					
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	OEING B747-8	_			NO. 7 PAGE NO. 28-26			
		ММ	EL T	ABL	LE 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 Change Bar			
31-03	Center Wing Tank Override/Jettison Pumps (Cont'd)							
31-03-02	747-81							
31-03-02A		С	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative override/jettison pump is deactivated,</li> <li>b) Center wing tank fuel quantity indicating system operates normally,</li> <li>c) Maximum zero fuel weight is reduced by the weight of the center tank fuel,</li> <li>d) With center wing tank fueled, fuel quantity remaining in main tanks is adequate to reach a suitable airport if remaining center pump fails at any time, and</li> <li>e) Horizontal stabilizer tank remains empty.</li> </ul> </li> </ul>			
31-03-02B		С	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Inoperative override/jettison pump is deactivated,</li> <li>b) Maximum zero fuel weight is reduced by the weight of the center tank fuel,</li> <li>c) Center tank fuel is considered unusable, and</li> <li>d) Horizontal stabilizer tank remains empty.</li> </ul>			
31-04	Fuel Jettison Single Point Sensor Systems	С	2	1	One may be inoperative provided main tanks 2 and 3 fuel quantity indicating systems operate normally.			

	VIATION ADMINISTRATIO				1	
AIRCRAFT:	DEING B747-8	RE'			IO. 7 PAGE NO. 8/25/2017 28-27	
		ММ			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	Chang
41-01	Main Tanks Fuel Quantity Indicating Systems (Flight Deck)		_			Bar
41-01-01	Main Tanks 1 and 4 Fuel Quantity Indicating Systems	С	2	1	<ul> <li>(M)(O) Except for ER operations, one may be inoperative provided: <ul> <li>a) Fuel quantity in associated tank is verified by an alternate procedure,</li> <li>b) Remaining individual tank fuel quantity indicating systems operate normally,</li> <li>c) Both boost pumps for associated tank operate normally,</li> <li>d) All fuel crossfeed valves operate normally,</li> <li>e) Total fuel quantity indication is considered inoperative, and</li> <li>f) Appropriate procedures are used enroute to identify engine fuel leaks if suspected or confirmed.</li> </ul> </li> </ul>	
41-01-02	Main Tanks 2 and 3 Fuel Quantity Indicating Systems	С	2	1	<ul> <li>(M)(O) Except for ER operations, one may be inoperative provided: <ul> <li>a) Fuel quantity in associated tank is verified by an alternate procedure,</li> <li>b) Remaining individual tank fuel quantity indicating systems operate normally,</li> <li>c) Both boost pumps for associated tank operate normally,</li> <li>d) All fuel crossfeed valves operate normally,</li> <li>e) Both fuel jettison single point sensor systems operate normally,</li> <li>f) Total fuel quantity indication is considered inoperative, and</li> <li>g) Appropriate procedures are used enroute to identify engine fuel leaks if suspected or confirmed.</li> </ul> </li> </ul>	

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FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	OEING B747-8	_	REVISION NO. 7 PAGE NO. 28-28					
		ММ	EL T	ABL	LE KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
28. FUEL								
Sequence No.	Item	1	2	3	4 Change Bar			
41-02	Wing Fueling Station Quantity Indicating System	С	1	0	<ul><li>(M) May be inoperative provided alternate procedures are used for refueling.</li><li>NOTE: Any portion of the system that operates normally may be used.</li></ul>			
41-03	Total Fuel Quantity Indication	С	1	0	<ul> <li>(O) Except for ER operations, may be inoperative provided: <ul> <li>a) Engine fuel flow indication systems operate normally,</li> <li>b) Both flight management computer systems (FMCSs) operate normally, and</li> <li>c) FMC is initialized with the known total fuel quantity.</li> </ul> </li> </ul>			
41-04	Center Wing Tank Fuel Quantity Indicating System (Flight Deck)							
41-04-01	747-8F	С	1	0	May be inoperative provided:  a) Total fuel quantity indication is considered inoperative, and b) Center wing tank remains empty.			
41-04-02	747-81	С	1	0	Except for ER operations, may be inoperative provided:  a) Total fuel quantity indication is considered inoperative, b) Center wing tank remains empty, and c) Horizontal stabilizer tank remains empty.			

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 7 PAGE NO.			
В	OEING B747-8	DATE: 08/25/2017 28-29						
		MMEL TABLE KEY						
SYSTEM &		1. F			CATEGORY BER INSTALLED			
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH			
NO.				0. 1	4. REMARKS OR EXCEPTIONS			
28. FUEL								
Sequence No.	Item	1	2	3	4 Cha			
41-05	Reserve Tanks Fuel Quantity Indicating Systems (Flight Deck)							
41-05A		С	2	0	<ul> <li>(M) Except for ER operations, may be inoperative (with reserve tanks fueled) provided: <ul> <li>a) Fuel quantity in associated tank is verified by an alternate procedure,</li> <li>b) Remaining individual tank fuel quantity indicating systems operate normally, and</li> <li>c) Total fuel quantity indication is considered inoperative.</li> </ul> </li> </ul>			
41-05B		С	2	0	<ul> <li>(O) Except for ER operations, may be inoperative provided: <ul> <li>a) Remaining individual tank fuel quantity indicating systems operate normally,</li> <li>b) Total fuel quantity indication is considered inoperative,</li> <li>c) Reserve tanks 1 and 4 remain empty,</li> <li>d) Maximum zero fuel weight is reduced by the weight of the center tank fuel, and</li> <li>e) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>			
41-06	Fuel Quantity Indicating System (FQIS) Circuits	С	7	6	Except for ER operations, one may be inoperative.			
41-07	Horizontal Stabilizer Tank Fuel Quantity Indicating System (Flight Deck) (747-8I)	С	1	0	<ul> <li>(M) Except for ER operations, may be inoperative provided: <ul> <li>a) Horizontal stabilizer remote electronics unit is deactivated or removed,</li> <li>b) Remaining individual tank fuel quantity indicating systems operate normally,</li> <li>c) Total fuel quantity indication is considered inoperative, and</li> <li>d) Horizontal stabilizer tank remains empty.</li> </ul> </li> </ul>			

IRCRAFT:	VIATION ADMINISTRATIO DEING B747-8				NO. 7 PAGE NO. 28-30
	JEINO BI 41-0	МИ			LE KEY
YSTEM & EQUENCE NO.	ITEM		REP/	AIR C	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH
120001000000000000000000000000000000000					4. REMARKS OR EXCEPTIONS
8. FUEL	Item		۱ ،	۱ ،	4
quence No.		1	14	3	
2-01	Fuel Pump Low PRESS Lights	С	14	0	
3-01	Fuel Temperature Indication	С	1	0	(O) May be inoperative provided total air temperature (TAT) is used as an indication of fuel temperature.
4-01	Measuring Sticks	С	19	0	May be inoperative provided fuel quantity is verified by other means.

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U.S. DEPAR	TMENT OF TRANSPORTA	(TIOI	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO		// 01/	2010	IO 2 PACE NO
AIRCRAFT: BO	OEING B747-8	KE			NO. 3 PAGE NO. 29-1
		мм			LE KEY
SYSTEM &					CATEGORY
SEQUENCE	ITEM		2.1		IBER INSTALLED
NO.				3.1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
29. HYDRAU	LIC POWER				4. KEMAKKO OK EXCEL HONO
Sequence No.	Item	1	2	3	4 Change Bar
00-01	Hydraulic System (HYD) Synoptic Display	С	1	0	
11-01	Engine Driven Pump (EDP) Hydraulic Systems				
11-01-01	EDP Hydraulic System 1				
11-01-01A		С	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) EDP 1 shutoff valve is verified to operate normally,</li> <li>b) Associated fluid supply and pump case return are verified to operate normally,</li> <li>c) EDP hydraulic system 4 operates normally,</li> <li>d) All demand hydraulic pumps operate normally,</li> <li>e) Left outboard aileron inboard power control unit (PCU) operates normally,</li> <li>f) ENGINE HYD PUMP 1 switch remains Off, and</li> <li>g) DEMAND HYD PUMP 1 selector remains ON.</li> </ul> </li> </ul>
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:					IO. 3	PAGE NO.	
В	OEING B747-8				3/19/2013	29-2	
		_			E KEY		
SYSTEM &		1. [			CATEGORY BER INSTALLI	=D	
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH	
100 to 100 to 100 to 100 to				C30.C30.000	4. REMARKS	OR EXCEPTIONS	
29. HYDRAU	LIC POWER	1 2 2 A Chang					
Sequence No.	Item	1	2	3	4		Bar
11-01	Engine Driven Pump (EDP) Hydraulic Systems (Cont'd)						
11-01-01	EDP Hydraulic System 1 (Cont'd)						
11-01-01B		С	1	0	a) EDP 1 deactive b) EDP 1 plate ii c) EDP h operate d) All der operate e) Left ou power operate f) DEMA remain	operative provided: shutoff valve is vated closed, is removed and cover installed, inydraulic system 4 ites normally, mand hydraulic pumps ite normally, ithoard aileron inboard control unit (PCU) ites normally, and inD HYD PUMP 1 selector ins ON.	
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORT	TATIO	N		NACTE	
FEDERAL A'	VIATION ADMINISTRATION	ON			MASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:			_	_	IO. 3	PAGE NO.
В	OEING B747-8		DAT	E: 0	3/19/2013	29-3
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLI	ED.
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.				J. 1		OR EXCEPTIONS
29. HYDRAU	ILIC POWER					
Sequence No.	Item	1	2	3	4	Change Bar
11-01	Engine Driven Pump (EDP) Hydraulic Systems (Cont'd)					
11-01-02	EDP Hydraulic System 4					
11-01-02A		C	1	0	a) EDP 4 operat b) Assoc pump operat c) EDP h operat d) All der operat e) Right o power operat f) ENGIN remain g) DEMA remain	rioperative provided: I shutoff valve is verified to the normally, is in the fluid supply and case return are verified to the normally, in the shormally, is mand hydraulic pumps the normally, is normally.
11-01-02B		C	1	0	a) EDP 4 deacti b) EDP 4 plate i c) EDP h operat d) All der operat e) Right o power operat f) DEMA	roperative provided: I shutoff valve is vated closed, I is removed and cover installed, rydraulic system 1 tes normally, mand hydraulic pumps te normally, outboard aileron outboard control unit (PCU) tes normally, and ND HYD PUMP 4 selector ins ON.
<u></u>				<u> </u>	(Continued)	

U.S. DEFAIN	TMENT OF TRANSPORTA	71101	I VI		
			•		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIO		// כור	A IAC	NO. 3 PAGE NO.
B	IXL			03/19/2013 PAGE NO. 29-4	
		MM	EL T	ABL	LE KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. 1		MBER INSTALLED
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
29. HYDRAU	JLIC POWER				THE MARKET OF EACH FIGHT
Sequence No.	Item	1	2	3	4 Change Bar
11-01	Engine Driven Pump (EDP) Hydraulic Systems (Cont'd)				
11-01-03	Pump Depressurization Function	С	4	3	
11-02	Demand Hydraulic Pumps				
11-02-01	Demand Hydraulic Pump 1	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Demand hydraulic pump 1 is deactivated,</li> <li>b) Demand hydraulic pumps 2, 3, and 4 operate normally,</li> <li>c) For ground operations below     -18 degrees C OAT, associated hydraulic temperature indication operates normally,</li> <li>d) Left outboard aileron inboard power control unit (PCU) operates normally, and</li> <li>e) Appropriate performance adjustments are applied.</li> </ul>

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	V			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:				IO. 3	PAGE NO.	
B	OEING B747-8		DAT	E: 0	3/19/2013	29-5
		_			E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLI	FD
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.						OR EXCEPTIONS
29. HYDRAU	ILIC POWER	1	1	1	1	Ta:
Sequence No.	Item	1	2	3	4	Change Bar
11-02	Demand Hydraulic Pumps (Cont'd)					
11-02-02	Demand Hydraulic Pump 2	С	1	0	a) Dema deactib) Dema and 4 c) For granger and 4 coperated d) Left or power	noperative provided: nd hydraulic pump 2 is vated, nd hydraulic pumps 1, 3, operate normally, ound operations below egrees C OAT, associated ulic temperature indication tes normally, and utboard aileron outboard control unit (PCU) tes normally.
11-02-03	Demand Hydraulic Pump 3	C	1	0	a) Dema deacti b) Dema and 4 c) For gr -18 de hydrau operate d) Right power	noperative provided: nd hydraulic pump 3 is vated, nd hydraulic pumps 1, 2, operate normally, ound operations below egrees C OAT, associated ulic temperature indication tes normally, and outboard aileron inboard control unit (PCU) tes normally.
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORT	ΓΑΤΙΟΙ	N			
FEDERAL A	VIATION ADMINISTRATI	ON			MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 3	PAGE NO.
ВС	DEING B747-8		DAT	E: 0	3/19/2013	29-6
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALL	<b>ED</b>
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.						OR EXCEPTIONS
29. HYDRAU	LIC POWER					
Sequence No.	Item	1	2	3	4	Change Bar
11-02	Demand Hydraulic Pumps (Cont'd)					
11-02-04	Demand Hydraulic Pump 4	C	1	0	a) Dema deacti b) Dema and 3 c) For gr -18 de hydrau operati d) Right power operati e) Appro	te inoperative provided: and hydraulic pump 4 is evated, and hydraulic pumps 1, 2, operate normally, ound operations below egrees C OAT, associated ulic temperature indication tes normally, outboard aileron outboard control unit (PCU) tes normally, and opriate performance ements are applied.
11-03	Demand Hydraulic Pumps Selectors	С	4	3		inoperative provided emand hydraulic pump is operative.
11-03-01	Demand Hydraulic Pump 1 Selector					
11-03-01-01	AUTO Position	C	1	0	a) Dema select are ve b) Left of power operat c) DEMA	the inoperative provided: and hydraulic pump 1 or ON and OFF positions erified to operate normally, authorized aileron inboard recontrol unit (PCU) tes normally, and AND HYD PUMP 1 selector and ON for takeoff and ang.
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPOR	TATIO	N			
FEDERAL A\	/IATION ADMINISTRATI	ION			MASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:					0.3	PAGE NO.
BC	DEING B747-8				3/19/2013	29-7
					E KEY CATEGORY	
SYSTEM &	ITEM.	''			BER INSTALLE	ED .
SEQUENCE NO.	ITEM			3. 1		JIRED FOR DISPATCH
28.87965-2.27	LIO DOWED				4. REMARKS	OR EXCEPTIONS
29. HYDRAU		1	2	٠,	4	Change
Sequence No.	Demand Hydraulic	'	2	3	4	Bar
11-03	Pumps Selectors (Cont'd)					
11-03-01	Demand Hydraulic Pump 1 Selector (Cont'd)					
11-03-01-02	ON Position	С	1	0	a) Demar selecto position normal b) Engine	driven pump (EDP) lic system 1 operates
11-03-02	Demand Hydraulic Pump 2 Selector					
11-03-02-01	AUTO Position	С	1	0	a) Demar selecto are ver b) Left ou power operate c) DEMAI	e inoperative provided: and hydraulic pump 2 or ON and OFF positions rified to operate normally, atboard aileron outboard control unit (PCU) es normally, and ND HYD PUMP 2 selector as ON for takeoff and
11-03-02-02	ON Position	С	1	0	a) Demar selecto position normal b) Engine	driven pump (EDP) lic system 2 operates
1					(Continued)	

AIRCRAFT:	VIATION ADMINISTRAT		/ISIC	N NC	IO. 3	PAGE NO.
	DEING B747-8	'\-			3/19/2013	29-8
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN		UIRED FOR DISPATCH
29. HYDRAU	LIC POWER				4. KEWAKK	S OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	Chan Ba
11-03	Demand Hydraulic Pumps Selectors (Cont'd)					5
11-03-03	Demand Hydraulic Pump 3 Selector					
11-03-03-01	AUTO Position	С	1	0	a) Dema select are ve b) Right power opera c) DEMA	pe inoperative provided: and hydraulic pump 3 tor ON and OFF positions perified to operate normally, outboard aileron inboard or control unit (PCU) ates normally, and AND HYD PUMP 3 selector and ON for takeoff and ang.
11-03-03-02	ON Position	C	1	0	a) Dema select position norma b) Engin	noperative provided: and hydraulic pump 3 tor AUTO and OFF ons are verified to operate ally, and he driven pump (EDP) ulic system 3 operates ally.

AIRCRAFT:	VIATION ADMINISTRATIO DEING B747-8				IO. 3 3/19/2013	PAGE NO. 29-9
D(	JEING B/4/-0	BABAI				29-9
SYSTEM & SEQUENCE NO.	ITEM		REPA	AIR (		ED UIRED FOR DISPATCH OR EXCEPTIONS
29. HYDRAU	LIC POWER		<u> </u>	<u> </u>	T. INEMIARKO	ON EXCENTIONS
Sequence No.	Item	1	2	3	4	Cha B
11-03	Demand Hydraulic Pumps Selectors (Cont'd) Demand Hydraulic Pump 4 Selector					
11-03-04-01	AUTO Position	С	1	0	a) Demai selecto are ve b) Right o power operat c) DEMA	e inoperative provided: nd hydraulic pump 4 or ON and OFF positions rified to operate normally, outboard aileron outboard control unit (PCU) tes normally, and ND HYD PUMP 4 selector ns ON for takeoff and g.
11-03-04-02	ON Position	С	1	0	a) Demai selecto positio norma b) Engine	noperative provided:  nd hydraulic pump 4  or AUTO and OFF  ons are verified to operate  ally, and  e driven pump (EDP)  ulic system 4 operates  ally.
11-04	Hydraulic Accumulator Systems	С	4	0		ortion of the system that tes normally may be used.
17-01	Hydraulic Reservoir Low Pressure Warning Systems	С	4	0	associated res	operative provided servoir pressurization is erate normally once each
18-01	Reservoir Quantity Fill Indicator	D	1	0		

	VIATION ADMINISTRATIO		// 0 : -		10.0			
AIRCRAFT: B	OEING B747-8	RE			IO. 3 PAGE NO. 29-10			
		MMI	EL T	ABL	E KEY			
SYSTEM &	ITEM	1. F	REPAIR CATEGORY  2. NUMBER INSTALLED					
NO.	ITEM	NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS						
29. HYDRAU	ILIC POWER							
Sequence No.	Item	1	2	3	4	Chang Bar		
21-01	Ram Air Turbine (RAT) System							
21-01-01	UNLKD Light	С	1	0				
21-01-02	Pressure Indication System	С	1	0				
21-01-03	Ground Test/Flight Valve Indication System	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Flight deck RAM AIR TURBINE switch is verified to operate normally, and</li> <li>b) Ground test/flight valve is secured in the flight position.</li> </ul>			
21-01-04	Transfer Valve Indication System	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Transfer valve is verified to operate normally, and</li> <li>b) Transfer valve is verified in the normal position before each departure.</li> </ul>			
22-01	Auxiliary Hydraulic Pump Systems	С	2	0	(O) May be inoperative provided alternate procedures are established and used.			
30-01	Hydraulic SYS FAULT Lights							
30-01A		С	4	3	One may be inoperative provided associated hydraulic quantity indication operates normally.			
30-01B		С	4	3	One may be inoperative provided associated hydraulic temperature indication operates normally.			

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 3	PAGE NO.
	OEING B747-8	L			3/19/2013	29-11
		MMI	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	REPAIR CATEGORY     NUMBER INSTALLED     NUMBER REQUIRED FOR DISPATCH				
20 HYDRAI	JLIC POWER				4. REMARKS	OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	Char
32-01	Hydraulic Temperature Indications					Ва
32-01A		С	4	3	a) Associndica b) For gr -18 de demai	noperative provided: ciated hydraulic quantity tion operates normally, and cound operations below egrees C OAT, associated and hydraulic pump tes normally.
32-01B		С	4	3	a) Assoc FAUL norma b) For gr -18 de demai	be inoperative provided: siated hydraulic SYS T light is verified to operate ally, and ound operations below egrees C OAT, associated and hydraulic pump tes normally.
33-01	Hydraulic Quantity Indications					
33-01A		С	4	0	a) Assoc verifie depart b) Assoc	noperative provided: biated reservoir level is d normal before each ture, and biated hydraulic brature indication operates ally.
33-01B		С	4	0	a) Assoc verifie depart b) Assoc	noperative provided: siated reservoir level is d normal before each ture, and siated hydraulic SYS T light is verified to operate ally.
34-01	Hydraulic Pump PRESS Lights	С	8	4	inoperative pr	nydraulic system may be rovided associated pump is erate normally before each

AIRCRAFT:	AVIATION ADMINISTRATION		VISIO	ON N	NO. 4 PAGE NO.		
E	30EING B747-8		DAT	E: 0	02/20/2014 30-1		
		MM	EL T	ABL	LE KEY		
SYSTEM & SEQUENCE NO.  30. ICE AND Sequence No.	D RAIN PROTECTION Item	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  1 2 3 4					
11-01	Wing Anti-Ice (WAI) Valves	С	4	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Inoperative WAI valve is locked closed,</li> <li>b) Airplane is not operated in known or forecast icing conditions, and</li> <li>c) WING ANTI-ICE switch remains OFF.</li> </ul>		
11-02	Wing Anti-Ice (WAI) Indications (Primary EICAS Display)	С	2	0			
21-01	Engine Anti-Ice (EAI) Valves						
21-01A		С	4	3	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Inoperative EAI valve is locked closed,</li> <li>b) Associated engine ignition systems operate normally,</li> <li>c) Airplane is not operated in known or forecast icing conditions, and</li> <li>d) Associated ENGINE ANTI-ICE switch remains OFF.</li> </ul>		
21-01B		С	4	3	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative EAI valve is locked open,</li> <li>b) Associated high pressure shutoff valve (HPSOV) is considered inoperative,</li> <li>c) Maximum operating temperature is limited to 37 degrees C OAT, and</li> <li>d) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>		
21-02	Engine Anti-Ice (EAI) Indications (Primary EICAS Display)	С	4	0			

U.S. DEPAR	RTMENT OF TRANSPORT	ATIOI	V								
FEDERAL A	VIATION ADMINISTRATIO	ON			MASTER MINIMUM EQUIPMENT LIST						
AIRCRAFT:			REVISION NO. 4 PAGE NO.								
В	OEING B747-8		DATE: 02/20/2014 30-2								
					E KEY						
SYSTEM &	1. F		CATEGORY BER INSTALLED								
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH						
NO.				-56.6	4. REMARKS OR EXCEPTIONS						
30. ICE AND RAIN PROTECTION											
Sequence No.	Item	1	2	3	4 Change Bar						
31-01	Pitot-Static Probe Heater Systems	В	4	3	One may be inoperative provided:  a) Airplane is not operated in visible moisture, and b) Airplane is not operated in known or forecast icing conditions.						
31-01-01	Left Main Pitot-Static Probe Heater	С	1	0	May be inoperative provided:  a) Left auxiliary, right main, and right auxiliary pitot-static probe heaters operate normally, and b) Left air data computer (ADC) function is considered inoperative.						
31-01-02	Right Main Pitot-Static Probe Heater	С	1	0	May be inoperative provided:  a) Left main, left auxiliary, and right auxiliary pitot-static probe heaters operate normally, and b) Right air data computer (ADC) function is considered inoperative.						
31-01-03	Right Auxiliary Pitot-Static Probe Heater	С	1	0	May be inoperative provided:  a) Left main, left auxiliary, and right main pitot-static probe heaters operate normally, and b) Center air data computer (ADC) function is considered inoperative.						

AIRCRAFT:	VIATION ADMINISTRATION		VISIO	A NC	NO. 4 PAGE NO.				
	OEING B747-8				02/20/2014 30-3				
					LE KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY  IBER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS				
30. ICE AND RAIN PROTECTION									
Sequence No.	Item	1	2	3	4				
31-02	Total Air Temperature (TAT) Probe Heater Systems								
31-02A		С	2	1	One may be inoperative provided associated air data computer (ADC) function is considered inoperative.				
31-02B		С	2	0	<ul> <li>May be inoperative provided:</li> <li>a) Airplane is not operated in visible moisture, and</li> <li>b) Airplane is not operated in known or forecast icing conditions.</li> </ul>				
41-01	Window Heat INOP Lights	С	2	0					
41-02	Flight Deck Forward Window Heater Systems	С	2	1	<ul> <li>One may be inoperative provided:</li> <li>a) Associated forward window backup heater system operates normally,</li> <li>b) Both No. 2 side window heater systems operate normally,</li> <li>c) Airplane is not operated in known or forecast icing conditions, and</li> <li>d) Associated WINDOW HEAT switch remains OFF.</li> </ul>				
41-03	Flight Deck Side Window Heater Systems								
41-03-01	No. 2 Windows	С	2	1	One may be inoperative provided:  a) Associated SIDE WINDOW HEAT ANTI-FOG PWR switch remains OFF, b) Both forward window heater systems operate normally, and c) Both forward window backup heater systems operate normally.				
		1	ı	ı	1				

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 4	PAGE NO.	
В	OEING B747-8		DAT	E: 0	2/20/2014	30-4	
					E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	REPAIR CATEGORY     2. NUMBER INSTALLED     3. NUMBER REQUIRED FOR DISPAT     4. REMARKS OR EXCEPTIONS				_
	RAIN PROTECTION	1	ı	ı	1	1.	Chan
Sequence No.	Item	1	2	3	4		Bar
41-04	Flight Deck Forward Window Backup Heater Systems	С	2	1	a) Assoc HEAT remain b) Assoc heated norma c) Both N	inoperative provided: stated FWD WINDOW ANTI-FOG PWR switch as OFF, stated forward window r system operates ally, and No. 2 side window heater as operate normally.	
42-01	Windshield Wipers	С	2	0	a) Airpla knowr within airpor landin b) Appro	erative provided: ne is not operated in n or forecast precipitation five statute miles of the t of departure or intended g, and each minimums do not e their use.	
42-01-01	Low Speed Functions	С	2	0		erative provided associated inction operates normally.	
42-01-02	High Speed Functions						
42-01-02A		С	2	1		inoperative provided w speed function operates	
42-01-02B		С	2	0	a) Both le opera b) Airpla knowr model within	erative provided: ow speed functions te normally, and ne is not operated in n or forecast precipitation of rate or greater intensity five statute miles of the t of departure or intended ng.	
42-01-03	Intermittent Functions	С	2	0			
44-01	Windshield Washer Systems	D	2	0			

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST											
FEDERAL A	VIATION ADMINISTRATIO	N									
AIRCRAFT: B	OEING B747-8	RE'	REVISION NO. 4 PAGE NO. 30-5								
		мм	FLT	ΔBI	E KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH									
30. ICE AND RAIN PROTECTION  4. REMARKS OR EXCEPTIONS											
			2	۱ ،	4 Change						
Sequence No.	Item	1			4 Bar						
71-01	Drain Mast Heaters (747-8I)	С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated galley and lavatory</li> <li>sink water supply shutoff valves</li> <li>are closed, and</li> <li>b) Associated galley and lavatory</li> <li>sinks are not used.</li> </ul>						
81-01	Ice Detectors	C	2	0	(M)(O) May be inoperative provided: a) Ice detectors are deactivated, b) Flight remains at or below FL 390, and c) Engine and wing anti-ice systems are operated manually.						

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	٧		MASTE	R MINIMUM EQUIPMENT LIS	ST	
FEDERAL A	VIATION ADMINISTRATIO	N			1717 (012	TO THE THE THE TENT OF THE TENT OF THE TENT	•	
AIRCRAFT:		RE\			O. 6	PAGE NO.		
В	OEING B747-8		DAT	E: 0	4/07/2015	31-1		
		MMI	EL T	ABL	E KEY			
SYSTEM &		1. REPAIR CATEGORY						
SEQUENCE	ITEM		2. N		BER INSTALLE			
NO.	<b>.</b>			3. N		UIRED FOR DISPATCH		
24 INDICAT	NO/DECODDING SYSTEM	40			4. REMARKS	OR EXCEPTIONS		
	ING/RECORDING SYSTEM		_	_		Ic	hange	
Sequence No.	Item	1	2	3	4		Bar	
25-01	Clock Switches	С	2	1				
31-01	Flight Data Recorder (FDR) System	A	1	0	a) Cockp system b) Airplar design operat 1)  c) In those attemprair aircraft flight onext derepair prior to d) Repair	rative provided: it voice recorder (CVR) n operates normally, ne is not dispatched from a lated airport as listed in or's MEL unless: FDR failure occurs after pushback but prior to takeoff, or FDR repair was attempted but was not successful. se cases where repair is oted but not successful, the t may be dispatched on a or series of flights until the esignated airport where must be accomplished of dispatch, and rs are made within light days.		
31-01-01	FDR Recording Parameters Required by 14 CFR	A	•	-	be inoperative a) Cockp system b) Repair	cording parameters may provided: it voice recorder (CVR) no operates normally, and are made within endar days.		
31-01-02	FDR Recording Parameters Not Required by 14 CFR	A	-	-		rative provided repairs are completion of the next nance visit.		

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT L	IST
FEDERAL A	VIATION ADMINISTRATIO	Ν			WASTE	IN MINIMUM EQUIPMENT	101
AIRCRAFT:		RE\		N NC		PAGE NO.	
В	DEING B747-8		DAT	E: 04	4/07/2015	31-2	
					E KEY		
SYSTEM &		1. F			CATEGORY	-n	
SEQUENCE	ITEM		Z. I		BER INSTALLE	UIRED FOR DISPATCH	
NO.				J. 1		OR EXCEPTIONS	
31. INDICAT	ING/RECORDING SYSTEM	vis .					
Sequence No.	Item	1	2	3	4		Change Bar
35-01	Aircraft Condition Monitoring System (ACMS)						
35-01A		С	1	0	, , <b>,</b>	operative provided edures are established	
35-01B		D	1	0	May be inoper do not require	rative provided procedures its use.	
35-02 ***	Quick Access Recorder (QAR) System	D	1	0			
41-01	Weight and Balance System (WBS)						
41-01-01	747-8F	D	1	0			
41-01-02 ***	747-81	D	1	0			
51-01	Master Caution/ Warning Systems						
51-01-01	Master Warning Lights (Glareshield)	С	2	1		noperative provided both speakers operate	
51-01-02	Master Caution Lights (Glareshield)	С	2	1		noperative provided both speakers operate	
51-02-03	Aural Warning Speaker Systems	С	2	1		noperative provided ng and master caution normally.	

AIRCRAFT:	AVIATION ADMINISTRATIO BOEING B747-8				IO. 6 4/07/2015	PAGE NO. 31-3				
	DUEING D/4/-0					31-3				
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	<b>E KEY</b> CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH				
120.5 (986) - 100		4. REMARKS OR EXCEPTIONS								
	TING/RECORDING SYSTEM				1.	Chi				
Sequence No.	Item	1	2	3	4 N4	E				
51-02	Modularized Avionics Warning Electronics Assembly (MAWEA) ID Card	С	1	0	communication	erative provided aircraft on addressing and tem (ACARS) is considered				
52-01	Mach/Airspeed Warning Systems	С	2	1						
61-01	Lower Center Display Unit (DU)	С	1	0	a) EICAS switch b) Inboa	noperative provided: S is verified capable of ning to an alternate DU, and rd display selector ons operate normally.				
61-02	Electronic Flight Instrument System (EFIS) Control Panels	С	2	1	alternate EFI operate norm display unit (0 NOTE: Any fu	nay be inoperative provided S control is verified to hally on associated control CDU).  unction that operates ally may be used.				
61-03	Display Select Panel (DSP)	С	1	0	(M)(O) May be alternate DSF operate norm display units	be inoperative provided Control is verified to Control eft and right control				
61-04	Engine Indicating and Crew Alerting System (EICAS) Status Messages									
61-04A		С	-	0	associated ed	ne inoperative provided quipment is verified to nally before each departure.				
61-04B		С	-	0		erative provided associated considered inoperative.				

AIRCRAFT:	VIATION ADMINISTRATIO				O. 6 PAGE NO.	
В(	OEING B747-8				4/07/2015 31-4	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS				
	ING/RECORDING SYSTEM	1	١ ،			Change
Sequence No.	Item	1	2	3	4	Bar
61-05	Left and Right Instrument Source Selectors (FLT DIR, NAV, EIU, IRS, and AIR DATA)	С	10	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated instruments are verified to operate from isolated sources, and</li> <li>b) Inoperative selectors are not moved in flight.</li> </ul>	
61-05-01	EIU Source Selector AUTO Function	С	2	0	(M) May be inoperative provided source is verified.	
61-05-02	IRS Source Selector AUTO Function	С	2	0	(M) May be inoperative provided source is verified.	
61-05-03	AIR DATA Source Selector AUTO Function	С	2	0	(M) May be inoperative provided source is verified.	
61-06	EFIS/EICAS Interface Units (EIUs)	В	3	2	<ul> <li>(M) Center or right EIU may be inoperative provided: <ul> <li>a) Inoperative EIU is deactivated,</li> <li>b) EIU source selectors are verified to operate normally, and</li> <li>c) EIU selector is verified to operate normally.</li> </ul> </li> </ul>	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	V		MASTE	R MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N			MAGIL	I WII WII WOW EQUI WENT LIOT
AIRCRAFT:		RE'	VISIC			PAGE NO.
В	OEING B747-8		DAT	E: 04	4/07/2015	31-5
		_			E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. r		BER INSTALLE	JIRED FOR DISPATCH
NO.				J. 1		OR EXCEPTIONS
31. INDICAT	ING/RECORDING SYSTE	vis .				
Sequence No.	Item	1	2	3	4	Chang Bar
61-07	Cursor Control Panels (CCPs)					
61-07-01	747-8F without SB 747-34-2967	С	2	1		
61-07-02	747-8F with SB 747-34-2967 or Production Equivalent (PRR 86529)					
61-07-02A		С	2	1		
61-07-02B		С	2	0		rative provided electronic
61-07-03	747-81					
61-07-03A		С	2	1		
61-07-03B		С	2	0		rative provided electronic L) system is considered
61-08 ***	Airport Map Function					
61-08A		С	1	0	be out of curre	operative or database may ency provided alternate e established and used.
61-08B		С	1	0		rative or database may be y provided procedures do use.

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		
FEDERAL A\	/IATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					NO. 6 PAGE NO.
ВС	DEING B747-8				04/07/2015 31-6
					LE KEY CATEGORY
SYSTEM &		'. '			MBER INSTALLED
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH
38187865°535°5	NO/DECORDING OVER	100			4. REMARKS OR EXCEPTIONS
Sequence No.	NG/RECORDING SYSTE	IVIS 1	2	3	4 Chang
61-09	Inboard Display	В	8	7	(M)(O) One may be inoperative
	Selector Positions			•	provided:  a) Remaining positions are verified to operate normally on associated selector,  b) Lower center display unit (DU) operates normally, and  c) Alternate procedures are used when required.
61-10	Electronic Checklist (ECL) System				
61-10-01	747-8F without SB 747-34-2967				
61-10-01-01	ECL Closed Loop Switch Indications	С	-	1	<ul> <li>(O) May be inoperative provided:</li> <li>a) Flap position closed loop switch indication operates normally, and</li> <li>b) ECL line item override procedures are used when required to complete checklists.</li> </ul>
61-10-02	747-8F with SB 747-34-2967 or Production Equivalent (PRR 86529)	С	1	0	<ul><li>(M)(O) May be inoperative provided:</li><li>a) ECL system is deactivated, and</li><li>b) Alternate procedures are established and used.</li></ul>
61-10-02-01	ECL Closed Loop Switch Indications	С	-	0	(O) May be inoperative provided ECL line item override procedures are used when required to complete checklists.
					(Continued)

AIRCRAFT:	VIATION ADMINISTRATION		VISIO	) N I N I	O. 6 PAGE NO.	
	OEING B747-8	KE			4/07/2015 PAGE NO.	
		ММ	EL T	ABL	E KEY	
CVCTEM					CATEGORY	
SYSTEM & SEQUENCE	ITEM		2. 1	NUM	BER INSTALLED	
NO.	TT LIVI			3. 1	IUMBER REQUIRED FOR DISPATCH	
24 INDICAT	ING/RECORDING SYSTE	Me			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chan
61-10	Electronic Checklist (ECL) System (Cont'd)					<b>D</b> di
61-10-03	747-81	С	1	0	(M)(O) May be inoperative provided:  a) ECL system is deactivated, and b) Alternate procedures are established and used.	
61-10-03-01	ECL Closed Loop Switch Indications	С	-	0	(O) May be inoperative provided ECL line item override procedures are used when required to complete checklists.	
61-11	Heading Reference (HDG) Switch					
61-11A		С	1	0	(O) TRUE function may be inoperative provided alternate procedures are established and used.	
61-11B		D	1	0	TRUE function may be inoperative provided enroute procedures do not require its use.	
61-12	EIU Selector (Center Forward Panel)	С	1	0	(M) AUTO position may be inoperative provided L, R, and C positions are verified to operate normally.	

	VIATION ADMINISTRATIO				1	
AIRCRAFT:	8OEING B747-8	RE\			IO. 7 PAGE NO. 32-1	
		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			
32. LANDIN		Ι.		T _	T.	Chang
Sequence No.	Item (O.T.A.B.)	1	2	3	4	Bar
00-01	Landing Gear (GEAR) Synoptic Display	С	1	0		
11-01	Landing Gear Strut Pressure Indicators	D	5	0	(M) May be inoperative provided alternate procedures are used to check strut pressure.	
30-01	Landing Gear Control System	В	1	0	<ul> <li>(M)(O) May be partially or completely inoperative provided: <ul> <li>a) Inoperative components are properly secured,</li> <li>b) Landing gear to be left extended are secured in the down position, and</li> <li>c) Airplane is dispatched in accordance with the Landing Gear Extended AFM Appendix.</li> </ul> </li> </ul>	
31-01	Landing Gear Lever Lock Solenoid	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Lock solenoid is verified latched,</li> <li>b) Override mechanism is verified to operate normally, and</li> <li>c) Alternate procedures are used to retract landing gear.</li> </ul>	
31-02	Landing Gear Selector Valve Electrical Control Circuits	С	2	1	(M) One up/down electrical control circuit may be inoperative provided remaining up/down circuit is verified to operate normally once each flight day.	
32-01	Wing Gear Uplock Bungee Springs	В	4	3	(M) One may be missing provided 270 KIAS/.82 Mach is not exceeded.	
33-01	Body Gear Uplock Bungee Springs	В	4	3	(M) One may be missing provided 270 KIAS/.82 Mach is not exceeded.	

AIRCRAFT:	AVIATION ADMINISTRAT BOEING B747-8				NO. 7 PAGE NO. 32-2			
	DOLING B141-0	D.A.D.A.	DATE: 08/25/2017 32-2  MMEL TABLE KEY					
SYSTEM & SEQUENCE NO.  32. LANDIN			REP/	AIR C	CATEGORY  MBER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4 Ch			
41-01	Wheel Brakes							
41-01A		С	16	14	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Inoperative brake is deactivated with deactivation tool, and</li> <li>b) Appropriate performance adjustments for two brakes deactivated are applied.</li> </ul>			
41-01B		С	16	14	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Inoperative brake is deactivated by capping associated brake line,</li> <li>b) Appropriate performance adjustments for two brakes deactivated are applied,</li> <li>c) Takeoff performance is based on landing gear extended, and</li> <li>d) After takeoff, gear remains down for two minutes before retraction.</li> </ul>			
41-01C		С	16	14	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Inoperative brake is removed and associated brake line capped,</li> <li>b) Appropriate truck balance is maintained,</li> <li>c) Appropriate performance adjustments for two brakes deactivated are applied,</li> <li>d) Takeoff performance is based on landing gear extended, and</li> <li>e) After takeoff, gear remains down for two minutes before retraction.</li> </ul>			
41-02	Brake Accumulator Pressure Indicator (Wheel Well)	С	1	0	May be inoperative provided brake accumulator pressure indicator (flight deck) operates normally.			
41-03	Brake Accumulator Pressure Indicator (Flight Deck)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) BRAKE SOURCE caution message is verified to operate normally,</li> <li>b) Brake accumulator charge is verified normal once each flight day, and</li> <li>c) Brake accumulator pressure indicator (wheel well) operates normally.</li> </ul>			

AIRCRAFT:	VIATION ADMINISTRATIO OEING B747-8	REVISION NO. 7 PAGE NO. DATE: 08/25/2017 32-3						
	DEING B/4/-0	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	E RET CATEGORY BER INSTALLED IUMBER REQUIRED FOR 4. REMARKS OR EXCE			
32. LANDIN	Item	1	2	3	4	Char		
41-04	Gear Retraction Braking System	C	1	0	(O) May be inoperative p a) Takeoff performal landing gear exte b) After takeoff, geal for two minutes be	nce is based on nded, and r remains down		
41-05	BRAKE SOURCE Indication System	A	1	0	<ul> <li>(M)(O) May be inoperative.</li> <li>a) Normal and alternate systems are verification.</li> <li>b) Brake accumulated valve is verified to normally.</li> <li>c) Brake accumulated indicator (flight denormally.</li> <li>d) Alternate procedure established and use.</li> <li>e) Repairs are made three flight days.</li> </ul>	pate brake ed to operate or isolation o operate or pressure eck) operates ures are used, and		
41-05-01	BRAKE SOURCE Light	С	1	0	(M) May be inoperative p SOURCE caution messa operate normally.			

FEDERAL A AIRCRAFT:	VIATION ADMINISTRAT		VISIO	ON N	O. 7	PAGE NO.			
В	OEING B747-8		DATE: 08/25/2017 32-4						
					E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS						
32. LANDING	G GEAR					OK EXCELLIONS			
Sequence No.	Item	1	2	3	4		Change		
42-01	Antiskid System	С	1	0	a) Antisk associ b) Antisk each c c) Autobi and d) Appro	e inoperative provided: id is deactivated on iated wheels, id fault is verified before departure, rake system is deactivated, priate performance ments are applied.	ı		
42-01-01 42-01-02	Control Channels  Wheelspeed	С	16	14	a) Assoc consid b) ANTIS	operative provided: iated wheel brake is dered inoperative, and SKID indication is not yed on EICAS.			
	Transducers								
42-01-02A		C	16	14	a) Antisk each o b) Adjace locked operat c) Autobi and d) Appro adjust	e inoperative provided: id fault is verified before departure, ent transducer on a fore-aft d wheel protection pair tes normally, rake system is deactivated, priate performance ments for two brakes vated are applied.	I		
42-01-02B		C	16	14	a) Assoc consid b) ANTIS	operative provided: iated wheel brake is dered inoperative, and SKID indication is not yed on EICAS.			

FEDERAL A	VIATION ADMINISTRAT	ION			MASTER MINIMUM EQUIPMENT LIST		
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Е	BOEING B747-8		DAT	ΓE: 0	08/25/2017 32-5		
		MMI	EL T	ABL	LE KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. NUMBER INSTALLED				
NO.				3.1	NUMBER REQUIRED FOR DISPATCH		
32. LANDIN	G GEAD				4. REMARKS OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4 Chang		
42-02	Alternate Antiskid	C	8	7	(M)(O) One may be inoperative		
	Valves				provided:  a) Associated brakes are deactivated by capping associated brake lines, b) Remaining brakes operate normally, c) Appropriate performance adjustments for two brakes deactivated are applied, d) Takeoff performance is based on landing gear extended, e) ANTISKID indication is not displayed on EICAS, and f) After takeoff, gear remains down for two minutes before retraction.		
42-03	Autobrake System						
42-03A		С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Autobrake solenoid valve is verified closed,</li> <li>b) Approach minimums do not require its use, and</li> <li>c) AUTOBRAKE selector remains OFF.</li> </ul>		
42-03B		С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Autobrake pressure control module is deactivated,</li> <li>b) Approach minimums do not require its use, and</li> <li>c) AUTOBRAKE selector remains OFF.</li> </ul>		

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AIRCRAFT:		_			0.7	PAGE NO. 32-6		
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SYSTEM & SEQUENCE NO.  32. LANDING Sequence No.  42-04  42-04A	ITEM  G GEAR  Item  Brake Torque Limiters	_	REP/	AIR C	CATEGORY BER INSTALL NUMBER REQ 4. REMARKS  4  (O) May be in a) Associonsic consic b) BRAK	Change Bar Dispatch Congression operative provided: stated wheel brake is dered inoperative, and ELIMITER indication is		
42-04B		С	16	10	(M)(O) May be a) Torque before assoc operate c) For two inoper least compand and d) Appro	splayed on EICAS.  se inoperative provided: e limiter fault is verified e each departure, orque limiters and iated brakes per truck te normally, to torque limiters rative on the same truck, at one associated wheel is considered inoperative, epriate performance ements are applied.		
44-01	PARK BRAKE SET Indication System	С	1	0	a) Parkin config verifie b) Parkin operated day, c) Parkin indica norma and d) Altern	the inoperative provided: and brake takeoff puration warning system is and to operate normally, and brake valve is verified to atte normally once each flight and brake/antiskid interface attion is verified to operate ally once each flight day, atte procedures are alished and used.		
44-02	Brake Status Lights (Nose Gear)				33.001			
44-02A		С	3	0		noperative provided cedures are established		
44-02B		D	3	0	May be inope do not require	erative provided procedures e their use.		

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_	OEING B747-8	ו אב	REVISION NO. 7 PAGE NO. 32-7					
		ММ	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. 1		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4 Ch			
45-01	Nose Wheel Snubber Pads	С	2	0				
45-02	Wheel Tie Bolts	A	356	338	<ul> <li>(M) One per wheel may be broken or missing provided: <ul> <li>a) Affected wheel is checked for broken parts or damage, and replaced if broken parts or damage is found,</li> <li>b) Associated brake is checked for broken parts or damage, and replaced or deactivated if broken parts or damage is found,</li> <li>c) Wheel is inspected for additional broken or missing tie bolts before each departure, and</li> <li>d) Repairs are made within five flights.</li> </ul> </li> </ul>			
45-03	Tire Pressure Indication System							
45-03A		С	1	0	<ul><li>(M) May be inoperative provided alternate procedures are used to check tire pressure.</li><li>NOTE: Any portion of the system that operates normally may be used.</li></ul>			
45-03B		D	1	0	May be inoperative provided procedures do not require its use.			
46-01	Brake Temperature Indication System	С	1	0	(O) May be inoperative provided AFM Maximum Quick Turnaround Weight limitations are observed.  NOTE: Any portion of the system that operates normally may be used.			
51-01	Rudder Pedal Nose Wheel Steering System	С	1	0	(M)(O) May be inoperative provided:  a) Tiller nose wheel steering is verified to operate normally, and b) Approach minimums do not require automatic rollout control.			

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FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	OEING B747-8				NO. 7 PAGE NO. 32-8
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
32. LANDING	G GEAR				
Sequence No.	Item	1	2	3	4 Change Bar
53-01	Body Gear Steering System	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Body gear steering actuators are verified locked,</li> <li>b) Body gear steering is deactivated, and</li> <li>c) Alternate procedures are established and used.</li> </ul>
53-02	Body Gear Steering Indication System	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Body gear steering is deactivated,</li> <li>b) Body gear steering indication system is deactivated,</li> <li>c) Body gear steering actuators are verified locked before each departure, and</li> <li>d) Alternate procedures are established and used.</li> </ul>
61-01	Body and Wing Landing Gear Uplock Position Sensors				
61-01A		В	8	7	(M) One may be inoperative provided associated landing gear door warning sensors are verified to operate normally.
61-01B		В	8	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Associated landing gear and its symmetric gear are secured in the down position, and</li> <li>b) Airplane is dispatched in accordance with the Landing Gear Extended AFM Appendix.</li> </ul>
61-02	Landing Gear Door Warning Sensors	С	10	5	(M) One per door may be inoperative provided remaining sensor is verified to operate normally.

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	IATION ADMINISTRATION						
AIRCRAFT:	EING B747-8	RE		DN N	O. 7 3/25/2017	PAGE NO. 32-9	
ВО	LINO DI 41-0	2424				32-9	
		_			E KEY CATEGORY		
SYSTEM &		1.1			BER INSTALLE	=D	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
32. LANDING	GEAR						
Sequence No.	ltem	1	2	3	4	Char Ba	nge ir
61-03	Wing Landing Gear Downlock Position Sensors	В	4	0	(M)(O) May be a) Both w secure and b) Airplar accord	e inoperative provided: ving landing gear are ed in the down position, ne is dispatched in dance with the Landing Extended AFM Appendix.	

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					E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
33. LIGHTS	<u> </u>	1 .				Chan	
Sequence No.	Item	1	2	3	4	Chang	
11-01	Flight Compartment and Instrument Lighting System	C	-	-	Individual lights or light controls may be inoperative provided:  a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flight crew eyes, c) Flight deck emergency light operates normally, and d) Lighting configuration and intensity is acceptable to flight crew.  NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.		
11-02	STORM Switch	С	1	0	May be inoperative provided associated lights operate normally.		
12-01	Master Dim and Test System						
12-01-01	Dim Function	В	1	0	May be inoperative provided light intensity is acceptable to flight crew.		
12-01-02	Test Function						
12-01-02A		С	1	0	(M) May be inoperative provided alternate procedures are established and used to verify associated light operates normally.		
12-01-02B		С	1	0	May be inoperative provided associated light is considered inoperative.		

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AIRCRAFT:	DEING B747-8				O. 7 8/25/2017	PAGE NO. 33-2	
		ММ	EL T	ABL	E KEY	L	
SYSTEM & SEQUENCE NO.	ITEM	1. F	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
21-01	Cabin Interior Lights						
21-01-01	747-8F	D	-	-	provided: a) Suffici courie perfori b) Inoper	its may be inoperative lient lighting remains for irs/supernumeraries to im their duties, and rative lights are not part of terior emergency lighting.	
21-01-02	747-8I with LED Floor Proximity Lights	C			provided: a) Suffici crewm duties b) Inoper	ent lighting remains for nembers to perform their, and rative lights are not part of terior emergency lighting.	

AIRCRAFT:	VIATION ADMINISTRATIO OEING B747-8				IO. 7 8/25/2017	PAGE NO. 33-3	
В	UEING B/4/-8					33-3	
SYSTEM & SEQUENCE NO.  33. LIGHTS Sequence No.	ITEM	_	REP/	AIR ( NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS	Chang Bar
21-01	Cabin Interior Lights (Cont'd)  747-8I with Photoluminescent Floor Proximity Lights	С	-	_	provided:  a) No mode ach of each of e	st four indirect lighting LED s operate normally en inoperative LED board rative indirect lighting LED s are not directly opposite ch other in an aisle, ore than two non-adjacent enclosure accent lights operative, ore than two non-adjacent ray tread lights are rative, a down lights on the upper operate normally, ient lighting remains for nembers to perform their	

SYSTEM & SEQUENCE NO.  33. LIGHTS Sequence No.  24-01  24-01-01	ITEM  Item  Lighted Information Signs 747-8F  Flight Deck Automatic Function	1. F	EL T	ABL AIR (	D8/25/2017 33-4  LE KEY  CATEGORY  MBER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS   (O) May be inoperative provided alternate procedures are established and used to notify		
33. LIGHTS Sequence No. 24-01 24-01	Lighted Information Signs 747-8F  Flight Deck Automatic	1. F	2. ľ	3. N	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  Char (O) May be inoperative provided alternate procedures are established		
33. LIGHTS Sequence No. 24-01 24-01	Lighted Information Signs 747-8F  Flight Deck Automatic	1 C	2.1	3. N	MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  4 Che B  (O) May be inoperative provided alternate procedures are established		
NO.  33. LIGHTS Sequence No.  24-01  24-01	Lighted Information Signs 747-8F  Flight Deck Automatic	С		3. 1	A (O) May be inoperative provided alternate procedures are established		
33. LIGHTS Sequence No. 24-01 24-01-01	Lighted Information Signs 747-8F  Flight Deck Automatic	С	-	3	4. REMARKS OR EXCEPTIONS  4 Characteristics of the control of the		
24-01 24-01	Lighted Information Signs 747-8F  Flight Deck Automatic	С	-		(O) May be inoperative provided alternate procedures are established		
24-01 24-01-01	Lighted Information Signs 747-8F  Flight Deck Automatic	С	-		(O) May be inoperative provided alternate procedures are established		
24-01-01	Signs 747-8F  Flight Deck Automatic		-	0	alternate procedures are established		
	Flight Deck Automatic		-	0	alternate procedures are established		
24-01-01-01			1		crewmembers/supernumeraries when associated signs are placed on or off.		
		С	1	0	(O) May be inoperative provided alternate procedures are established and used.		
24-01-02	747-81						
24-01-02A		С	-	-	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated passenger seat or lavatory is not occupied from which a lighted information sign is not readily legible, and</li> <li>b) Associated seat or lavatory must be blocked and placarded, DO NOT OCCUPY.</li> </ul>		
					NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.		
24-01-02B		С	-	-	<ul> <li>(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: <ul> <li>a) Passenger address system operates normally, and</li> <li>b) Passenger address system is used to notify passengers and cabin crew when associated signs are placed on or off.</li> </ul> </li> </ul>		

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В	DEING B747-8				08/25/2017 33-5			
					LE KEY CATEGORY			
SYSTEM &		1. Г			IBER INSTALLED			
SEQUENCE NO.	ITEM	3. NUMBER REQUIRED FOR DISPATCH						
NO.		4. REMARKS OR EXCEPTIONS						
33. LIGHTS		•	•					
Sequence No.	Item	1	2	3	4 Ch			
24-01	Lighted Information Signs (Cont'd)							
24-01-02	747-8I (Cont'd)							
24-01-02C		С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) No passengers are carried,</li> <li>b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and</li> <li>c) Alternate procedures are established and used.</li> </ul>			
24-01-02-01	Flight Deck Automatic Function	С	1	0	(O) May be inoperative provided alternate procedures are established and used.			
31-01	Service Compartment Lights	D	34	0				
35-01	Main Deck Alert System (747-8F)							
35-01A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.			
					NOTE: Any function that operates normally may be used.			
35-01B		D	1	0	May be inoperative provided procedures do not require its use.			
35-02	Main Deck Cargo Handling Lights (747-8F)	D	-	-	Individual lights may be inoperative provided sufficient lighting remains for ground personnel and couriers to perform their duties.			
35-03	Nose Cargo Door Ramp Lights (747-8F)	D	2	0				

AIRCRAFT:	OEING B747-8	RE'		ON N	O. 7 PAGE NO. 33-6	
ь	OEING B/4/-0	BABAI			E KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALLED IUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
33. LIGHTS			ı			
Sequence No.	Item	1	2	3	4	Char Ba
37-01	Lower Cargo Compartment Lights	D	-	-	Individual lights may be inoperative provided sufficient lighting remains for ground personnel to perform their duties.	
41-01	Wing Illumination Lights	С	2	0	(O) May be inoperative provided ground deicing procedures do not require their use.	I
42-01	Taxi Lights	С	2	0		
42-02	Landing Lights					
42-02A		С	4	2	One per side may be inoperative.	
42-02B		С	4	0	May be inoperative provided operations are not conducted during night.	
42-02-01	Dim Function	С	4	0		
42-03	Runway Turnoff Lights	С	2	0		
43-01	Position Lights					
43-01A		С	6	3	May be inoperative provided:  a) One stationary red wing tip light operates normally,  b) One stationary green wing tip light operates normally, and c) One stationary white tail light operates normally.	
43-01B		С	6	0	May be inoperative provided operations are not conducted during the period from sunset to sunrise.	   
43-02	Wing Tip Marker Lights	D	2	0		

R	OEING B747-8	RE\		ON N	PAGE NO. 33-7			
	OLING B141-0	BABAI		TE: 08/25/2017 33-7				
SYSTEM & EQUENCE NO.	ITEM		REPAIR CATEGORY     2. NUMBER INSTALLED     3. NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS					
3. LIGHTS					4. INLIVIATING	ON EXCEPTIONS		
equence No.	Item	1	2	3	4		Cha	
l <b>4-0</b> 1	Anti-Collision Lights	С	5	0				
l4-01-01	Red Upper and Lower Fuselage Beacon Lights	С	2	0		erative provided white tail strobe lights operate		
l4-01-02	White Tail and Wing Tip Strobe Lights	С	3	0		erative provided red upper elage beacon lights ally.		
<b>15-01</b>	LOGO Lights	D	4	0				
l <b>6-0</b> 1	Exterior Lower Cargo Handling Area Lights	D	3	0				
l6-02	Main Deck Side Cargo Door Ramp Lights (747-8F)	D	4	0				

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST	т
FEDERAL A	VIATION ADMINISTRATION	ON			WASTER WINNINGWIEQUIFWEINT EIS	_
AIRCRAFT:	DEING B747-8	RE'			NO. 7 PAGE NO. 33-8	
		MMI	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
33. LIGHTS						
Sequence No.	Item	1	2	3	4 Char	
51-01	Interior Emergency Lights					
51-01-01	747-8F					
51-01-01A		С	-	-	<ul> <li>May be inoperative provided:</li> <li>a) Inoperative area lights are not adjacent,</li> <li>b) One upper deck crew service door exit sign operates normally,</li> <li>c) One upper deck crew service door sill light operates normally, and</li> <li>d) Flight deck emergency light operates normally.</li> </ul>	
51-01-01B		C	-	1	<ul> <li>(O) May be inoperative provided:</li> <li>a) Flight deck emergency light operates normally,</li> <li>b) Occupancy is limited to essential flight crewmembers, including official observers, and</li> <li>c) Crewmembers are appropriately briefed before each departure.</li> </ul>	
					(Continued)	

U.S. DEPART	MENT OF TRANSPORT	TATIO	N		NAACTE		LOT		
FEDERAL AV	IATION ADMINISTRATION	ON			IVIASTE	ER MINIMUM EQUIPMENT I	LIO I		
AIRCRAFT: BC	DEING B747-8	RE'			IO. 7 8/25/2017	PAGE NO. 33-9			
		MMI	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN		ED UIRED FOR DISPATCH OR EXCEPTIONS			
33. LIGHTS									
Sequence No.	Item	1	2	3	4		Change Bar		
51-01	Interior Emergency Lights (Cont'd)								
51-01-02	747-81								
51-01-02A		C	-	-	inoperative pr a) Inoper adjace b) Stairw norma c) Area li each (d) One d entry (e) Cross- norma f) Flight operati	rative area lights are not ent, yay area light operates ally, ight or exit sign above door operates normally, loor sill light at each main door operates normally, -aisle exit signs operate ally, and deck emergency light tes normally.  s associated with an rative door/slide are not			
51-01-02B		C	-	0	a) Flight operat b) No pa c) A max author non-pa operat d) Alterna	deck emergency light tes normally, ssengers are carried, kimum of 19 persons rized by 14 CFR for assenger carrying tions are carried, and ate procedures are ished and used.			

	MENT OF TRANSPORTA	AT IOI	N		MASTER MINIMUM EQUIPMENT LI	IST	
	IATION ADMINISTRATIO						
AIRCRAFT:	EING B747-8	RE'			NO. 7 PAGE NO. 33-10		
	EING B/4/-0	BABAI					
					L <b>E KEY</b> CATEGORY		
SYSTEM &	17514				IBER INSTALLED		
SEQUENCE NO.	ITEM		3. NUMBER REQUIRED FOR DISPATCH				
000000000000000000000000000000000000000		4. REMARKS OR EXCEPTIONS					
33. LIGHTS	H				14	Change	
	Item	1	2	3	4	Bar	
51-01	Interior Emergency Lights (Cont'd)						
51-01-02	747-8I (Cont'd)						
51-01-02-01	Upper Deck Emergency Lights	В	-	1	<ul> <li>(O) May be inoperative provided:</li> <li>a) Flight deck emergency light operates normally,</li> <li>b) Upper deck occupancy is limited to essential flight crewmembers, including official observers, during takeoff and landing, and</li> <li>c) Crewmembers/passengers are appropriately briefed before each departure.</li> </ul>		
51-01-02-02	Door 5 Overhead Crew Rest Emergency Lights	С	-	0	May be inoperative provide door 5 overhead crew rest is considered inoperative.		
51-02	Exterior Emergency Lights						
51-02-01	747-8F						
51-02-01A		В	1	0	(O) May be inoperative provided crewmembers/ supernumeraries are appropriately briefed before each departure.		
51-02-01B		С	1	0	May be inoperative provided operations are not conducted during night.		
					(Continued)		

AIRCRAFT:	<u>/IATION ADMINISTRATIO</u> DEING B747-8				O. 7 PAGE NO. 33-11		
D	JEING D/4/-0						
		_			E KEY Category		
SYSTEM &	ITEM.	٠			BER INSTALLED		
SEQUENCE NO.	ITEM		3. NUMBER REQUIRED FOR DISPATCH				
1203/7895/2.500		4. REMARKS OR EXCEPTIONS					
33. LIGHTS	T	1 .		_	I .	Chan	
Sequence No.	Item	1	2	3	4	Bar	
51-02	Exterior Emergency Lights (Cont'd)						
51-02-02	747-81						
51-02-02A		С	-	0	May be inoperative provided operations are not conducted during night.		
51-02-02B		С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) No passengers are carried,</li> <li>b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and</li> <li>c) Alternate procedures are established and used.</li> </ul>		
51-02-02-01	Overwing Lights	С	8	6	One per side may be inoperative.		
51-02-02-02	Main Entry Doors Slide Lights	A	10	9	One may be inoperative provided:  a) Associated main entry door/slide is considered inoperative, and b) Repairs are made within one flight day.		
51-02-02-03	Upper Deck Doors Slide Lights						
51-02-02-03A		С	4	2	One per door may be inoperative.		
51-02-02-03B		С	4	0	May be inoperative provided associated upper deck door/slide is considered inoperative.		

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT	LICT
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AIRCRAFT:	DEING B747-8				O. 7 PAGE NO. 8/25/2017 33-12	
		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			
33. LIGHTS						
Sequence No.	Item	1	2	3	4	Change Bar
51-03	Emergency Escape Path Floor Proximity Lighting System (747 8I)	С	-	0	(O) May be inoperative provided:  a) No passengers are carried,  b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are established and used.	
51-03-01	LED Floor Proximity Lights (Passenger Cabin)	С		-	May be inoperative provided:  a) Inoperative proximity lights are not adjacent, b) Inoperative proximity lights are not directly opposite of each other in an aisle, c) Proximity lights marking right angle intersections operate normally, d) Aisle proximity lights within 39 inches (100 cm) of a right angle intersection operate normally.  NOTE: Lights associated with an inoperative door/slide are not required.	
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		MM	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED JIRED FOR DISPATCH OR EXCEPTIONS			
33. LIGHTS									
Sequence No.	Item	1	2	3	4	Change Bar			
51-03	Emergency Escape Path Floor Proximity Lighting System (747-8I) (Cont'd)								
51-03-02	Photoluminescent Floor Proximity Lights (Passenger Cabin)	C			a) No mo (25.4-c) photolu inopera cabin z b) At leas photolu normal missing c) Inopera of phot directly an aisl d) Stairwa operate e) Photolu right ar normal f) Aisle p within 3 right ar normal NOTE 1: The s pass deck forwa pass main	ay photoluminescent strips e normally, uminescent strips marking ngle intersections operate lly, and whotoluminescent strips 39 inches (100 cm) of a ngle intersection operate lly.  six cabin zones are the senger area on the upper area on the upper area of door 1, and the senger areas between two in entry door pairs.			
					(Continued)				

AIRCRAFT:	VIATION ADMINISTRATIO				NO. 7 PAGE NO.
B	OEING B747-8				8/25/2017 33-14
		_			.E KEY Category
SYSTEM &		1. [			BER INSTALLED
SEQUENCE	ITEM				NUMBER REQUIRED FOR DISPATCH
NO.				(5) (A)	4. REMARKS OR EXCEPTIONS
33. LIGHTS		•	•		
Sequence No.	Item	1	2	3	4
51-03	Emergency Escape Path Floor Proximity Lighting System (747 8I) (Cont'd)				
54-03-03	Exit Identifiers	С	24	18	One exit identifier floodlight per exit door pair may be inoperative provided associated exit identifier backlight operates normally.
F4 02 04	Daniel Organia				NOTE: Lights associated with an inoperative door/slide are not required.
51-03-04	Door 5 Overhead Crew Rest Floor Proximity Lights				
51-03-04A		С	-	-	May be inoperative provided inoperative proximity lights are not adjacent.
51-03-04B		С	-	0	May be inoperative provide door 5 overhead crew rest is considered inoperative.
51-04 ***	Exterior Passenger Door Viewing Lights (747-8I)				
51-04A		С	10	4	<ul> <li>May be inoperative provided:</li> <li>a) At least one light at upper deck door L, door 1L, or door 2L operates normally,</li> <li>b) At least one light at upper deck door R, door 1R, or door 2R operates normally,</li> <li>c) At least one light at door 4L or 5L operates normally, and</li> <li>d) At least one light at door 4R or 5R operates normally.</li> </ul>
51-04B		С	10	0	May be inoperative provided operations are not conducted during night.

AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	O. 7 PAGE NO.	
	OEING B747-8				8/25/2017 34-1	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
34. NAVIGA	TION		1	1		Lai
Sequence No.	Item	1	2	3	4	Chang Bar
16-01	Altitude Alerting System	A	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Autopilot with altitude hold and altitude capture operates normally,</li> <li>b) Enroute operations do not require its use,</li> <li>c) Airplane does not depart from a designated airport (as listed in operator's MEL) where repair or replacement can be made, and</li> <li>d) Repairs are made within three flight days.</li> </ul> </li> </ul>	
16-01-01	Aural Alert	С	1	0	May be inoperative provided:  a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
16-01-02	Visual Alert	С	1	0	May be inoperative provided:  a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
22-01	Standby Magnetic Compass	В	1	0	May be inoperative provided integrated standby flight display (ISFD) heading display operates normally.	

AIRCRAFT:	VIATION ADMINISTRATIO OEING B747-8				IO. 7 8/25/2017	PAGE NO. 34-2
Ь	OLINO DI 41-0	DARA!			.E KEY	J <del>4</del> -2
SYSTEM & SEQUENCE NO. 34. NAVIGA	ITEM		REP/	AIR C	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	[0
24-01	Integrated Standby Flight Display (ISFD)					
24-01-01	Attitude Indication	В	1	0	a) Opera VMC ( b) Opera into kr	erative provided: ations are conducted in day conly, and ations are not conducted conown or forecast he-top conditions.
24-01-02	Approach Mode	С	1	0		
24-01-03	Heading Display	С	1	0		erative provided standby npass operates normally.
24-01-04	Dedicated Battery/Charger System	С	1	0		

U.S. DEPART	TMENT OF TRANSPORTA	ATIOI	N		MACTE		LICT
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AIRCRAFT: BC	DEING B747-8	RE'			IO. 7 8/25/2017	PAGE NO. 34-3	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED UIRED FOR DISPATCH OR EXCEPTIONS	
34. NAVIGAT	ION	<u> </u>	/		4. NEWARKS	ON EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
25-01	Air Data Inertial Reference Unit (ADIRU) Systems						Jui
25-01-01	Air Data Computer (ADC) Functions						
25-01-01-01	Left ADC Function	С	1	0	a) Right a operat b) Left ar instrun operat c) Alterna	operative provided: and center ADC functions te normally, and right AIR DATA ment source selectors te normally, and ate procedures are tished and used.	
25-01-01-02	Right ADC Function	С	1	0	a) Left ar operat b) Center module norma c) Left ar instrun operat d) Alterna	operative provided: and center ADC functions are normally, ar secondary static air data be (ADM) operates ally, and right AIR DATA anent source selectors are normally, and ate procedures are aished and used.	
25-01-01-03	Center ADC Function	С	1	0	a) Left ar operat b) Left ar instrun operat c) Alterna	operative provided: and right ADC functions are normally, and right AIR DATA ment source selectors are normally, and ate procedures are aished and used.	
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTER MINIMUM EQUIPMENT LIS	T
FEDERAL A'	VIATION ADMINISTRATIO	N				
AIRCRAFT: B	OEING B747-8	RE\			NO. 7 PAGE NO. 34-4	
		ММ	EI T	ΛRI	LE KEY	
SYSTEM & SEQUENCE	ITEM					
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34. NAVIGAT	ΓΙΟΝ				4. REMARKS ON EXCELLIONS	
Sequence No.	Item	1	2	3		ange
		•	_	Ū	T	Bar
25-01	Air Data Inertial Reference Unit (ADIRU) Systems (Cont'd)					
25-01-02	Inertial Reference Unit (IRU) Functions					
25-01-02-01	Left IRU Function	С	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Right and center IRU functions operate normally,</li> <li>b) Left and right IRS instrument source selectors operate normally,</li> <li>c) Center control display unit (CDU) operates normally,</li> <li>d) Integrated standby flight display (ISFD) heading display is considered inoperative, and</li> <li>e) Approach minimums do not require its use.</li> </ul> </li> </ul>	
25-01-02-02	Right IRU Function	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Left and center IRU functions operate normally,</li> <li>b) Left and right IRS instrument source selectors operate normally,</li> <li>c) Center control display unit (CDU) operates normally, and</li> <li>d) Approach minimums do not require its use.</li> </ul>	
25-01-02-03	Center IRU Function	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Left and right IRU functions operate normally,</li> <li>b) Left and right IRS instrument source selectors operate normally, and</li> <li>c) Approach minimums do not require its use.</li> </ul>	

AIRCRAFT:		RE\	VISIC	N NC	O. 7 PAGE NO.	
В	OEING B747-8				8/25/2017 34-5	
					E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. r		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				3. 1	4. REMARKS OR EXCEPTIONS	
34. NAVIGA	TION				4. NEID WINE ON EXCENTIONS	
Sequence No.	Item	1	2	3	4	Chan
25-02	Pitot Air Data Modules (ADMs)	С	3	2	One may be inoperative provided associated air data computer (ADC) function is considered inoperative.	
25-03	Static Air Data Modules (ADMs)					
25-03-01	Left Static ADM	С	1	0	May be inoperative provided left air data computer (ADC) function is considered inoperative.	
25-03-02	Right Static ADM	С	1	0	May be inoperative provided right air data computer (ADC) function is considered inoperative.	
25-03-03	Center Static ADMs					
25-03-03A		С	2	1	(O) Center secondary static ADM may be inoperative provided:  a) Right air data computer (ADC) function operates normally, and b) Left and right AIR DATA instrument source selectors operate normally.	
25-03-03B		С	2	0	May be inoperative provided center air data computer (ADC) function is considered inoperative.	
25-04	Static Air Temperature (SAT) Indication System	С	1	0		

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SYSTEM & EQUENCE NO.	ITEM		REP/	AIR C	E KEY CATEGORY BER INSTALL JUMBER REQ	ED UIRED FOR DISPATCH
120.0 (100.0) (2.10)					4. REMARKS	OR EXCEPTIONS
34. NAVIGA		1 4			T <sub>4</sub>	
equence No. 25-05	Mach Indications	1	2	3	4	
25-05A	Mach mulcations	С	2	1	descends to	inoperative provided flight FL 290 or below if failure of ation occurs in flight.
25-05B		С	2	0		erative provided flight below FL 290.
25-06	True Airspeed Indications	С	2	0		
25-07	Total Air Temperature (TAT) Probe Systems	C	2	1	associated ai	inoperative provided in data computer (ADC) insidered inoperative.

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	OEING B747-8		DATE: 08/25/2017 34-7				
		MMI	EL T	ABL	E KEY	1	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS		UIRED FOR DISPATCH			
34. NAVIGA	TION					S ON EXCENTIONS	
Sequence No.	Item	1	2	3	4		Cha
31-01	Instrument Landing Systems (ILSs)						
31-01-01	Left ILS	С	1	0	a) Integr (ISFD consider b) Appro	erative provided: rated standby flight display ) approach mode is dered inoperative, and pach minimums do not re its use.	
31-01-02	Right ILS						
31-01-02A		D	1	0	a) Left a norma b) Appro	erative provided: and center ILSs operate ally, and bach minimums do not re its use.	
31-01-02B		С	1	0		erative provided approach o not require its use.	
31-01-03	Center ILS						
31-01-03A		D	1	0	a) Left a norma b) Appro	erative provided: and right ILSs operate ally, and bach minimums do not re its use.	
31-01-03B		C	1	0		erative provided approach o not require its use.	

AIRCRAFT: E SYSTEM & SEQUENCE	OEING B747-8	KE,	VISIO	71 I/II	O. 7 PAGE NO.	
			DAT		8/25/2017 34-8	
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		_	CATEGORY			
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	I I ⊏IVI			3. 1	NUMBER REQUIRED FOR DISPATCH	
2010/1984 2010/19		ļ., ,			4. REMARKS OR EXCEPTIONS	
34. NAVIGA	TION					Chan
Sequence No.	Item	1	2	3	4	Chang Bar
31-02	Instrument Landing System (ILS) Antenna Switching					
31-02-01	Glide Slope					
31-02-01A		D	3	2	One may be inoperative provided approach minimums do not require use of associated ILS receiver.	
31-02-01B		С	3	0	May be inoperative provided approach minimums do not require use of associated ILS receivers.	
31-02-02	Localizer					
31-02-02A		D	3	2	One may be inoperative provided approach minimums do not require use of associated ILS receiver.	
31-02-02B		С	3	0	May be inoperative provided approach minimums do not require use of associated ILS receivers.	
31-01	Marker Beacon System	С	1	0	May be inoperative provided approach minimums do not require its use.	
33-01	Radio Altimeter Systems	С	3	2	One may be inoperative provided approach minimums or operating procedures do not require its use.	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST				
FEDERAL A	VIATION ADMINISTRATIO	N			WASTER WINNINGWIEQUIFMENT LIST				
AIRCRAFT: B(	DEING B747-8	RE	REVISION NO. 7 PAGE NO. 34-9						
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SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
34. NAVIGAT	ΓΙΟΝ	<u> </u>	<u> </u>		4. KEMAKKO OK EXOLI HONG				
Sequence No.	Item	1	2	3	4 Change Bar				
43-01	Weather Radar Systems				Jai				
43-01A		D	2	1					
43-01B		С	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Weather radar is not required by 14 CFR,</li> <li>b) Enhanced ground proximity warning system (EGPWS) reactive windshear alert mode (mode 7) operates normally, and</li> <li>c) Alternate procedures are established and used.</li> </ul>				
43-01C		В	2	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Weather radar is not required by 14 CFR, and</li> <li>b) Alternate procedures are established and used.</li> </ul> </li> <li>NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.</li> </ul>				
					(Continued)				

AIRCRAFT:	VIATION ADMINISTRATI				0.7	PAGE NO.	
В	OEING B747-8				8/25/2017	34-10	
SYSTEM & SEQUENCE NO.	ITEM		REP/	TABLE KEY PAIR CATEGORY NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH			
1200017004, 10.1010	FIGN				4. REMARKS	OR EXCEPTIONS	
34. NAVIGA					4	CI	
Sequence No.	Weather Radar	1	2	3	4		
45-01	Systems (Cont'd)						
43-01-01	Predictive Windshear Alert Mode						
43-01-01A		С	2	0	a) Enhar warnir reactiv (mode b) Altern	noperative provided: nced ground proximity ng system (EGPWS) we windshear alert mode e 7) operates normally, and ate procedures are ished and used.	
43-01-01B		В	2	0	alternate proc and used. NOTE: Opera should winds	ator's alternate procedures dinclude reviewing hear avoidance and hear recovery procedures.	
43-01-02	Auto Tilt Function	C	1	0			

OFING 8747-8	RE						
OEING 6/4/-0							
ITEM		REP/	AIR O	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH			
	<u> </u>			4. REMARKS OR EXCEPTIONS			
1	1 .			Cha			
				4 B:			
Avoidance System (TCAS)	В	1	0	<ul><li>(M) May be inoperative provided:</li><li>a) TCAS is deactivated, and</li><li>b) Enroute or approach procedures do not require its use.</li></ul>			
Resolution Advisory (RA) Display Systems							
	С	2	1	May be inoperative on pilot monitoring side.			
	С	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Traffic alert (TA) display systems operate normally,</li> <li>b) TCAS audio functions operate normally,</li> <li>c) Enroute or approach procedures do not require their use, and</li> <li>d) Transponder Mode selector is set to TA ONLY.</li> </ul>			
Traffic Alert (TA) Display Systems	С	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Resolution advisory (RA) display systems operate normally,</li> <li>b) TCAS audio functions operate normally, and</li> <li>c) Enroute or approach procedures do not require their use.</li> </ul>			
Audio Functions	В	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.			
Airspace Selection Function	С	1	0				
	Traffic Collision and Avoidance System (TCAS)  Resolution Advisory (RA) Display Systems  Traffic Alert (TA) Display Systems  Audio Functions  Airspace Selection	TION  Item 1  Traffic Collision and Avoidance System (TCAS)  Resolution Advisory (RA) Display Systems  C  C  Traffic Alert (TA) Display Systems  Audio Functions  B  Airspace Selection  C	NATE   DATE	ITEM			

U.S. DEPAR	TMENT OF TRANSPORT	ΓΑΤΙΟΙ	N		MAOTE		LIOT
FEDERAL A	VIATION ADMINISTRATI	ON			MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	DEING B747-8				IO. 7 8/25/2017	PAGE NO. 34-12	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O	CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
34. NAVIGAT	TION		<u> </u>		4. INLIMATING	ON EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
46-01	Enhanced Ground Proximity Warning System (EGPWS)						
46-01-01	GPWS Function	A	1	0	a) Alterna establ b) Repai	noperative provided: ate procedures are ished and used, and rs are made within ght days.	
46-01-01-01	Modes 1 - 4	A	4	0	a) Altern establ b) Repai	operative provided: ate procedures are ished and used, and rs are made within ght days.	
46-01-01-02	Glideslope Deviation (Mode 5)	В	1	0			
46-01-01-03	Advisory Callouts (Mode 6)						
46-01-01-03A		С	-	0	a) Adviso by 14 b) Alterna	operative provided: ory callout is not required CFR, and ate procedures are ished and used.	
46-01-01-03B		В	-	0		operative provided cedures are established	
					(Continued)		

	/IATION ADMINISTRATION		// 014	2012	10. 7	DAGE NO
AIRCRAFT:	DEING B747-8	KE			IO. 7 8/25/2017	PAGE NO. 34-13
		ММ			E KEY	
SYSTEM &			REP/	AIR (	CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALL	
NO.				3. r		UIRED FOR DISPATCH OR EXCEPTIONS
34. NAVIGAT	TON				4. 112.00	7 OK 2/(02) 110110
Sequence No.	Item	1	2	3	4	Cha E
46-01	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)					
46-01-01	GPWS Function (Cont'd)					
46-01-01-04	Reactive Windshear Alert Mode (Mode 7)					
46-01-01-04A		С	1	0	a) Weath windsl normab) Altern	noperative provided: ner radar system predictive hear alert mode operates ally, and ate procedures are lished and used.
46-01-01-04B		В	1	0	alternate production and used.  NOTE: Operation should winds	noperative provided cedures are established ator's alternate procedures d include reviewing hear avoidance and hear recovery procedures.
46-01-02	Terrain Awareness Function	В	1	0	` '	noperative provided cedures are established
46-01-02-01	Terrain Displays					
46-01-02-01A		С	2	1		
46-01-02-01B		В	2	0		
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		
			•		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 7 PAGE NO.
	OEING B747-8				8/25/2017 34-14
		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
34. NAVIGA	TION				14. NEMAINO ON EXCELLITIONS
Sequence No.	Item	1	2	3	4 Change Bar
46-01	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)				
46-01-03 ***	Runway Awareness and Advisory System (RAAS)	С	1	0	
51-01	VHF Omnidirectional Range (VOR) Navigation Systems	D	2	-	Any in excess of those required by 14 CFR may be inoperative.
53-01	ATC Transponder/ Automatic Altitude Reporting Systems				
53-01A		D	2	1	Any in excess of those required by 14 CFR may be inoperative.
53-01B		В	2	0	May be inoperative provided:  a) Operations do not require their use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight.
53-01-01	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided:  a) Operations do not require their use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO				
AIRCRAFT:	OEING B747-8	RE'			NO. 7 PAGE NO. 34-15
Ь	OEING B/4/-0				
		_			L <b>E KEY</b> CATEGORY
SYSTEM &		'. '			IBER INSTALLED
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH
NO.					4. REMARKS OR EXCEPTIONS
34. NAVIGA	TION				
Sequence No.	Item	1	2	3	4 Change Bar
53-01	ATC Transponder/ Automatic Altitude Reporting Systems (Cont'd)				
53-01-02	Extended Squitter ADS-B Transmissions				
53-01-02A		D	2	0	May be inoperative provided operations do not require their use.
53-01-02B		С	2	0	(O) May be inoperative provided alternate procedures are established and used.
					NOTE: Any function that operates normally may be used.
53-02 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.
	(ADO-D) Oystem				NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.
53-02-01	Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: CDTI display of data from other aircraft systems may be used.
53-02-02	Cockpit Display and Traffic Information (CDTI) Control Panel	D	-	0	May be inoperative provided:  a) Flight ID can be set, and b) Screen display is acceptable to flight crew.
					(Continued)

AIRCRAFT:	VIATION ADMINISTRATION OEING B747-8				IO. 7 8/25/2017	PAGE NO. 34-16			
	OLINO DI III O	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM		REPAIR 2. NUM		IR CATEGORY UMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCI 4. REMARKS OR EXCEPTIONS				
34. NAVIGA		1 .	1 _	1 _	Ι.	C			
53-02 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)	1	2	3	4				
53-02-03	Datalink Transmitters	D	-	0	transr the tra	ne aircraft the datalink mission is an integral part of ansponder and relief is ded in that section.			
53-02-04	Datalink Receivers	D	-	0					
53-02-05	ADS-B Applications	D	-	0					
55-01	Distance Measuring Equipment (DME)	D	2	-		s of those required by be inoperative.			
57-01	Automatic Direction Finder (ADF) Systems	D	2	-		s of those required by be inoperative.			

AIRCRAFT:	OEINO D747 0	RE\			0.7	PAGE NO.	
В	OEING B747-8				8/25/2017	34-17	
SYSTEM & SEQUENCE	ITEM		REP/	AIR C	E KEY CATEGORY BER INSTALL NUMBER REQ	ED QUIRED FOR DISPATCH	
NO.				VIII.		OR EXCEPTIONS	
34. NAVIGA	TION	1		ı	<u> </u>		Lobara
Sequence No.	Item	1	2	3	4		Chang Bar
58-01	Global Positioning Systems (GPSs)						
58-01-01	Left and Right GPSs						
58-01-01A		D	2	1	a) Assoc satelli syster inope b) Enrou	inoperative provided: ciated global navigation ite system (GNSS) landing m (GLS) is considered rative, and ite operations do not re its use.	
58-01-01B		С	2	0	a) Assoc satelli syster inopel b) Enrou	erative provided: ciated global navigation ite system (GNSS) landing ms (GLSs) are considered rative, and ite operations do not re their use.	
58-01-02	Center GPS	D	1	0	global naviga	erative provided associated ation satellite system ing system (GLS) is noperative.	
58-02	Global Navigation Satellite System (GNSS) Landing Systems (GLSs)						
58-02A		D	3	2	•	inoperative provided nimums do not require its	
58-02B		С	3	0		erative provided approach o not require their use.	

AIRCRAFT:	VIATION ADMINISTRATIO				NO. 7 PAGE NO.
В	OEING B747-8				08/25/2017 34-18
					LE KEY CATEGORY
SYSTEM & SEQUENCE NO.	ITEM	1. [		MUN	IBER INSTALLED NUMBER REQUIRED FOR DISPATCH
34. NAVIGA	TION				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Chi
61-01	Flight Management Computer Systems (FMCSs)				F
61-01-01	Left FMCS				
61-01-01A		С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Enhanced ground proximity warning system (EGPWS) is verified to operate normally before each departure,</li> <li>b) Right FMCS operates normally, and</li> <li>c) Enroute operations do not require its use.</li> </ul>
61-01-01B		A	1	0	<ul> <li>May be inoperative provided:</li> <li>a) Enhanced ground proximity warning system (EGPWS) GPWS function is considered inoperative,</li> <li>b) Right FMCS operates normally,</li> <li>c) Enroute operations do not require its use, and</li> <li>d) Repairs are made within two flight days.</li> </ul>
61-01-02	Right FMCS	С	1	0	May be inoperative provided:  a) Left FMCS operates normally, and b) Enroute operations do not require its use.
61-01-03	Navigation Databases	С	2	0	<ul> <li>(O) May be out of currency provided:</li> <li>a) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight,</li> <li>b) Current aeronautical charts are used to verify navigation fixes prior to dispatch, and</li> <li>c) Approach navigation radios are manually tuned and identified.</li> </ul>
61-02	Center Control Display Unit (CDU)	С	1	0	May be inoperative provided left and right inertial reference unit (IRU) functions operate normally.

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MANOTED MINIMALINA EQUIDAMENT LIGH
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	DEING B747-8				NO. 1 PAGE NO. 01/16/2012 35-1
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
35. OXYGEN		<u> </u>			4. KEMAKKO OK EXCEL HONG
Sequence No.	Item	1	2	3	4 Change Bar
11-01	Crew Oxygen Pressure Indication System	С	1	0	(M) May be inoperative provided:  a) Crew oxygen shutoff valves are verified open, and b) Crew oxygen supply is verified to be above the minimum required before each departure.
21-01	Supernumerary/Crew Rest/Lavatory Oxygen System (747-8F)				
21-01A		В	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Each supernumerary seat and crew rest bunk without an adequate portable oxygen dispensing unit (bottle and mask) is blocked and placarded, DO NOT OCCUPY,</li> <li>b) Personnel address system operates normally,</li> <li>c) An adequate portable oxygen dispensing unit (bottle and mask) is available in the lavatory, and</li> <li>d) Crewmembers/supernumeraries are appropriately briefed before each departure.</li> </ul>
21-01B		В	1	0	May be inoperative provided flight remains at or below 10,000 feet.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MACTE		_
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	ER MINIMUM EQUIPMENT LIS	1
AIRCRAFT:	OEING B747-8	RE'	REVISION NO. 1 PAGE NO. 35-2				
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
35. OXYGEN		<u> </u>		<u> </u>	T. P. END GAR	OK EXCENTIONS	
Sequence No.	Item	1	2	3	4		inge ar
21-01	Supernumerary/Crew Rest/Lavatory Oxygen System (747-8F) (Cont'd)						
21-01-01	Supernumerary Oxygen Service Units	В	6	0	a) Inoper secure b) Each a seat w portab (bottle placar c) For as seat u system d) Crewn are ap	re inoperative provided: rative service unit is ed closed, associated supernumerary without an adequate ble oxygen dispensing unit e and mask) is blocked and rded, DO NOT OCCUPY, esociated supernumerary used, personnel address m operates normally, and members/supernumeraries peropriately briefed before departure.	
21-01-02	Crew Rest Oxygen Service Units	В	2	0	a) Inoper secure b) Each a withou oxyge and m placar c) For as used, operated d) Crewn	re inoperative provided: rative service unit is ed closed, associated crew rest bunk ut an adequate portable en dispensing unit (bottle hask) is blocked and rded, DO NOT OCCUPY, essociated crew rest bunk personnel address system tes normally, and members are appropriately d before each departure.	
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATIO	_	/ 0 /	ON N	O 1	PAGE NO.	
_	OEING B747-8	IXL.			1/16/2012	35-3	
		ММ	EL T	ABL	E KEY	1	
SYSTEM & SEQUENCE	ITEM	1. F		NUM	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH	
NO.				3332		OR EXCEPTIONS	
35. OXYGEN			1				Chon
Sequence No.	Item	1	2	3	4		Chan Bar
21-01	Supernumerary/Crew Rest/Lavatory Oxygen System (747-8F) (Cont'd)						
21-01-03	Lavatory Oxygen Service Unit	В	1	0	a) Inope secure b) Perso opera c) An ad disperis ava d) Crewrigare ap	be inoperative provided: rative service unit is ed closed, annel address system tes normally, lequate portable oxygen asing unit (bottle and mask) illable in the lavatory, and members/supernumeraries appropriately briefed before departure.	
21-02	Supernumerary/ Passenger Oxygen Automatic Presentation System	С	1	0		noperative provided flight below FL 300.	
21-03	Supernumerary/ Passenger Oxygen Pressure Indication System	C	1	0	a) Super oxyge verifie depar b) Super oxyge above	noperative provided: rnumerary/passenger en shutoff valves are ed open before each ture, and rnumerary/passenger en supply is verified to be e the minimum required e each departure.	

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATION	ON			W. CLER WINNING EQUITIVE NET ELOT
AIRCRAFT:	OEING B747-8				NO. 1 PAGE NO. 35-4
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
35. OXYGEN	l				4. NEMARKO OK EXCELHORO
Sequence No.	Item	1	2	3	4 Change
21-04	Passenger Oxygen System (747-8I)				Bar
21-04A		В	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) All packs operate normally,</li> <li>b) All air cycle machines operate normally,</li> <li>c) All pack temperature control valves operate normally,</li> <li>d) Both outflow valves operate normally,</li> <li>e) Both automatic cabin pressure controllers operate normally,</li> <li>f) Cabin rate of climb indication operates normally,</li> <li>g) Cabin altitude indication operates normally,</li> <li>h) Appropriate altitude limitations are applied,</li> <li>i) Appropriate portable oxygen supplies are available, and</li> <li>j) Passengers are appropriately briefed.</li> </ul> </li> </ul>
21-04B		В	1	0	May be inoperative provided flight remains at or below 10,000 feet.
21-04C		В	1	0	May be inoperative provided occupancy is limited to essential flight crewmembers, including official observers.
					(Continued)

SYSTEM & SEQUENCE NO.  35. OXYGEN  Sequence No. Ite 21-04 F	ITEM  Passenger Oxygen System (747-8I) Cont'd) Lavatory Oxygen Service Units	ММІ	DAT EL T	ABL AIR O NUM 3. N	PAGE NO.  1/16/2012  E KEY  CATEGORY  BER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	Chan Bar
35. OXYGEN Sequence No. Ite 21-04 F S(()	em Passenger Oxygen System (747-8I) Cont'd) Lavatory Oxygen	1. F	2. N	3. N	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
35. OXYGEN Sequence No. Ite 21-04 F S(()	Passenger Oxygen System (747-8I) Cont'd) Lavatory Oxygen	1	2. N	3. N 3. N	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
35. OXYGEN Sequence No. Ite 21-04 F S(()	Passenger Oxygen System (747-8I) Cont'd) Lavatory Oxygen			3. 1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
35. OXYGEN Sequence No. Ite 21-04 F (() 21-04-01 L	Passenger Oxygen System (747-8I) Cont'd) Lavatory Oxygen		2	3	4. REMARKS OR EXCEPTIONS	
21-04 F (121-04-01 L	Passenger Oxygen System (747-8I) Cont'd) Lavatory Oxygen		2			
21-04 F S (1	Passenger Oxygen System (747-8I) Cont'd) Lavatory Oxygen		2		4	
21-04 F S ((	System (747-8I) Cont'd) Lavatory Oxygen	В	-			Ва
		В	-	_		
				0	<ul> <li>(M) May be inoperative without flight altitude restriction provided: <ul> <li>a) Associated lavatory door is locked closed and placarded, INOPERATIVE - DO NOT ENTER, and</li> <li>b) For all upper deck lavatory oxygen service units inoperative, flight duration is acceptable to the pilot-in-command.</li> </ul> </li> </ul>	
					NOTE: These provisos are not intended to prohibit inspections by crewmembers.	
	Passenger Seat Oxygen Service Units	В	-	0	May be inoperative without flight altitude restriction provided associated passenger seat is considered inoperative.	
Д	Flight Attendant Seat Assembly Oxygen Service Units	В	-	-	May be inoperative without flight altitude restriction provided associated flight attendant seat assembly is considered inoperative.	
	Crew Rest Seat Oxygen Service Units	В	-	0	May be inoperative without flight altitude restriction provided associated crew rest seat is considered inoperative.	
	Crew Rest Bunk Oxygen Service Units	В	-	0	May be inoperative without flight altitude restriction provided associated crew rest bunk is considered inoperative.	

AIRCRAFT:	VIATION ADMINISTRATIONS SOEING B747-8		VISIO		O. 1 1/16/2012	PAGE NO. 35-6
	OLINO DI TI O	NANA			E KEY	30 0
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALLI JUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	Cha
31-01	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	(M) Any in ext 14 CFR may I missing provid a) Assoc remov b) Requid service throug c) Bottles replac at the	cess of those required by be unserviceable or ded: ciated location placarding is yed or obscured, red distribution of eable bottles is maintained ghout the airplane, and s not properly serviced are ced, serviced, or removed next available enance facility.
31-02	Protective Breathing Equipment (PBE)	D	-	-	14 CFR may	s of those required by be inoperative or removed ociated location placarding r obscured.
41-01	Overboard Discharge Indicator Disc	C	1	0	May be dama	aged or missing.

	VIATION ADMINISTRATION		// 0 : -	<u> </u>	10.4	
AIRCRAFT:	OEING B747-8	RE			IO. 4 PAGE NO. 2/02/2014 36-1	
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
00-01	Air (ECS) Synoptic Display	С	1	0		Bar
11-01	Pressure Regulating Shutoff Valves (PRSOVs)	С	4	3	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative PRSOV is locked closed,</li> <li>b) Bleed systems on remaining engines operate normally, and</li> <li>c) APU-to-Pack Takeoff Supplementary Procedure is not used.</li> </ul> </li> </ul>	
11-02	Intermediate Pressure Check Valves (IPCVs)	С	4	3	One may be inoperative open provided:  a) Associated pressure regulating shutoff valve (PRSOV) is considered inoperative, and b) Associated high pressure shutoff valve (HPSOV) is considered inoperative.	
11-03	High Pressure Shutoff Valves (HPSOVs)	С	4	3	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative HPSOV is locked closed,</li> <li>b) Bleed systems on remaining engines operate normally,</li> <li>c) APU-to-Pack Takeoff Supplementary Procedure is not used,</li> <li>d) Associated engine anti-ice system is operated manually, and</li> <li>e) Appropriate minimum N1 is maintained on associated engine while in icing conditions.</li> </ul> </li> </ul>	

AIRCRAFT:	VIATION ADMINISTRATION		/101/	יא ואר	O. 4 PAGE NO.	
	OEING B747-8	KE			2/02/2014 PAGE NO. 36-2	
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO. 36. PNEUMA	ITEM	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
		1 1	2	3	4	Chang
Sequence No.	ltem	1	2	3	4	Bar
11-04	Wing Isolation Valves					
11-04-01	Left Wing Isolation Valve	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Left wing isolation valve is deactivated open,</li> <li>b) Right wing isolation valve operates normally,</li> <li>c) Pack 3 operates normally,</li> <li>d) Air cycle machine (ACM) 3 operates normally,</li> <li>e) Pack temperature control valve (TCV) 3 operates normally, and</li> <li>f) Alternate procedures are established and used.</li> </ul>	
11-04-02	Right Wing Isolation Valve	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Right wing isolation valve is deactivated open,</li> <li>b) Left wing isolation valve operates normally,</li> <li>c) Pack 1 operates normally,</li> <li>d) Air cycle machine (ACM) 1 operates normally,</li> <li>e) Pack temperature control valve (TCV) 1 operates normally, and</li> <li>f) Alternate procedures are established and used.</li> </ul>	<b>;</b>
11-05	APU Bleed Air Check Valve	С	1	0	(O) May be inoperative provided APU bleed air isolation valve remains closed after the first engine starts.	
11-06	APU Bleed Air Isolation Valve	С	1	0	(M) May be inoperative provided APU bleed air isolation valve is deactivated closed after engines are started.	

AIRCRAFT:	VIATION ADMINISTRATION				NO. 4 PAGE NO.
	SOEING B747-8				02/02/2014 36-3
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (	LE KEY CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
36. PNEUM	ATIC				
Sequence No.	Item	1	2	3	4 Ch
11-07 12-01	Overpressure Valves (OPVs)  Fan Air Modulating Valves (FAMVs)	С	4	3	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Inoperative OPV is locked open, and</li> <li>b) Associated pressure regulating shutoff valve (PRSOV) is considered inoperative.</li> </ul>
12-01A		С	4	3	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative FAMV is locked open,</li> <li>b) Bleed systems on remaining engines operate normally,</li> <li>c) APU-to-Pack Takeoff Supplementary Procedure is not used in known or forecast icing conditions,</li> <li>d) Appropriate performance adjustments are applied, and</li> <li>e) Alternate procedures are used for wing anti-ice.</li> </ul> </li> </ul>
12-01B		С	4	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Inoperative FAMV is locked open,</li> <li>b) Airplane is not operated in known or forecast icing conditions, and</li> <li>c) Appropriate performance adjustments are applied.</li> </ul>
12-02	Precoolers	С	4	3	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Inoperative precooler is verified to have no visible damage, and</li> <li>b) Associated pressure regulating shutoff valve (PRSOV) is considered inoperative.</li> </ul>
20-01	Engine Bleed OFF Lights	С	4	0	Considered inoperative.
20-02	Wing Isolation VALVE Lights	С	2	0	

AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	ON N	O. 4 PAGE NO.			
В	OEING B747-8		DAT	E: 0	2/02/2014 36-4			
		_			E KEY			
SYSTEM & SEQUENCE	ITEM	1. F		AIR CATEGORY NUMBER INSTALLED				
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH			
36. PNEUM	ATIC				4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Chan		
20-03	APU Bleed Air Isolation	C	1	0	-	Ва		
20-03	VALVE Light		'	U				
21-01	DUCT PRESS Indications	С	3	0				
21-02	Precooler Differential Pressure (DPS) Sensing Systems	С	4	3	<ul> <li>(O) One may be inoperative provided:         <ul> <li>a) Bleed systems on remaining engines operate normally, and</li> <li>b) APU-to-Pack Takeoff</li></ul></li></ul>			
21-03	Bleed Manifold Pressure (PMB) Sensing Systems	С	4	3	<ul> <li>(O) One may be inoperative provided:         <ul> <li>a) Bleed systems on remaining engines operate normally, and</li> <li>b) APU-to-Pack Takeoff</li> <li>Supplementary Procedure is not used.</li> </ul> </li> </ul>			
21-04	Intermediate Pressure (PI) Sensing Systems	С	4	3	<ul> <li>(O) One may be inoperative provided:</li> <li>a) Bleed systems on remaining engines operate normally,</li> <li>b) APU-to-Pack Takeoff Supplementary Procedure is not used, and</li> <li>c) Appropriate minimum N1 is maintained on associated engine while in icing conditions.</li> </ul>	,		
22-01	Manifold Temperature (TM) Sensing Systems	С	4	3	(O) One may be inoperative provided:  a) Bleed systems on remaining engines operate normally, and b) APU-to-Pack Takeoff Supplementary Procedure is not used.			

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V				
					MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO		/1016	N 1 N	O. 2	PAGE NO.	
AIRCRAFT: BO	OEING B747-8	KE			0. 2 2/20/2012	38-1	
		ммі	FLT	ΔRI	E KEY		
OVOTENA A					CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALLI		
NO.	I I LIVI			3. N		UIRED FOR DISPATCH	
00 14/4 TED/	MACTE	<u></u>			4. REMARKS	OR EXCEPTIONS	
38. WATER/	1	1	2	3	4		Change
Sequence No.	Detable Water Systems	1	2	3	4		Bar
10-01	Potable Water Systems						
10-01A		С	_	-	(M) Individual	components may be	
					inoperative pr		
						iated components are	
						vated or isolated, and iated system components	
						rified not to have leaks.	
					NOTE: Anyon	aution of the avators that	
						ortion of the system that tes normally may be used.	
						, ,	
10-01B		С	-	-		operative provided:	
						m is drained, and dures are established to	
					,	e that system is not	
					service		

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIS	<u></u>		
FEDERAL A	VIATION ADMINISTRATION	NC			IVIAOTEK IVIINIIVIUWI EQUIPIVIENT LIS	וכ		
AIRCRAFT:	OEING B747-8			_	NO. 2 PAGE NO. 12/20/2012 38-2			
		ММ	EL T	ABL	BLE KEY			
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
38. WATER/	WASTE	-						
Sequence No.	Item	1	2	3		nange Bar		
30-01	Lavatory Waste Systems							
30-01-01	747-8F							
30-01-01A		С	1	0	<ul> <li>(M) Individual components may be inoperative provided: <ul> <li>a) Associated components are deactivated or isolated, and</li> <li>b) Associated system components are verified not to have leaks</li> </ul> </li> <li>NOTE: Any portion of the system that operates normally may be used.</li> </ul>			
30-01-01B		C	1	0	<ul> <li>(M) Lavatory system may be inoperative provided:         <ul> <li>a) Associated components are deactivated or isolated to prevent leaks, and</li> <li>b) Lavatory door is locked closed and placarded, INOPERATIVE - DO NOT ENTER.</li> </ul> </li> <li>NOTE: These provisos are not intended to prohibit inspections by crewmembers.</li> </ul>			
					(Continued)			

AIRCRAFT:	VIATION ADMINISTRAT  OEING B747-8			_	IO. 2 2/20/2012	PAGE NO.
	OLINO DI 41-0	BABAI				30-3
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O		ED UIRED FOR DISPATCH S OR EXCEPTIONS
38. WATER/	WASTE					
Sequence No.	Item	1	2	3	4	Cha B:
30-01	Lavatory Waste Systems (Cont'd)					
30-01-02	747-81					
30-01-02A		С	-	-	inoperative pr a) Assoc deacti b) Assoc are ve	components may be rovided: iated components are vated or isolated, and iated system components erified not to have leaks.  ortion of the system that tes normally may be used.
30-01-02B		c	-	-	inoperative pr a) Associated deactificates, b) Lavated and pl DO No NOTE: These	iated components are vated or isolated to prevent

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E					IO. 7 PAGE NO.		
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					E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. NUMBER INSTALLED				
NO.				NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS			
44. CABIN S	SYSTEMS	<u>                                     </u>	/		4. KEMAKKS OK EXCEPTIONS		
Sequence No.	Item	1	2	3	4 Char		
11-01	Cabin Attendant Panels	С	5	1	NOTE: Any function that operates		
	(747-8I)			•	normally may be used.		
12-01	Passenger Address (PA) System (747-8I)	В	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Flight attendant chime and call lights operate normally, and</li> <li>b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.</li> </ul>		
					NOTE: Any function that operates normally may be used.		
12-01-01	Lavatory Speakers	С	-	0	(O) May be inoperative provided alternate procedures are established and used.		
12-01-02	Cabin Speakers	С	-	-	May be inoperative provided no adjacent cabin speaker pairs (forward to aft) are inoperative.		
12-02 ***	Prerecorded Passenger Announcement System (747-8I)						
12-02A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.		
12-02B		D	1	0	May be inoperative provided procedures do not require its use.		

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 7	PAGE NO.				
	OEING B747-8				8/25/2017	44-2				
		ММІ	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED UIRED FOR DISPATCH OR EXCEPTIONS				
44. CABIN S	YSTEMS	, , , , , , , , , , , , , , , , , , ,	<u></u>		4. NEWANNS	ON EXCEPTIONS				
Sequence No.	Item	1	2	3	4		Change Bar			
14-01	Cabin Interphone System (747-8I)						Jai			
14-01-01	Flight Deck to Cabin, Cabin to Flight Deck Functions									
14-01-01A		В	_	-	a) Flight of flight of operate percers. b) Flight of operate hands. c) For up cabin of interphenorma or atte. d) Alternate process flight afflight of used. NOTE: Any furnished.	operative provided: deck to cabin and cabin to deck interphone functions the normally on at least fifty at of cabin handsets, deck to cabin and cabin to deck interphone functions the normally on at least one tet per exit door pair, oper deck, flight deck to and cabin to flight deck the none function operates ally at either exit door pair and the communications dures between affected attendant station(s) and deck are established and anction that operates ally may be used.				
14-01-01B		С	1	0	a) Crewn not red b) Alterna emerg operat establi	operative provided: nember interphone system quired by 14 CFR, and ate, normal and lency procedures, and/or ling restrictions are ished and used. Inction that operates ally may be used.				

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT: B	OEING B747-8	RE\			O. 7 8/25/2017	PAGE NO. 44-3	
		ммі	EI T	ΔRI	E KEY		
25.45.179.44.18.75.173.1.113.05.28.972.79.18					CATEGORY		
SYSTEM &					BER INSTALL	=D	
SEQUENCE	ITEM		`			UIRED FOR DISPATCH	
NO.				(Table 1)		OR EXCEPTIONS	
44. CABIN S	YSTEMS						
Sequence No.	Item	1	2	3	4		Change Bar
14-01	Cabin Interphone System (747-8I) (Cont'd)						Dai
14-01-02	Cabin to Cabin Functions	В			a) Cabin function least find hands b) Cabin function least of pair, c) For up interphenormal or atternormal process flight an establic note.	operative provided: to cabin interphone ons operate normally on at ifty percent of cabin ets, to cabin interphone ons operate normally on at one handset per exit door oper deck, cabin to cabin none function operates ally at either exit door pair endant seat, and ate communications dures between affected attendant station(s) are ished and used.  Inction that operates ally may be used.	

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FEDERAL A	/IATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST		
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	DEINO DI 41-0	ММ	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS							
44. CABIN S	YSTEMS	<u></u>			4. REMARKS	OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4		Change Bar		
14-02	Cabin Interphone Alerting Systems (747-8I)						Dai		
14-02-01	Flight Deck Call System						I		
14-02-01-01	Flight Deck Call Lights and EICAS Messages	В	-	0	a) Flight norma b) Altern estab differe	rative provided: deck chime operates ally, and nate procedures are lished and used to entiate between normal emergency calls.			
14-02-01-02	Flight Deck Chime	В	1	0		rative provided flight deck EICAS messages operate			
					(Continued)				

	TMENT OF TRANSPORT		N		MASTER MINIMUM EQUIPMENT LIST
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		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH			
0000700000000					4. REMARKS OR EXCEPTIONS
44. CABIN S	YSTEMS			1	Char
Sequence No.	Item	1	2	3	4 Chan, Bar
14-02	Cabin Interphone Alerting Systems (747-8I) (Cont'd)				
14-02-02	Flight Attendant Call Lights				
14-02-02A		В	-	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Passenger address (PA) system operates normally,</li> <li>b) Lavatory smoke detection systems operate normally, and</li> <li>c) Alternate procedures for contacting flight attendants are established and used.</li> </ul> </li> <li>NOTE 1: Passenger to attendant call system is considered Non-Essential Equipment and Furnishing (NEF).</li> <li>NOTE 2: Any flight attendant call light function that operates normally may be used.</li> </ul>
14-02-02B		В	-	0	(O) May be inoperative provided:  a) Flight attendant chime operates normally.  b) Lavatory smoke detection systems operate normally, and  c) Alternate procedures for contacting flight attendants are established and used.  NOTE 1: Passenger to attendant call system is considered Non-Essential Equipment and Furnishing (NEF).  NOTE 2: Any flight attendant call light function that operates normally may be used.
					(Continued)

AIRCRAFT:	RCRAFT: BOEING B747-8				O. 7	PAGE NO.	
В(	JEING B/4/-8				8/25/2017	44-6	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
44. CABIN S		<u> </u>	1 _	l _	1.		Chan
Sequence No.	Item	1	2	3	4		Bar
14-02	Cabin Interphone Alerting Systems (747-8I) (Cont'd)						
14-02-03	Flight Attendant Chime						
14-02-03A		В	-	0	a) Passe opera b) Lavato syster c) Altern contac	noperative provided: enger address (PA) system tes normally, ory smoke detection ms operate normally, and ate procedures for cting flight attendants are lished and used.	l
					syster Non-E	senger to attendant call m is considered Essential Equipment and shing (NEF).	     
						flight attendant chime that tes normally may be used.	
14-02-03B		В	-	0	a) Flight operat b) Lavato syster c) Altern contac	noperative provided: attendant call lights te normally, ory smoke detection ms operate normally, and ate procedures for cting flight attendants are lished and used.	
					syster Non-E Furnis NOTE 2: Any	senger to attendant call m is considered Essential Equipment and shing (NEF).  flight attendant chime that tes normally may be used.	

AIRCRAFT:	VIATION ADMINISTRAT  OEING B747-8			_	IO. 7 PAGE NO. 8/25/2017 44-7			
D	OEING B/4/-0							
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
44. CABIN S			1 .	1 .		Char		
Sequence No.	Item	1	2	3	4	Ba		
14-03 14-03-01	Cabin Interphone Handset System (747-8I) Flight Deck Handset							
14-03-01A	Tilght Book Handot	С	1	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.			
14-03-01B		D	1	0	May be inoperative provided produced on not require its use.	cedures		
14-03-02	Cabin Handsets	В	-	-	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Fifty percent of cabin han operate normally,</li> <li>b) One handset per exit doo operates normally, and</li> <li>c) Alternate communications procedures between affect flight attendant station(s) established and used.</li> </ul> </li> <li>NOTE 1: An operative handset an inoperative flight attendant station</li> </ul>	dsets   r pair s cted are		
					inoperative flight attend seat shall not be counte satisfy the fifty percent requirement.			
					NOTE 2: Any function that opera normally may be used.	tes		

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST										
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT L	JIST				
AIRCRAFT:		REVISION NO. 0				PAGE NO.					
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		_	MMEL TABLE KEY  1. REPAIR CATEGORY								
SYSTEM &		1. F			BER INSTALLE	=D					
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH					
NO.				0. 1		OR EXCEPTIONS					
45. CENTRA	L MAINTENANCE SYSTE	M									
Sequence No.	Item	1	2	3	4		Change Bar				
10-01	Central Maintenance Computers (CMCs)	С	2	1							
10-02	Ground Test (GND TESTS) Switches	С	2	0	(M) May be in switches are o	operative provided deactivated.					
10-03	Flight Deck Printer										
10-03A		С	1	0		operative provided edures are established					
10-03B		D	1	0	May be inoped do not require	rative provided procedures its use.					

	VIATION ADMINISTRATI		// 014	<u> </u>	10. 4	DAOE NO		
AIRCRAFT:	DEING B747-8	KE			IO. 4 2/20/2014	PAGE NO. 46-1		
		мм			E KEY	1,5 7		
CVCTEM 0			1. REPAIR CATEGORY					
SYSTEM & SEQUENCE	ITEM		2.1		BER INSTALL			
NO.				3.1		OUIRED FOR DISPATCH S OR EXCEPTIONS		
46. INFORMA	ATION SYSTEMS	<u> </u>			4. KEWAKK	S OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4	Cha		
11-01 ***	Electronic Flight Bag (EFB) Systems							
11-01-01 ***	Class 3							
11-01-01A		С	2	1	docur	unction, program, or ment which operates ally may be used.		
11-01-01B		С	2	0		noperative provided cedures are established		
					docur	unction, program, or ment which operates ally may be used.		
11-01-01C		D	2	0	May be inope do not require	erative provided procedures e their use.		
11-01-02 ***	Class 2							
11-01-02-01	Data Connectivity							
11-01-02-01A		С	-	-		noperative provided cedures are established		
11-01-02-01B		D	-	0	May be inope do not require	erative provided procedures e its use.		
		1	Ì	Ì	1			

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FEDERAL AV	/IATION ADMINISTRATIO	ON			MASTER MINIMUM EQUIPMENT LIST			
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		ММ	EL T	ABL	LE KEY			
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
46 INFORMA	ATION SYSTEMS				4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4 Change Bar			
11-01	Electronic Flight Bag (EFB) Systems (Cont'd)							
11-01-02 ***	Class 2 (Cont'd)							
11-01-02-02	Power Connection							
11-01-02-02A		С	-	-	(O) May be inoperative provided alternate procedures are established and used.			
11-01-02-02B		D	-	0	May be inoperative provided procedures do not require its use.			
11-01-02-03	Mounting Device							
11-01-02-03A		С	-	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Associated EFB and hardware is secured by an alternate means or removed from airplane, and</li> <li>b) Alternate procedures are established and used.</li> </ul>			
11-01-02-03B		D	-	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated EFB and hardware is secured by an alternate means or removed from airplane, and</li> <li>b) Procedures do not require its use.</li> </ul>			
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N					
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST			
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		ММ	MMEL TABLE KEY					
SYSTEM & SEQUENCE	ITEM	REPAIR CATEGORY     2. NUMBER INSTALLED     3. NUMBER REQUIRED FOR DISPATCH						
NO.				J. I	4. REMARKS OR EXCEPTIONS			
46. INFORMA	ATION SYSTEMS	1			14. REMARKS ON EXCENTIONS			
Sequence No.	Item	1	2	3	4 Change			
11-01	Electronic Flight Bag (EFB) Systems (Cont'd)							
11-01-03 ***	Class 1							
11-01-03-01	Power Connection							
11-01-03-01A		С	-	-	(O) May be inoperative provided alternate procedures are established and used.			
11-01-03-01B		D	-	0	May be inoperative provided procedures do not require its use.			
11-02	Terminal Wireless LAN Unit (TWLU)							
11-02A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.			
11-02B		D	1	0	May be inoperative provided procedures do not require its use.			
13-01	Onboard Network System (ONS)							
13-01A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.			
					NOTE: Any function that operates normally may be used.			
13-01B		D	1	0	May be inoperative provided procedures do not require its use.			

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST											
FEDERAL A	VIATION ADMINISTRATIO											
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		_	MMEL TABLE KEY									
SYSTEM &		1. F			CATEGORY BER INSTALLE							
SEQUENCE	ITEM		2. N									
NO.				3. N		UIRED FOR DISPATCH OR EXCEPTIONS						
47. INERT G	AS SYSTEM	<u> </u>			4. KEWAKKS	OR EXCEPTIONS						
Sequence No.	Item	1	2	3	4	Change						
						Bar						
11-01	Nitrogen Generation System (NGS)	A	1	0	a) NGS s closed b) Repair	operative provided: shutoff valve is locked , and s are made within that days.						
11-01-01	Nitrogen Generation Performance	C	1	0								

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<u> </u>	DUCING D/4/-ŏ	B 45.5			
					LE KEY Category
SYSTEM &		'. '			BER INSTALLED
SEQUENCE	ITEM				NUMBER REQUIRED FOR DISPATCH
NO.					4. REMARKS OR EXCEPTIONS
49. AIRBOI	RNE AUXILIARY POWER				
Sequence No.	Item	1	2	3	4 Ch
11-01	Auxiliary Power Unit (APU)	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
11-01-01	Pneumatic Function	С	1	0	May be inoperative provided procedures do not require its use.
15-01	APU Inlet Door	С	1	0	
15-01A		С	1	0	(M) May be inoperative provided: a) Inlet door is secured closed, and b) APU is considered inoperative.
15-01B		С	1	0	(O) May be inoperative open or partially open provided appropriate performance adjustments are applied.
61-01	APU RPM Indications (N1, N2)	С	2	0	
71-01	APU EGT Indication	С	1	0	
94-01	APU Oil Quantity Indication	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) There is no evidence of above normal oil consumption or leakage,</li> <li>b) APU oil quantity is verified adequate, and</li> <li>c) APU oil quantity is verified adequate each five flight days.</li> </ul>

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N		MASTE	ER MINIMUM EQUIPMENT LIST			
	VIATION ADMINISTRATION								
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D\	DEING B/4/-0	BABA							
SYSTEM & SEQUENCE	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED						
NO.	TT EM			3.1		UIRED FOR DISPATCH OR EXCEPTIONS			
52. DOORS									
Sequence No.	Item	1	2	3	4	Change Bar			
00-01	Doors (DRS) Synoptic Display	С	1	0		<u>'</u>			
11-01	Main Entry Door (747-8F)	С	1	0	a) Inoper latche b) Inoper a cons rope a INOPE c) Crewn are ap	e inoperative provided: rative door is closed and d, rative door is blocked with spicuous barrier strap or and placarded, ERATIVE, and members/supernumeraries propriately briefed before departure.			
11-02	Main Entry Doors Pressure Stop Assemblies								
11-02-01	747-8F								
11-02-01A		С	20	18	pressure stop or inoperative a) Rema assem door a damag b) Both a contro c) Maxim	ining pressure stop nblies on the main entry are verified to have no			
11-02-01B		С	20	18	stop assembly inoperative pr	and/or one aft pressure y may be missing or rovided both outflow valves ed inoperative.			
					(Continued)				

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO			PAGE NO.			
В	OEING B747-8				9/18/2014	52-2			
		_	MMEL TABLE KEY						
SYSTEM &		1. REPAIR CATEGORY  2. NUMBER INSTALLED				ED.			
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH			
NO.				0.1		OR EXCEPTIONS			
52. DOORS									
Sequence No.	Item	1	2	3	4	Chan Bar			
11-02	Main Entry Doors Pressure Stop Assemblies (Cont'd)								
11-02-02	747-81								
11-02-02A		С	200	190	pressure stop (maximum of missing or ino a) Remai assem entry of damag b) Both a contro c) Maxim	prward and/or one aft assembly per door 10 per airplane) may be operative provided: ining pressure stop oblies on associated main door are verified to have no ge, automatic cabin pressure allers operate normally, and num cabin differential ure is limited to 5.2 psi.			
11-02-02B		С	200	190	stop assembly 10 per airplan	and/or one aft pressure y per door (maximum of le) may be missing or ovided both outflow valves ld inoperative.			
11-03	Main Entry Doors Hold-Open Mechanisms	С	-	0					
11-04	Main Entry Doors Hold-Open Release Handles	С	-	0		operative provided cedures are established			

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST											
FEDERAL AV	/IATION ADMINISTRATIO	N										
AIRCRAFT: BO	DEING B747-8	RE'	VISIC DAT		O. 5 9/18/2014	PAGE NO. 52-3						
		ММ			E KEY							
CVCTEMA		_			CATEGORY							
SYSTEM & SEQUENCE	ITEM		2. N	MUI	BER INSTALL	ED						
NO.	I I LIVI			3. N		UIRED FOR DISPATCH						
50 DOODS		, , , , , , , , , , , , , , , , , , ,			4. REMARKS	OR EXCEPTIONS						
52. DOORS	14		١ ،		   _		Change					
Sequence No.	Main Entry Dears/Clides	1	2	3	4		Bar					
11-05	Main Entry Doors/Slides (747-8I)											
11-05A		Α	10	9		y be inoperative or slide						
					missing provide							
					a) Inopera	ative door is closed and						
						ative door is blocked with a						
						cuous barrier strap or rope						
					•	acarded, INOPERATIVE, ated emergency exit sign, exit						
						ers, and floor proximity lights	•					
					are obs							
						senger seats halfway to the kit in each direction from the						
						ative door, across the entire						
						of the airplane, are blocked off						
						nspicuous tapes or ropes that st with the airplane interior	İ					
						loading passengers. Only						
						ats in these areas shall be						
						d; main passenger aisles, aisles, and exit areas must not						
						cked. (For an inoperative	L					
					forward	d door/slide, the blocked						
						g area shall extend rearward be forward cabin end to a line						
						y between the inoperative						
					forward	d door and the next set of						
						aft of the inoperative one. For						
						perative rear door/slide, the discarding area shall extend						
					forward	d from the aft cabin end to a						
						Ifway between the inoperative						
						r and the next set of doors dof the inoperative one),						
					e) Conspi	cuous signs and placards are						
						in appropriate locations						
						ng which seats are not to be ed by passengers,						
					f) Blocke	d seating layouts and						
						ation procedures must be						
						ped and approved by the ertificate holding office for						
						on in the operator's manual,						
					(Continued)							

	TMENT OF TRANSPORT		N		MAST	ER MINIMUM EQUIPMENT LIST		
FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIO		\/ \$ (	A IAC	IO 5	PAGE NO.		
	OEING B747-8	111	REVISION NO. 5 PAGE NO. 52-4					
		ММ	EL T	ABL	E KEY	,		
SYSTEM &	ITEM	1. F			CATEGORY BER INSTALI	_ED		
SEQUENCE NO.	ITEM			3.1		QUIRED FOR DISPATCH S OR EXCEPTIONS		
52. DOORS					4. IXEM (IXI			
Sequence No.	Item	1	2	3	4	Change Bar		
11-05	Main Entry Doors/Slides (747-8I) (Cont'd)							
11-05A	(Cont'd)				rated of exit h) For exceed of the remandary overlands one and great least, i) Inoperate passe j) Crew approached approached to the remandary one and great least, in the second of the remandary one and great least, in the second of the remandary one and great least, in the second of the remandary one and great least, in the second of the remandary of the remand	extended overwater ations, occupancy does not ed the normal rated capacity e slide/rafts, or the ining slide/rafts, or the rated oad capacity of the rafts remaining after loss of additional slide/raft of test capacity, whichever is		

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 5	PAGE NO.
В	OEING B747-8		DAT	E: 0	9/18/2014	52-5
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS				UIRED FOR DISPATCH
52. DOORS						
Sequence No.	Item	1	2	3	4	Cha B
11-05	Main Entry Doors/Slides (747-8I) (Cont'd)					
11-05B		C	10	1	missing provides a) Inoper latched b) Inoper a constrope a INOPE c) Associate disproximal d) No passet author non-passociate f) Each passociate g) Crewn persor before h) Alternatical provides a construction of the construction	rative door is closed and
13-01	Upper Deck Crew Service Door (747-8F)	С	1	0	a) Inoper latched b) Inoper a cons rope a INOPE c) Associs observed d) Occup flight confficial e) Crewn	rative door is blocked with spicuous barrier strap or and placarded, ERATIVE, iated emergency exit sign

AIRCRAFT:	VIATION ADMINISTRATION  DEING B747-8		VISIO		O. 5 9/18/2014	PAGE NO.			
B.	JEING B/4/-8		52-6						
		MMEL TABLE KEY  1. REPAIR CATEGORY							
SYSTEM &		1. [			BER INSTALLI	FD			
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH			
NO.						OR EXCEPTIONS			
52. DOORS					,				
Sequence No.	Item	1	2	3	4	Cha Ba			
13-02	Upper Deck Crew Service Door Pressure Stop Assemblies (747-8F)								
13-02A		С	10	8	pressure stop or inoperative a) Rema assem crew s have r b) Both a contro c) Maxim	prward and/or one aft assembly may be missing provided: ining pressure stop ablies on the upper deck service door are verified to no damage, automatic cabin pressure allers operate normally, and num cabin differential ure is limited to 6.1 psi.			
13-02B		С	10	8	stop assembly inoperative pr	and/or one aft pressure y may be missing or ovided both outflow valves d inoperative.			
21-01	Crew Compartment Overhead Hatch Latch Pins	С	4	3	` '	be removed provided ed to operate normally.			

FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPME	INI LIST		
AIRCRAFT:	OFINO D747 0	RE			NO. 5 PAGE NO.			
BO	OEING B747-8				9/18/2014 52-7			
		MMEL TABLE KEY  1. REPAIR CATEGORY						
SYSTEM &		2. NUMBER INSTALLED						
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATC	H		
NO.					4. REMARKS OR EXCEPTIONS	•		
52. DOORS		,		<u> </u>				
Sequence No.	Item	1	2	3	4	Chang Bar		
23-01	Upper Deck Doors/Slides (747-8I)							
23-01A		C	2	1	<ul> <li>(M)(O) One may be inoperative or slig missing provided: <ul> <li>a) Inoperative door is closed and locked,</li> <li>b) Inoperative door is blocked with a conspicuous barrier strap or rope and placarded, INOPERATIVE,</li> <li>c) Associated emergency exit signand exit identifiers are obscurd) Main entry doors/slides 2L and 2R operate normally,</li> <li>e) A maximum of 24 passengers occupy the upper deck during takeoff and landing,</li> <li>f) A maximum of 495 passenger occupy the airplane, and</li> <li>g) Crewmembers/passengers are appropriately briefed before edeparture.</li> </ul> </li> </ul>	th gn ed, d		
23-01B		С	2	0	<ul> <li>(M)(O) May be inoperative or slides missing provided: <ul> <li>a) Inoperative doors are closed a locked,</li> <li>b) Inoperative doors are blocked with conspicuous barrier strap or ropes and placarded, INOPERATIVE,</li> <li>c) Associated emergency exit sign and exit identifiers are obscur d) Upper deck occupancy is limit to essential flight crewmembe including official observers, during takeoff and landing, and e) Crewmembers/passengers ar appropriately briefed before e departure.</li> </ul> </li> </ul>	gns ed, ted trs, d		
23-02	Upper Deck Doors Lift System (Electrical Function) (747-8I)	С	2	0	(O) May be inoperative provided alternate procedures are established and used.			

AIRCRAFT:	VIATION ADMINISTRATIO				NO. 5 PAGE NO.
В	OEING B747-8				9/18/2014 52-8
					.E KEY Category
SYSTEM & SEQUENCE NO.	ITEM			NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
52. DOORS					4. KEMAKKO OK EXCEL HONG
Sequence No.	Item	1	2	3	4 Char
23-03	Upper Deck Doors Flight Lock Systems (747-8I)	С	2	0	(M)(O) May be inoperative provided:  a) Associated upper deck door is verified capable of being unlatched before each departure, and  b) Flight attendant monitors the associated upper deck door handle when cabin differential pressure is less than 3.0 psi.
23-03-01	DOOR U/D GND MODE Lights	С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) DOOR U/D FLT LK indication is verified to operate normally, and</li> <li>b) Associated upper deck door is verified capable of being unlatched before each departure.</li> </ul>
23-03-02	DOOR U/D FLT LK Indication	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Both DOOR U/D GND MODE lights are verified to operate normally, and</li> <li>b) Both upper deck doors are verified capable of being unlatched before each departure.</li> </ul>
23-04	Upper Deck Doors BATTERY OK Lights (747-8I)	С	2	1	(M) One press-to-test system may be inoperative provided associated battery is verified to be adequately charged once each flight day.
31-01	Nose Cargo Door Indication System (747-8F)	A	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Nose cargo door is verified closed and flush with the fuselage before each departure,</li> <li>b) Nose cargo door latches are verified fully extended before each departure,</li> <li>c) Nose cargo door control system is deactivated before each departure, and</li> <li>d) Repairs are made within 30 flight hours.</li> </ul> </li> </ul>

	VIATION ADMINISTRATIO					
AIRCRAFT:	OEING B747-8	RE	VISIO DAT		O. 5 9/18/2014 PAGE NO. 52-9	
		мм	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALLED IUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
52. DOORS	1	Ι.	Ι.			Chan
Sequence No.	Item	1	2	3	4	Bar
31-02	Nose Cargo Door Lift System (Electrical Function) (747-8F)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Nose cargo door lift system (electrical function) is deactivated, and</li> <li>b) Nose cargo door lift actuators are operated manually.</li> </ul>	
31-03	Nose Cargo Door Cam System (Electrical Function) (747-8F)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Nose cargo door cam system (electrical function) is deactivated, and</li> <li>c) Nose cargo door push-pull cam actuator is operated manually.</li> </ul>	
31-04	Nose Cargo Door Retractable Latches (747-8F)	С	16	15	<ul> <li>(M)(O) One may be inoperative unlatched or missing provided:</li> <li>a) Remaining nose cargo door latches are verified fully extended before each departure, and</li> <li>b) Nose cargo door control system is deactivated before each departure.</li> </ul>	
31-04-01	Latch Actuators (Electrical Function)	С	16	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Associated nose cargo door latch actuator is operated manually, and</li> <li>b) Nose cargo door latches are verified fully extended before each departure.</li> </ul>	
31-05	Nose Cargo Door Control System (747-8F)	A	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Nose cargo door control system is deactivated,</li> <li>b) Nose cargo door is operated manually,</li> <li>c) Nose cargo door is verified closed and flush with the fuselage before each departure,</li> <li>d) Nose cargo door latches are verified fully extended before each departure, and</li> <li>e) Repairs are made within 30 flight hours.</li> </ul> </li> </ul>	
31-06	Nose Cargo Door Latch Actuator Test System (747-8F)	С	1	0		

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO						
В	OEING B747-8		DAT	E: 0	9/18/2014 52-10				
					E KEY				
SYSTEM &		1. F	1. REPAIR CATEGORY						
SEQUENCE	ITEM		2. r		BER INSTALLED				
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS				
52. DOORS					4. REWARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4	Chan			
31-07	Nose Cargo Door Latch	С	1	0	(M)(O) May be inoperative provided	Ba			
31-07	Annunciator System (747-8F)			U	nose cargo door latches are verified fully extended before each departure.				
31-08	Nose Cargo Door Closed Annunciator System (747-8F)	С	1	0	(M)(O) May be inoperative provided nose cargo door is verified closed and flush with the fuselage before each departure.				
32-01	Main Deck Side Cargo Door Latches and Hinge Sections (747-8F)	С	25	24	<ul> <li>(M) One latch or hinge section may be missing or inoperative provided:</li> <li>a) Remaining latches and hinge sections on the main deck side cargo door are verified to have no damage before each departure, and</li> <li>b) Both outflow valves are considered inoperative.</li> </ul>				
32-02	Main Deck Side Cargo Door Latch System (Electrical Function) (747-8F)	С	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Main deck side cargo door latch mechanism is verified to have no damage,</li> <li>b) Main deck side cargo door master latch lock mechanism is verified to have no damage,</li> <li>c) Main deck side cargo door latch mechanism is operated manually, and</li> <li>d) Main deck side cargo door latch cams are verified closed before each departure.</li> </ul> </li> </ul>				
32-03	Main Deck Side Cargo Door Interior Master Latch Handle Shear Pin (747-8F)	С	1	0	<ul> <li>(M) May be inoperative or missing provided: <ul> <li>a) Main deck side cargo door master latch lock mechanism is verified to have no damage, and</li> <li>b) Main deck side cargo door is locked and unlocked using the exterior master latch lock handle.</li> </ul> </li> </ul>				

AIRCRAFT:	VIATION ADMINISTRATION		\/ 오 (	ON N	O. 5 PAGE NO.	
	OEING B747-8		_	_	9/18/2014 52-11	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
52. DOORS					4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chan
32-04	Main Deck Side Cargo Door Lift System (747-8F)	C	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Main deck side cargo door latch mechanism is verified to have no damage,</li> <li>b) Main deck side cargo door master latch lock mechanism is verified to have no damage, and</li> <li>c) Main deck side cargo door lift mechanism is operated manually.</li> </ul> </li> </ul>	Bar
32-05	Main Deck Side Cargo Door Hook System (Electrical Function) (747-8F)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Main deck side cargo door hook mechanisms are verified to have no damage, and</li> <li>b) Main deck side cargo door hook mechanisms are operated manually.</li> </ul>	
34-01	Forward/Aft Cargo Doors Latches and Hinge Sections	С	48	46	<ul> <li>(M) One latch or hinge section per door may be missing or inoperative provided:</li> <li>a) Remaining latches and hinge sections on associated cargo door are verified to have no damage before each departure, and</li> <li>b) Both outflow valves are considered inoperative.</li> </ul>	
34-02	Forward/Aft Cargo Doors Latch Systems (Electrical Function)	С	2	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Associated cargo door latch mechanism is verified to have no damage,</li> <li>b) Associated cargo door master latch lock mechanism is verified to have no damage,</li> <li>c) Associated cargo door latch mechanism is operated manually, and</li> <li>d) Associated cargo door lower latch cams are verified closed before each departure.</li> </ul> </li> </ul>	

AIRCRAFT:	VIATION ADMINISTRATI		VISIO	ON N	IO. 5 PAGE NO.
_	OEING B747-8				9/18/2014 52-12
		MM	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
52. DOORS		•			
Sequence No.	Item	1	2	3	4 Cha
34-03	Forward/Aft Cargo Doors Hook Systems (Electrical Function)	С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated cargo door hook mechanism is verified to have no damage, and</li> <li>b) Associated cargo door hook mechanism is operated manually.</li> </ul>
34-04	Forward/Aft Cargo Doors Lift Systems	С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated cargo door latch mechanism is verified to have no damage,</li> <li>b) Associated cargo door master latch lock mechanism is verified to have no damage, and</li> <li>c) Associated cargo door lift mechanism is operated manually.</li> </ul>
36-01	Bulk Cargo Door Balance Mechanism	С	1	0	(M) May be inoperative provided a safety hold open device is used when door is in the open position.
36-02	Bulk Cargo Door Pressure Stop Assemblies				
36-02A		С	16	15	<ul> <li>(M)(O) One forward or aft pressure stop assembly may be missing or inoperative provided: <ul> <li>a) Remaining pressure stop assemblies on the bulk cargo door are verified to have no damage,</li> <li>b) Both automatic cabin pressure controllers operate normally, and</li> <li>c) Maximum cabin pressure differential is limited to 5.2 psi.</li> </ul> </li> </ul>
36-02B		С	16	15	One forward or aft pressure stop assembly may be missing or inoperative provided both outflow valves are considered inoperative.

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		
FEDERAL A	/IATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	DEING B747-8				NO. 5 PAGE NO. 52-13
		MMI	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
52. DOORS					
Sequence No.	Item	1	2	3	4 Change Bar
48-01	Main Equipment Center Access Door Latch Pins	С	4	3	<ul> <li>(M) One may be inoperative or removed provided: <ul> <li>a) Remaining latch pins are verified to have no damage,</li> <li>b) Remaining latch pins are verified fully engaged, and</li> <li>c) Verification procedures are repeated each time door is opened and closed.</li> </ul> </li> </ul>
48-02 ***	Main Equipment Center Inflight Access Hatch Lock Screw/Nut Plate Assembly	D	1	0	May be inoperative or missing.
51-01	Flight Deck Door Automatic Locking System (747-8I)	A	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Automatic locking system is deactivated,</li> <li>b) Flight deck door dead bolt operates normally and is used to lock the door,</li> <li>c) Alternate procedures are established and used for locking and unlocking the door using the dead bolt, and</li> <li>d) Repairs are made within two flight days.</li> </ul>
51-01-01	Flight Deck Access System (Keypad, Door Chime)	В	1	0	(M)(O) May be inoperative provided:  a) Keypad is deactivated, and b) Alternate procedures are established and used.
51-01-01-01	LEDs	С	3	0	(O) May be inoperative provided alternate procedures are established and used.
51-01-01-02 ***	Door Bell Mode	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
					(Continued)

AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	IO. 5 PAGE NO.			
	OEING B747-8				9/18/2014 52-14			
					E KEY			
SYSTEM & SEQUENCE	ITEM	1. F	REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH					
NO.					4. REMARKS OR EXCEPTIONS			
52. DOORS	1	T				Chan		
Sequence No.	Item	1	2	3	4	Bai		
51-01	Flight Deck Door Automatic Locking System (747-8I) (Cont'd)							
51-01-02	Flight Deck Door LOCK FAIL Light	В	1	0	(M) May be inoperative provided automatic lock controls are verified to operate normally.			
51-01-03	Flight Deck Door AUTO UNLK Light	В	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Automatic lock controls are verified to operate normally, and</li> <li>b) Door chime operates normally.</li> </ul>			
51-01-04	Flight Deck Door Lock Selector	В	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Keypad is deactivated,</li> <li>b) Automatic lock is verified to operate normally, and</li> <li>c) Alternate procedures are established and used.</li> </ul>			
51-01-05	Pressure Sensor	A	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Pressure sensor is deactivated, and</li> <li>b) Repairs are made within two flight days.</li> </ul>			
51-02	Flight Deck Door Dead Bolt (747-8I)	С	1	0	May be inoperative provided flight deck door automatic locking system operates normally.			

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D	OEING D/4/-0	MMEL TABLE KEY						
					E KEY CATEGORY			
SYSTEM &		1. 1			BER INSTALL	FD		
EQUENCE	ITEM					UIRED FOR DISPATCH		
NO.						OR EXCEPTIONS		
52. DOORS								
equence No.	Item	1	2	3	4	Ch		
71-01	Door Indication Systems					·		
71-01-01	747-8F	С	9	0	associated do	noperative provided por is verified closed, locked before each		
71-01-02	747-81	С	18	0	associated do	noperative provided oor is verified closed, locked before each		
71-01-02-01	Auto/Man EICAS Indications							
71-01-02-01A		С	12	0	alternate prod	noperative provided an cedure is used to verify por is in Auto or Man mode e.		
71-01-02-01B		D	12	0	May be inope do not require	erative provided procedures e their use.		

	<u>VIATION ADMINISTRATIO</u>		// C : :		0.4	
AIRCRAFT: B	OEING B747-8	KE,	VISIC DAT		O. 4 PAGE NO. 73-1	
		MMI	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	
73 ENGINE	AND FUEL CONTROL	<u> </u>			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
11-01	Engine Main Fuel Pump	C	4	3		Bar
11-01	Strainer Sensors		4	3		
11-02	Engine Fuel Filter Bypass Warning Systems					
11-02-01	Without Main Fuel/Oil Heat Exchanger Sensors Installed	С	4	3		
11-02-02	With Main Fuel/Oil Heat Exchanger Sensors Installed	С	4	3	One may be inoperative provided associated main fuel/oil heat exchanger sensor operates normally.	
11-03	Engine Fuel Cooled Oil Cooler (FCOC) Heat Exchanger Sensors				Moved to 79-21-02, Revision 3.	
21-01	Engine Fuel Shutoff Valve Indication Systems	С	4	3	(M) One may be inoperative provided associated engine fuel shutoff valve is verified to operate normally once each flight day.	
21-02	Electronic Engine Controls (EECs)	С	4	0	<ul> <li>(O) Normal (NORM) mode may be inoperative provided: <ul> <li>a) All turbine case cooling air flow systems operate normally,</li> <li>b) Maximum operating temperature is limited to 48 degrees C OAT,</li> <li>c) All EECs are operated in alternate (ALTN) mode, and</li> <li>d) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>	

<u>FEDERAL A</u> AIRCRAFT:	PAGE NO.							
BOEING B747-8			REVISION NO. 4 PAGE NO. 73-2					
					E KEY			
SYSTEM &		1. F			CATEGORY			
EQUENCE	ITEM		2. ľ		BER INSTALL			
NO.				J. I		UIRED FOR DISPATCH S OR EXCEPTIONS		
73. ENGINE	AND FUEL CONTROL					OK EXOLI HORO		
equence No.	Item	1	2	3	4		Chan	
21-03	Electronic Engine Controls (EECs) NORM/ALTN Mode Lights	С	4	0		noperative provided EC mode switch is verified rmally.		
21-04	Electronic Engine Controls (EECs) C1 Faults	A	4	0	provided repa	atched with EEC C1 faults airs are made in with time established by facturer.		
31-01	Engine Fuel Flow Indication Systems	С	4	3	inoperative pr	R operations, one may be rovided total fuel quantity erates normally.		

FEDERAL AVIATION ADMINISTRATION  AIRCRAFT: REVISION NO. 5 PAGE NO. BOEING B747-8 DATE: 09/18/2014 74-1  MMEL TABLE KEY  1. REPAIR CATEGORY	
BOEING B747-8 DATE: 09/18/2014 74-1  MMEL TABLE KEY  1 REPAIR CATEGORY	
MMEL TABLE KEY  1 REPAIR CATEGORY	
1 REPAIR CATEGORY	
I. KLEAIK OATLOOKT	
SYSTEM & 2 NUMBER INSTALLED	
SEQUENCE ITEM 3 NUMBER REQUIRED FOR DISPATCH	
NO. 4. REMARKS OR EXCEPTIONS	
74. IGNITION	
	hange Bar

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MASTE	ER MINIMUM EQUIPMENT	LICT	
	VIATION ADMINISTRATIO						LIGI	
AIRCRAFT:	OEING B747-8	RE			IO. 5 9/18/2014	PAGE NO. 75-1		
B.	JEING D/4/-0			75-1				
MMEL TABLE KEY  1. REPAIR CATEGORY								
SYSTEM &	ITEN 4				BER INSTALL	ED		
SEQUENCE NO.	ITEM			3. 1		UIRED FOR DISPATCH		
20.8 (1995) (2.2.2)	DI 550 AID				4. REMARKS	OR EXCEPTIONS		
75. ENGINE Sequence No.	Item	1	2	3	4		Change	
10-01	Booster Anti-Ice (BAI)	'		3	4		Bar	
10-01	Valves							
10-01-01	Four GEnx-2B67B (non-PIP) Engines Installed	С	4	0	a) Inoper closed b) Groun 3 degree condit 30 mir c) Altern	e inoperative provided: rative BAI valve is locked d, ad operations at or below rees C OAT in icing ions are limited to nutes, and ate procedures are ished and used.		
10-01-02	One GEnx-2B67/P (PIP) Engine Installed							
10-01-02A		С	4	1	a) Inoper closed b) GEnx-operat c) Groun 3 degree condit 30 mir d) Altern	e inoperative provided: rative BAI valve is locked d, -2B67/P (PIP) BAI valve tes normally, d operations at or below rees C OAT in icing ions are limited to nutes, and ate procedures are ished and used.		
10-01-02B		С	4	0	a) Inoper closed b) Associated system c) Airplan	iated engine ignition ms operate normally, and ne is not operated in n or forecast icing		
					(Continued)			

U.S. DEPARTMENT OF TRANSPORTATION											
FEDERAL AVIATION ADMINISTRATION	N			MASTE	R MINIMUM EQUIPMENT LIS	Т					
AIRCRAFT:				IO. 5	PAGE NO.						
BOEING B747-8		DAT	E: 0	9/18/2014	75-2						
				E KEY							
SYSTEM &	1. 1			CATEGORY BER INSTALLE	=D						
SEQUENCE ITEM		2. 1			UIRED FOR DISPATCH						
NO.			332		OR EXCEPTIONS						
75. ENGINE BLEED AIR		,									
Sequence No. Item	1	2	3	4	Chai Ba	nge ar					
10-01 Booster Anti-Ice (BAI) Valves (Cont'd)											
<b>10-01-03</b> Two GEnx-2B67/P (PIP) Engines Installed											
10-01-03A	С	4	2	a) Inoper closed b) Both G valves c) Groun 3 degr conditi 30 mir d) Alterna	e inoperative provided: rative BAI valve is locked I, BEnx-2B67/P (PIP) BAI represente normally, d operations at or below rees C OAT in icing ions are limited to nutes, and ate procedures are ished and used.						
10-01-03B	С	4	1	a) Inoper closed b) One G valve c c) Association d) Airplar	Enx-2B67/P (PIP) BAI operate normally, iated engine ignition as operate normally, and the is not operated in a or forecast icing						
				(Continued)							

FEDERAL A		REVISION NO. 5 PAGE NO. 75-3					
D	OEING B747-8	2424				75-5	
SYSTEM & SEQUENCE NO.	ITEM	_	MEL TABLE KEY  REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATO  4. REMARKS OR EXCEPTIONS				
	BLEED AIR					lai	
Sequence No.	Item	1	2	3	4	Ch	
10-01 10-01-04	Booster Anti-Ice (BAI) Valves (Cont'd) Three GEnx-2B67/P (PIP) Engines Installed						
10-01-04A		С	4	3	closed, b) All GEnx-2l valves ope c) Ground ope 3 degrees ( conditions a 30 minutes d) Alternate p	BAI valve is locked BBAF (PIP) BAI Frate normally, erations at or below C OAT in icing are limited to	
10-01-04B		С	4	2	closed, b) Two GEnx- valves oper c) Associated systems oper d) Airplane is	e BAI valve is locked  -2B67/P (PIP) BAI  rate normally, d engine ignition perate normally, and not operated in orecast icing	
10-01-05	Four GEnx-2B67/P (PIP) Engines Installed	С	4	3	<ul><li>a) Inoperative closed,</li><li>b) Associated systems op</li><li>c) Airplane is</li></ul>	noperative provided: e BAI valve is locked d engine ignition perate normally, and not operated in orecast icing	
23-01	Core Compartment Cooling (CCC) Valves	D	4	0	(M) May be inoper	rative locked open.	

AIRCRAFT:	VIATION ADMINISTRATIO		REVISION NO. 5 PAGE NO.					
В	OEING B747-8		75-4					
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
75. ENGINE Sequence No.	Item	1	2	3	4		Chang	
24-01	Turbine Case Cooling Air Flow Systems	1		3	4		Bar	
24-01-01	High Pressure Turbine Active Clearance Cooling (HPTACC) Valves	С	4	0	a) Inope locked b) Appro adjust c) All ele (EECs	pe inoperative provided: rative HPTACC valve is d closed, priate performance tments are applied, and ectronic engine controls s) are operated in normal M) mode.		
24-01-02	Low Pressure Turbine Active Clearance Cooling (LPTACC) Valves	C	4	0	a) Inope locked b) Appro adjust c) All ele (EECs	pe inoperative provided: rative LPTACC valve is d closed, priate performance tments are applied, and ectronic engine controls s) are operated in normal M) mode.		

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST											
FEDERAL AVIATION ADMINISTRATI	ON										
AIRCRAFT:	RE\	VISIC	PAGE NO.								
BOEING B747-8		DAT	E: 08	3/25/2011	77-1						
MMEL TABLE KEY											
SYSTEM &	1. F			ATEGORY							
SEQUENCE ITEM		2. N		BER INSTALL							
NO.			3. N		UIRED FOR DISPATCH						
				4. REMARKS	OR EXCEPTIONS						
77. ENGINE INDICATING		1			Dispus						
Sequence No. Item	1	2		4	Change Bar						
31-01 Engine Vibration Monitoring Systems	C	4	2	May be inope do not require	rative provided procedures their use.						

U.S. DEPAR	RTMENT OF TRANSPORTA	ATIOI	N		MA OTED MINIMUM FOLUDMENT LIGT		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT: BOEING B747-8			REVISION NO. 6 PAGE NO. 78-1				
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH				
2010/1995/2010/0					4. REMARKS OR EXCEPTIONS		
78. ENGINE	1	<u> </u>	1 .	Ι	Change		
Sequence No.	Item The second	1	2	3	4 Change Bar		
31-01	Thrust Reverser Systems						
31-01A		С	4	3	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Inoperative reverser is secured in the forward thrust position, and</li> <li>b) Appropriate performance adjustments are applied.</li> </ul>		
31-01B		A	4	2	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Inoperative reversers are on symmetrical engines only,</li> <li>b) Inoperative reversers are secured in the forward thrust position,</li> <li>c) Antiskid system operates normally,</li> <li>d) Auto spoilers system operates normally,</li> <li>e) Appropriate performance adjustments are applied, and</li> <li>f) Repairs are made within three flight days.</li> </ul> </li> </ul>		
34-01	Reverse Thrust Lever Interlocks						
34-01A		С	4	3	(O) One may be inoperative released.		
34-01B		С	4	3	(O) One may be inoperative retracted provided appropriate performance adjustments are applied.		
36-01	Thrust Reverser Proximity Sensors	С	24	20	(M) One per engine may be inoperative provided associated auto re-stow proximity sensors are verified to operate normally.		

	VIATION ADMINISTRATIO		//014	7 N I A I	0.0	
AIRCRAFT:	REVISION NO. 6 PAGE NO. 79-1					
		ММІ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS		BER INSTALLED IUMBER REQUIRED FOR DISPATCH		
79. ENGINE	OIL	1	1	1		1 = .
Sequence No.	Item	1	2	3	4	Chang Bar
21-01	Engine Oil Debris Monitoring Systems (DMSs)	С	4	2	<ul> <li>(M) One per side may be inoperative provided:</li> <li>a) Associated DMS sensor is checked for contaminants, and</li> <li>b) Associated engine oil filter bypass warning system operates normally.</li> </ul>	
21-02 ***	Main Fuel/Oil Heat Exchanger Sensors	С	-	-	One may be inoperative provided associated engine fuel filter bypass warning system operates normally.	
31-01	Engine Oil Quantity Indicating Systems	В	4	3	<ul> <li>(M) One may be inoperative provided:</li> <li>a) There is no evidence of above normal oil consumption or leakage, and</li> <li>b) Associated oil tank is verified full before each departure.</li> </ul>	
35-01	Engine Oil Filter Bypass Warning Systems	С	4	2	One per side may be inoperative provided associated engine oil debris monitoring system (DMS) sensor operates normally.	

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST											
FEDERAL A	VIATION ADMINISTRATIO	N			W/ (OT L	IN WINNING E GOT WENT LIGT						
AIRCRAFT:		RE\		N NC		PAGE NO.						
ВС	DEING B747-8		DAT	E: 08	8/25/2011	80-1						
					E KEY							
SYSTEM &		1. F			CATEGORY	-D						
SEQUENCE	ITEM		2. r		BER INSTALLE	UIRED FOR DISPATCH						
NO.				J. I		OR EXCEPTIONS						
80. STARTIN	G				T. INLINIATINO	ON EXCEL HONG						
Sequence No.	Item	1	2	3	4	Change Bar						
11-01	Engine Starter Air	С	4	3		nay be inoperative closed						
11-01	Valves (SAVs)		7	3	provided alter for engine sta	nate procedures are used						
11-02	Start Switch Holding/Cutout Systems	С	4	0		operative provided edures are used for						