

# American Airlines



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## B737 NG MINIMUM EQUIPMENT LIST / CONFIGURATION DEVIATION LIST

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## Added Reviewer's Guide

American Airlines MEL Introduction MEL Rev 20

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**REVISION SUMMARY RECORD**

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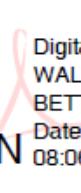
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## Introduction

## MEL Temporary / Emergency Revision Record

## Introduction

### 0. General

#### 0.1 Purpose

- A. The American Airlines (AA) Electronic Minimum Equipment List (MEL) / Configuration Deviation List (CDL) Manuals and Non-Essential Equipment and Furnishings (NEF) Item List are part of the Maintenance and Engineering (M&E) Technical Operations Manual System. They ensure the safe and effective operation of AA aircraft by providing equipment requirements, operational procedures and restrictions. Information contained in the electronic MEL / CDL Manuals and NEF List have been developed using Federal Aviation Administration (FAA) and manufacturer documents, as well as other AA departmental procedures.
- B. The AA Tracking and Control (TAC) Item List is part of the Technical Operations Manual System. It provides tracking and visibility of allowable maintenance and operational conditions as authorized by another approved document or as requested by Engineering or Maintenance Operations Control (MOC).

#### 0.2 Scope

- A. The MEL / CDL Manuals and NEF / TAC Item Lists are intended to be used by Flight Operations, Dispatch, Flight Service and Maintenance departments.

#### 0.3 Responsibility and Authority

- A. The Managing Director MOC (MD-MOC) / Director of Maintenance (DOM) has overall authority and responsibility for the American Airlines deferral programs.
- B. Responsibility and authority for the listed manuals is also defined in the General Procedures Manual (GPM) Section 17.16, Section 17.21, Section 17.25, Section 17.27 and Flight Operations Manual (FOM) Chapter 1g.4.
- C. For each person utilizing this manual, both the Introduction and aircraft-specific sections are required in order to properly understand and comply with the contents of this manual.

#### 0.4 MEL / CDL Manual Structure

- A. Cover Page
- B. Section 1, the Introduction is identical for all fleets and contains:
  1. Title Page
  2. Revision Record
  3. Temporary / Emergency Revision Record
  4. Table of Contents
  5. List of Effective Pages
  6. Introduction Section
- C. Section 2, the fleet-specific MEL contains:
  1. Title Page
  2. Revision Record
  3. Temporary / Emergency Revision Record
  4. Table of Contents
  5. List of Effective Items
  6. ECAM / EICAS / MAS Messages (as applicable)

## Introduction

7. The Aircraft MEL
- D. Section 3, the fleet-specific CDL contains:
  1. Title Page
  2. Revision Record
  3. Table of Contents
  4. List of Effective Items and Alphabetical Index
  5. CDL General Limitations
  6. The Aircraft CDL

### 0.5 NEF / TAC List Structure

- A. Cover Page
- B. Section 1:
  1. Foreword (NEF List only)
  2. Revision Record
  3. Table of Contents
  4. List of Effective Items and Alphabetical Index
- C. Section 2, the NEF or TAC List

### 0.6 Revision Control

- A. These manuals and lists are maintained in an on-line format on the Technical Operations and Comply 365 servers. They are considered perpetually current. There is no hard copy distribution of the Manuals and Lists.
- B. Information in the MEL / CDL is updated as needed based on the availability of new information from the FAA Master MEL (MMEL), Aircraft Flight Manual (AFM) or the aircraft manufacturer.
- C. Information in the NEF / TAC is updated as needed.
- D. For the revision process refer to Paragraph 2.4 and GPM Section 17.16.12.
- E. Requests for revision to the content of this Manual shall be submitted per the manual revision process in the M&E Administrative Manual (MEAM) Section 03.06.

## 1. Policy

### 1.1 FAA MASTER MEL PREAMBLE

The PREAMBLE to the FAA Master Minimum Equipment Lists (MMEL) explains the origin of the MEL, its intended scope, the administrative safeguards with which it is expected to be applied in day-to-day use, etc. The FAA PREAMBLE is quoted below:

**"The following is applicable for authorized certificate holders operating under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart K (part 91K), 121, 125, 129, 135:**

**Title 14 CFR requires that all equipment installed on an aircraft in compliance with the airworthiness standards and the operating rules must be operative. However, 14 CFR and the Rules of the State of the Operator may permit the publication of a minimum equipment list (MEL) where compliance with certain equipment requirements, not required by specific operational regulations, is not necessary in the interests of safety**

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under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an Acceptable Level of Safety (ALoS).

Where "14 CFR" is stated, this can also imply the operating regulations from the State of the Operator, Design, or Registry, where applicable.

A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the Original Equipment Manufacturer (OEM) and other aviation industry stakeholders to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA-approved MMEL includes those items of equipment related to airworthiness design, and other items of equipment that the Administrator finds may be inoperative, and yet maintain an ALoS by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. To maintain an ALoS and reliability, the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MMEL is the basis for development of individual operator MELs, which must take into consideration the operator's particular aircraft equipment, configuration, operational conditions, and operating regulations. An MEL for an operator, when approved and authorized, permits operation of the aircraft with inoperative equipment not required by specific operating regulations unless otherwise approved by the Administrator. MMEL relief for equipment not required by specific operating regulations for the operation being conducted may be included in the operator's MEL with appropriate conditions and limitations. Equipment in excess of 14 CFR, or the requirements of the State of the Operator, may also be included in the operator's MEL. The MEL must not deviate from Aircraft Flight Manual (AFM) Limitations, emergency procedures, or Airworthiness Directives (AD). It is important to remember that all equipment related to the airworthiness of the aircraft and the operating regulations of the operator not listed on the MEL must be operative. An operator's MEL, for administrative control, may include certain items not contained in the MMEL. However, the procedures developed for administrative control items (ACI) must still be approved by the Administrator or the State of the Operator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL applicable operating regulations, or FAA policy.

The MEL is intended to permit operation for a period of time with inoperative items of equipment not required by regulation for a specific operation, unless otherwise approved by the Administrator. It is important that repairs be accomplished at the earliest opportunity to ensure the highest level of safety. Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures, and other restrictions as necessary are specified in the MEL to ensure that an ALoS is maintained.

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the aircraft maintenance record/logbook as prescribed by 14 CFR or the State of the Operator or Registry (when different). The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator or the State of the Operator or Registry (when different) prior to further operation. MEL

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**Conditions and limitations do not relieve the operator from determining that the aircraft is in a condition for safe operation with items of equipment inoperative. When these requirements are met, an airworthiness release, aircraft maintenance record/logbook entry, or other approved documentation is issued as prescribed by 14 CFR or the State of the Operator or Registry (when different). Such documentation is required prior to operation with any item of equipment inoperative.**

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

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

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

### 1.2 Policy

- A. The MEL provides equipment requirements, operational procedures and restrictions for dispatch and takeoff. Flight Crews will not operate any deactivated or placarded inoperative item or system. **The MEL is not applicable for a component failure in-flight.**
- B. The CDL is located in the back of the MEL Manual and provides FAA-approved AFM limitations for operation without certain secondary airframe or engine parts.
- C. The NEF contains items installed on the aircraft as part of the original type certification, supplemental type certificate, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. These non-essential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories or galley areas.
  1. NEF items include:
    - a. Inoperative, damaged or missing items that have no effect on the aircraft's ability to be operated safely under all operational conditions.
    - b. Cosmetic items that are fully serviceable but worn.
  2. NEF items do not include:
    - a. Items already identified in the MEL or CDL of the applicable aircraft.
    - b. Items that are functionally required to meet the certification rule or for compliance with any operational rule.
    - c. Items within serviceable limits identified in the manufacturer's maintenance manual, items that are covered by the approved maintenance program (e.g. wear limits, fuel / hydraulic leak rates, oil consumption, etc.).
    - d. Cabin appearance items such as paint that is faded / worn / mismatched, insect / rodent infestation, or items that are only dirty / worn / soiled.
- D. TAC items provide Flight, Maintenance, and Dispatch with tracking and visibility of an aircraft condition having specified maintenance or operational requirements. A TAC item is not a

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- deferral authority. It is an allowable “in-service” maintenance condition authorized by another reference, e.g., AMM or GPM. The TAC process is tracked by MOC or Engineering.
- E. An MEL item may be used as soon as it is approved by the FAA American Certificate Management Office (CMO). While the revision update process may take days, an immediate need for that MEL item may occur:
    1. If a need for this specific MEL item arises, the Manager on Duty-MOC (MOD-MOC) or MEL Programs Group will transmit a copy of the FAA-approved MEL item to Dispatch and the requesting station for use by the Flight Crew and Maintenance personnel.
    2. During the revision update process, if a discrepancy exists between the MEL / CDL Manuals / NEF or TAC Lists posted on the Technical Operations website and the Flight Crew electronic device, the version(s) posted on the Technical Operations website will be deemed the authoritative version.
  - F. Users should direct questions regarding aircraft airworthiness or MEL, CDL, NEF or TAC requirements to the MOC MEL Programs Group. Refer to [Paragraph 8](#).
  - G. MEL, CDL, NEF or TAC requirements do not have to be met for a Maintenance Ferry Flight (MFF) or Functional Check Flight (FCF) as authorized in accordance with [FOM Chapter 22.3](#), [GPM Section 10.01](#) and/or [GPM Section 10.02](#), however the airplane must be deemed safe for flight by the Captain and Maintenance.
  - H. A deviation from the intent or requirements of the MEL must have prior approval from the FAA American CMO, unless the deviation is deemed to be safety-related. Refer to [Paragraph 2.4](#) and [GPM Section 17.16.12](#).
  - I. Items may be deferred in accordance with the MEL, CDL or NEF.

### 1.3 Definitions

- A. **AA Staffed / Non-AA Staffed Maintenance Station:** Refer to [Paragraph 7](#).
- B. **Administrative Control Item (ACI):** An ACI is listed by the aircraft operator in the MEL for tracking and informational purposes. An ACI may be added to an aircraft operator's MEL by approval of the FAA American CMO Principal Operations Inspector (POI), provided no relief is granted, or provided conditions and limitations are contained in an approved document. If relief other than that granted by an approved document is sought for an ACI, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an ACI. American Airlines references these as “AAL Items” in the MEL. AAL Items will be identified with a dash (-) in the Category column.
- C. **Aircraft Maintenance Logbook (AML):** The term AML is used interchangeably between the paper-based AML and the electronic-based (eAML) systems.
- D. **Airplane Flight Manual (AFM):** The FAA-approved AFM is the document approved by the responsible FAA Aircraft Certification Office (ACO) during type certification. The approved AFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the governing document for operational limitations and performance parameters for an aircraft. The FAA requires an approved flight manual for aircraft type certification.
- E. **Basic Requirement:** Basic requirements are specified by the MMEL and will always apply. Some MEL items have additional operational requirements, e.g., ETOPS or South America Requirements, in addition to the Basic Requirements. Refer to [Paragraph 5](#).

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- F. **Calendar Day:** A 24-hour period (from midnight to midnight) regardless of the affected airplane's flight status.
- G. **Code of Federal Regulations (CFR) or Federal Air Regulations (FAR):** CFR (FAR) refers to the applicable portions of the Code of Federal Regulations and Federal Aviation Regulations.
- H. **Considered Inoperative:** As used in the Remarks and Exceptions column, an item must be treated for dispatch, taxi with intent for flight, and flight purposes as though it were inoperative. The item must not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable); placarding and complying with all Remarks or Exceptions, including any (M), (O), or (DP) procedures; considering applicable Notes; and observing the repair category.
- I. **Contaminated Runway:** A runway condition where more than 25% of the runway surface area (within the reported length and width being used) is covered by frost, ice, and any depth of snow, slush or water, as defined by the approved AFM.
- J. **Continuing Authorization - Single Extension:** An aircraft operator who has the authorization to use an FAA-approved MEL may also have the authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for Repair Category B or C items in accordance with Operations Specification (Ops Spec) D095. Continuing Authorization - Single Extension is not authorized for Repair Category A or D items.
- K. **Dash (-):** Indicates a variable number (quantity) of items may be installed or required for dispatch.
- L. **Day of Discovery:** The calendar day an item malfunction was recorded in the Aircraft Maintenance Logbook (AML) or record. This day is excluded from the interval established by the assigned Repair Category. Initially, the MEL time-stamp records reflect actual local time. However, MEL time standard records are automatically corrected to Arizona (PHX) time after the occurrence of any aircraft activity (takeoff, landing, etc.).
- M. **Day of Repair:** The Day of Repair is the calendar day that an equipment or instrument malfunction must be repaired and the MEL cleared. This provision is applicable to all MEL items in Categories B, C or D, and Category A items with time intervals specified in "flight days" or "calendar days". All MEL time standard records reflect Arizona (PHX) time. An aircraft may not depart on a flight that is normally scheduled to arrive after 2400 (of the appropriate time standard) on the Day of Repair.
- N. **Day (or Non-Night) Operations:** Any flight operated entirely between the beginning of morning civil twilight and the end of evening civil twilight, as published by the American Air Almanac, converted to local time (may be obtained from Dispatch).
- O. **Deactivated or Secured:** The specified item must be put into an acceptable condition for safe flight. An acceptable method of deactivating or securing may either be recommended by the manufacturer or established by the Operator.
- P. **Deleted or Moved:** "Deleted" in the Remarks and Exceptions column indicates the item was previously listed but is no longer addressed (covered) by the MEL. "Moved" in the Remarks and Exceptions column indicates the item was moved within the chapter, to a different chapter in the MEL, or to another FAA-approved document.
- Q. **Dry Runway:** A runway may be considered dry when the following weather conditions are reported for the airport concerned:

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1. Temporary light drizzle
  2. Temporary light rain with surface temperatures above freezing
  3. Light snow with surface temperatures below -2° C
  4. Reference FOM for other possible factors
- R. **Electronic Fault Alerting System:** Many aircraft display system fault indications to the Flight Crew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data to be presented:
1. B777 and B787 airplanes are equipped with Engine Indicating and Crew Alerting System (EICAS) which provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affect airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances. System conditions that result only in a MAINTENANCE level message, i.e., no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program. STATUS messages are checked prior to engine start and the condition should be corrected or dispatched per the MEL. There are no Flight Crew procedures associated with STATUS messages while in-flight.
  2. B737-8 (MAX) airplanes are equipped with Maintenance Awareness System (MAS) which provide one level of system messages (STATUS). Any messages that affect airplane dispatch status will be annunciated by the MAINT light two minutes after landing and displayed at a STATUS message level. The absence of a STATUS message indicates that the system / component is operating within its approved operating limits or tolerances. STATUS messages are checked prior to engine start and the condition should be corrected or dispatched per the MEL. There are no Flight Crew procedures associated with STATUS messages while in-flight.  
NOTE: The B737-800 (NG) does not have an Electronic Fault Alerting System.
  3. A319 / A320 / A321 airplanes are equipped with Electronic Centralized Aircraft Monitor (ECAM) which provide different priority levels of system messages: WARNING (red) and CAUTION (amber). The ECAM STATUS page also provides MAINTENANCE STATUS messages. Any messages that affect airplane dispatch status will be displayed at the WARNING or CAUTION level. MAINTENANCE STATUS messages may also affect aircraft dispatch. System faults that result only in messages on the Centralized Fault Display System (CFDS) do not affect aircraft dispatch and do not require action other than as addressed within the operator's standard maintenance program. MAINTENANCE STATUS messages are checked prior to engine start. There are no Flight Crew procedures associated with MAINTENANCE STATUS messages while in-flight.
  4. Some fleet MEL books have an EICAS or ECAM Message Cross Reference List. This list is intended to assist in identification of potential MEL relief for the associated message displayed. It does not identify all possible MEL cross references. Some messages do not have a specific MEL reference and may be identified as follows:
    - a. N/A (Not Applicable): There is no MEL reference specified because the message does not indicate a system failure.

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- b. NONE: There is no MEL relief for the fault identified by the message.
- S. **Enroute:** An aircraft outside of the 48 contiguous United States may be dispatched on a flight or series of flights until the aircraft returns to the 48 contiguous United States.
- T. **Excess Items:** Items that have been installed in a quantity greater than that required by 14 CFR.
- U. **Extended Operations (ETOPS):** Refers to operations of an aircraft with operational approval to conduct ETOPS in accordance with the applicable regulations.
- V. **Flight Crew Rest Facilities (FCRF):** 14 CFR 117.3 specifies the requirements of Class 1, 2 and 3 Flight Crew rest facilities.
- W. **Flight or Flight Segment:** One operational cycle of the airplane including one takeoff and landing. In cases where an MEL / CDL requirement includes a limitation on the number of flights or cycles with an inoperative item, the count will start with the first takeoff after placarding.
- X. **Flight Day:** A 24-hour period (from midnight to midnight) local time, as established by the Operator, during which at least one flight is initiated for the affected aircraft.
- Y. **Flight Hours:** The time from which an airplane leaves the ground until the next time it touches at the next point of landing; i.e., "off to on time". In cases where an MEL / CDL requirement includes a limit on the number of flight hours permitted with an inoperative item, the time will start at the first takeoff after placarding.
- Z. **Heavy Maintenance Visit (HMV):** HMV is a scheduled Main Base Visit (MBV) or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for four or more consecutive calendar days.
- AA. **Icing Conditions:** An atmospheric condition that may cause ice to form on the aircraft (structural) or in the engine(s) (induction). This includes known or forecast icing conditions included in weather reports. Refer to the airplane Aircraft Operating Manual (AOM) Limitations Section for specific criteria regarding icing conditions.
- AB. **Inhabited:** Areas not over frigid or tropical land for which equipment may be necessary for search and rescue operations because of the character of the terrain.
- AC. **Inoperative:** Malfunction of an item to the extent that it does not accomplish its intended purpose or is not consistently functioning normally within its approved operating limit(s), tolerance(s) or both.
- AD. **Inoperative Components of an Inoperative System:** Components directly associated with and having no other function than to support that system. Warning / caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MEL.
- AE. **Is Not Used:** Informs the Flight Crew to not activate, actuate, or otherwise utilize referenced item under normal conditions. It is not necessary for the Operator to accomplish the (M) Procedures associated with the referenced item. However, Operators must comply with operational requirements, and an additional placard must be affixed as close as practical to the control or indicator for the item that is not to be used under normal operations.
- AF. **Item:** An instrument, equipment, system, component, message or function that is installed on or displayed by the aircraft.

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**AG. Night Operations:** Any flight with any portion operated between the end of evening civil twilight and the beginning of morning civil twilight, as published by the American Air Almanac, converted to local time (may be obtained from Dispatch).

**AH. Non-Essential Equipment and Furnishings (NEF):** Refer to Paragraph 1.2.C.

**AI. Notes:** Provide additional information for Flight Crewmember, Dispatch, or Maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

**AJ. Operative, Operates Normally, Fully Operative:** These terms are used interchangeably within the FAA MMELs. An operative item will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). The American Airlines MEL is generally standardized with use of the term “operative” rather than “operates normally” or “fully operative.”

1. When an MEL / CDL item specifies that an item of equipment must be operative, it is not required to verify the item's operational status; it is to be considered operative unless reported or known to be malfunctioning.
2. When an MEL / CDL item specifies that an item of equipment must be verified (or checked) operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MEL / CDL item.
3. When an MEL / CDL item specifies that an item of equipment must be verified but no interval is specified, verification is only required at the time of deferral.

**AK. Over-the-Top:** Above the layer of clouds or other obscuring phenomena forming the ceiling.

**AL. Placarding:** Each inoperative item must be placarded, unless otherwise directed by the MEL, CDL or NEF. To the extent practical, placards should be located adjacent to the control or indicator for the item affected. Unless otherwise specified, placard wording and location will be determined by American Airlines.

**AM. Precipitation:** Refer to FOM Chapter 24.2 for types and definitions.

**AN. Provisos:** Refer to Paragraph 1.4.H.

**AO. Reduced Vertical Separation Minimums (RVSM):** Program that enables vertical aircraft separation of 1000 feet between FL 290 and FL 410 inclusive. Refer to FOM Chapter 7g.3.

**AP. Repair Category:** All users of an MEL must accomplish repairs of inoperative items, deferred in accordance with an MEL, CDL, NEF or TAC, at or prior to expiration of the repair interval established by the appropriate letter designator. Refer to Paragraph 1.4.C.

**AQ. Required by 14 CFR / Not Required by 14 CFR / In Excess of Those Required by 14 CFR:** The listed item is subject to certain requirements expressed in the 14 CFR operating rules. The number of items required by the applicable 14 CFR operating rules must be operative. A dash may be used when the number required for dispatch is variable. When the listed item is not required by 14 CFR it may be inoperative for the time specified by the repair category.

NOTE: This term is not used in the AA MEL books. The AA MEL item must contain the appropriate regulatory requirement and procedures supporting it.

**AR. Routine Over Night (RON) / Routine Over Day (ROD):** An aircraft that has at least six hours scheduled on the ground. This includes an aircraft scheduled for a flight or an unlinked spare. If the scheduled time on the ground crosses midnight local time it is considered a RON.

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- AS. **Repair:** Such maintenance action, including replacement, as necessary to restore an inoperative item to an operative condition.
- AT. **Required Navigational Performance (RNP):** Navigation performance accuracy necessary for operation within a defined airspace.
- AU. **Revision (Vertical) Bar:** A vertical bar in the left margin indicates a change, addition or deletion in the adjacent text for the current revision of that item. All revision bars applicable to the previous revision of the MEL are removed prior to the release of the next revision.
- AV. **Suitable Airports:** See “Diversion Guide” in [myMobile365/My Publications](#) for list of suitable enroute alternate airports for dispatch on ETOPS routes (Operations Specifications). For all other operations, the Captain and Dispatcher will determine suitability based on factors relevant at the time of the intended operation. Considerations to ensure that a safe landing can be accomplished include (but not limited to) available runways, aircraft performance, weather, terrain Notices to Airmen (NOTAMs) and Airport Rescue / Fire Fighting (ARFF) capability.
- AW. **Sunset-to-Sunrise:** Defined in [14 CFR 91.209](#). The period of time that the sun is greater than 6° below the horizon.
- AX. **System Item:** Refer to [Paragraph 1.4 \(MEL / CDL\)](#) or [Paragraph 1.5 \(NEF / TAC\)](#).
- AY. **Takeoff:** Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the Flight Crew physically begins to apply power to initiate the takeoff from the runway.
- AZ. **Triple Asterisk (\*\*\*):** An item which may have been installed on some but not all models of the aircraft covered by the MEL.  
**NOTE:** This term is not used in the AA MEL books. If the associated AA MEL item does not apply to all aircraft within the fleet it will be denoted in the MEL Title or Effectivity block.
- BA. **Verified Operative:** If the MEL specifies that an item must be verified operative, the item must be checked and verified operative at the interval(s) specified for that MEL item. If no interval is specified, verification is required only at the time of deferral of the original item.
- BB. **Visible Moisture:** An atmospheric environment containing water, in any form, that can be seen in natural or artificial light (for example, clouds, fog, rain, sleet, hail, or snow).
- BC. **Visual Flight Rules (VFR):** Defined in [14 CFR 91.155](#). If the Remarks and Exceptions state that a flight must be completed in VFR, the Flight Crew is precluded from filing an Instrument Flight Rules (IFR) flight plan.
- BD. **Visual Meteorological Conditions (VMC):** The atmospheric environment is such that would allow a flight to proceed under VFR applicable to the flight. This does not preclude operating under IFR.
- BE. **Wheelchair Accessible Lavatory:** Defined by [14 CFR 382.63](#), accessible lavatory items include: ability to enter lavatory and maneuver by means of on-board wheelchair. The lavatory shall provide door locks, accessible call buttons, grab bars, faucets, other controls, and dispensers. The accessible lavatory requirement, in part, applies to aircraft with more than one aisle. There is no requirement to retrofit cabin interiors of existing aircraft to comply with the requirements of the regulation.
- BF. **(M), (O) or (DP):** Maintenance, Operations or Dispatch Procedures. Refer to [Paragraph 1.4.J.](#)

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### 1.4 MEL / CDL Item Descriptions

Each MEL or CDL item contains the basic requirements from the MMEL or AFM, respectively. Each item also contains American Airline's approved procedures to comply with the requirements. A description is provided below:

- A. **System Number and Title:** The System number and title shown near the top of the item in the shaded area are based on ATA Specification 100 and correspond to the Aircraft Maintenance Manual (AMM). MEL / CDL item titles also include the Master MEL or AFM CDL number for reference purposes.
- B. **Item Identification Number and Title:** The item numbers are listed sequentially in the left hand column along with the title for that item. When making reference to an MEL or CDL item, both the System Number and the item number should be used. For example Recirculation Fans are MEL item 21-1; an xx followed by a MEL title may appear in this column to direct the user to another ATA system where that item is located.
- C. **Repair Category Column:** American Airlines is required to accomplish repairs of inoperative instrument or equipment items, deferred in accordance with the MEL or CDL, at or prior to the repair times established by the following letter designators. The responsibility for compliance with repair time limitations rests with AA Technical Operations. Deferrals fall within one of the following classifications:
  1. Category A: Must be repaired within the time interval specified in the Remarks and Exceptions column of the MEL or CDL. For time intervals specified in consecutive "calendar days" or "flight days", the DOD is excluded. For all other time intervals (flights, flight legs, cycles, hours, etc.), repair interval begins at the point when the item is deferred in accordance with the MEL or CDL.
  2. Category B: Must be repaired within three consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the AML.
  3. Category C: Must be repaired within 10 consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the AML.
  4. Category D: Must be repaired within 120 consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the AML.
  5. Category N: A dash in the repair category column indicates that the item does not have a specified time limit for repair accomplishment. The deferral control number will display as Category N.
  6. American Airlines has the authority to approve an extension to the maximum repair interval for Category B and C MEL items, provided the FAA American CMO is notified within 24 hours of the extension. AA is not authorized to extend Category A and D items.
- D. **Number Installed Column:** Indicates the number (quantity) of items normally installed on the aircraft. This number represents the aircraft configuration considered in developing the MEL or CDL. A dash in this column indicates a variable number (quantity) of the item installed. Different sub-fleet quantities are separated by a slash, with the smaller aircraft listed first, e.g...787-8 / 787-9.
- E. **Number Required for Dispatch Column:** Indicates the minimum number (quantity) of instrument or equipment items required for operation, provided the conditions in the "Remarks or Exceptions Column" are met. The MEL or CDL reflects the actual number required for dispatch OR an alternate means of configuration control approved by the FAA American CMO.

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An asterisk (\*) with an accompanying proviso satisfies the alternate means of configuration control. An asterisk in the column indicates an indeterminate number (quantity) required for dispatch. A requisite proviso or NOTE in will identify what configuration is acceptable for dispatch. Alternatively, a dash in this column indicates an indeterminate acceptable number (quantity) of the item installed. Different sub-fleet quantities are separated by a slash, with the smaller aircraft listed first, e.g...787-8 / 787-9.

- F. **Dispatch Concurrence Required Column:** This column will contain the letter "Y" for items that impose an operational restriction and must be reported to Dispatch. Dispatch concurrence must be received prior to issuance of MEL or CDL. When advance concurrence from Dispatch is not required, the letter "N" will appear in this column. An LMP in this column indicates that the system or component affects the Lower Minimum Program. The Flight Crew must obtain an amended Flight Plan / Dispatch Release whenever a designated **Dispatch Concurrence Required** deferral is applied after the Dispatcher's original or subsequent amended Flight Release has been issued.
- G. **Flight Crew Placarding Column:** This column will contain the letter "Y" for each item that is permitted to be placarded by the Flight Crew in accordance with Flight Crew Placarding procedures. The letter "N" in this column indicates Flight Crew placarding is not authorized. A "Y/N" in this column indicates that Flight Crew placarding is authorized unless noted otherwise in the (M) or (O) Procedures.
- H. **Remarks and Exceptions (Provisos) Column:** Includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions or limitations) for such operation and appropriate notes. The procedures may be categorized into three types: Maintenance (M), Operational (O), and Dispatch (DP). Each type of procedure is described in Paragraph 1.4.J. The (O) and (DP) symbols used in the American Airlines MEL and CDL indicate a requirement for specific operational procedure(s) which must be accomplished in planning for and / or operation with the item inoperative (or removed). The use of either or both (O) and/or (DP) satisfy the requirement for an (O) symbol as specified in MMEL Policy Letter 25.
- I. **Effectivity:** Specifies that application of an MEL or CDL item is restricted to the listed aircraft in the fleet type. If no Effectivity is shown, the item applies to all the aircraft in the fleet type. If an item has multiple sub-items, the sub-items apply to all aircraft in the fleet type unless restricted in the Effectivity block of an individual sub-item. Effectivity identification may vary based on aircraft modification status or new aircraft acquisitions. Any conflict should be confirmed by referencing the appropriate aircraft manuals.
- J. **Procedures:** Detailed procedures required to accomplish and comply with the basic MMEL or AFM procedures are listed as individual items directly below each MEL or CDL item / sub-item. The detailed procedures are categorized as follows:
  1. **(M) Procedures:** Any maintenance procedure required to support the dispatch of the aircraft with specific equipment inoperative. Unless specified otherwise, these procedures are normally accomplished prior to the first flight with the condition. These procedures are listed directly below the associated MEL or CDL item / sub-item or a reference is given to the appropriate authorized document where the procedure is located; e.g. Aircraft Maintenance Manual (AMM), Fault Isolation Manual (FIM) or AA Fueling Manual (FM). Normally, these procedures are accomplished by Maintenance personnel, however other personnel may be authorized to perform certain functions. Procedures requiring

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specialized knowledge or skill, or requiring the use of tools or test equipment must be accomplished by Maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performed them, is the responsibility of American Airlines. **Compliance with the (M) Procedures is the responsibility of the Maintenance person signing the AML.**

2. **(O) Procedures:** Any Flight Crew procedure required to support the dispatch of the aircraft with specific equipment inoperative. These procedures are listed directly below the associated MEL or CDL item / sub-item or a reference is given to the appropriate authorized document where the procedure is located; for example, FOM, FM or Inflight Manual (IFM). Normally, these procedures are accomplished by the Flight Crew, however other personnel may be authorized to perform certain functions. The satisfactory accomplishment of all operational procedures, regardless of who performed them, is the responsibility of American Airlines. **Compliance with the (O) Procedures is the responsibility of the Pilot in Command.**
3. **(M) or (O) Procedures:** Any procedure required to support the dispatch of the aircraft which is normally accomplished by Maintenance or the Flight Crew prior to operation with the specific equipment inoperative. Unless specified otherwise, these procedures are normally accomplished prior to the first flight with the condition. The nature of these procedures is such that either Maintenance or Flight Crew personnel are qualified to perform the functions.
4. **(DP) Procedures:** Any procedure required to support the dispatch of the aircraft with specific equipment inoperative. These procedures are listed directly below the associated MEL or CDL item / sub-item. If applicable, dashed boxes in this section contain takeoff and / or landing performance correction data. The satisfactory accomplishment of all dispatch procedures, is the responsibility of American Airlines. **Compliance with the (DP) Procedures is the responsibility of the Dispatcher.**

### 1.5 NEF / TAC Item Descriptions

- A. **System Number and Title:** The ATA System number and title shown near the top of the item in the shaded area are based on ATA Specification 100.
- B. **Item Identification Number and Title:** The NEF List item numbers are organized within the four-digit ATA number (based on the AA standard ATA system list) and a sub-item letter (xx-xxa), followed by the title for that item. TAC List item numbers are organized within the two-digit ATA number and "99", followed and a sub-item letter if required (xx-99 or xx-99a), followed by the title for that item. Cross-references and exceptions may appear as sub-titles.
- C. **Repair Category Column:** Refer to Paragraph 1.4.C. NEF and TAC items will typically be assigned Category A, C or N (indicated by a dash), unless a contingent MEL item exists. In that case, the NEF or TAC will be assigned the same repair Category as the contingent MEL.
- D. **MOC Concurrence (MOC Notification) Column:** This column will contain the letter "Y" for items that have a Time When Due (TWD) repair or re-inspection requirement for MOC tracking. When MOC concurrence / notification is not required, the letter "N" will appear in this column.
- E. **Dispatch Concurrence Required Column:** Refer to Paragraph 1.4.F.
- F. **Flight Crew Placarding Column (NEF List Only):** Refer to Paragraph 1.4.G.
- G. **Station Placarding Column (NEF List Only):** This column will contain the letter "Y" for each item that is permitted to be placarded by an AA staffed Maintenance station in accordance with

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Station Placarding procedures. The letter "N" in this column indicates station placarding is not authorized. A Y/N in this column indicates that station placarding is authorized unless noted otherwise in the Remarks and Exceptions column.

- H. **Re-inspection Requirement Column (TAC List Only):** A repetitive Maintenance Action or servicing is required.
- I. **MON Required Column (TAC List Only):** The TAC item has been issued to provide visibility of a condition deferred and tracked by a Monitor (MON).
- J. **Remarks and Exceptions (Provisos) Column:** Refer to Paragraph 1.4H.
- K. **Effectivity:** Refer to Paragraph 1.4.I.
- L. **Procedures:** Refer to Paragraph 1.4.J.

## 2. Maintenance Procedures

### 2.1 General

- A. Compliance with MEL, CDL or NEF maintenance requirements, including those items which a MEL, CDL or NEF item requires to be operative, is the responsibility of the Maintenance person who signs the AML to defer the item.
- B. An MEL, CDL or NEF deferral or TAC item will be entered into the legacy computer system through the System Agnostic Front End (SAFE).
  - 1. Personnel at downline AA staffed Maintenance stations will automatically be advised of an inbound flight with a deferral through the Line Maintenance Operations (LMO) program.
  - 2. Personnel at the next downline stations will be manually notified by MOC personnel of a flight with a deferral requiring a follow-up Maintenance Action prior to departure. This will be provided by telephone or other acceptable means. Verification of the Maintenance Action accomplishment must be received by telephone or other acceptable means by MOC prior to departure.
- C. When a placarded MEL, CDL or NEF item is returned to service, local Maintenance personnel and / or MOC are responsible for closing the MEL, CDL or NEF item in the AML and closing the deferral in SAFE after gaining concurrence (if required) from MOC.
- D. Items which have been Flight Crew placarded must be evaluated by Maintenance in accordance with normal MEL, CDL or NEF procedures upon arrival at the next AA staffed Maintenance station.
- E. Designated NEF items may be station placarded by an Aircraft Maintenance Technician (AMT) at an AA staffed Maintenance station without concurrence from MOC. The issuing AMT will be responsible for compliance with all NEF deactivation provisos and deferral procedures, and to complete the required SAFE and AML ACTION TAKEN entries.
- F. Every effort will be made to maintain the normal complement of equipment operative, however, corrective action may be deferred as permitted by the MEL, CDL, NEF or TAC provided the following actions are accomplished:
  - 1. Contact Dispatch if there is a "Y" in the DISPATCH CONCURRENCE REQUIRED column of the MEL, CDL, NEF or TAC item. The Dispatcher may be required to issue an amended Flight Plan / Dispatch Release to the Flight Crew.

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2. Accomplish all deactivation or verification procedures if specified by the MEL, CDL, NEF or TAC item deferral procedure.
  3. Placard information:
    - a. **Affix an INOP placard (M&E 99-1130-3-0342), as directed by the MEL, CDL or NEF (M) procedures.** If the MEL does not contain a specific location in the (M) procedure, affix the INOP placard on or adjacent to the affected control, switch, instrument, etc. in the flight deck or galley. Record the associated Maintenance Item Control (MIC) number on the blank line on the INOP placard.
    - b. For the paper-based AML, INOP placards (M&E 99-1130-3-0342), blank adhesive labels (M&E 99-1130-3-0336) and Form E-693 placards (M&E 99-2517-3-0013, 99-2517-3-0015, 99-2517-5-0017) are stored in the AML. For the eAML, INOP placards are stored in the Flight Crew Forms Yellow Book. If a blank adhesive label or Form E-693 is unavailable, a temporary placard may be fabricated out of tape, paper taped in place, etc.
    - c. If an MEL, NEF or TAC item requires particular wording at a specific location in the flight deck, affix a blank adhesive placard with the required wording. If necessary, cut or tear the adhesive label or placard to the required size. Record the associated MIC number on the sticker.
    - d. If a CDL item has a limitation, the Aircraft Flight Manual (AFM) requires a placard be installed in the flight deck in clear view of the Pilot-in-Command (PIC) and other appropriate Flight Crewmember(s) for each deferral. The Flight Plan will indicate the operational adjustment(s) taken by the Dispatcher for the CDL limitation. If required, an INOP placard will be placed in the flight deck and appended with the applicable CDL item number and REFER TO FLIGHT PLAN on the blank line.
    - e. If an installed INOP placard is found to be missing or have an error, the Flight Crew may create or correct the information on the sticker with MOC concurrence.
  4. AML entry information:
    - a. Refer to GPM Section 05.01 for AML entry requirements.
    - b. For the paper-based AML, install the appropriate Form E-693 placard in the AML for MEL, CDL, NEF or TAC items. Refer to Paragraph 2.2.A. For the eAML, the appropriate e-Placard will automatically be displayed in the SAFE Flight MIC Sheet Tab placard view.
- G. Designated Airports:
1. An MEL item may specifically require that an airplane not depart from a designated airport (station) where repairs must be made. If the discrepancy occurs at a designated station after the flight has departed the gate, a Flight Crew placard may be applied if permitted by the MEL item. The aircraft may continue until the next designated station where it must be repaired before the specified TWD of the MEL item.
  2. An MEL item may specifically require that an airplane not depart on the first flight of the day from an overnight station where repairs could have been made. This requirement applies to an airport that has both an AA staffed AMT on site qualified to repair the inoperative item, and the parts and / or test equipment necessary for troubleshooting and repair confirmation.
- H. Parts Swapping or Handling of Removed Parts

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1. Some MEL / CDL items have operational / emergency requirements that require a component or part to be operational in one position but permitted to be inoperative in another. Alternatively, some MEL / CDL items have a more severe operational or passenger impact when applied in one location. Examples include Audio Selector Panels, Communication or Navigation Receivers / Transmitters, Portable Oxygen Units, etc. Parts may be swapped between different positions on the same aircraft and deferred in the new location provided:
  - a. Troubleshooting verifies a defective component or part rather than a system fault.
  - b. It is not prohibited or restricted by an aircraft manual (AMM or AIPC) or Airworthiness Directive (AD).
  - c. Compatibility and effectivity of the swapped parts is verified.
  - d. All required deactivation steps and / or operational checks are accomplished.
  - e. The FAA does not permit use of this policy for extending MEL deferral time.
2. For handling of parts removed from an aircraft during accomplishment of a MEL / CDL / NEF or TAC Maintenance Procedure, refer to GPM Section 20.08.

**2.2 Placard Form E-693**

- A. A Form E-693 placard is required whenever Maintenance personnel defer an item
  1. A Form E-693-1 (white) placard (M&E 99-2517-3-0013) is used for an MEL or CDL item as follows:
    - a. No follow-up Maintenance Action is required.
    - b. A follow-up Maintenance Action is required, not requiring an AML verification entry.
    - c. A follow-up Maintenance Action may be accomplished by non-Maintenance personnel, trained and authorized to do the task, with conditional assistance or monitoring provided by Maintenance as needed.
    - d. A Form E-693-1 placard is not used for an NEF item.
  2. For paper-based AML, a Form E-693-2 (yellow) placard (M&E 99-2517-3-0015) is used for an MEL, CDL, or NEF item if a follow-up Maintenance Action requires an AML verification entry. For the eAML, a yellow placard will automatically be displayed in SAFE Flight MIC Sheet Tab placard view.
  3. A Form E-693-3 (green) placard (M&E 99-2517-3-0017) is used only for a TAC item when using the paper-based AML. For the eAML, a green placard will be displayed in SAFE Flight MIC Sheet Tab placard view.
- B. For paper-based AML, the E-693 placard shall be completely filled out, including Nose Number, Date, Deferral Code, Deferral Item Number, MEL Control Number, Station, MIC Number, Employee ID Number, and Remarks. For the eAML the placard will be automatically generated and displayed in SAFE Flight MIC Sheet Tab placard view and Line Tile View when the discrepancy is entered.
- C. For paper-based AML, the completed placard shall be inserted in the Clear Placard Holder provided for this purpose near the front of the AML. For the eAML the placard will be displayed in the SAFE Flight MIC Sheet Tab placard view and Line Tile View.
- D. In the case of an inoperative component that provides data to another item, normally only the inoperative component will be placarded; the exception is when the MEL / CDL items specifically calls for installation of an INOP placard on, or adjacent to, the control or indicator affected by the inoperative item.

**Introduction****2.3 MEL (M) Procedures**

- A. MEL (M) Procedures support specific MEL / CDL items and are contained within the MEL Manual. When an MEL item or sub-item requires an (M) Procedure; the MEL lists it below the specific MEL item / sub-item. An (M) Procedure is normally accomplished prior to first flight with this condition unless specified otherwise. An MEL / CDL item may also specify continuing periodic maintenance action based on days, flights or flight hours.
- B. A placarded system / component may not have an associated MEL (M) procedure, but it may be necessary to deactivate that component and / or system.
  1. A simple deactivation, for example removing a connector or opening and collaring the associated circuit breaker(s) may be done with the concurrence of MOC.
  2. Any deactivation beyond the above may only be done with concurrence of Engineering personnel as documented in an Engineering Authorization (EA).
  3. For paper-based AML, this action will be documented by a MECHANICAL DISCREPANCY entry in the AML. A corresponding ACTION TAKEN entry noting the deactivation procedure steps that must be accomplished prior to departure.
  4. Flight Crew Placarding is not permitted in either of these conditions.
- C. If an MEL / CDL / NEF procedure specifies that a circuit breaker must be opened and collared as part of a system deactivation, a red lock ring (M&E 99-2400-3-0002) must be used. If the red lock ring is not available, a white Ty-Rap may be used as an alternate. Notify MOC to create a follow-up item to replace the Ty-Rap with the red collar at the next AA staffed Maintenance station with the collar available.
- D. If an MEL / CDL / NEF procedure specifies that a circuit breaker be temporarily opened and tagged as part of a system verification check, an orange or yellow lock clip (M&E 99-0600-3-2916 or 00-0609-3-2075) may be used in conjunction with a tag (M&E 00-0703-3-0195) as required.

**NOTE:** If a circuit breaker has been opened and collared with a blue lock ring, the system has been permanently deactivated by Maintenance. No Flight Crew action is required. Refer to FOM Chapter 3me.2.4 and 3me.2.4

- E. Circuit breaker identification and location (if specified) contained within the (M) or (O) Procedures may vary based on aircraft effectiveness and modification status. Any conflict should be confirmed by referencing the appropriate aircraft manuals. The (M) or (O) Procedure will be accomplished using the aircraft manual information.
- F. (M) Procedures may contain procedures or references to other manuals. These procedures may be:
  1. Written out within the MEL.
  2. Cross-referenced to an accepted aircraft maintenance manual, e.g. AMM, FIM, TSM, etc. or as specified with the applicable fleet Dispatch Deviation Guide (DDG).
  3. Cross-referenced to an accepted AMM for procedures developed by AA.
  4. A combination of the above.
- G. A maintenance procedure or accepted manual cross-reference is not required for a routine servicing task, an open / close access step, or a normal operational procedure (a procedure that could reasonably be accomplished by the Flight Crew; not including the deactivation of any aircraft system).

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### H. Contingent and Interrelated References

1. Contingent (Secondary):
  - a. If a primary MEL, CDL or NEF item states that an additional component or system “is considered inoperative”, the contingent deferral(s) must be issued concurrently with the primary deferral. Contingent items are identified with bold lettering in the (M) or (M)(O) Procedure of the primary item.
  - b. If a primary MEL, CDL or NEF item states that an additional component or system “is not used,” the operational requirements associated with that component or system must be complied with as part of the primary deferral. Contingent items are not placarded inoperative but are identified in the (O) or (DP) Procedure of the primary item.
2. Interrelated:
  - a. If a primary MEL, CDL or NEF item states that an additional component or system “must be operative”, a pop-up warning message will appear in SAFE if the deferral is requested and an interrelated deferral has already been issued. This includes both implied and/or reverse interrelated items. An interrelated pop-up warning message does not prohibit the deferral issue; its intent is to alert MOC personnel to a potential conflict which must be resolved.
  - b. If a primary MEL, CDL or NEF item states that an additional component or system “must be verified operative”, the (M) or (O) Procedure section(s) will specify the steps (or provide a reference to the steps) necessary to verify the operation of the interrelated component or system. The verification must be accomplished prior to departure and/or repetitively as specified by the primary item.

### 2.4 MEL Revisions by Temporary / Emergency Revision or Optimization

- A. The MEL Programs Group is authorized to provide both Emergency and Temporary Revisions to the MEL. Refer to GPM Section 17.16.12.
- B. An Emergency Revision (ER) is the approved method to change MEL item data content for safety reasons (FAA Order 8900.1, Volume 3, Chapter 32, Section 2, Paragraph 3-3158). An ER must be approved by the Director of Maintenance (DOM) and the Director Flight Operations prior to publication and FAA American CMO submission. The revised MEL item must not be less restrictive than the original MMEL or AFM.
- C. A Temporary Revision (TR) is the approved method to submit MEL changes; complementing the Normal and Emergency Revision processes. A TR will be issued to make single subject revisions to multiple fleets or multiple MEL items within the same fleet due to AA or regulatory procedure change, to update technical content or for a revision that does not meet the safety criteria for an ER. The revised MEL item must not be less restrictive than the original MMEL or AFM.
- D. Format and Distribution of Emergency (ER) and Temporary (TR) Revisions:
  1. The ER or TR will replace the existing MEL item(s) with a Subject Page and the revised item(s).
  2. If the MEL normally permits Flight Crew placarding, Flight Crew placarding may be restricted due to the nature or scope of the ER or TR.
  3. An ER or TR must be approved by the MEL Programs Manager prior to issue, and will follow the same review, approval and distribution process as a Normal Revision. The MEL

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Programs Group is responsible for issuing, publishing and coordinating approval with the FAA American CMO.

4. All outstanding ERs and TRs will be incorporated into the next Normal Revision of the affected MEL.
- E. An Optimization is a minor change to the MEL book format. It is only utilized to correct a non-technical issue that does not affect the intent of the MEL item or an associated procedure. Examples include typographical, numbering / lettering, effectiveness block or page roll error corrections.
- F. Revisions to the CDL and NEF are only made through the Normal Revision process. Emergency or Temporary Revisions are not used for the CDL and NEF.

### 2.5 Clarification / Notice of Change (NOC)

- A. A Clarification / NOC is an interim change to an MEL, CDL, TAC or NEF procedure that:
  1. Adds a temporary limitation / restriction or additional procedures, due to an unusual operational condition or emergency.
  2. Locks out an MEL or CDL deferral reference from use pending an operational or technical review.
  3. Implements an off-hours revision to an MEL, CDL or NEF reference
- B. A Clarification / NOC will be removed or rescinded:
  1. When the unusual operational condition or emergency has been declared over by the DOM or the Managing Director Flight Operations.
  2. The technical review has been completed and the deferral reference has been reinstated for use.
  3. A Normal, Temporary or Emergency Revision has incorporated the change into the MEL, CDL or NEF, as appropriate.

## 3. Flight Crew Procedures

### 3.1 General

- A. Prior to flight, the Captain will review all placards in the AML and all associated Operational (O) procedures to ensure compliance. Any Dispatch Concurrence Required MEL, CDL or NEF item that does not appear on the Flight Release must be coordinated with Dispatch prior to departure to verify compliance with operational restrictions and obtain a new / amended Flight Plan / Dispatch Release. The amended Flight Plan / Dispatch Release can be obtained via computer printout, radio / telephone, or ACARS free text message. The flight will not take off until receiving the amended release.
- B. The Captain may request equipment requirements above the minimums listed in this MEL or CDL whenever, in the Captain's judgment, such added equipment is essential to the safe and prudent operation of a particular flight under the unique conditions prevailing at the time.
- C. Maintenance Operations Control (MOC) personnel are on duty 24 hours a day, seven days a week for technical consultation and to help resolve aircraft/engine problems or provide MEL, CDL or NEF interpretation.
- D. Any discrepancies noted at any airport may be Flight Crew placarded so long as the discrepancy allows Flight Crew placarding in the MEL, CDL or NEF. If the MEL, CDL or NEF

**Introduction**

specifies that the airplane may not depart from an airport where repairs can be made, refer to Paragraph 2.1.G prior to Flight Crew placarding.

- E. INFO-ITEM discrepancies are used for communicating information to Maintenance for non-airworthiness related issues. For paper-based AML, INFO-ITEM entries are informational only and do not require a balancing ACTION TAKEN entry prior to departure. These entries may remain open until the next AA staffed Maintenance airport, where an AMT must complete the ACTION TAKEN block. For the eAML, an ACTION TAKEN entry is required to remove the maintenance hold. Refer to the MEL / CDL / NEF Deferral Process flow chart located at the end of this Introduction. The Flight Crew will not enter an aircraft system malfunction as an INFO-ITEM. For paper AML, refer to FOM Chapter 1m.3. For eAML, refer to FOM Chapter 1me.3. An INFO-ITEM entry would be made for one of the following:
1. An operational verification accomplished by the Flight Crew, for example Flight Confidence Check (FCC), ETOPS verification check or APU in-flight start.
  2. A condition that self corrected or was corrected by a system reset on the aircraft, as identified in an approved aircraft manual.
  3. A non-airworthiness item that was repaired by non-certificated personnel; for example a passenger seat cover replacement, a dirty windshield cleaning, etc. An item corrected by non-certificated personnel will be signed off (balanced) by the Flight Crew in the next available MECHANICAL DISCREPANCY block.

### **3.2 MEL (O) Procedures**

- A. (O) Procedures may contain the written procedure or refer to the procedure in another manual. These procedures may be:
1. Written out within the MEL, CDL, NEF or TAC item.
  2. Cross-referenced to an approved aircraft manual, for example FOM or Quick Reference Handbook (QRH).
  3. A combination of the above.

### **3.3 Equipment Malfunction Prior to Gate Departure**

- A. If a fault exists at any airport and Flight Crew placarding is not authorized, a Flight Crewmember shall advise the Dispatcher and MOC.
- B. MEL, CDL or NEF Items that are identified as Flight Crew placardable ("Y" in the FLIGHT CREW PLACARDING column) may be placarded by the Captain prior to gate departure.
- C. If identified as Flight Crew placardable, a Flight Crewmember will contact the appropriate MOC Fleet Desk by radio or telephone to confirm application of the deferral. Refer to Paragraph 8. The Crewmember will review the fault and the deferral reference with MOC to ensure that the correct reference is being applied.
- D. If the MEL, CDL or NEF item is identified as DISPATCH CONCURRENCE REQUIRED, the Flight Crewmember will contact the appropriate Dispatcher to verify compliance with operational restrictions and obtain an amended Flight Plan / Dispatch Release. The amended Flight Plan / Dispatch Release can be obtained via computer printout, radio, telephone, or ACARS free text message. The flight will not take off until receiving the amended release.

## Introduction

- E. If the Flight Crew placard is approved, the Flight Crewmember will get a deferral control number and the applicable Maintenance Control Technician (MCT) name for verification of aircraft airworthiness.
- F. If MOC or the Dispatcher do not approve the Flight Crew placard, the MCT will contact local Maintenance.
- G. Flight Crew placarding is accomplished as follows:
  - 1. For paper-based AML, make an entry in the same MECHANICAL DISCREPANCY block, directly following the discrepancy, similar to "Deferred by Flight Crew Placard MEL (CDL) (NEF) ITEM xxx, CONTROL NUMBER xxx, per authority of MCT xxxxxx." Refer to FOM Chapter 3m.1 and 3me.1. For eAML, create a eMIC.
  - 2. The Flight Crew will not complete a Form E-693-1 (white) placard unless it is specifically required by the MEL or CDL. If the deferral item requires specific wording on a Form E-693-1, the Flight Crew must annotate that wording on the Form. Affix an INOP placard (M&E 99-1130-3-0342) to the lower left corner, and insert it in the Clear Placard Holder in the paper-based AML that is provided for this purpose. For eAML, a white placard will be generated in SAFE when the discrepancy is created.
  - 3. Unless certain wording is specified by the MEL, CDL or NEF item, affix an INOP placard on, or adjacent to, the affected control, switch, instrument, etc. in the flight deck or galley.
  - 4. If an MEL, CDL or NEF item requires particular wording at a specific location in the flight deck, affix a blank adhesive placard with the required wording. If necessary, cut or tear the adhesive label or placard to the required size.
  - 5. The Flight Crew must comply with the GENERAL LIMITATIONS at the beginning of the applicable CDL section, including the listing of the missing parts in the Dispatch Release and application of placards specifying operational limitations (airspeed, altitude, etc.).
  - 6. If an MEL or NEF procedure specifies that a circuit breaker must be opened and collared as part of a system deactivation, a red lock ring (M&E 99-2400-3-0002) must be used. If the red lock ring is not available, a white Ty-Rap may be used as an alternate. Notify MOC to create a follow-up item to replace the Ty-Rap with the red collar at the next AA staffed Maintenance station with the collar available.
  - 7. INOP placards (M&E 99-1130-3-0342), blank adhesive labels (M&E 99-1130-3-0336) and Form E-693-1 (white) placards (M&E 99-2517-3-0013) are stored in the paper-based AML. INOP placards and blank adhesive labels will be stored in the Flight Crew Forms Yellow Book for the eAML. If a blank adhesive label or Form is unavailable, a temporary placard may be fabricated out of tape, paper taped in place, etc.
  - 8. All AML deferral entries and required placards must be completed by the Flight Crew prior to takeoff.

### 3.4 Equipment Malfunction After Gate Departure

- A. Gate departure occurs when the airplane begins movement, either under its own power or push back. It is not necessary to return to the gate provided:
  - 1. There is a "Y" in the FLIGHT CREW PLACARDING column for the MEL, CDL or NEF item, and
  - 2. All requirements of the MEL, CDL or NEF item are complied with, and

**Introduction**

3. In the Captain's judgment, there is no requirement to conduct an outside inspection and no Maintenance action is necessary.
- B. If identified as Flight Crew placardable, a Flight Crewmember will contact the appropriate MOC Fleet Desk via Dispatch to confirm application of the deferral. The Crewmember will review the fault and the deferral reference with MOC to ensure that the correct reference is being applied.
- C. If the MEL, CDL or NEF item is identified as DISPATCH CONCURRENCE REQUIRED, the Flight Crewmember will verify compliance with operational restrictions and obtain an amended Flight Plan / Dispatch Release. The amended Flight Plan / Dispatch Release can be obtained via radio or ACARS free text message. The flight will not take off until receiving the amended release.
- D. If the Flight Crew placard is approved, the Flight Crewmember will get a deferral control number and the applicable Maintenance Control Technician (MCT) name for verification of aircraft airworthiness.
- E. If MOC or the Dispatcher do not approve the Flight Crew placard, the MCT will contact local Maintenance.
- F. Accomplish the specified Flight Crew placarding procedures in Paragraph 3.3.G.
- G. If the next landing is at an AA staffed Maintenance station, the item must be evaluated for a Maintenance deferral before the next departure.

**3.5 Follow Up Maintenance Action Required**

- A. RECURRING ACTION. Some MEL, CDL, NEF or TAC items specify a follow-up Maintenance Action. These items are denoted in the paper-based AML by a Form E-693-1 (white) placard. For the eAML the white placard is displayed in SAFE. Maintenance, the Flight Crew, or other non-maintenance personnel have the responsibility for accomplishing the Action. No AML verification entry is required.
- B. MAINTENANCE ACTION REQUIRED. Some MEL, CDL, NEF and TAC items specify a follow-up Maintenance Action requiring an AML verification entry and signature. This requirement may be based on calendar / flight days, flight cycles, flight hours or some other time interval. MEL, CDL or NEF items are denoted in the paper-based AML by a Form E-693-2 (yellow) placard; TAC items are denoted with a Form E-693-3 (green) placard. For the eAML, the yellow and green placards are displayed in SAFE Flight MIC Sheet Tab placard view and SAFE Line view. Maintenance personnel have the responsibility for accomplishment of the repetitive action and verification signature in the AML. Flight Crew personnel are responsible for ensuring the AML verification entry is made and for compliance with any associated operational requirements. Questions or concerns should be directed to MOC or local Maintenance. MOC personnel have the responsibility for tracking, assigning and verifying accomplishment of the repetitive actions.

**4. Dispatch Procedures****4.1 General**

- A. The Dispatcher is responsible for compliance with any (DP) Procedures required by the deferred item or TAC. The Dispatcher will verify all operational restrictions are observed and the flight is planned accordingly. Both the Captain and Dispatcher will ensure that a flight is in compliance with any specified operational restrictions of the MEL, CDL, NEF or TAC item. Some typical adjustments include, but are not limited to, weight, altitude or fuel planning. During

## Introduction

- the planning process the Dispatcher may require a deferral or TAC item to be cleared or to change an aircraft's routing in order to comply with the specified operational restrictions.
- B. If a placard requiring Dispatch approval is applied or cleared after flight release but prior to departure, Dispatch must contact the Captain regarding the operational impact of new or cleared items. This includes any penalties or lack of penalties that the flight would incur.

### 4.2 MEL (DP) Procedures

- A. (DP) Procedures may contain the written procedure or refer to the procedure in another manual. These procedures may be:
1. Written out within the MEL, CDL, NEF or TAC item.
  2. Cross-referenced to the Dispatch Procedures Manual (DPM).
  3. A combination of the above.

## 5. MEL Requirements for International and Overwater Operations

- A. Basic MEL requirements: Apply to operations that are within the continental United States, Alaska, Canada, Mexico, Bahamas or are conducted wholly within Europe, South America or the Hawaiian Islands. Additional requirements may be provided for ETOPS, Extended Overwater or certain regional operations.
- B. Extended Overwater Operations: Refers to flight on an overwater route that contains a point more than 50 nautical miles from the nearest shoreline.
- C. Limited Overwater Operations. Refer to FOM Chapter 3f.
- D. International Operations. Refer to FOM Chapter 3i.
- E. Polar Operations: Refers to flight on a route north of 78° north latitude.
- F. Extended Operations (ETOPS): Refers to twin engine airplanes under ETOPS rules over a route that contains a point farther than one hour's flying time, at the normal one engine inoperative cruise speed in still air, from an adequate landing airport.
- G. Asia / South Pacific: The region or airspace of the areas of Australia, New Zealand, People's Republic of China, Republic of Korea (South Korea), Hong Kong, Macao, Taiwan or Japan; excluding the Hawaiian Islands.
- H. Caribbean: The region or airspace of the areas of the Caribbean Islands, Bermuda and Cuba; excluding the Bahamas.
- I. Central America: The region or airspace of the areas of the seven countries of Belize, Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica and Panama.
- J. Europe: The region or airspace of the areas of any destination east of the NAT HLA, north of the northern coast of Africa and west of Russia. India is also considered part of Europe for MEL requirements.
- K. North America: The region or airspace of the areas of the 48 contiguous United States, Alaska, Canada and Mexico, including islands within 50 NM of these land areas.
- L. South America: The region or airspace of the areas of the South American continent including South American destinations north of 5° N.
- M. Latin America: The region or airspace of the areas of Mexico, Central America, South America and the Caribbean.

**Introduction**

- N. North Atlantic High Level Airspace (NAT HLA): The airspace between FL 285 to FL 420 in the Bodo, Gander, New York East, Reykjavik and Santa Maria Oceanic Control Areas.
- O. North Atlantic Contingency Routes: Special routes between Northeastern Canada and Europe via Greenland and Iceland, between Ireland / United Kingdom and Spain, and between the Azores and the Portuguese mainland for airplanes equipped with normal navigation equipment (VOR, DME, ADF) and at least one approved fully operative long-range navigation system. When an MEL item for a twin-engine airplane specifies operation over these routes, there must always be an adequate landing airport (sufficient length and width to accommodate a landing) within one hour's flying time at the normal one engine inoperative cruise speed in still air.

## **6. Lower Minimum Program**

The Lower Minimum Program (LMP) is structured to govern all operations below CAT I minima. A Green LMP Placard Sleeve located in the paper-based AML is used to hold those MEL items which affect LMP. For the eAML an amber banner will indicate the LMP status of the aircraft and a placard will be displayed in SAFE Flight MIC Sheet Tab placard view. Absence of any placards in the green LMP Placard sleeve or SAFE, designates a fully operational LMP status. This is in addition to normal MEL requirements for placarding inoperative components and systems.

**Introduction****7. Airport Maintenance Stations**

A complete list of all scheduled airports and associated maintenance arrangements are in GPM Section 2.06. Stations not listed below are considered limited AA staffed (Class III) or non-AA staffed (Class IV).

**AA Staffed Maintenance Stations****CLASS 1**

Charlotte (CLT)	New York - Kennedy (JFK)
Chicago (ORD)	Philadelphia (PHL)
Dallas - Fort Worth (DFW)	Phoenix (PHX)
Los Angeles (LAX)	Saint Louis (STL)
Miami (MIA)	San Francisco (SFO)
New York - LaGuardia (LGA)	

**CLASS 2**

Atlanta (ATL)	Paris (CDG)
Austin (AUS)	Pittsburgh (PIT)
Boston (BOS)	Raleigh - Durham (RDU)
Buenos Aires (EZE)	Rio de Janeiro (GIG)
Denver (DEN)	San Antonio (SAT)
Frankfurt (FRA)	San Diego (SAN)
Houston (IAH)	Santiago (SCL)
Las Vegas (LAS)	Sao Paolo (GRU)
London (LHR)	Seattle (SEA)
Mexico City (MEX)	Tampa (TPA)
Newark (EWR)	Tulsa (TUL)
Orlando (MCO)	Washington - National (DCA)

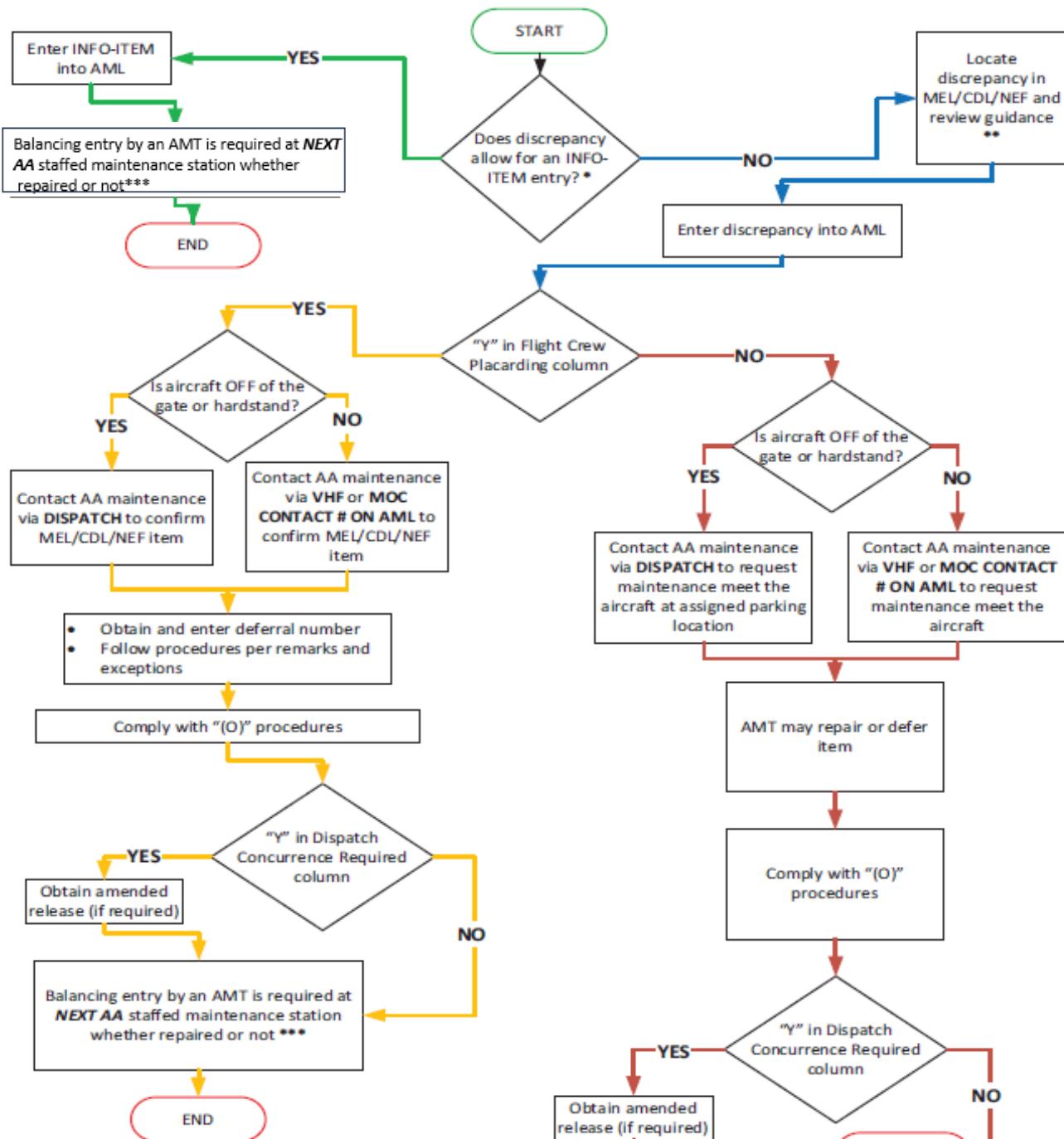
**Introduction****8. Organizational Contacts**

Key organizations involved in MEL, CDL, NEF and TAC content and procedures are as follows:

RESPONSIBILITY	ORGANIZATION	PHONE NUMBERS
Overall Authority and Responsibility, MEL Programs	Managing Director - Maintenance Operations Control (MOC)	(682) 315 - 6900
General Maintenance Authority (24 hour)	Manager On Duty - MOC	(682) 315 - 2000
<b>TECHNICAL ASSISTANCE &amp; MEL COORDINATION (AIRFRAME / ENGINE / APU)</b>		
B737	B737 Fleet Desk	(682) 315 - 0737
B777	B777 Fleet Desk	(682) 315 - 0777
B787	B787 Fleet Desk	(682) 315 - 0787
A320	A320 Fleet Desk	(682) 315 - 0320
Engine (ATA 49 and 71 - 80)	Engine / APU Support Desk	(682) 315 - 4570
In-Flight Entertainment (IFE)	IFE Desk	(682) 315 - 0433
Technical Support Desk (TSD)	Technical Support Desk	(682) 315 - 0873
System Operations Control (SOC)	Center Manager - Integrated Operations Control Center (IOCC)	(682) 315 - 7100
MEL Operational (O) Procedures	Flight Operations Support	(682) 278 - 6874
MEL / CDL / NEF / TAC / ARMS Content and Revisions	Manager - MOC MEL Programs Group	(682) 278 - 1367 <a href="mailto:AALMEL.tech-services@aa.com">AALMEL.tech-services@aa.com</a>

## Introduction

## Flight Crew Placarding Flow Chart for Paper AML



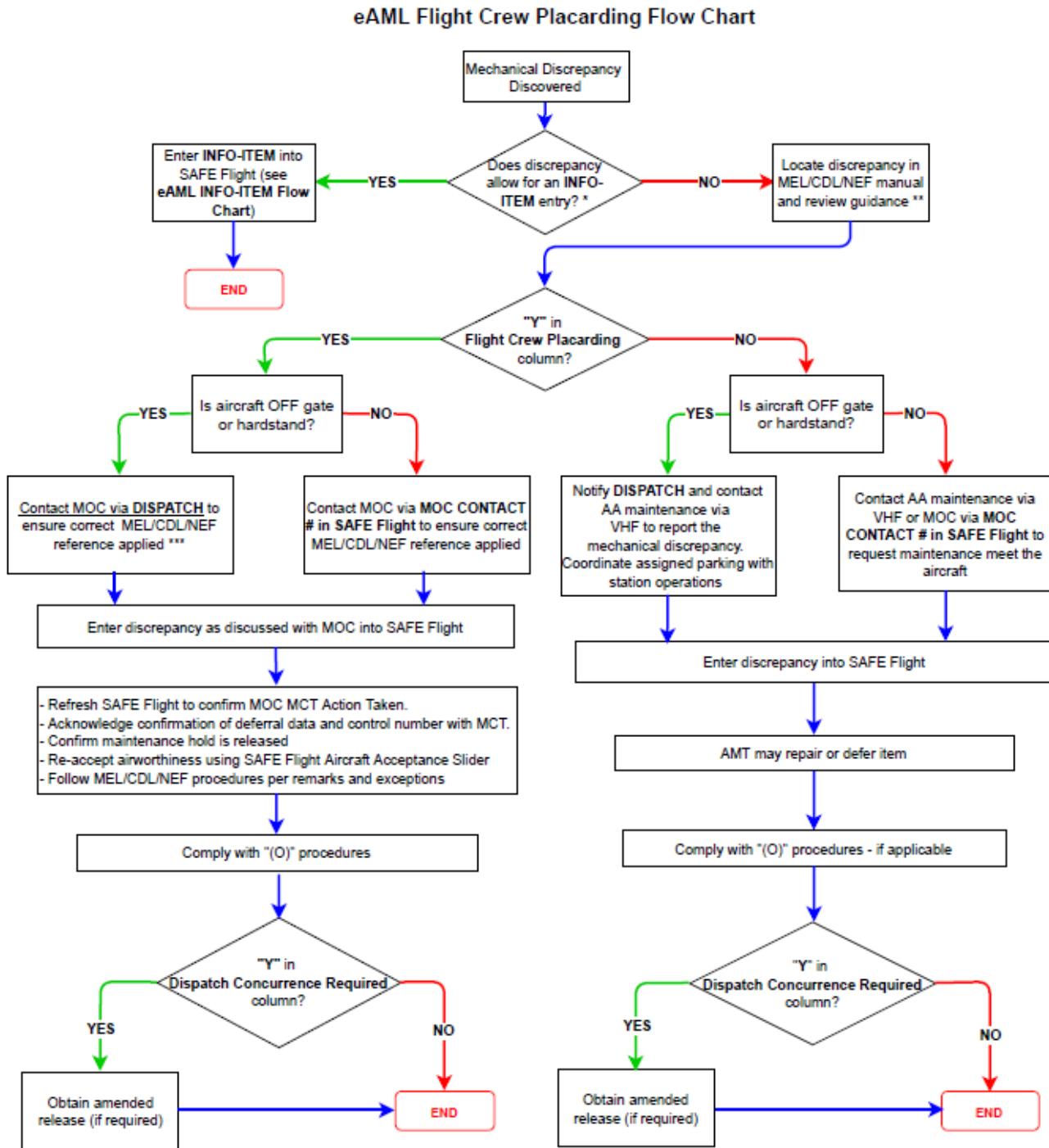
\* Refer to INFO-ITEM Decision Tree on following page.

\*\* If discrepancy cannot be located in MEL/CDL/NEF, item cannot be deferred and must be repaired.

\*\*\* **NEXT AA** staffed station is the upcoming AA staffed maintenance station identified in the MEL Introduction. If an INFO-ITEM, or Flight Crew Placard discrepancy is entered into the AML while at an AA staffed maintenance station, the aircraft may depart without a balancing entry made by an AMT. Refer to MEL Introduction for a complete list of AA staffed maintenance stations.

**Introduction****Flight Crew INFO-ITEM Flow Chart for Paper AML**

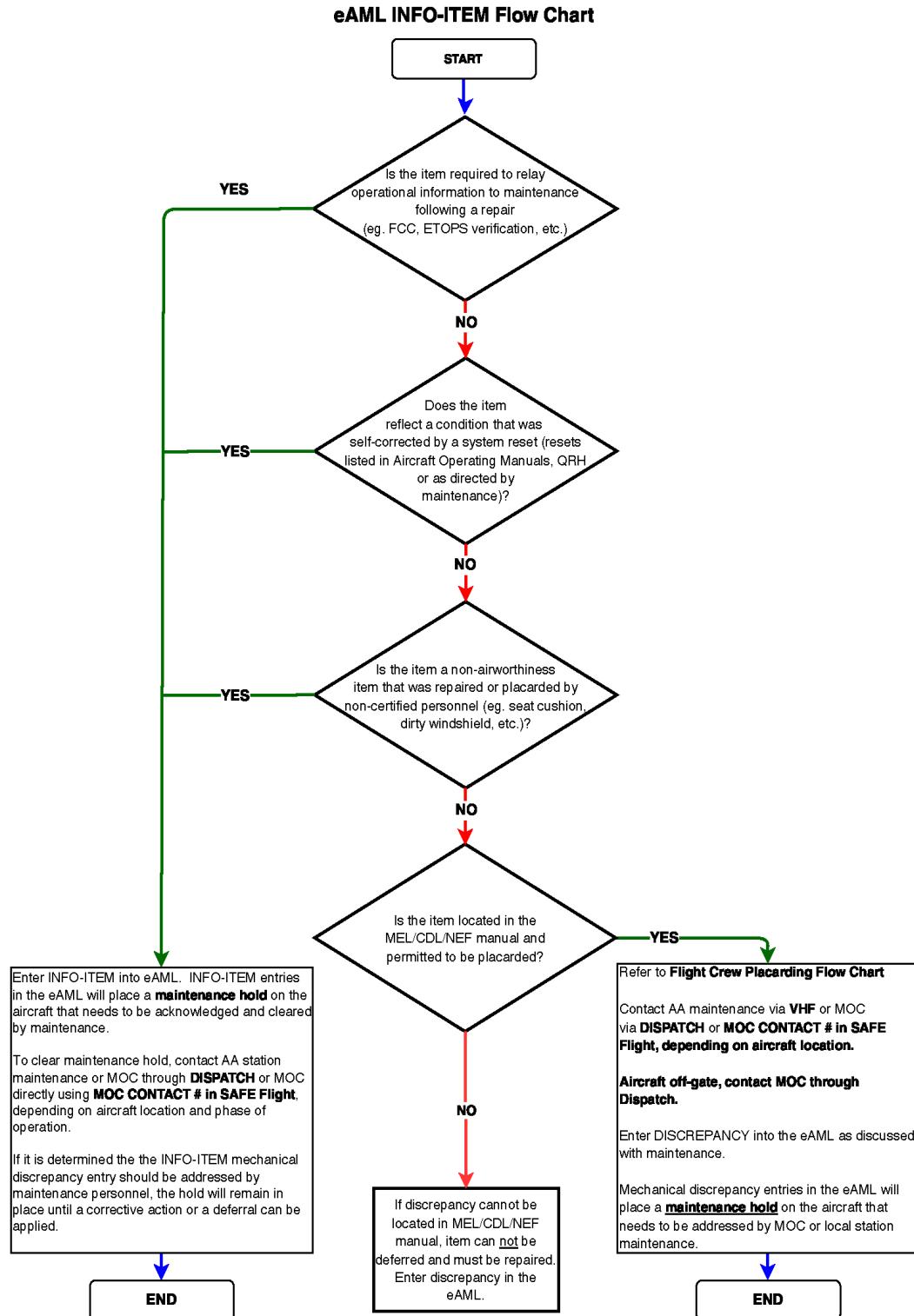
## Introduction



\* Refer to eAML INFO-ITEM Flow Chart on following page

\*\* If discrepancy cannot be located in the MEL/CDL/NEF manual, item can not be deferred and must be repaired.

\*\*\* It is recommended to remain on the call with Dispatch and MOC throughout the process to confirm MOC MCT ACTION TAKEN entries.

**Introduction**

# Reviewer's Guide

American Airlines B737NG MEL Rev 62-1  
Changes based on FAA MMEL Revision 62  
& DDG Revision 62, unless otherwise noted

For questions regarding this revision contact MEL Specialist:

- Ty Johnson
- Ty.Johnson@aa.com
- 682-315-5734

MMEL Mandatory Dates

FAA MMEL R62 posted:  
AA 90 day due date:  
FAA 90 day due date:

<b>AA MEL</b>	<b>FAA MMEL</b>	<b>AA DESCRIPTION OF MEL CHANGE(S)</b> (All changes are indicated by a rev bar and all rev bars align with this Reviewer's Guide)
		<b>GENERAL</b>
		<b>SYSTEM 21</b>
21-22	21-34b	INOP placard info
		<b>SYSTEM 22</b>
22-12b,f,h	22-15	Update placard requirements
22-89a,b	AAL Item	Update placard requirements
22-90	AAL Item	Update placard requirements
		<b>SYSTEM 23</b>
23-13b	23-16-02	Adjust Yellow placard information
		<b>SYSTEM 24</b>
		<b>SYSTEM 25</b>
25-03b,c,d,e	25-05A	eAML Changes
		<b>SYSTEM 26</b>
26-08a,b,c	26-09	Adjust Yellow placard information
26-13	26-18-01	Adjust Yellow placard information
26-14c,d,e	26-19	Adjust Yellow placard information
		<b>SYSTEM 27</b>
27-05	27-10	Adjust Yellow placard information
27-06	27-11	Adjust Yellow placard information
27-11	27-20-01-02A	Update placard requirements
		<b>SYSTEM 28</b>
28-02d	28-02-01	Add INOP placard Information.
28-06	28-06	Adjust Yellow placard information
28-07	28-07-01	Adjust Yellow placard information
28-15	28-22-02	Adjust Yellow placard information

<b>AA MEL</b>	<b>FAA MMEL</b>	<b>AA DESCRIPTION OF MEL CHANGE(S)</b> (All changes are indicated by a rev bar and all rev bars align with this Reviewer's Guide)
		<b>SYSTEM 29</b>
29-06	29-09	Adjust Yellow placard information
29-08	29-11-02	Adjust Yellow placard information
29-09	29-12	Adjust Yellow placard information
29-11	29-15	Adjust Yellow placard information
		<b>SYSTEM 30</b>
30-02	30-02	Adjust Yellow placard information
30-09	30-09-02	Adjust Yellow placard information
30-14	30-18a	Adjust Yellow placard information
		<b>SYSTEM 31</b>
31.02a	31-02-01B	Adjust Yellow placard information
		<b>SYSTEM 32</b>
32-04	32-07	Add BOG restriction
32-08	32-13-02-02	Adjust Yellow placard information
32-12	32-17-02	Adjust Yellow placard information
		<b>SYSTEM 33</b>
33-08c	33-08-01-01a	Add INOP placard information.
		<b>SYSTEM 34</b>
34-22	STC ST02522SE	Add relief for new HUD STC
34-28b,d	34-53	Adjust DP Procedure.
		<b>SYSTEM 35</b>
35-02	35-03-01	Adjust Yellow placard information
		<b>SYSTEM 36</b>
		<b>SYSTEM 38</b>
38-01c	38-01A	Adjust Yellow placard information
		<b>SYSTEM 46</b>
		<b>SYSTEM 49</b>
49-03	49-04	Adjust Yellow placard information
		<b>SYSTEM 52</b>
52-01	52-03	Adjust Yellow placard information
52-03a	52-06-01	Adjust Yellow placard information
52-06	52-15	Adjust Yellow placard information
52-11	52-25	Adjust Yellow placard information

<b>AA MEL</b>	<b>FAA MMEL</b>	<b>AA DESCRIPTION OF MEL CHANGE(S)</b> <i>(All changes are indicated by a rev bar and all rev bars align with this Reviewer's Guide)</i>
		<b>SYSTEM 73</b>
		<b>SYSTEM 79</b>
79-01	79-01	Adjust Yellow placard information
79-02	79-02-01	Adjust Yellow placard information
		<b>SYSTEM 80</b>



## 737 NG Minimum Equipment List

### MEL Revision Record

NO.	DATE INSERTED	NO.	DATE INSERTED	NO.	DATE INSERTED
Initial	02-15-10	74			
1	10-12-10	75			
2	01-25-11	76			
3	09-22-11	77			
4	03-20-12	78			
	Revision numbering revised to match MMEL numbering	79			
56	06-11-13	80			
56-1	10-31-13				
56-2	08-05-14				
57	03-24-15				
57-1	11-16-15				
58	02-23-16				
58-1	06-07-16				
59	07-11-17				
60	07-31-18				
60-1	01-01-20				
60-2	05-04-20				
61	01-04-21				
61-1	01-26-22				
61-2	08-10-22				
62	03-13-23				
62-1	09-13-23				
62-2	05-29-24				
63					
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## **737 NG Minimum Equipment List**

## **MEL Temporary / Emergency Revision Record**



## 737NG MEL Manual

# TEMPORARY REVISION

Subject: MEL item 80-03 — Engine Start Valves

No. 62-2.1

Date 05-30-24

### Background:

Due to implementation of eAML.

### Affected MEL Item:

80-03: Engine Start Valves

KIRK F  
BALDIN

Digitally signed by  
KIRK F BALDIN  
Date: 2024.05.24  
10:38:41 -05'00'

FAA APPROVED.

/s/ Kirk F. Baldin

AALA Principal  
Operations Inspector



## 737NG MEL Manual

# TEMPORARY REVISION

Subject: MEL item 34-23a,b — Global Positioning Systems

No. 62-2.2

Date 10-29-24

### Background:

GPS 2 affects WIFI systems.

### Affected MEL Item:

34-23a,b Global Positioning Systems

WALTER  
SANFORD  
BETTILYON

Digital signature of WALTER SANFORD BETTILYON  
Date: 2024-10-22 12:40:14  
-05'00'

FAA APPROVED.

/s/ Kirk F. Baldin

AALA Principal  
Operations Inspector



## 737NG MEL Manual

# TEMPORARY REVISION

Subject: MEL item 25-10a, 25-11a, 25-12a,b — Emergency Medical Equipment

No. 62-2.3

Date 08-15-24

### Background:

Revised (DP) procedures for more effective procedure.

### Affected MEL Item:

25-10a, 25-11a, 25-12a,b Emergency Medical Equipment

KIRK F  
BALDIN

Digitally signed by  
KIRK F BALDIN  
Date: 2024.09.20  
10:13:24 -05'00'

FAA APPROVED.  
/s/ Kirk F. Baldin  
AALA Principal  
Operations Inspector



## 737NG MEL Manual

# TEMPORARY REVISION

Subject: MEL item 32-01a, 32-01b— Anti-Skid System

No. 62-2.4

Date 04-14-25

### Background:

Flight requested change based on aircraft able to land with a tailwind referencing the Non Normal tab in the Land App.

Revised (O) and (DP) procedures.

### Affected MEL Item:

32-01a Anti Skid System - One Channel Inop

32-01b Anti Skid System - Both Channels Inop

WALTER  
SANFORD  
BETTILYON

Digital signature by WALTER  
SANFORD BETTILYON  
Date: 2025-05-29 08:47:31  
-05'00'

FAA APPROVED.  
/s/ Walter Bettilyon  
AALA Principal  
Operations Inspector



# 737 NG Minimum Equipment List

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## 737 NG Minimum Equipment List

### List of Effective Items

(AA B-737NG MEL Revision 62-2, in compliance with FAA B-737-800 MMEL Revision No. 62)

Item	Date	Item	Date	Item	Date	Item	Date
21-01	03-13-23	22-04	03-13-23	24-03	09-13-23	26-04	03-13-23
21-02	09-13-23	22-05	03-13-23	24-04	09-13-23	26-05	01-26-22
21-03	09-13-23	22-06	09-13-23	24-05	09-13-23	26-06	01-26-22
21-04	08-10-22	22-07	09-13-23	24-06	09-13-23	26-07	09-13-23
21-05	03-13-23	22-08	01-04-21	24-07	09-13-23	26-08	05-29-24
21-06	03-13-23	22-09	01-04-21	24-08	09-13-23	26-09	09-13-23
21-07	03-13-23	22-10	08-10-22	24-09	02-23-16	26-10	03-13-23
21-08	03-13-23	22-11	09-13-23	24-10	09-13-23	26-11	09-13-23
21-09	03-13-23	22-12	05-29-24	24-11	09-13-23	26-12	09-13-23
21-10	03-13-23	22-13	09-13-23	24-12	09-13-23	26-13	05-29-24
21-11	03-13-23	22-14	03-13-23	24-13	09-13-23	26-14	05-29-24
21-12	08-10-22	22-15	03-13-23	24-14	09-13-23	26-15	09-13-23
21-13	03-13-23	22-16	09-13-23	24-15	09-13-23	27-01	03-13-23
21-14	03-13-23	22-89	05-29-24	25-01	03-13-23	27-02	09-13-23
21-15	03-13-23	22-90	05-29-24	25-02	09-13-23	27-03	07-11-17
21-16	03-13-23	23-01	09-13-23	25-03	05-29-24	27-04	01-04-21
21-17	03-13-23	23-02	03-13-23	25-04	09-13-23	27-05	05-29-24
21-18	03-13-23	23-03	03-13-23	25-05	09-13-23	27-06	05-29-24
21-19	03-13-23	23-04	09-13-23	25-06	09-13-23	27-07	09-13-23
21-20	03-13-23	23-05	09-13-23	25-07	09-13-23	27-08	09-13-23
21-21	03-13-23	23-06	03-13-23	25-08	03-13-23	27-09	07-11-17
21-22	05-29-24	23-07	09-13-23	25-09	09-13-23	27-10	09-13-23
21-23	07-31-18	23-08	09-13-23	25-10	03-13-23	27-11	05-29-24
21-24	03-13-23	23-09	09-13-23	25-11	03-13-23	27-12	08-10-22
21-25	03-13-23	23-10	03-13-23	25-12	03-13-23	27-13	03-13-23
21-26	07-31-18	23-11	09-13-23	25-13	09-13-23	27-14	07-11-17
21-27	08-10-22	23-12	03-13-23	25-14	09-13-23	28-01	09-13-23
21-28	03-13-23	23-13	05-29-24	25-15	09-13-23	28-02	05-29-24
21-29	07-11-17	23-14	09-13-23	25-16	09-13-23	28-03	09-13-23
21-30	03-13-23	23-15	08-10-22	25-17	09-13-23	28-04	01-26-22
21-31	01-26-22	23-16	09-13-23	25-18	09-13-23	28-05	09-13-23
21-32	03-13-23	23-17	03-13-23	25-99	07-11-17	28-06	05-29-24
22-01	03-13-23	23-18	09-13-23	26-01	09-13-23	28-07	05-29-24
22-02	03-13-23	24-01	08-10-22	26-02	03-13-23	28-08	09-13-23
22-03	03-13-23	24-02	09-13-23	26-03	03-13-23	28-09	09-13-23



## 737 NG Minimum Equipment List

### List of Effective Items

(AA B-737NG MEL Revision 62-2, in compliance with FAA B-737-800 MMEL Revision No. 62)

Item	Date	Item	Date	Item	Date	Item	Date
28-10 .....	09-13-23	30-14 .....	05-29-24	33-11 .....	09-13-23	34-25 .....	09-13-23
28-11 .....	09-13-23	30-15 .....	09-13-23	33-12 .....	03-13-23	34-26 .....	07-11-17
28-12 .....	09-13-23	31-01 .....	09-13-23	33-13 .....	09-13-23	34-27 .....	09-13-23
28-13 .....	09-13-23	31-02 .....	05-29-24	33-14 .....	09-13-23	34-28 .....	05-29-24
28-14 .....	09-13-23	31-03 .....	09-13-23	33-15 .....	09-13-23	35-01 .....	09-13-23
28-15 .....	05-29-24	31-04 .....	09-13-23	33-16 .....	07-11-17	35-02 .....	05-29-24
28-16 .....	09-13-23	31-05 .....	09-13-23	33-17 .....	09-13-23	35-03 .....	03-13-23
28-17 .....	03-13-23	31-06 .....	09-13-23	33-18 .....	09-13-23	35-04 .....	01-26-22
29-01 .....	09-13-23	31-07 .....	03-13-23	33-19 .....	09-13-23	35-05 .....	03-13-23
29-02 .....	03-13-23	32-01 .....	03-13-23	33-20 .....	09-13-23	36-01 .....	07-31-18
29-03 .....	03-13-23	32-02 .....	07-11-17	33-21 .....	09-13-23	36-02 .....	09-13-23
29-04 .....	03-13-23	32-03 .....	09-13-23	34-01 .....	09-13-23	36-03 .....	09-13-23
29-05 .....	09-13-23	32-04 .....	05-29-24	34-02 .....	09-13-23	36-04 .....	09-13-23
29-06 .....	05-29-24	32-05 .....	07-11-17	34-03 .....	02-23-16	36-05 .....	03-13-23
29-07 .....	09-13-23	32-06 .....	02-23-16	34-04 .....	07-31-18	36-06 .....	09-13-23
29-08 .....	05-29-24	32-07 .....	09-13-23	34-05 .....	09-13-23	36-07 .....	08-10-22
29-09 .....	05-29-24	32-08 .....	05-29-24	34-06 .....	09-13-23	36-08 .....	08-10-22
29-10 .....	07-31-18	32-09 .....	01-04-21	34-07 .....	09-13-23	38-01 .....	05-29-24
29-11 .....	05-29-24	32-10 .....	02-23-16	34-08 .....	09-13-23	38-02 .....	05-29-24
29-12 .....	07-31-18	32-11 .....	09-13-23	34-09 .....	09-13-23	38-03 .....	05-29-24
29-13 .....	09-13-23	32-12 .....	05-29-24	34-10 .....	09-13-23	38-04 .....	09-13-23
29-14 .....	09-13-23	32-13 .....	02-23-16	34-11 .....	09-13-23	46-01 .....	09-13-23
30-01 .....	08-10-22	32-14 .....	09-13-23	34-12 .....	09-13-23	46-02 .....	03-13-23
30-02 .....	05-29-24	32-15 .....	09-13-23	34-13 .....	09-13-23	47-01 .....	09-13-23
30-03 .....	08-10-22	32-16 .....	09-13-23	34-14 .....	09-13-23	49-01 .....	01-26-22
30-04 .....	09-13-23	33-01 .....	09-13-23	34-15 .....	09-13-23	49-02 .....	09-13-23
30-05 .....	09-13-23	33-02 .....	09-13-23	34-16 .....	09-13-23	49-03 .....	05-29-24
30-06 .....	09-13-23	33-03 .....	09-13-23	34-17 .....	09-13-23	49-04 .....	09-13-23
30-07 .....	09-13-23	33-04 .....	09-13-23	34-18 .....	09-13-23	49-05 .....	08-10-22
30-08 .....	09-13-23	33-05 .....	09-13-23	34-19 .....	09-13-23	49-06 .....	03-13-23
30-09 .....	05-29-24	33-06 .....	03-13-23	34-20 .....	09-13-23	49-07 .....	03-13-23
30-10 .....	03-13-23	33-07 .....	09-13-23	34-21 .....	09-13-23	49-08 .....	09-13-23
30-11 .....	09-13-23	33-08 .....	05-29-24	34-22 .....	05-29-24	49-09 .....	01-26-22
30-12 .....	09-13-23	33-09 .....	09-13-23	34-23 .....	09-13-23	49-10 .....	09-13-23
30-13 .....	09-13-23	33-10 .....	09-13-23	34-24 .....	09-13-23	52-01 .....	05-29-24



# 737 NG Minimum Equipment List

## List of Effective Items

(AA B-737NG MEL Revision 62-2, in compliance with FAA B-737-800 MMEL Revision No. 62)

Item	Date	Item	Date	Item	Date	Item	Date
52-02 .....	01-04-21						
52-03 .....	05-29-24	<b>FAA APPROVED.</b>					
52-04 .....	09-13-23	KIRK F	Digitally signed by				
52-05 .....	09-13-23	BALDIN	KIRK F BALDIN				
52-06 .....	05-29-24		Date: 2024.05.24				
52-07 .....	09-13-23		10:21:06 -05'00'				
52-08 .....	09-13-23						
52-09 .....	09-13-23						
52-10 .....	09-13-23						
52-11 .....	05-29-24						
73-01 .....	09-13-23						
73-02 .....	09-13-23						
73-03 .....	09-13-23						
73-04 .....	09-13-23						
73-05 .....	09-13-23						
73-06 .....	02-23-16						
73-07 .....	09-13-23						
74-01 .....	09-13-23						
77-01 .....	09-13-23						
77-02 .....	09-13-23						
77-03 .....	09-13-23						
78-01 .....	08-10-22						
78-02 .....	09-13-23						
79-01 .....	05-29-24						
79-02 .....	05-29-24						
79-03 .....	07-11-17						
79-04 .....	09-13-23						
79-05 .....	07-11-17						
80-01 .....	03-13-23						
80-02 .....	09-13-23						
80-03 .....	07-31-18						



# 737 NG Minimum Equipment List

TOC 21.1

SYSTEM 21

AIR CONDITIONING AND PRESSURIZATION

## SYSTEM 21 - Air Conditioning and Pressurization

- 21-01 Air Conditioning Packs
- 21-02 Pack Airflow / Shutoff Valves
- 21-03 Pack Trip Warning Systems
- 21-04 Pack Ram Air Systems
- 21-05 RAM DOOR FULL OPEN Indicating Lights
- 21-06 Cabin Rate of Climb Indicator
- 21-07 Cabin Altitude Warning System
- 21-08 Cabin Altitude Indicator
- 21-09 Cabin Differential Pressure Indicator
- 21-10 Cabin Pressure Control System
- 21-11 Main Outflow Valve
- 21-12 Pressure Relief Valves
- 21-13 Temperature Indicators
- 21-14 ZONE TEMP Duct Overheat Warning Lights
- 21-15 Passenger Cabin Temperature Control Systems
- 21-16 Flight Deck Temperature Control Systems
- 21-17 Ground Preconditioned Air Connection Check Valve
- 21-18 Electrical / Electronic Equipment Cooling Blowers
- 21-19 Recirculation Fans
- 21-20 Pack Temperature Control System(s) (Electronic Pack / Zone Controllers)
- 21-21 Pack Temperature Control Valves
- 21-22 Standby Pack Temperature Control Valves
- 21-23 Trim Air Pressure Regulating and Shutoff Valve
- 21-24 Trim Air Modulating Valves
- 21-25 Outflow VALVE Position Indicator
- 21-26 Trim Air Check Valves
- 21-27 Equipment Cooling Automatic Flow Control Valve / Overboard Exhaust Valve
- 21-28 Door Area Heater Systems



## 737 NG Minimum Equipment List

TOC 21.2

### SYSTEM 21

### AIR CONDITIONING AND PRESSURIZATION

- 21-29 Equipment Cooling Low Flow Detector System (EQUIP COOLING OFF Light)
- 21-30 Equipment Cooling Air Filter
- 21-31 Fan Bypass Check Valves
- 21-32 Flight Deck Foot Heater Systems



# 737 NG Minimum Equipment List

Item 21-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 21		AIR CONDITIONING AND PRESSURIZATION				
21-01	Air Conditioning Packs a. One Inoperative (MMEL 21-01-01-01)	C	2	1	Y	(M)(O)(DP) One may be inoperative provided airplane remains at or below FL 250.

## (M) or (O) PROCEDURES

- A. Install a placard adjacent to the Captain's PFD to read: L (R) PACK INOP. MAX ALT FL 250. CLOSE ISOL VALVE AFTER ENGINE START.

## (O) PROCEDURES

### • NOTE •

*After engine start, a nuisance PACK or ZONE TEMP light may illuminate during a recall check.  
If the light extinguishes during the MASTER CAUTION reset, dispatch is permitted if the light can be reset.*

- A. When dispatching with one operating pack supplied by engine bleed air on takeoff, determine takeoff performance based on packs AUTO.
- B. Remain at or below FL 250.
- C. Do not operate flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operations and return are authorized.
- D. Position the associated PACK switch to OFF (this may create a permissible N1 difference of greater than 0.5% compared to TPS).

### • NOTE •

*Bleeds off performance information is only available for 26K (or 27K if planned) thrust.*

- E. Position the ISOLATION VALVE switch to CLOSE after starting engines.
  - F. Step 1 or 2 below need only be utilized if increased air flow when the flaps are extended during takeoff or landing is desired. The configurations will supply APU bleed air to the operating pack:
1. Right Pack Inoperative:
    - a. Refer to AOM - Supplementary Procedures - Air Systems - Engine Bleed Off Takeoff or Engine Bleed Off Landing (the only procedural difference is the Right Pack Switch is placed OFF and remains OFF).

### • NOTE •

*• Position and keep the R PACK switch to OFF and the ISOLATION VALVE switch to CLOSED.  
• With right pack inoperative, do not wait for cabin rate of climb stabilization.*

### 2. Left Pack Inoperative:

- a. Before Takeoff and Landing
  - i. No. 1 Bleed Air Switch - OFF
  - ii. Right Pack Switch - AUTO
  - iii. Left Pack Switch - OFF
  - iv. Isolation Valve - OPEN
  - v. No. 2 Bleed Air Switch - OFF
  - vi. APU Bleed Air Switch - ON
- b. After Takeoff
  - i. APU Bleed Air Switch - OFF
  - ii. No. 2 Bleed Air Switch - ON
  - iii. Isolation Valve - CLOSED
  - iv. No. 1 Bleed Air Switch - ON

(Continued)



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## 737 NG Minimum Equipment List

Item 21-01.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 21	AIR CONDITIONING AND PRESSURIZATION

### (DP) PROCEDURES (Continued from MEL 21-01a)

- A. Increase minimum takeoff fuel by 200 lbs for time APU is operated during takeoff / landing (FOS = 2 in MEL< of JR: FKY = Automated).
- B. Plan flight at or below FL 250.
- C. Do not dispatch flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operations and return are authorized.
- D. Dry ice must NOT exceed 880 lbs. Notify PIC and Central Load Planning (CLP).

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(Continued)



## 737 NG Minimum Equipment List

Item 21-01.3

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 21				AIR CONDITIONING AND PRESSURIZATION			
21-01	Air Conditioning Packs  b. Both Inoperative - Unpressurized Flight (MMEL 21-01-01-06)	C	2	0	Y	N	<b>(M)(O)(DP)</b> Both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Both Recirculation Fans are operative, c) Both E&E Equipment Cooling Exhaust Fans are operative, and d) Procedures below are used to ensure lower cargo compartments remain empty.

**(M) or (O) PROCEDURES**

- A. Prior to each departure verify the cargo compartments are empty.

**(M) PROCEDURES**

- A. Configure airplane for unpressurized flight in accordance with AMM 21-00-00/901.  
 B. Install the placards as follows:  
   1. Adjacent to the L or R PACK switches to read: LEAVE PACK SWITCH IN HIGH.  
   2. Adjacent to the Captain's PFD to read: BOTH PACKS INOP. MAX ALT 10,000 FEET MSL.  
   3. Adjacent to all cargo doors to read: DO NOT LOAD CARGO COMPARTMENT. Pre-printed placard SPN 99-2517-3-0014 may be used for this purpose.

**(O) PROCEDURES**

- A. Conduct flight unpressurized. Flight with Passengers / Cargo is not authorized. Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.  
 B. Do not operate flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.  
 C. Remain at or below 10,000 feet. MSL.  
 D. Remain within 50 nm of land.  
 E. Except for ditching, keep the outflow valve in the full OPEN position.  
 F. Limit climb and descent rates to 500 FPM to avoid discomfort.  
 G. Position the ISOLATION VALVE switch to CLOSE after starting engines.  
 H. To improve compartment temperatures:  
   1. If possible, pre-condition the cabin to a low temperature prior to dispatch. A low initial cabin temperature will result in a lower peak temperature.  
   2. Maintain the highest allowable flight altitude.  
   3. Minimize cabin heat by pulling the shades down and turning off unnecessary lights.  
   4. Position RECIRC FAN switch(es) to AUTO.

**(DP) PROCEDURES**

- A. Carrying Passengers / Cargo is not authorized. See Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.  
 B. Do not dispatch flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.  
 C. Plan flight at or below 10,000 feet. MSL.  
 D. Plan flight to remain within 50 nm of land.  
 E. Notify Load Planner that cargo compartments must remain empty.



## 737 NG Minimum Equipment List

Item 21-02.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 21			AIR CONDITIONING AND PRESSURIZATION			
21-02	Pack Airflow / Shutoff Valves	C	2	1	Y	N
	a. One Valve Inoperative - Pressurized Flight (MMEL 21-02)					(M)(O)(DP) One may be inoperative deactivated CLOSED.

**(M) PROCEDURES**

- A. Placard the associated Air Conditioning Pack inoperative in accordance with MEL item 21-01a.  
 B. Deactivate and CLOSE the associated flow control and shutoff valve in accordance with AMM 21-00-00/901.  
 C. Install a placard adjacent to the Captain's PFD to read: L (R) PACK INOP. MAX ALTITUDE FL 250.

**(O) PROCEDURES****• NOTE •**

*After engine start, a nuisance PACK or ZONE TEMP light may illuminate during a recall check.  
 If the light extinguishes during the MASTER CAUTION reset, dispatch is permitted if the light can be reset.*

- A. Air Conditioning Pack inoperative. See MEL item 21-01a for Operations (O) Procedure.

**(DP) PROCEDURES**

- A. Air Conditioning Pack inoperative. See MEL item 21-01a.
- 

b. Both Valves Inoperative - Unpressurized Flight (MMEL 21-02)	C	2	0	Y	N	(M)(O)(DP) Both may be inoperative deactivated CLOSED.
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**(M) PROCEDURES**

- A. Placard both Air Conditioning Packs inoperative in accordance with MEL item 21-01b.

**(O) PROCEDURES**

- A. Unpressurized flight with Passengers / Cargo is not authorized. See FOM, Non-Scheduled Flights, SFP / Maintenance Ferry Flight, Unpressurized Flight.  
 B. Air Conditioning Packs inoperative. See MEL item 21-01b for Operations (O) Procedure.

**(DP) PROCEDURES**

- A. Carrying Passengers / Cargo is not authorized. See FOM, Non-Scheduled Flights, SFP / Maintenance Ferry Flight, Unpressurized Flight.  
 B. Air Conditioning Packs inoperative. See MEL item 21-01b.
- 

(Continued)



## 737 NG Minimum Equipment List

Item 21-02.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 21			AIR CONDITIONING AND PRESSURIZATION			

21-02	Pack Airflow / Shutoff Valves  c. High Flow Modes (MMEL 21-02-01)	C	2	0	Y	Y	(M)(O)(DP) One or both may be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: L (R) (BOTH) PACK HIGH FLOW MODE INOP.  
B. Carriage of dry ice must not exceed 880lbs.

**(DP) PROCEDURES**

- A. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.

d. APU High Flow Mode (MMEL 21-02-02)	C	2	0	Y	Y	(M)(O)(DP) One or both may be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: APU HIGH FLOW MODE INOP.  
B. Carriage of dry ice must not exceed 880lbs.

**(DP) PROCEDURES**

- A. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.

e. Electronic Flow Control (MMEL 21-02-03)	C	2	0	Y	Y	(M)(O)(DP) One or both may be inoperative provided; a) Appropriate performance adjustments are applied, and b) The aft cargo compartment remains empty.
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**EFFECTIVITY:**

- A/C 3NF thru 3PX.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the aft cargo compartment door: DO NOT LOAD CARGO COMPARTMENT. Pre-printed placard 99-1121-3-0003 may be used for this purpose.  
B. Carriage of dry ice must not exceed 880lbs.

**(O) PROCEDURES**

- A. Prior to each departure verify with ground personnel aft cargo compartment is empty.  
B. Carriage of dry ice must not exceed 880lbs.

**• NOTE •**

- Failure of the electronic flow control valve torque motor or primary pack flow temperature controller will result in backup pneumatic flow control PFTC fault messages.
- With Electronic Flow Control Valve in backup pneumatic flow control, the associated PACK light will illuminate during Master Caution recall and will extinguish when Master Caution is reset.
- Backup pneumatic flow control will result in larger flow transients and airflow noise associated with bleed air pressure changes.

(Continued)



## 737 NG Minimum Equipment List

Item 21-02.3

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 21	AIR CONDITIONING AND PRESSURIZATION

**(DP) PROCEDURES (Continued from MEL Item 21-02e)**

- A. Notify Load Planner that the aft cargo compartment must remain empty.
- B. Increase Minimum Takeoff fuel by 2.5% for each engine with inoperative electronic flow control (FOS = 2.5 in JV; FKY = Automated).
- C. Apply enroute weight penalty of 1,800 lbs. for each engine with inoperative electronic flow control (FOS = 18 in JV; FKY = Automated).
- D. Reduce landing limited weights as specified in the following table:
- E. Reduce takeoff limited weights by TPAS (or manually) as specified in the following table:

Weight Limit Reduction for each Engine with inoperative Electronic Flow Control(x1000 lbs)	
Runway Limited Takeoff Weight	1.8
Climb Limited Takeoff Weight	1.8
Climb Limited Landing Weight	1.8
Runway Limited Landing Weight	1.8

- F. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.

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## 737 NG Minimum Equipment List

Item 21-03.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 21	AIR CONDITIONING AND PRESSURIZATION					
21-03 Pack Trip Warning Systems (MMEL 21-03)	C	2	0	Y	N	(M)(DP) One or both may be inoperative provided associated pack is not used.

### (M) PROCEDURES

- A. Placard the associated Air Conditioning Pack(s) inoperative in accordance with MEL item 21-01a or 21-01b, as appropriate.
- B. Install INOP placard adjacent to the Captain's PFD.

### (DP) PROCEDURES

- A. Air Conditioning Pack(s) inoperative. See MEL item 21-01a or 21-01b as appropriate.
-



## 737 NG Minimum Equipment List

Item 21-05.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 21		AIR CONDITIONING AND PRESSURIZATION					
21-04	Pack Ram Air Systems (MMEL 21-05)	C	2	0	Y	N	<b>(M)(O)(DP)</b> One or both may be inoperative in FLIGHT OPEN position provided: a) Operations are not conducted on runways covered with slush, or on gravel runways, and b) Associated Air Conditioning Pack is not operated during takeoff or landing on wet runways or runways with standing water.

**EFFECTIVITY:**

- A/C 3AA thru 3KS are equipped with Ram Air Inlet Door Actuators.
- A/C 3KT and subsequent are equipped with Smart Ram Air Inlet and Exhaust Door Actuators.

**(M) PROCEDURES**

- For A/C 3AA thru 3KS deactivate the ram air modulating system in the flight OPEN position in accordance with AMM 21-00-00/901.
- For 3KT and subsequent deactivate the ram air inlet modulating system in the flight OPEN position and the ram air exit modulating system In the OPEN position, in accordance with AMM 21-00-00/901.

**• NOTE •**

Items for this MEL are contained in the landing gear safety pin pouch located in the flight deck. Alternatively, locally fabricate a pin from 3/16 inch steel rod approximately 4.25 inch long, drill a hole using a number 55 drill 0.25 inches from each end. After pin is installed, secure pin by adding a AN960C3L washer or any 3/16 inch steel washer at each end of pin, then secure both ends of pin with a 3/64 inch diameter cotter pin, MS24655-71 or one of suitable length. If no cotter pins are available, secure pin with 0.032 inch stainless steel lock wire, using double twist method.

- If the Ram Air Modulating System Exhaust actuator is removed handle it in accordance with GPM 20.08. Reinstall the hardware after actuator removal.
- Install a placard on the air conditioning panel to read: LEFT (RIGHT) (BOTH) PACK RAM AIR MOD SYS INOP.

**(O) PROCEDURES**

- During takeoff and landing when operating on wet runways or on runways with standing water:
  - Position associated PACK switch(es) to OFF.
  - Position the ISOLATION VALVE switch to CLOSE.
- When dispatching with one operating pack supplied by engine bleed air on takeoff determine takeoff performance based on packs AUTO.
- Carriage of dry ice must not exceed 880lbs.

**• NOTE •**

With the ram air modulating system deactivated, the AIR COND light and the associated PACK light may or may not illuminate during Master Caution recall. If illuminated, the AIR COND and associated PACK light will extinguish when reset.

**(DP) PROCEDURES**

- Increase minimum takeoff fuel by 0.4% (FOS = 0.4 in JV; FKYS = Automated) for each open door.
- Apply enroute weight penalty of 200 lbs, (FOS = 2 in JV; FKYS = Automated).
- Do not dispatch flight for any operation(s) on runways covered with slush.
- Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.



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## 737 NG Minimum Equipment List

Item 21-07.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 21	AIR CONDITIONING AND PRESSURIZATION					
21-05 RAM DOOR FULL OPEN Indicating Lights (MMEL 21-07)	C	2	0	N	Y	(M)(O) One or both may be inoperative.

### (M) or (O) PROCEDURES

- Install a placard adjacent to the Captain's PFD to read: L (R) (BOTH) RAM DOOR LIGHT INOP.



# 737 NG Minimum Equipment List

Item 21-10.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 21		AIR CONDITIONING AND PRESSURIZATION					
21-06	Cabin Rate of Climb Indicator  a. Option 1 - Pressurized Flight (MMEL 21-10-02)	C	1	0	N	Y	(M)(O) May be inoperative provided both the AUTO and the ALTN Control Modes of the Cabin Pressurization Control System are operative.

### (M) or (O) PROCEDURES

- A. Install a placard adjacent to the Captain's PFD to read: CABIN RATE OF CLIMB INDICATOR INOP.
- 

- b. Option 2 - Unpressurized Flight (MMEL 21-10-02-03)

C	1	0	Y	N	(M)(O)(DP) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Procedures below are used to ensure lower forward cargo compartment remains empty, c) Outflow valve is positioned to 25% open position, and d) Both Recirculation Fans are operative.
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### (M) or (O) PROCEDURES

- A. Prior to each departure verify the forward cargo compartment is empty.

### (M) PROCEDURES

- A. Deactivate the Outflow Valve in the 25% OPEN position as follows:
  1. Position the pressurization mode selector to MAN.
  2. Position and hold the outflow valve switch to OPEN or CLOSED until the VALVE indicator indicates 25% open.
  3. Open and collar the A/C OVERBOARD EXHAUST VALVE RECONFIG CONT c-b (D2) located on the P6-4 panel.
- B. Install the placards as follows:
  1. Adjacent to the Captain's PFD to read: CABIN RATE OF CLIMB INDICATOR INOP. OPERATE UNPRESSURIZED. MAX ALT 10,000 FEET MSL.
  2. Adjacent to the forward cargo door to read: DO NOT LOAD CARGO COMPARTMENT. Pre-printed placard SPN 99-2517-3-0014 may be used for this purpose.

### (O) PROCEDURES

- A. Conduct flight unpressurized. Flight with Passengers / Cargo is not authorized. Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
- B. Do not operate flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.
- C. Remain at or below 10,000 feet MSL.
- D. Remain within 50 nm of land.
- E. Except for ditching, keep the outflow valve in the 25% OPEN position.
- F. Use only one pack inflight.
- G. When dispatching with one operating pack supplied by engine bleed air on takeoff, determine takeoff performance based on packs AUTO.

(Continued)



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03-13-23

## 737 NG Minimum Equipment List

Item 21-10.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 21	AIR CONDITIONING AND PRESSURIZATION

### (DP) PROCEDURES (Continued from MEL 21-06b)

- A. Carrying Passengers / Cargo is not authorized. See Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
  - B. Do not dispatch flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.
  - C. Plan flight at or below 10,000 feet. MSL.
  - D. Plan flight to remain within 50 nm of land.
  - E. Notify Load Planner the forward cargo compartment must remain empty.
-



## 737 NG Minimum Equipment List

Item 21-11.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 21		AIR CONDITIONING AND PRESSURIZATION				
21-07	Cabin Altitude Warning System  a. Complete System (MMEL 21-11)	C	1	0	Y	Y

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: CABIN ALT WARNING INOP. MAX ALTITUDE 10,000 FEET MSL.

**(O) PROCEDURES**

- A. Remain at or below 10,000 feet MSL.

**(DP) PROCEDURES**

- A. Plan flight at or below 10,000 feet. MSL.

b. CABIN ALTITUDE Lights (MMEL 21-11-02-03)	C	2	1	N	Y	<b>(M)(O)</b> One may be inoperative provided: a) Associated TAKEOFF CONFIG Warning Light is operative, and b) Before engine start for the first flight of the day, or following any change of either flightcrew member, the flightcrew performs a briefing on cabin altitude warning indications and procedures.
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: CABIN ALT WARNING LIGHT INOP.

**(O) PROCEDURES**

- A. Cabin altitude warning indications and procedures must be included in the takeoff briefing conducted by the Flight Crew before engine start. This briefing must include the following:
1. Whenever the intermittent warning horn sounds in flight at an airplane flight altitude above 10,000 MSL:
    - a. Immediately don oxygen masks and set regulators to 100%.
    - b. Establish crew communications.
    - c. Do the Cabin Altitude Warning or Rapid Depressurization non-normal checklist.
- B. Both pilots must verify on the overhead Cabin Altitude panel that the cabin altitude is stabilized below 10,000 feet before removing oxygen masks.
- C. Whenever the intermittent warning horn sounds on the ground, confirm the airplane is properly configured for takeoff.



# 737 NG Minimum Equipment List

Item 21-12.1

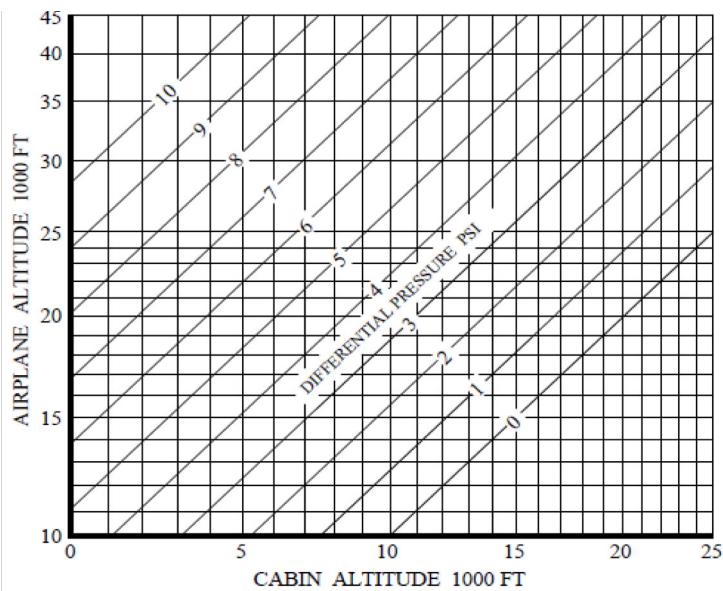
NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 21			AIR CONDITIONING AND PRESSURIZATION			
21-08	Cabin Altitude Indicator	C	1	0	N	Y
	a. Option 1 - Pressurized Flight (MMEL 21-12-02)					(M)(O) May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, and b) A chart is provided to crew to convert differential pressure to cabin altitude.

### (M) or (O) PROCEDURES

- A. Install a placard adjacent to the Captain's PFD to read: CABIN ALT INDICATOR INOP.

### (O) PROCEDURES

- A. Use chart below to determine the cabin altitude from differential pressure and airplane altitude



(Continued)



## 737 NG Minimum Equipment List

Item 21-12.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 21			AIR CONDITIONING AND PRESSURIZATION				
21-08	Cabin Altitude Indicator b. Option 2 - Unpressurized Flight (MMEL 21-12-02-03)	C	1	0	Y	N	<b>(M)(O)(DP)</b> May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures below are used to ensure lower forward cargo compartment remains empty, c) Outflow Valve is positioned to 25% OPEN position, and d) Both Recirculation Fans are operative.

**(M) or (O) PROCEDURES**

- A. Prior to each departure verify the forward cargo compartment is empty.

**(M) PROCEDURES**

- A. Deactivate the Outflow Valve in the 25% OPEN position as follows:
1. Position the pressurization mode selector to MAN.
  2. Position and hold the outflow valve switch to OPEN until the VALVE position indicator indicates 25% open.
  3. Open and collar the A/C OVERBOARD EXHAUST VALVE RECONFIG CONT c-b (D2) located on the P6-4 panel.
- B. Install the placards as follows:
1. Adjacent to the Captain's PFD to read: CABIN ALT INDICATOR INOP. OPERATE UNPRESSURIZED. MAX ALT 10,000 FEET MSL.
  2. Adjacent to the forward cargo door to read: DO NOT LOAD CARGO COMPARTMENT. Pre-printed placard SPN 99-2517-3-0014 may be used for this purpose.

**(O) PROCEDURES**

- A. Conduct flight unpressurized. Flight with Passengers / Cargo is not authorized. Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
- B. Do not operate flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.
- C. Remain at or below 10,000 feet MSL.
- D. Remain within 50 nm of land.
- E. Except for ditching, keep the outflow valve in the 25% OPEN position.
- F. Use only one pack inflight.
- G. When dispatching with one operating pack supplied by engine bleed air on takeoff determine takeoff performance based on packs AUTO.

**(DP) PROCEDURES**

- A. Carrying Passengers / Cargo is not authorized. See Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
- B. Do not dispatch flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.
- C. Plan flight at or below 10,000 feet MSL.
- D. Plan flight to remain within 50 nm of land.
- E. Notify Load Planner the forward cargo compartment must remain empty.



# 737 NG Minimum Equipment List

Item 21-13.1

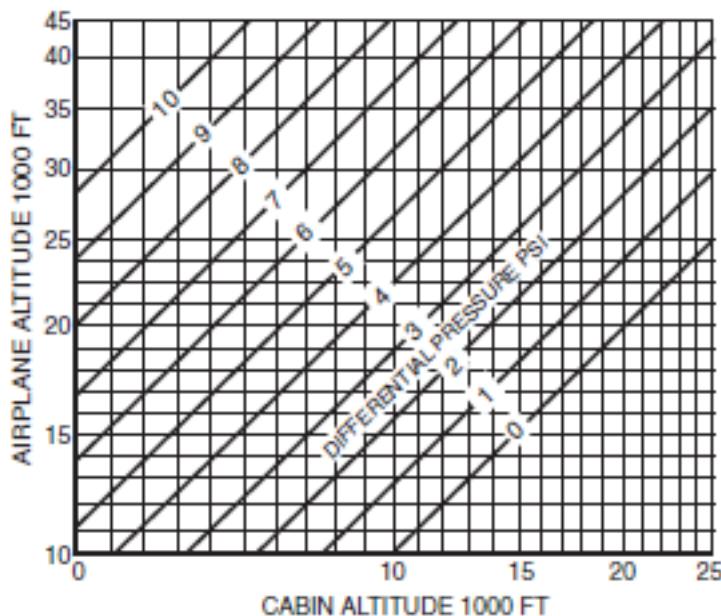
NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	REPAIR CATEGORY	FLIGHT CREW PLACARDING					
		REMARKS AND EXCEPTIONS					
SYSTEM 21		AIR CONDITIONING AND PRESSURIZATION					
21-09	Cabin Differential Pressure Indicator  a. Option 1 - Pressurized Flight (MMEL 21-13-02)	C	1	0	N	Y	(M)(O) May be inoperative provided: a) Cabin Altitude Indicator is operative, and b) A chart is provided to crew to convert cabin altitude to differential pressure.

### (M) or (O) PROCEDURES

- A. Install a placard adjacent to the Captain's PFD to read: CABIN DIFF PRESS INDICATOR INOP.

### (O) PROCEDURES

- A. Use chart below to determine cabin differential pressure from cabin altitude and airplane altitude:



(Continued)



## 737 NG Minimum Equipment List

Item 21-13.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 21				AIR CONDITIONING AND PRESSURIZATION			
21-09	Cabin Differential Pressure Indicator  b. Option 2 - Unpressurized Flight (MMEL 21-13-02-03)	C	1	0	Y	N	(M)(O)(DP) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Procedures below are used to ensure lower forward cargo compartment remains empty, c) Outflow valve is positioned to 25% OPEN position, and d) Both Recirculation Fans are operative.

**(M) or (O) PROCEDURES**

- A. Prior to each departure verify the forward cargo compartment is empty.

**(M) PROCEDURES**

- A. Deactivate the outflow valve in the 25% OPEN position as follows:
1. Position the pressurization mode selector to MAN.
  2. Position and hold the outflow valve switch to OPEN until the VALVE position indicator indicates 25% open.
  3. Open and collar the A/C OVERBOARD EXHAUST VALVE RECONFIG CONT c-b (D2) located on the P6-4 panel.
- B. Install the placards as follows:
1. Adjacent to the Captain's PFD to read: CABIN DIFF PRESS INDICATOR INOP. OPERATE UNPRESSURIZED. MAX ALT 10,000 FEET MSL.
  2. Adjacent to the forward cargo door to read: DO NOT LOAD CARGO COMPARTMENT. Pre-printed placard SPN 99-2517-3-0014 may be used for this purpose.

**(O) PROCEDURES**

- A. Conduct flight unpressurized. Flight with Passengers / Cargo is not authorized. Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
- B. Do not operate flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.
- C. Remain at or below 10,000 feet MSL.
- D. Remain within 50 nm of land.
- E. Except for ditching, keep the outflow valve in the 25% OPEN position.
- F. Use only one pack inflight.
- G. When dispatching with one operating pack supplied by engine bleed air on takeoff determine takeoff performance based on packs AUTO.

**(DP) PROCEDURES**

- A. Carrying Passengers / Cargo is not authorized. See Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
- B. Do not dispatch flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.
- C. Plan flight at or below 10,000 feet MSL.
- D. Plan flight to remain within 50 nm of land.
- E. Notify Load Planner the forward cargo compartment must remain empty.



# 737 NG Minimum Equipment List

Item 21-14.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 21		AIR CONDITIONING AND PRESSURIZATION				
21-10	Cabin Pressure Control System  a. Automatic Modes - Pressurized Flight (MMEL 21-14-03)	C	2	1	N	(M)(O) One Automatic Mode (AUTO or ALTN) may be inoperative provided: a) Manual Mode is operative, and b) Inoperative controller is deactivated.

## (M) PROCEDURES

- Open and collar the associated PRESSURIZATION CONTROL AUTO 1 (F3) or AUTO 2 (F5) c-b located on the P6-4 panel.
- Install a placard adjacent to the Captain's PFD to read: AUTO CABIN PRESS CONTROL INOP.

## (O) PROCEDURES

• NOTE •

*Some Cabin Pressure Control System faults indicated by an AUTO FAIL light are recoverable.*

*Momentarily reposition the pressurization mode selector to MAN and then back to AUTO.*

*If the AUTO FAIL light remains extinguished with the mode selector in AUTO, the fault has been corrected and the controller is operative.*

- Position PACK switches to OFF.
- Operation of manual mode may be confirmed as follows:
  - Position the pressurization mode selector to MAN.
  - Use the VALVE toggle switch to observe that the outflow valve position indicator moves to full open, to full closed and then back to full open. If indication is not evident, the outflow valve must be considered inoperative.
- Position the pressurization mode selector to ALTN prior to dispatch.
- Position PACK switches to ON.

• NOTE •

*Subsequent illumination of the AUTO FAIL light during flight requires positioning the pressurization mode selector to MAN for manual mode operation.*

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(Continued)



## 737 NG Minimum Equipment List

Item 21-14.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 21			AIR CONDITIONING AND PRESSURIZATION				
21-10	Cabin Pressure Control System  b. Automatic Modes - Unpressurized Flight (MMEL 21-14-03-03)	C	2	0	Y	N	(M)(O)(DP) Both may be inoperative for unpressurized flight provided: a) Procedures below are used to ensure lower forward cargo compartment remains empty. b) Outflow Valve is deactivated in 25% OPEN position or removed, and c) Both Recirculation Fans are operative. d) Extended overwater flight is prohibited.

**(M) or (O) PROCEDURES**

- A. Prior to each departure verify the forward cargo compartment is empty.

**(M) PROCEDURES****• NOTE •**

*Some cabin pressure control system faults indicated by an AUTO fail light are recoverable.*

*Momentarily reposition the pressurization mode selector to MAN and then back to AUTO.*

*If the AUTO FAIL light remains extinguished with the pressurization mode selector in AUTO, the fault has been corrected and the controller is operative.*

- A. Deactivate the Outflow Valve in the 25% OPEN position as follows:

1. Position the pressurization mode selector to MAN.
2. Position and hold the outflow valve switch to OPEN or CLOSED until the VALVE position indicator indicates 25% open.
3. If valve cannot be positioned to the 25% position by the above procedure, remove the outflow valve and stow electrical connectors.
4. Open and collar the PRESSURIZATION CONTROL LCD LTG (F1), AUTO 1 (F3), AUTO 2 (F5), MAN (F6), IND (F7) and A/C OVERBOARD EXHAUST VALVE RECONFIG CONT (D2) c-bs located on the P6-4 Panel.

- B. Install the placards as follows:

1. Adjacent to the Captain's PFD to read: AUTO CABIN PRESS CONTROL INOP. OPERATE UNPRESSURIZED. MAX ALT 10,000 FEET MSL.
2. Adjacent to the forward cargo door to read: DO NOT LOAD CARGO COMPARTMENT. Pre-printed placard SPN 99-2517-3-0014 may be used for this purpose.

**(O) PROCEDURES**

- A. Conduct flight unpressurized. Flight with Passengers / Cargo is not authorized. Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
- B. Do not operate flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.
- C. Remain at or below 10,000 feet MSL.
- D. Remain within 50 nm of land.
- E. Use only one pack inflight.
- F. When dispatching with one operating pack supplied by engine bleed air on takeoff determine takeoff performance based on packs AUTO.

(Continued)



## 737 NG Minimum Equipment List

Item 21-14.3

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 21	AIR CONDITIONING AND PRESSURIZATION

**(DP) PROCEDURES (Continued from MEL Item 21-10b)**

- A. Carrying Passengers / Cargo is not authorized. See Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
- B. Do not dispatch flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.
- C. Plan flight at or below 10,000 feet MSL.
- D. Plan flight to remain within 50 nm of land.
- E. Notify Load Planner the forward cargo compartment must remain empty.

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(Continued)



# 737 NG Minimum Equipment List

Item 21-14.4

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 21		AIR CONDITIONING AND PRESSURIZATION					
21-10	Cabin Pressure Control System  c. Manual Mode - Unpressurized Flight (MMEL 21-14-04-03)	C	1	0	Y	N	(M)(O)(DP) May be inoperative for unpressurized flight provided: a) Procedures below are used to ensure lower forward cargo compartment remains empty. b) Outflow Valve is deactivated in 25% OPEN position or removed, and c) Both Recirculation Fans are operative. d) Extended overwater flight is prohibited.

### (M) or (O) PROCEDURES

- Prior to each departure verify the forward cargo compartment is empty.

### (M) PROCEDURES

• NOTE •

*Some cabin pressure control system faults indicated by an AUTO fail light are recoverable.*

*Momentarily reposition the pressurization mode selector to MAN and then back to AUTO.*

*If the AUTO FAIL light remains extinguished with the pressurization mode selector in AUTO, the fault has been corrected and the controller is operative.*

- Deactivate the Outflow Valve in the 25% OPEN position as follows:

- For the MAN mode inoperative, the following procedure may be used to position the outflow valve to 25% open.
  - Set parking brake. Verify that all ground personnel are cleared from engine danger area.
  - Start both engines and allow them to stabilize for two minutes. Advance thrust levers as necessary to ensure that N1 is greater than 60% and N2 is greater than 89%.
  - Monitor outflow valve position as it closes using the VALVE indicator. When the outflow valve reaches the 25% open position, open and collar the PRESSURIZATION CONTROL AUTO 1 (F3) and AUTO 2 (F5) c-bs located on the P6-4 panel.
  - Retard both thrust levers and shut down engines.
- If valve cannot be positioned to the 25% open position by the above procedure remove the outflow valve and stow electrical connectors.
- Open and collar the PRESSURIZATION CONTROL LCD LTG (F1), AUTO 1 (F3), AUTO 2 (F5), MAN (F6), IND (F7), and A/C OVERBOARD EXHAUST VALVE RECONFIG CONT (D2) c-bs located on the P6-4 Panel.

- Install the placards as follows:

- Adjacent to the Captain's PFD to read: MAN CABIN PRESS CONTROL INOP. OPERATE UNPRESSURIZED. MAX ALTITUDE 10,000 FEET MSL.
- Adjacent to the forward cargo door to read: DO NOT LOAD CARGO COMPARTMENT. Pre-printed placard SPN 99-2517-3-0014 may be used for this purpose.

(Continued)



# 737 NG Minimum Equipment List

Item 21-14.5

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 21	AIR CONDITIONING AND PRESSURIZATION

## (O) PROCEDURES (Continued from MEL Item 21-10c)

- A. Conduct flight unpressurized. Flight with Passengers / Cargo is not authorized. Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
- B. Do not operate flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.
- C. Remain at or below 10,000 feet MSL.
- D. Remain within 50 nm of land.
- E. Except for ditching, keep the outflow valve in the 25% OPEN position.
- F. Use only one pack inflight.
- G. When dispatching with one operating pack supplied by engine bleed air on takeoff determine takeoff performance based on packs AUTO.

## (DP) PROCEDURES

- A. Carrying Passengers / Cargo is not authorized. See Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
  - B. Do not dispatch flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.
  - C. Plan flight at or below 10,000 feet MSL.
  - D. Plan flight to remain within 50 nm of land.
  - E. Notify Load Planner the forward cargo compartment must remain empty.
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# 737 NG Minimum Equipment List

Item 21-15.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 21			AIR CONDITIONING AND PRESSURIZATION			
21-11	Main Outflow Valve a. Automatic Mode Actuators - Pressurized Flight (MMEL 21-15-02-02)	C	2	1	N	Y
						(M)(O) One may be inoperative provided Manual Mode Actuator is operative.

### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to affected system's switch, gauge, indicator, etc.

b. Automatic Mode Actuators - Unpressurized Flight (MMEL 21-15-02-04)	C	2	0	Y	N	(M)(O)(DP) Both may be inoperative for unpressurized flight provided: a) Procedures below are used to ensure lower forward cargo compartment remains empty, b) Outflow Valve is deactivated in 25% OPEN position or removed, c) Both Recirculation Fans are operative. d) Extended overwater flight is prohibited.
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### (M) or (O) PROCEDURES

- A. Prior to each departure verify the forward cargo compartment is empty.

### (M) PROCEDURES

#### • NOTE •

*Some cabin pressure control system faults indicated by an AUTO fail light are recoverable.  
Momentarily reposition the pressurization mode selector to MAN and then back to AUTO.  
If the AUTO FAIL light remains extinguished with the pressurization mode selector in AUTO,  
the fault has been corrected and the controller is operative.*

- A. Deactivate the Outflow Valve in the 25% OPEN position as follows:

1. Position the pressurization mode selector to MAN.
2. Position and hold the outflow valve switch to OPEN until the VALVE position indicator indicates 25% open.
3. If valve cannot be positioned to the 25% position by the above procedure, remove the outflow valve and stow electrical connectors (AMM 21-31-03-401).
4. Open and collar the PRESSURIZATION CONTROL LCD LTG (F1), AUTO 1 (F3), AUTO 2 (F5), MAN (F6), IND (F7) and A/C OVERBOARD EXHAUST VALVE RECONFIG CONT (D2) c-bs located on the P6-4 panel.

- B. Install the placards as follows:

1. Adjacent to the Captain's PFD to read: AUTO CABIN PRESS CONTROL INOP. OPERATE UNPRESSURIZED. MAX ALTITUDE 10,000 FEET.
2. Adjacent to the forward cargo door to read: DO NOT LOAD CARGO COMPARTMENT. Pre-printed placard SPN 99-2517-3-0014 may be used for this purpose.

(Continued)



# 737 NG Minimum Equipment List

Item 21-15.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 21	AIR CONDITIONING AND PRESSURIZATION

## (O) PROCEDURES (Continued from MEL Item 21-11b)

- A. Conduct flight unpressurized. Flight with Passengers / Cargo is not authorized. Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight
- B. Do not operate flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.
- C. Remain at or below 10,000 feet MSL.
- D. Remain within 50 nm of land.
- E. Except for ditching, keep the outflow valve in the 25% OPEN position.
- F. Use only one pack inflight.
- G. When dispatching with one operating pack supplied by engine bleed air on takeoff determine takeoff performance based on packs AUTO.
- H. Refer to QRH – EMER / ABNORM – AIR – Pressurization – Manual Mode Operation.

## (DP) PROCEDURES

- A. Carrying Passengers / Cargo is not authorized. See Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
- B. Do not dispatch flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.
- C. Plan flight at or below 10,000 feet MSL.
- D. Plan flight to remain within 50 nm of land.
- E. Notify Load Planner the forward cargo compartment must remain empty.

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(Continued)



## 737 NG Minimum Equipment List

Item 21-15.3

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 21		AIR CONDITIONING AND PRESSURIZATION					
21-11	Main Outflow Valve  c. Manual Mode Actuator - Unpressurized Flight (MMEL 21-15-03-03)	C	1	0	Y	N	<b>(M)(O)(DP)</b> May be inoperative for unpressurized flight provided: a) Procedures below are used to ensure lower forward cargo compartment remains empty, b) Outflow Valve is deactivated in 25% OPEN position or removed, c) Both Recirculation Fans are operative, and d) Extended overwater flight is prohibited.

**(M) or (O) PROCEDURES**

- A. Prior to each departure verify the forward cargo compartment is empty.

**(M) PROCEDURES****• NOTE •**

*Some cabin pressure control system faults indicated by an AUTO fail light are recoverable.  
Momentarily reposition the pressurization mode selector to MAN and then back to AUTO.  
If the AUTO FAIL light remains extinguished with the pressurization mode selector in AUTO,  
the fault has been corrected and the controller is operative.*

- A. Deactivate the Outflow Valve in the 25% OPEN position as follows:

1. For manual mode inoperative, the following procedure may be used to position the outflow valve to 25% open.
  - a. Set parking brake. Verify that all ground personnel are cleared from engine danger area.
  - b. Start both engines and allow them to stabilize for two minutes. Advance thrust levers as necessary to ensure that N1 is greater than 60% and N2 is greater than 89%.
  - c. Monitor outflow valve position as it closes using the VALVE indicator. When the outflow valve reaches the 25% open position, open and collar the PRESSURIZATION CONTROL AUTO 1 (F3) and AUTO 2 (F5) c-bs located on the P6-4 panel.
  - d. Retard both thrust levers and shut down engines.
2. If valve cannot be positioned to the 25% open position by the above procedure remove the outflow valve and stow electrical connectors (AMM 21-31-03-401).
3. Open and collar the PRESSURIZATION CONTROL LCD LTG (F1), AUTO 1 (F3), AUTO 2 (F5), MAN (F6), IND (F7) and A/C OVERBOARD EXHAUST VALVE RECONFIG CONT (D2) c-bs located on the P6-4 Panel.

- B. Install the placards as follows:

1. Adjacent to the Captain's PFD to read: MAN CABIN PRESS CONTROL INOP. OPERATE UNPRESSURIZED. MAX ALTITUDE 10,000 FEET.
2. Adjacent to the forward cargo door to read: DO NOT LOAD CARGO COMPARTMENT. Pre-printed placard SPN 99-2517-3-0014 may be used for this purpose.

(Continued)



# 737 NG Minimum Equipment List

Item 21-15.4

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 21	AIR CONDITIONING AND PRESSURIZATION

## (O) PROCEDURES (Continued from MEL Item 21-11c)

- A. Conduct flight unpressurized. Flight with Passengers / Cargo is not authorized. Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
- B. Do not operate flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.
- C. Remain at or below 10,000 feet MSL.
- D. Remain within 50 nm of land.
- E. Except for ditching, keep the outflow valve in the 25% OPEN position.
- F. Use only one pack inflight.
- G. When dispatching with one operating pack supplied by engine bleed air on takeoff determine takeoff performance based on packs AUTO.

## (DP) PROCEDURES

- A. Carrying Passengers / Cargo is not authorized. See Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
  - B. Do not dispatch flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.
  - C. Plan flight at or below 10,000 feet MSL.
  - D. Plan flight to remain within 50 nm of land.
  - E. Notify Load Planner the forward cargo compartment must remain empty.
-



## 737 NG Minimum Equipment List

Item 21-16.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 21				AIR CONDITIONING AND PRESSURIZATION		
21-12	Pressure Relief Valves	C	2	1	N	(M) One may be inoperative CLOSED for pressurized flight.
	a. One Inoperative - Pressurized Flight (MMEL 21-16-02)					

**(M) PROCEDURES**

- A. Install a blanking plate in place of the affected Pressure Relief Valve as follows:
  1. Gain access to the pressure relief valves by removing the aft cargo compartment aft bulkhead liner.
  2. Remove the pressure relief valve. Retain the clamp and the gasket.
  3. Make a blanking plate from 0.125" to 0.1875" 2024 T3 aluminum to seal the pedestal. Make certain holes are drilled in the blanking plate to accept locating pins and ambient sense tube.
  4. Apply lubricant to both sides of the gasket.
  5. Install the gasket, plate and clamp on the pedestal.
  6. Put airtight cap on ambient sense tube.
  7. Install the liner removed in Step A.1.
- B. Install a placard adjacent to the Cabin Altitude / Differential Pressure Indicator to read: PRESS RELIEF VALVE INOP.

b. Both Inoperative - Unpressurized Flight (MMEL 21-16-02-03)	C	2	0	Y	N	(M)(O)(DP) Both may be inoperative provided: <ul style="list-style-type: none"> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Procedures below are used to ensure lower forward cargo compartment remains empty,</li> <li>c) Outflow Valve is positioned to 25% OPEN position, and</li> <li>d) Both Recirculation Fans are operative.</li> </ul>
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**(M) or (O) PROCEDURES**

- A. Prior to each departure verify the forward cargo compartment is empty.

**(M) PROCEDURES**

- A. Deactivate the Outflow Valve in the 25% OPEN position as follows:
  1. Position the pressurization mode selector to MAN.
  2. Position and hold the outflow valve switch to OPEN until the VALVE position indicator indicates 25% open.
  3. Open and collar the A/C OVERBOARD EXHAUST VALVE RECONFIG CONT c-b (D2) located on the P6-4 panel.
- B. Install the placards as follows:
  1. Adjacent to the Captain's PFD to read: PRESS RELIEF VALVES INOP. OPERATE UNPRESSURIZED. MAX ALTITUDE 10,000 FEET MSL.
  2. Adjacent to the forward cargo door to read: DO NOT LOAD CARGO COMPARTMENT. Pre-printed placard CTY3966-1 may be used for this purpose.

(Continued)



Rev 61-2  
08-10-22

# 737 NG Minimum Equipment List

Item 21-16.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 21	AIR CONDITIONING AND PRESSURIZATION

## (O) PROCEDURES (Continued from MEL Item 21-12b)

- A. Conduct flight unpressurized. Flight with Passengers / Cargo is not authorized. Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
- B. Remain at or below 10,000 feet MSL.
- C. Remain within 50 nm of land.
- D. Except for ditching, keep the outflow valve in the 25% OPEN position.
- E. Use only one pack inflight.
- F. When dispatching with one operating pack supplied by engine bleed air on takeoff determine takeoff performance based on packs AUTO.

## (DP) PROCEDURES

- A. Carrying Passengers / Cargo is not authorized. See Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
  - B. Plan flight at or below 10,000 feet MSL.
  - C. Plan flight to remain within 50 nm of land.
  - D. Notify Load Planner the forward cargo compartment must remain empty.
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Rev 62  
03-13-23

# 737 NG Minimum Equipment List

Item 21-17.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 21			AIR CONDITIONING AND PRESSURIZATION			
21-13	Temperature Indicators a. Supply Duct (MMEL 21-17-02)	C	3	0	N	Y

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to affected system's switch, gauge, indicator, etc.
- 

b. Cabin (MMEL 21-17-03)	C	2	0	N	Y	(M)(O) One or both may be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to affected system's switch, gauge, indicator, etc.
- 

c. Pack (MMEL 21-17-04)	C	2	0	N	Y	(M)(O) One or both may be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to affected system's switch, gauge, indicator, etc.
-



Rev 62  
03-13-23

## 737 NG Minimum Equipment List

Item 21-18-02.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 21	AIR CONDITIONING AND PRESSURIZATION

21-14	ZONE TEMP Duct Overheat Warning Lights (MMEL 21-18-02)	C	3	0	N	Y	(M)(O) Any or all may be inoperative provided associated Supply Duct Temperature Indicator(s) is operative.
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### (M) or (O) PROCEDURES

- A. Install a placard adjacent to the Captain's PFD to read: ZONE TEMP LIGHT INOP.
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# 737 NG Minimum Equipment List

Item 21-19-02.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 21			AIR CONDITIONING AND PRESSURIZATION			

21-15	Passenger Cabin Temperature Control Systems  a. FWD / AFT (MMEL 21-19-02-01)	C	2	0	N	Y	<b>(M)(O)</b> One or both may be inoperative with faults indicated by ZONE TEMP light(s) during MASTER CAUTION recall provided associated temperature control system is checked to be operative before each takeoff.
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#### (M) or (O) PROCEDURES

- Install a placard adjacent to the affected PACK Selector switch to read ZONE TEMP INOP. PACK OPS NRML.

#### (O) PROCEDURES

• NOTE •

*After engine start, a nuisance ZONE TEMP light may illuminate during a recall check.*

*If the light extinguishes during the MASTER CAUTION reset, dispatch is permitted if the light can be reset.*

- Verify the associated Temperature Control System is operative prior to each departure as follows:

- Make sure that the passenger cabin temperature is stabilized between 21° C - 27° C (70° F - 80° F).

• NOTE •

*If the temperature is not within this range, either wait until passenger cabin temperature stabilizes between these temperatures before using this procedure, or use MEL item 21-15b.*

- Position the AIR TEMP source selector to SUPPLY DUCT - FWD or SUPPLY DUCT - AFT.
- Rotate the associated temperature selector fully clockwise (W).
- Observe the Air Temperature indicator and check that the temperature increases.
- Rotate the associated temperature selector fully counterclockwise (C).
- Observe the Air Temperature indicator and check that the temperature decreases.

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b. Trim Air PRSOV Remains CLOSED (MMEL 21-19-02-02A)	C	2	0	N	Y	<b>(M)(O)</b> One or both may be inoperative provided Trim Air Pressure Regulating and Shutoff Valve remains CLOSED.
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#### (M) or (O) PROCEDURES

- Position the TRIM AIR switch to OFF.
- Install a placard adjacent to the TRIM AIR switch to read: DO NOT OPERATE.

#### (O) PROCEDURES

- Operate with TRIM AIR switch OFF.
- Use normal procedures to control Zone temperatures.

• NOTE •

*The left pack will control the flight deck temperature and the right pack will control the passenger cabin temperature using the average of the two cabin zone temperature settings.*



## 737 NG Minimum Equipment List

Item 21-19-02.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 21		AIR CONDITIONING AND PRESSURIZATION					
21-15	Passenger Cabin Temperature Control Systems  c. Trim Air Modulating Valve Deactivated CLOSED (MMEL 21-19-02-02B)	C	2	0	N	N	<b>(M)(O)</b> One or both may be inoperative provided the associated Trim Air Modulating Valve is deactivated CLOSED.

**(M) PROCEDURES**

- A. Deactivate trim air modulating valve(s) (locked CLOSED) in accordance with AMM 21-00-00/90.
- B. Install a placard adjacent to the associated Zone Temperature Selector(s) to read: FWD (AFT) CAB or FWD (AFT) CAB ZONE TEMP CONTROL SYS INOP.

**(O) PROCEDURES**

- A. Use normal procedures to control zone temperatures.

**• NOTE •**

- *The left pack will control the flight deck temperature and the right pack will control the passenger cabin temperature using the average of the two cabin zone temperature settings.*
- *With a trim air modulating valve deactivated, the associated FWD CAB or AFT CAB ZONE TEMP light will illuminate during Master Caution recall and will extinguish when Master Caution is reset.*



# 737 NG Minimum Equipment List

Item 21-21-02.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 21			AIR CONDITIONING AND PRESSURIZATION			
21-16	Flight Deck Temperature Control Systems  a. Primary / Back-up Modes - One Inoperative (MMEL 21-21-02-01)	C	2	1	N	Y
						(M)(O) One may be inoperative provided remaining Temperature Control is verified to be operative.

## (M) or (O) PROCEDURES

A. Verify operation of the remaining Flight Deck Temperature Control System (Primary or Back-up) as follows:

1. Push the left or right system annunciator light panel (6-pack) on the glare shield and observe that these lights illuminate:
  - a. ZONE TEMP for the CONT CAB temperature selector.
  - b. AIR COND.
  - c. MASTER CAUTION.

### • NOTE •

*If the fault is intermittent the lights may not illuminate during recall.*

2. Push the left or right MASTER CAUTION light and observe that these lights extinguish:
    - a. ZONE TEMP for the CONT CAB temperature selector.
    - b. AIR COND.
    - c. MASTER CAUTION.
  3. Verify that the flight deck supply duct temperature responds to the temperature selector:
    - a. Position the AIR TEMP source selector to SUPPLY DUCT - CONT CAB.
    - b. Rotate the CONT CAB temperature selector to the full clockwise position (W).
    - c. Observe the air temperature indicator and check that the temperature increases.
    - d. Rotate the CONT CAB temperature selector to the full counterclockwise position (C).
    - e. Observe the air temperature indicator and check that the temperature decreases.
- B. Install a placard adjacent to the Captain's PFD to read: FT DECK TEMP CONTROL INOP.

## (O) PROCEDURES

### • NOTE •

*After engine start, a nuisance ZONE TEMP light may illuminate during a recall check.*

*If the light extinguishes during the MASTER CAUTION reset, dispatch is permitted if the light can be reset.*

- A. Use normal procedures to operate the temperature selectors.

(Continued)



# 737 NG Minimum Equipment List

Item 21-21-02.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 21			AIR CONDITIONING AND PRESSURIZATION				
21-16	Flight Deck Temperature Control Systems  b. Primary / Back-up Modes - Trim Air PRSOV Remains CLOSED (MMEL 21-21-02-02A)	C	2	0	N	Y	(M)(O) Both may be inoperative provided Trim Air Pressure Regulating and Shutoff Valve remains CLOSED.

### (M) or (O) PROCEDURES

- A. Position the TRIM AIR switch to OFF.
- B. Install a placard adjacent to the TRIM AIR switch to read: DO NOT OPERATE.

### (O) PROCEDURES

- A. Operate with TRIM AIR switch OFF.
- B. Use normal procedures to operate the temperature selectors.

#### • NOTE •

*With both systems inoperative, the left pack will control the flight deck temperature and the right pack will control the passenger cabin temperature. If a comfortable flight deck temperature cannot be maintained with the CONT CAB zone temperature selector in the normal range, position the CONT CAB zone temperature selector to OFF.*

c. Primary / Back-up Modes - Trim Air Modulating Valve Deactivated CLOSED (MMEL 21-21-02-02B)	C	2	0	N	N	(M)(O) Both may be inoperative provided associated Trim Air Modulating Valve is deactivated CLOSED.
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### (M) PROCEDURES

- A. Deactivate the affected Flight Deck Trim Air Modulating Valve CLOSED (AMM 21-00-00/901) as follows:
  1. Position the CONT CAB Temperature Selector to OFF.
  2. Open the left ECS bay access door, 192CL.
  3. Locate the flight deck trim air modulating valve in the left ECS bay.
  4. Turn the manual override until the visual position indicator shows the full closed position.
  5. Disconnect and stow the electrical connector from the valve.
  6. Position the CONT CAB Temperature Selector to the normal temperature range.
  7. Close the access door opened in Step A.2.
- B. Install a placard adjacent to the CONT CAB Zone Temperature Selector to read: CONT CAB ZONE TEMP CNTL INOP.

### (O) PROCEDURES

- A. Use normal procedures to operate the temperature selectors.

#### • NOTE •

- With both systems inoperative, the left pack will control the flight deck temperature and the right pack will control the passenger cabin temperature. If a comfortable flight deck temperature cannot be maintained with the CONT CAB zone temperature selector in the normal range, position the CONT CAB zone temperature selector to OFF.*
- With the flight deck trim air modulating valve deactivated, the associated CONT CAB ZONE TEMP light will illuminate during Master Caution recall and will extinguish when Master Caution is reset.*



# 737 NG Minimum Equipment List

Item 21-26.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
<b>SYSTEM 21</b>				<b>AIR CONDITIONING AND PRESSURIZATION</b>			
21-17	Ground Preconditioned Air Connection Check Valve  a. Inoperative Closed (MMEL 21-26)	C	1	0	N	Y	(M)(O) May be inoperative CLOSED.  (M) or (O) PROCEDURES A. Install a placard adjacent to the Captain's PFD to read: GND PCA CK VALVE INOP.

b. Inoperative Open (MMEL 21-26-02-03)	C	1	0	Y	N	(M)(O)(DP) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures below are used to ensure lower forward cargo compartment remains empty, c) Outflow Valve is positioned to 25% OPEN position, and d) Both Recirculation Fans are operative.
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#### (M) or (O) PROCEDURES

- A. Prior to each departure verify the forward cargo compartment is empty.

#### (M) PROCEDURES

- A. Deactivate the Outflow Valve in the 25% OPEN position as follows:
  1. Position the pressurization mode selector to MAN.
  2. Position and hold the outflow valve switch to OPEN until the VALVE indicator indicates 25% open.
  3. Open and collar the A/C OVERBOARD EXHAUST VALVE RECONFIG CONT c-b (D2) located on the P6-4 panel.
- B. Install the placards as follows:
  1. Adjacent to the Captain's PFD to read: GND PCA CK VALVE INOP OPEN. OPERATE UNPRESSURIZED. MAX ALT 10,000 FEET MSL.
  2. Adjacent to the forward cargo door to read: DO NOT LOAD CARGO COMPARTMENT. Pre-printed placard SPN 99-2517-3-0014 may be used for this purpose.

#### (O) PROCEDURES

- A. Conduct flight unpressurized. Flight with Passengers / Cargo is not authorized. Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
- B. Do not operate flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.
- C. Remain at or below 10,000 feet MSL.
- D. Remain within 50 nm of land.
- E. Except for ditching, keep the outflow valve in the 25% OPEN position.
- F. Use only one pack in flight.
- G. When dispatching with one operating pack supplied by engine bleed air on takeoff determine takeoff performance based on packs AUTO.

#### (DP) PROCEDURES

- A. Carrying Passengers / Cargo is not authorized. See Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
- B. Do not dispatch flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.
- C. Plan flight at or below 10,000 feet. MSL.
- D. Plan flight to remain within 50 nm of land.
- E. Notify Load Planner the forward cargo compartment must remain empty.



## 737 NG Minimum Equipment List

Item 21-27.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 21				AIR CONDITIONING AND PRESSURIZATION		
21-18	Electrical / Electronic Equipment Cooling Blowers (MMEL 21-27-03)	B	4	3	N	<b>(M)(O)</b> One fan may be inoperative provided: a) All remaining Fans are verified to be operative, and b) Both Low Flow Detectors are verified to be operative.

**(M) PROCEDURES****• NOTE •**

This MEL item covers two systems consisting of four Fans and two Low Flow Detectors. The two systems are the supply and exhaust; each system having a Normal Fan, an Alternate Fan and a Low Flow Detector. These fans are controlled by switches in the flight deck.

- A. For the Supply or Exhaust System with the inoperative Fan, verify the remaining Fan and Low Flow Detector are operative as follows:
  - 1. Position the associated EQUIPMENT COOLING SUPPLY or EXHAUST switch to the operative fan (NORM or ALTN).
  - 2. Verify that the associated OFF light extinguishes.
- B. For the Supply or Exhaust System with both Fans operative, verify both Fans and the Low Flow Detector are operative per OPTION 1 or OPTION 2 as follows:
  - 1. OPTION 1. Both Supply Fans operative:
    - a. Position the EQUIP COOLING SUPPLY switch to NORM.
    - b. Open the EQUIPMENT COOLING SUPPLY FAN CONTROL NORMAL c-b (C12) located on the P6-4 panel. Verify the EQUIP COOLING SUPPLY OFF light illuminates.
    - c. Position the SUPPLY switch to ALTN. Verify the OFF light extinguishes.
    - d. Open the SUPPLY FAN CONTROL ALTN c-b (C13) located on the P6-4 panel. Verify the OFF light illuminates.
    - e. Close the circuit breakers opened in Steps B.1.b and B.1.d. Verify the OFF light extinguishes.
    - f. Position the SUPPLY switch to NORM.
  - 2. OPTION 2. Both Exhaust Fans operative:
    - a. Position the EQUIP COOLING EXHAUST switch to NORM.
    - b. Open the EQPT COOLING EXH FAN CONTROL NORMAL c-b (C14) located on the P6-4 panel. Verify the EQUIP COOLING EXHAUST OFF light illuminates.
    - c. Position the EXHAUST switch to ALTN. Verify the OFF light extinguishes.
    - d. Open the EXHAUST FAN CONTROL ALTN c-b (C15) located on the P6-4 panel. Verify the OFF light illuminates.
    - e. Close the circuit breakers opened in Steps B.2.b and B.2.d. Verify the OFF light extinguishes.
    - f. Position the EXHAUST switch to NORM.
- C. Install a placard adjacent to the Captain's PFD to read: EQUIPMENT COOLING FAN INOP.

**(O) PROCEDURES****• NOTE •**

- If the equipment cooling supply OFF light illuminates during flight (both supply fans inoperative), continued flight beyond 30 minutes can result in loss of the Captain's Display Units (DU) and the lower center DU.

- If the equipment cooling exhaust OFF light illuminates during flight (both exhaust fans inoperative), continued flight beyond 30 minutes can result in loss of the First Officer's Display Units (DU) and the upper center DU.



## 737 NG Minimum Equipment List

Item 21-31-04.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 21		AIR CONDITIONING AND PRESSURIZATION					
21-19	Recirculation Fans a. Left Inoperative (MMEL 21-31-04A)	C	2	1	N	Y	(M)(O) Left Fan may be inoperative provided left pack is operating when OAT is above 38° C (100° F).

**(M) or (O) PROCEDURES**

- A. Position the L RECIRC FAN switch to OFF.
- B. Install a placard adjacent to the Captain's PFD to read: LEFT RECIRC FAN INOP.

**(O) PROCEDURES**

- A. Ensure the left pack is operating when the OAT is above 38° C (100° F) to ensure adequate equipment cooling.

b. Right Inoperative (MMEL 21-31-04B)	C	2	1	N	Y	(M)(O) Right Fan may be inoperative provided: a) Left pack is operating when OAT is above 38° C (100° F), and b) Flight is conducted pressurized.
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**(M) or (O) PROCEDURES**

- A. Position the R RECIRC FAN switch to OFF.
- B. Install a placard adjacent to the Captain's PFD to read: RIGHT RECIRC FAN INOP.

**(O) PROCEDURES**

- A. Ensure the left pack is operating when the OAT is above 38° C (100° F) to ensure adequate equipment cooling.
- B. Conduct the flight pressurized.

c. Both Inoperative (MMEL 21-31-04C)	C	2	0	Y	Y	(M)(O)(DP) Both Fans may be inoperative provided: a) OAT remains below 38° C (100° F), and b) Flight is conducted pressurized.
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**(M) or (O) PROCEDURES**

- A. Position both L and R RECIRC FAN switches to OFF.
- B. Install a placard adjacent to the Captain's PFD to read: BOTH RECIRC FANS INOP.

**(O) PROCEDURES**

- A. OAT must remain below 38° C (100° F).
- B. Conduct the flight pressurized.

**(DP) PROCEDURES**

- A. OAT at departure, destination, or alternate(s) must be below 38° C (100° F).



# 737 NG Minimum Equipment List

Item 21-32.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 21		AIR CONDITIONING AND PRESSURIZATION					
21-20	Pack Temperature Control System(s) (Electronic Pack / Zone or Pack Flow Controllers) (MMEL 21-32)	C	4	2	N	Y	<b>(M)(O)</b> One system (Primary or Standby) on each pack may be inoperative provided system on associated pack is checked to be operative.

## (M) or (O) PROCEDURES

### • NOTE •

*If the fault is intermittent the lights may not illuminate during recall.*

A. Verify operation of one of the Temperature Control Systems (Primary or Standby) as follows:

1. To recall, push the left or right system annunciator light panel (6-pack) on the glareshield and observe that these lights illuminate:
  - a. AIR COND.
  - b. MASTER CAUTION.
  - c. Associated PACK light(s).

### • NOTE •

*If the fault is intermittent the lights may not illuminate during recall.*

2. To reset, push a MASTER CAUTION light on the glareshield and observe that these lights extinguish:
  - a. AIR COND.
  - b. MASTER CAUTION.
  - c. Associated PACK light(s).

### • NOTE •

*After engine start, a nuisance PACK light may illuminate during a recall check.*

*If the light extinguishes during the MASTER CAUTION reset, dispatch is permitted if the light can be reset.*

- B. Install a placard adjacent to the affected PACK Selector switch to read PACK CTL MODE INOP. PACK OPS NRML.



# 737 NG Minimum Equipment List

Item 21-33.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 21			AIR CONDITIONING AND PRESSURIZATION			
21-21	Pack Temperature Control Valves	C	2	0	Y	(M)(O)(DP) One or both may be inoperative closed provided associated Standby Pack Temperature Control Valve(s) is verified operative.
	a. Pack Temperature Control Valve Inoperative Closed (MMEL 21-33A)					

## (M) or (O) PROCEDURES

- A. Install a placard adjacent to the Captain's PFD to read: PAC TEMP CONTROL VLV INOP.

## (O) PROCEDURES

### • NOTE •

*If the fault is intermittent the lights may not illuminate during recall.*

- A. Verify operation of the Standby Temperature Control System(s) as follows:

1. To recall, push the left or right system annunciator light panel (6-pack) on the glareshield and observe that these lights illuminate:
  - a. AIR COND
  - b. MASTER CAUTION
  - c. Associated PACK light
2. To reset, push a MASTER CAUTION light on the glareshield and observe that these lights extinguish:
  - a. AIR COND
  - b. MASTER CAUTION
  - c. Associated PACK light

### • NOTE •

*After engine start, a nuisance PACK light may illuminate during a recall check.*

*If the light extinguishes during the MASTER CAUTION reset, dispatch is permitted if the light can be reset.*

- B. Carriage of dry ice must not exceed 880lbs.

## (DP) PROCEDURES

- A. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.

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(Continued)



## 737 NG Minimum Equipment List

Item 21-33.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 21		AIR CONDITIONING AND PRESSURIZATION					
21-21	Pack Temperature Control Valves  b. Pack Temperature Control Valve Deactivated Closed (MMEL 21-33B)	C	2	0	Y	N	(M)(O)(DP) One or both may be inoperative provided: a) Associated Temperature Control Valve is deactivated closed, and b) Associated Standby Pack Temperature Control Valve(s) is checked to be operative.

**(M) PROCEDURES**

- A. Deactivate the affected Primary Pack Temperature Control Valve CLOSED as follows:
1. Gain access to the valve by opening the associated ECS access door:
    - a. For the left pack, 192CL.
    - b. For the right pack, 192CR.
  2. Disconnect, cap and stow the electrical connector from the valve.
  3. Turn the manual override on the valve until the visual position indicator shows full CLOSED.
  4. Close the access door opened in Step A.1.
- B. Document in the AML balancing entry that the valve was deactivated closed.
- C. Install a placard adjacent to the Captain's PFD to read: PAC TEMP CONTROL VLV INOP.

**(O) PROCEDURES****• NOTE •***If the fault is intermittent the lights may not illuminate during recall.*

- A. Carriage of dry ice must not exceed 880lbs.
- B. Verify operation of the Standby Temperature Control System(s) as follows:
1. To recall, push the left or right system annunciator light panel (6-pack) on the glareshield and observe that these lights illuminate:
    - a. AIR COND
    - b. MASTER CAUTION
    - c. Associated PACK light
  2. To reset, push a MASTER CAUTION light on the glareshield and observe that these lights extinguish:
    - a. AIR COND
    - b. MASTER CAUTION
    - c. Associated PACK light

**• NOTE •***After engine start, a nuisance PACK light may illuminate during a recall check.**If the light extinguishes during the MASTER CAUTION reset, dispatch is permitted if the light can be reset.***(DP) PROCEDURES**

- A. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.

(Continued)



## 737 NG Minimum Equipment List

Item 21-33.3

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 21		AIR CONDITIONING AND PRESSURIZATION				
21-21	Pack Temperature Control Valves  c. Associated Pack Not Used (MMEL 21-33C)	C	2	0	Y	N

**(M) PROCEDURES**

- A. Placard the associated Air Conditioning Pack(s) inoperative in accordance with MEL item 21-01a or 21-01b, as appropriate.  
B. Install a placard adjacent to the Captain's PFD to read: PAC TEMP CONTROL VLV INOP.

**(O) PROCEDURES**

- A. Air Conditioning Pack(s) inoperative. See MEL item 21-01a or 21-01b as appropriate.

**(DP) PROCEDURES**

- A. Air Conditioning Pack(s) inoperative. See MEL item 21-01a or 21-01b as appropriate.



## 737 NG Minimum Equipment List

Item 21-34.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 21				AIR CONDITIONING AND PRESSURIZATION		
21-22	Standby Pack Temperature Control Valves  a. Pack Temperature Control Valve(s) is Operative (MMEL 21-34A)	C	2	0	Y	Y
(M) or (O) PROCEDURES						

## • NOTE •

*If the fault is intermittent the lights may not illuminate during recall.*

- A. Verify operation of the Primary Temperature Control System(s) as follows:
1. To recall, push the left or right system annunciator light panel (6-pack) on the glareshield and observe that these lights illuminate:
    - a. AIR COND.
    - b. MASTER CAUTION.
    - c. Associated PACK light(s).
  2. To reset, push a MASTER CAUTION light on the glareshield and observe that these lights extinguish:
    - a. AIR COND.
    - b. MASTER CAUTION.
    - c. Associated PACK light(s).
- B. Install INOP placard adjacent to affected system's switch, gauge, indicator, etc.

## (O) PROCEDURES

- A. Carriage of dry ice must not exceed 880lbs.

## • NOTE •

*After engine start, a nuisance PACK light may illuminate during a recall check.**If the light extinguishes during the MASTER CAUTION reset, dispatch is permitted if the light can be reset.*

## (DP) PROCEDURES

- A. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.

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b. Associated Pack Not Used (MMEL 21-34B)	C	2	0	Y	N	(M)(O)(DP) One or both may be inoperative provided associated pack is not used.
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## (M) PROCEDURES

- A. Placard the associated Air Conditioning Pack(s) inoperative in accordance with MEL item 21-01a or 21-01b, as appropriate.
- B. Install INOP placard adjacent to Captains PFD.

## (O) PROCEDURES

- A. Air Conditioning Pack(s) inoperative. See MEL item 21-01a or 21-01b as appropriate.

## (DP) PROCEDURES

- A. Air Conditioning Pack(s) inoperative. See MEL item 21-01a or 21-01b as appropriate.



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# 737 NG Minimum Equipment List

Item 21-35-01.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 21	AIR CONDITIONING AND PRESSURIZATION
21-23 Trim Air Pressure Regulating and Shutoff Valve (MMEL 21-35-01)	C 1 0 N N <b>(M)</b> May be inoperative secured CLOSED.

## **(M) PROCEDURES**

- A. Secure the Trim Air Pressure Regulating and Shutoff Valve CLOSED (AMM 21-00-00/901) as follows:
    1. Position the TRIM AIR switch to OFF.
    2. Gain access to the trim air pressure regulating valve by opening the right ECS bay access door 192DR.
    3. Turn them manual override hex on the shutoff valve until the visual position indicator shows the full closed position.
    4. Close the access opened in Step A.2.
    5. Open and collar the AIR CONDITIONING TRIM AIR PRESS c-b (D9) on the P6-4 panel.
  - B. Install a placard adjacent to the TRIM AIR Switch to read: TRIM AIR INOP.
-



# 737 NG Minimum Equipment List

Item 21-36-01.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 21			AIR CONDITIONING AND PRESSURIZATION			
21-24	Trim Air Modulating Valves	C	3	0	N	(M)(O) Any or all may be inoperative CLOSED.  a. Inoperative Closed (MMEL 21-36-01A)

## (M) PROCEDURES

- A. Secure the Trim Air Modulating Valve(s) CLOSED (AMM 21-00-00/901) as follows:
  1. Position the associated CONT CAB, FWD CAB or AFT CAB zone temperature selector(s) to OFF.
  2. Gain access to the affected trim air modulating valve by opening the associated ECS access door:
    - a. For the CONT CAB valve, the left ECS bay access door, 192CL.
    - b. For the FWD and / or AFT CAB valves, the right ECS bay access door, 192DR.
  3. Disconnect, cap and stow the electrical connector from the valve(s).
  4. Turn the valve manual override until the visual position indicator shows full CLOSED.
  5. Close the access opened in Step A.2.
  6. Position the applicable zone temperature selector(s) to the normal operating range.
- B. Install a placard adjacent to the affected zone control temperature selector to read: CONT CAB (FWD CAB) (AFT CAB) TRIM AIR MOD VALVE INOP CLOSED.

## (O) PROCEDURES

- A. Use normal procedures to operate the temperature selectors.
- B. With a trim air modulating valve CLOSED, the associated CONT CAB, FWD CAB or AFT CAB ZONE TEMP light will illuminate during Master Caution recall and will extinguish when Master Caution is reset.

b. Inoperative In Any Position (MMEL 21-36-01B)	C	3	0	N	Y	(M)(O) Any or all may be inoperative in any position provided Trim Air Pressure Regulating and Shutoff Valve remains CLOSED.
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## (M) or (O) PROCEDURES

- A. Install a placard adjacent to the affected zone control temperature selector to read: CONT CAB (FWD CAB) (AFT CAB) TRIM AIR MOD VALVE INOP.

## (O) PROCEDURES

- A. Operate with TRIM AIR switch OFF.
- B. Use normal procedures to operate the temperature selectors.



## 737 NG Minimum Equipment List

Item 21-38.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 21</b>	<b>AIR CONDITIONING AND PRESSURIZATION</b>
21-25 Outflow VALVE Position Indicator (MMEL 21-38)	C 1 0 N N <b>(M)(O)</b> May be inoperative provided valve is verified to be operative.

**(M) PROCEDURES**

- A. Verify operation of the Outflow Valve Actuators as follows:

1. Supply electrical power to the aircraft
2. Close the PRESSURIZATION CONTROL LCD LTG (F1), AUTO 1 (F3), AUTO 2 (F5), MAN (F6) and IND (F7) c-bs located on the P6-4 panel.
3. Verify visually that the outflow valve is in the fully opened position.
4. Operate the outflow valve in manual mode.
  - a. Position the pressurization mode selector to MAN.
  - b. Verify the MANUAL light illuminates.
  - c. Position and hold the outflow valve switch to CLOSE for approximately 30 seconds.
  - d. Verify visually that the outflow valve moves to the fully closed position.
  - e. Position the pressurization mode selector to AUTO.
  - f. Verify that the MANUAL light extinguishes.
  - g. Verify visually that the outflow valve moved to the fully open position.
5. Return the aircraft to its required configuration.

- B. Install INOP placard adjacent to affected system's switch, gauge, indicator, etc

**(O) PROCEDURES**

- A. If procedures call for the outflow valve to be placed in the full open or closed position, hold the Outflow Valve toggle switch to OPEN or CLOSE for approximately 40 seconds.



## 737 NG Minimum Equipment List

Item 21-39.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 21	AIR CONDITIONING AND PRESSURIZATION					
21-26 Trim Air Check Valves (MMEL 21-39)	C	2	1	N	N	(M)(O) One may be inoperative provided associated valve is deactivated closed.

**(M) PROCEDURES**

A. Deactivate the associated Trim Air Valve as follows: (AMM 21-00-00/901)

1. Obtain blank-off plate A21015-1 (CBF1098-1) from stock or fabricate an equivalent with following specifications:
  - a. Materials:
    - i. Titanium 6AL-4V per MIL-T-9046 Type 3 Comp C.
    - ii. Inconel 718 per AMS 5596.
    - iii. 301 CRES per MIL-S-5059 1/2, 3/4, or Full hard.
  - b. Dimensions:
    - i. Diameter: 3.00 (+0.10 or -0.00) inches.
    - ii. Thickness: 0.040 inch.
2. Supply electrical power to the airplane.

**WARNING**

**REMOVE THE PRESSURE FROM THE PNEUMATIC SYSTEM. PRESSURE IN THE PNEUMATIC SYSTEM CAN CAUSE INJURY TO PERSONS AND DAMAGE EQUIPMENT.**

3. Remove the pressure from the pneumatic system.
4. Position the Engine 1 BLEED, Engine 2 BLEED and APU BLEED switches to OFF. Attach DO-NOT-OPERATE tags as necessary.
5. Gain access to the trim air check valves by opening the right ECS bay access door, 192CR.
6. Modify ducting.
  - a. Loosen clamp on forward side of the inoperative trim air check valve and move clamp forward on duct.
  - b. Slip blanking plate between duct assembly and the inoperative trim air check valve.

**• NOTE •**

*Install plate on the down stream side of the duct.*

- c. Move clamp backward on to check valve.
- d. Tighten clamp (torque clamp nut to 55 inch-pounds).

**• NOTE •**

*Clamp must be evenly located on valve and duct flanges.*

7. Perform leakage test.
  - a. Remove the DO-NOT-OPERATE tags and position the Engine 1 BLEED, Engine 2 BLEED and APU BLEED switches to ON.
  - b. Supply pneumatic power.
  - c. Position the associated L or R PACK switch to AUTO.
  - d. Position the TRIM AIR switch to OFF.
  - e. Check valve flange for leakage.
    - i. Diffused leakage is acceptable.
    - ii. Jet blast leakage must be repaired by joint or clamp realignment.
8. Close the access door opened in Step A.5.
9. Return the aircraft to its required configuration.
- B. Install a placard adjacent to the Trim Air Switch to read: L or R TRIM AIR CHECK VALVE INOP.

(Continued)



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## 737 NG Minimum Equipment List

Item 21-39.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 21	AIR CONDITIONING AND PRESSURIZATION

### (O) PROCEDURES (Continued from MEL Item 21-26)

#### • NOTE •

*Normal pack operation is not affected by the deactivation procedure which installs a blanking plate on one of the two trim air check valves.*

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## 737 NG Minimum Equipment List

Item 21-40-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 21		AIR CONDITIONING AND PRESSURIZATION					
21-27	Equipment Cooling Automatic Flow Control Valve / Overboard Exhaust Valve  a. Pressurized Flight (MMEL 21-40-02-05)	C	1	0	Y	N	(M)(O)(DP) May be inoperative provided: a) Actuator is verified to be in SMOKE position, and b) Both Air Conditioning Packs are operative.

**(M) PROCEDURES**

- A. Gain access to the Overboard Exhaust Valve by opening the electronic equipment access door, 117A.  
Remove the access panel on the top of the raised platform, which is aft and outboard of the door.
- B. Verify the Automatic Flow Control Valve is in the SMOKE position. Locate the position indicator on the valve and verify that it is in the SMOKE position, it may be necessary to use a mirror to see indicator. If the valve has failed in the SMOKE position proceed to Step D.
- C. If the valve has not failed in the SMOKE position, position and deactivate the valve as follows:  
(AMM 21-00-00/901)
  1. Put the aircraft in the AIR mode using PSEU (AMM 32-09-00-201).
  2. Position the L or R Pack switch to HIGH.
  3. Position the R RECIRC FAN switch to OFF.
  4. After 10 seconds, open and tag the A/C OVERBOARD EXHAUST VALVE CONT c-b (D2) located on the P6-4 panel.
  5. Disconnect, cap and stow electrical connector D11880.
  6. Verify valve is in SMOKE position by viewing the position indicator.
  7. Remove tag and close the circuit breaker opened in Step C.4.

**CAUTION**

VALVE MUST BE IN THE SMOKE POSITION TO USE THIS MEL ITEM.

- 8. Put the airplane into the GND mode using the PSEU (AMM 32-09-00-201).
- D. Close the access panel and door opened in Step A.
- E. Install a placard on the Air Conditioning Panel to read: OVBD EXH VLV INOP IN SMOKE POS.

**(O) PROCEDURES**

- A. Both air conditioning packs are required to maintain pressurization when the valve is failed with actuator in the SMOKE position. Descent may be required if an air conditioning pack fails enroute.
- B. Carriage of dry ice must not exceed 880lbs.

**(DP) PROCEDURES**

- A. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.

(Continued)



## 737 NG Minimum Equipment List

Item 21-40-02.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 21			AIR CONDITIONING AND PRESSURIZATION				
21-27	Equipment Cooling Automatic Flow Control Valve / Overboard Exhaust Valve  b. Unpressurized Flight (MMEL 21-40-02-03)	C	1	0	Y	N	<b>(M)(O)(DP)</b> May be inoperative in OPEN position provided: a) Flight conducted in an unpressurized configuration, b) Procedures below are used to ensure lower forward cargo compartment remains empty, c) Outflow Valve is positioned to 25% OPEN position, and d) Both Recirculation Fans are operative.

**(M) or (O) PROCEDURES**

- A. Prior to each departure verify the forward cargo compartment is empty.

**(M) PROCEDURES**

- A. Deactivate the Outflow Valve in the 25% OPEN position as follows:
1. Position the pressurization mode selector to MAN.
  2. Position and hold the outflow valve switch to OPEN until the VALVE indicator indicates 25% open.
  3. Open and collar the A/C OVERBOARD EXHAUST VALVE RECONFIG CONT c-b (D2) located on the P6-4 panel.
- B. Install the placards as follows:
1. Adjacent to the Captain's PFD to read: EQUIP COOLING AUTO FLOW CONTROL VALVE INOP. OPERATE UNPRESSURIZED. MAX ALT 10,000 FEET MSL.
  2. Adjacent to the forward cargo door to read: DO NOT LOAD CARGO COMPARTMENT. Pre-printed placard SPN 99-2517-3-0014 may be used for this purpose

**(O) PROCEDURES**

- A. Conduct flight unpressurized. Flight with Passengers / Cargo is not authorized. Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
- B. Remain at or below 10,000 feet MSL.
- C. Remain within 50 nm of land.
- D. Except for ditching, keep the outflow valve in the 25% OPEN position.
- E. Use only one pack inflight.
- F. When dispatching with one operating pack supplied by engine bleed air on takeoff determine takeoff performance based on packs AUTO.

**(DP) PROCEDURES**

- A. Carrying Passengers / Cargo is not authorized. See Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
- B. Plan flight at or below 10,000 feet MSL.
- C. Plan flight to remain within 50 nm of land.
- D. Notify Load Planner the forward cargo compartment must remain empty.



## 737 NG Minimum Equipment List

Item 21-41-02.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 21			AIR CONDITIONING AND PRESSURIZATION			

21-28	Door Area Heater Systems  a. Aft Entry Door Area Heater System (MMEL 21-41-02)	C	2	0	N	N
<b>(M) PROCEDURES</b>						

- A. Deactivate the AFT Entry Door Heater System as follows:
1. Gain access to the P91 panel by opening the electronic equipment access door, 117A.
  2. Open and collar the AFT DOOR AREA HEATER c-b (A14 or D7) located on the P91 panel.
  3. Close access door opened in Step A.1.
- B. Install a placard adjacent to the Captain's PFD to read: AFT ENTRY DOOR HEAT SYS INOP.
- 

b. Fwd Entry Door and Overwing Emergency Exit Hatch Area Heater System (MMEL 21-41-02)	C	4	0	N	N	(M) Any or all may be inoperative deactivated.
<b>(M) PROCEDURES</b>						

- A. Deactivate the Forward Entry Door and Overwing Emergency Exit Hatch Heater System as follows:
1. Gain access to the P91 panel by opening the electronic equipment access door, 117A.
  2. Open and collar the FWD DOOR AREA HEATER c-b (A16 or D9) located on the P91 panel.

**• NOTE •**

*Opening of the forward entry door heater circuit breaker will also deactivate the overwing emergency exit hatch area heaters.*

3. Close access door opened in Step A.1.
- B. Install a placard adjacent to the Captain's PFD to read: FWD (OVR WING) DOOR HEAT SYS INOP.
-



## 737 NG Minimum Equipment List

Item 21-42.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 21</b>	<b>AIR CONDITIONING AND PRESSURIZATION</b>
21-29      Equipment Cooling Low Flow Detector System (EQUIP COOLING OFF Light) (MMEL 21-42)	B      2      1      N      N <b>(M)(O)</b> One may be inoperative provided associated Supply or Exhaust Fans are verified to be operative.

**(M) PROCEDURES**

- A. Verify the associated Supply or Exhaust Fan is operative as follows:
1. Verify operation of the cooling system fans with the inoperative Detector as follows:
    - a. For a SUPPLY system Low Flow Detector Inoperative:
      - i. Position the associated EQUIP COOLING SUPPLY switch to NORM and feel the selected fan motor for vibration.
      - ii. Position the associated EQUIP COOLING SUPPLY switch to ALTN and feel the selected fan motor for vibration.
    - b. For an EXHAUST system low flow detector inoperative:
      - i. Position the associated EQUIP COOLING EXHAUST switch to NORM and feel for air exiting the overboard exhaust vent at the bottom of the airplane near the centerline at STA 370.
      - ii. Position the associated EQUIP COOLING EXHAUST switch to ALTN and feel for air exiting the overboard exhaust vent at the bottom of the airplane near the centerline at STA 370.
  2. Verify operation of the SUPPLY Cooling System with the operative Low Flow Detector as follows:
    - a. Position the EQUIP COOLING SUPPLY switch to NORM.
    - b. Open the EQUIPMENT COOLING SUPPLY FAN CONTROL NORMAL c-b (C12) located on the P6-4 panel. Verify the EQUIP COOLING SUPPLY OFF light illuminates.
    - c. Position the SUPPLY switch to ALTN. Verify the OFF light extinguishes.
    - d. Open the SUPPLY FAN CONTROL ALTN c-b (C13) located on the P6-4 panel. Verify the OFF light illuminates.
    - e. Close the circuit breakers opened in Steps A.2.b and A.2.d. Verify the OFF light extinguishes.
    - f. Position the SUPPLY switch to NORMAL.
  3. Verify operation of the EXHAUST Cooling System with the operative Low Flow Detector as follows:
    - a. Position the EQUIP COOLING EXHAUST switch to NORM.
    - b. Open the EQUIPMENT COOLING EXHAUST FAN CONTROL NORMAL c-b (C14) located on the P6-4 panel. Verify the EQUIP COOLING EXHAUST OFF light illuminates.
    - c. Position EXHAUST switch to ALTN. Verify the OFF light extinguishes.
    - d. Open the EXHAUST FAN CONTROL ALTN c-b (C15) located on the P6-4 panel. Verify the OFF light illuminates.
    - e. Close the circuit breakers opened in Steps A.3.b and A.3.d. Verify the OFF light extinguishes.
    - f. Position the EXHAUST switch to NORM.
  4. If required to silence the ground crew call horn, open and collar the applicable circuit breaker:
    - a. For the SUPPLY system, the EQUIPMENT COOLING LOW FLOW DETECT SUPPLY c-b (A17) located on the P18-3 panel.
    - b. For the EXHAUST system, then EQUIPMENT COOLING LOW FLOW DETECT EXHAUST c-b (A18) located on the P18-3 panel.
- B. Install a placard adjacent to the affected EQUIP COOLING OFF light to read: FLOW DETECTOR INOP.

**(O) PROCEDURES****• NOTE •**

If both inboard and outboard display units on one side fail, try to restore displays by selecting the other cooling fan in the system with the inoperative detector. The Captain's displays are cooled by the supply fans. The F/O's displays are cooled by the exhaust fans.

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# **737 NG Minimum Equipment List**

**Item 21-43.1**

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 21	AIR CONDITIONING AND PRESSURIZATION
21-30      Equipment Cooling Air Filter (MMEL 21-43)	C      1      0      N      N <b>(M)</b> Equipment cooling system may be operated with filter removed.

## (M) PROCEDURES

- A. Remove the equipment cooling air filter (AMM 21-27-01-401).  
B. Install a placard adjacent to the Captain's PFD to read: EQUIPMENT COOLING AIR FILTER REMOVED.



## 737 NG Minimum Equipment List

Item 21-44.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 21				AIR CONDITIONING AND PRESSURIZATION		
21-31	Fan Bypass Check Valves  a. One Inoperative, Opposite Pack Operates Normally (MMEL 21-44C)	C	2	1	Y	N
<b>(M) PROCEDURES</b>						
A. Install a placard adjacent to the associated pack switch to read: DO NOT OPERATE ON GROUND.						
<b>(O) PROCEDURES</b>						
A. Do not operate the pack associated with the inoperative check valve on the ground. B. Carriage of dry ice must not exceed 880lbs.						
<b>(DP) PROCEDURES</b>						
A. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.						
<hr/>						
b. Airport OAT Below 80 Deg F (MMEL 21-44A)	C	2	0	Y	N	<b>(M)(O)(DP)</b> One or both may be inoperative open or missing provided airport ambient temperature remains below 27° C (80° F).
<b>(M) PROCEDURES</b>						
A. Install a placard adjacent to the associated pack switch to read: DO NOT OPERATE ON GROUND.						
<b>(O) PROCEDURES</b>						
A. Do not operate the pack associated with the inoperative check valve on the ground. B. Carriage of dry ice must not exceed 880lbs.						
<b>(DP) PROCEDURES</b>						
A. Do not dispatch to or from any airport with an ambient temperature at or above 27° C (80° F). B. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.						
<hr/>						
c. Associated Pack Inoperative (MMEL 21-44B)	C	2	0	Y	N	<b>(M)(O)(DP)</b> One or both may be inoperative open or missing for an associated inoperative pack.
<b>(M) PROCEDURES</b>						
A. Placard the associated Air Conditioning Pack(s) inoperative in accordance with MEL item 21-01a or 21-01b, as appropriate.						
<b>(O) PROCEDURES</b>						
A. Air Conditioning Pack(s) inoperative. See MEL item 21-01a or 21-01b as appropriate.						
<b>(DP) PROCEDURES</b>						
A. Air Conditioning Pack(s) inoperative. See MEL item 21-01a or 21-01b as appropriate.						

c. Associated Pack Inoperative (MMEL 21-44B)	C	2	0	Y	N	<b>(M)(O)(DP)</b> One or both may be inoperative open or missing for an associated inoperative pack.
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<b>(M) PROCEDURES</b>
A. Placard the associated Air Conditioning Pack(s) inoperative in accordance with MEL item 21-01a or 21-01b, as appropriate.

<b>(O) PROCEDURES</b>
A. Air Conditioning Pack(s) inoperative. See MEL item 21-01a or 21-01b as appropriate.

<b>(DP) PROCEDURES</b>
A. Air Conditioning Pack(s) inoperative. See MEL item 21-01a or 21-01b as appropriate.



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## 737 NG Minimum Equipment List

Item 21-50.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 21	AIR CONDITIONING AND PRESSURIZATION					
21-32 Flight Deck Foot Heater Systems (MMEL 21-50)	C	2	0	N	Y	(M)(O) May be inoperative provided flight deck temperature is acceptable to Flight Crew.

### (M) or (O) PROCEDURES

- A. Flight deck temperature must be acceptable to the Flight Crew.
  - B. Install a placard adjacent to the Captain's PFD to read: FLIGHT DECK FOOT HEATER INOP.
-



# 737 NG Minimum Equipment List

TOC 22.1

SYSTEM 22

AUTOPILOT

## SYSTEM 22 - Autopilot

- 22-01 Autopilot Systems
- 22-02 Autopilot Disconnect
- 22-03 Autopilot Disengage Warning System (A/P Lights)
- 22-04 Yaw Damper
- 22-05 Autothrottle System
- 22-06 Mach Trim Systems
- 22-07 Autothrottle Disengage Lights (A/T Lights)
- 22-08 Reserved for future use
- 22-09 Reserved for future use
- 22-10 STAB OUT OF TRIM LIGHT
- 22-11 Mode Control Panel Selectors
- 22-12 Mode Control Panel Switches
- 22-13 Mode Control Panel Windows
- 22-14 Takeoff / Go-Around (TO/GA) Switches
- 22-15 Mode Control Panel Switch Lights (Green)
- 22-16 Thrust Mode Display
- 22-89 LMP Status
- 22-90 Flight Confidence Check Required



## 737 NG Minimum Equipment List

Item 22-01.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 22</b>	<b>AUTOPILOT</b>
22-01      Autopilot Systems a. One Inoperative (MMEL 22-01A)	C      2      1      Y      Y <b>(M)(O)(DP)</b> One may be inoperative provided approach minimums do not require its use.

**(M) or (O) PROCEDURES**

A. For A/C 3DM thru 3PX, if FCC A is affected placard the Autothrottle System inoperative in accordance with MEL item 22-05.

B. Install INOP placard adjacent to affected system's switch, gauge, indicator, etc.

• NOTE •

- Failures in one or both Flight Control Computers (FCCs) may affect the Mach Trim, Flight Director and Altitude Alerting Systems.
- The associated Flight Control Computer (FCC) may be inoperative. LNAV ARM will not be available at takeoff with one operative FCC. However, after takeoff with one FCC available, LNAV can be used on the side with the operative FCC.

**(O) PROCEDURES**

A. RNAV (RNP) / RNP (AR) approaches are not authorized.

**(DP) PROCEDURES**

- A. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.
- B. PBN code T1 must be removed.

(Continued)



# 737 NG Minimum Equipment List

Item 22-01.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 22				AUTOPILOT		
22-01	Autopilot Systems b. Both Inoperative (MMEL 22-01B)	B	2	0	Y	(M)(O)(DP) Both may be inoperative provided: a) Approach minimums do not require their use, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to Flight Crew.

### (M) or (O) PROCEDURES

A. For A/C 3DM thru 3PX, if FCC A is affected placard the Autothrottle System inoperative in accordance with MEL item 22-05.

B. Install INOP placard adjacent to affected system's switch, gauge, indicator, etc

• NOTE •

• Failures in one or both Flight Control Computers (FCCs) may affect the Mach Trim, Flight Director and Altitude Alerting Systems.

• Both Flight Control Computers (FCC) may be inoperative. LNAV ARM will not be available at takeoff with one operative FCC. However, after takeoff with one FCC available, LNAV can be used on the side with the operative FCC.

### (O) PROCEDURES

- A. Flight plan must not exceed 3.5 hours OFF to ON.
- B. Do not operate flight in RVSM airspace.
- C. RNAV (RNP) / RNP (AR) approaches are not authorized.
- D. Non ILS approaches are not authorized unless weather at estimated time of arrival is expected to be at least 1000ft ceiling and 3sm visibility.

• NOTE •

Any mode which is operative may be used. If control wheel steering (CWS) is inoperative, do not use other modes (pitch or roll).

### (DP) PROCEDURES

- A. Flight plan must not exceed 3.5 hours OFF to ON.
- B. Do not dispatch flight into RVSM airspace (FL 290 - FL 410).
- C. NAV Code W must be removed.
- D. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.
- E. PBN code T1 must be removed.
- F. Do not dispatch flight based on Non-ILS approaches unless weather at landing airport(s) at estimated time of arrival is expected to be at least 1000ft ceiling and 3sm visibility.



# 737 NG Minimum Equipment List

Item 22-01-01.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
<b>SYSTEM 22</b>							
							<b>AUTOPILOT</b>
22-02	Autopilot Disconnect a. Control Wheel Disconnect Switches - One Inoperative (MMEL 22-01-01-02A)	C	2	1	Y LMP	Y	<b>(M)(O)(DP)</b> One may be inoperative provided: a) Mode Control Panel autopilot DISENGAGE bar operates normally, b) Autopilot is not used below 1500 feet AGL, and c) Approach minimums do not require use of autopilot.

#### **(M) or (O) PROCEDURES**

- A. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.
- B. Install INOP placard adjacent to affected system's switch, gauge, indicator, etc

#### **(O) PROCEDURES**

- A. Do not operate Autopilot below 1500 feet AGL.
- B. Non ILS approaches are not authorized unless weather at estimated time of arrival is expected to be at least 1000ft ceiling and 3sm visibility.

#### **(DP) PROCEDURES**

- A. LMP status is downgraded.
- B. Do not dispatch flight based on Non-ILS approaches unless weather at landing airport(s) at estimated time of arrival is expected to be at least 1000ft ceiling and 3sm visibility.

b. Control Wheel Disconnect Switches - Both Inoperative (MMEL 22-01-01-02B)	B	2	0	Y LMP	Y	<b>(M)(O)(DP)</b> Both may be inoperative provided autopilots are not used.
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#### **(M) or (O) PROCEDURES**

- A. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.
- B. Install a placard adjacent to the A/P ENGAGE switches to read: DO NOT USE A/P.

#### **(O) PROCEDURES**

- A. Do not use the autopilot in any mode or function.
- B. Flight plan must not exceed 3.5 hours OFF to ON.
- C. Do not operate flight in RVSM airspace.
- D. RNAV (RNP) / RNP (AR) approaches are not authorized.
- E. Non ILS approaches are not authorized unless weather at estimated time of arrival is expected to be at least 1000ft ceiling and 3sm visibility.

#### **(DP) PROCEDURES**

- A. LMP status is downgraded.
- B. Flight plan must not exceed 3.5 hours OFF to ON.
- C. Do not dispatch flight into RVSM airspace (FL 290-FL 410).
- D. NAV Code W must be removed.
- E. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.
- F. PBN code T1 must be removed.
- G. Do not dispatch flight based on Non-ILS approaches unless weather at landing airport(s) at estimated time of arrival is expected to be at least 1000ft ceiling and 3sm visibility.

(Continued)



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# 737 NG Minimum Equipment List

Item 22-01-01.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 22		AUTOPILOT					
22-02	Autopilot Disconnect c. Autopilot DISENGAGE Bar (MMEL 22-01-02)	C	1	0	N	Y	(M)(O) May be inoperative.

## (M) or (O) PROCEDURES

- Install INOP placard adjacent to affected system's switch, gauge, indicator, etc



## 737 NG Minimum Equipment List

Item 22-02.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 22</b>	
<b>AUTOPILOT</b>	
22-03 Autopilot Disengage Warning System (A/P Lights)  a. Lights - One Inoperative (MMEL 22-02-01A)	C   2   1   Y   Y   (M)(O)(DP) One may be inoperative provided autopilot disengage aural warning system operates normally.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to affected system's switch, gauge, indicator, etc

**(O) PROCEDURES**

- A. RNAV (RNP) / RNP (AR) approaches are not authorized.

**(DP) PROCEDURES**

- A. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.  
B. PBN code T1 must be removed.

b. Lights - Both Inoperative (MMEL 22-02-01C)	B   2   0   Y   Y   (M)(O)(DP) Both may be inoperative provided autopilots are not used.
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the A/P ENGAGE switches to read: DO NOT USE A/P.

**(O) PROCEDURES**

- A. Do not use the autopilot in any mode or function.  
B. Flight plan must not exceed 3.5 hours OFF to ON.  
C. Do not operate flight in RVSM airspace.  
D. RNAV (RNP) / RNP (AR) approaches are not authorized.

**(DP) PROCEDURES**

- A. Flight plan must not exceed 3.5 hours OFF to ON.  
B. Do not dispatch flight into RVSM airspace (FL 290 - FL 410).  
C. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.  
D. Nav code W must be removed.  
E. PBN code T1 must be removed.

(Continued)



## 737 NG Minimum Equipment List

Item 22-02.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 22</b>	
22-03 Autopilot Disengage Warning System (A/P Lights) c. Aural Warning (MMEL 22-02-02)	B   1   0   Y   Y   <b>(M)(O)(DP)</b> May be inoperative provided autopilots are not used.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the A/P ENGAGE switches to read: DO NOT USE A/P.

**(O) PROCEDURES**

- A. Do not use the autopilot in any mode or function.
- B. Flight plan must not exceed 3.5 hours OFF to ON.
- C. Do not operate flight in RVSM airspace.
- D. RNAV (RNP) / RNP (AR) approaches are not authorized.

**(DP) PROCEDURES**

- A. Flight plan must not exceed 3.5 hours OFF to ON.
- B. Do not dispatch flight into RVSM airspace (FL 290 - FL 410).
- C. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.
- D. Nav code W must be removed.
- E. PBN code T1 must be removed.

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# 737 NG Minimum Equipment List

Item 22-03.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 22			AUTOPILOT				
22-04	Yaw Damper a. System (MMEL 22-03-02)	B	1	0	Y	Y	(M)(O)(DP) May be inoperative provided YAW DAMPER switch remains off.

### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to affected system's switch.

### (O) PROCEDURES

- A. Avoid areas of predicted moderate or severe turbulence.
- B. Remain at or below FL 250.
- C. Reduce airspeed and/or descend to a lower altitude if turbulence is encountered and passenger comfort is affected.
- D. Do not exceed flaps 30.

### (DP) PROCEDURES

- A. Do not dispatch into areas of known or forecast moderate to severe turbulence.
- B. Plan flight at or below FL 250.
- C. Do not plan MLWT based on Flaps 40.

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b. Yaw Damper Indicator (MMEL 22-03-03)	C	1	0	N	Y	(M)(O) May be inoperative.
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### EFFECTIVITY:

- A/C 3AA thru 3FK

### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to affected system's indicator.



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## 737 NG Minimum Equipment List

Item 22-04.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 22		AUTOPILOT				
22-05	Autothrottle System (MMEL 22-04)	C	1	0	N	Y
						<p><b>(M)(O)</b> May be inoperative provided approach minimums do not require its use.</p> <p><i>NOTE:</i></p> <p><i>American Airlines does not require autothrottle system to be operative for approach.</i></p>

### (M) or (O) PROCEDURES

- Install INOP placard in adjacent to affected system's switch, gauge, indicator, etc.



## 737 NG Minimum Equipment List

Item 22-05.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 22				AUTOPILOT		
22-06	Mach Trim Systems	C	2	1	N	(M) One may be inoperative deactivated provided: a) Remaining Mach Trim System is verified to be operative, and b) MACH TRIM FAIL light is operative.
a.	One Inoperative (MMEL 22-05-01)					

**(M) PROCEDURES**

- A. Deactivate the affected Mach Trim System by opening and collaring the associated circuit breakers:
  1. For Channel A, the AFCS A MACH TRIM AC and DC (C4 and D4) c-bs located on the P18-1 panel.
  2. For Channel B, the AFCS B MACH TRIM AC and DC (C1 and B2) c-bs located on the P6-2 panel.
- B. Accomplish DFCS BITE Library Test No. 13.33 for remaining Mach Trim System Channel A or Channel B.
- C. Install INOP placard adjacent to the Captain's PFD.

b.	Both Inoperative (MMEL 22-05)	C	2	0	Y	N	(M)(O)(DP) One or both may be inoperative provided: a) AFM limitations are observed, and b) Mach Trim Actuator is verified to be in null / uncommanded elevator position.
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**(M) PROCEDURES****• NOTE •**

• An operable Mach Trim Actuator and Mach Trim System is required to position the elevator trailing edge if it is out of alignment.

An inoperable actuator or accessory box must be replaced.

• Dispatch is not permitted with both Mach Trim Systems inoperative if the elevator trailing edge is not aligned with the index mark on the fuselage

- A. Verify that the elevator trailing edge is in the correct position as follows:

1. Apply electrical power.
2. Pressurize hydraulic systems A and B.
3. Position the FLAP Handle to 0 (flaps up).
4. Position stabilizer to 4 units of trim.
5. Move / jiggle the control column slightly to place the elevators into the detent position.
6. Visually check that the elevator trailing edge is aligned within 0.06 inches of the index mark on the fuselage.
7. Open and collar the AFCS A MACH TRIM AC and DC (C4 and D4) c-bs located on the P18-1 panel.
8. Open and collar the AFCS B MACH TRIM AC and DC (C1 and B2) c-bs located on the P6-2 panel.
9. Return the aircraft to its required configuration.

- B. Install a placard adjacent to the Captain's PFD to read: DO NOT EXCEED 280 KIAS / 0.82 MACH.

**(O) PROCEDURES**

- A. Do not exceed 280 KIAS / 0.82 M.

**(DP) PROCEDURES**

- A. Plan flight at or below 280 KIAS / 0.82M (FOS = JV; FKY= Automated).



## 737 NG Minimum Equipment List

Item 22-08.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 22	AUTOPILOT

22-07	Autothrottle Disengage Lights (A/T Lights)	C	2	1	N	Y	(M)(O) One may be inoperative when autothrottle is used provided approach minimums do not require their use.
	a. One Inoperative (MMEL 22-08A)						

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
- 

b. Both Inoperative (MMEL 22-08B)	C	2	0	N	Y	(M)(O) Both may be inoperative provided autothrottle is not used.
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the A/T ARM switch to read: DO NOT USE A/T.
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**(O) PROCEDURES**

- A. Do not use autothrottle.
-



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01-04-21

## 737 NG Minimum Equipment List

Item 22-09.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 22	AUTOPILOT
22-08      Reserved for future use (MMEL 22-09)	- - - - -



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01-04-21

## 737 NG Minimum Equipment List

Item 22-10.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 22	AUTOPILOT
22-09      Reserved for future use (MMEL 22-10)	- - - - -



## 737 NG Minimum Equipment List

Item 22-11.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 22	AUTOPILOT

22-10 STAB OUT OF TRIM LIGHT (MMEL 22-11) B 1 0 Y Y (M)(O)(DP) May be inoperative provided autopilots are not used.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the A/P ENGAGE switches to read: DO NOT USE A/P.

**(O) PROCEDURES**

- A. Do not use the autopilot in any mode or function.  
B. Flight plan must not exceed 3.5 hours OFF to ON.  
C. Do not operate flight in RVSM airspace.  
D. RNAV (RNP) / RNP (AR) approaches are not authorized.

**(DP) PROCEDURES**

- A. Flight plan must not exceed 3.5 hours OFF to ON.  
B. Do not dispatch flight into RVSM airspace (FL 290 - FL 410).  
C. Nav code W must be removed.  
D. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.  
E. PBN code T1 must be removed.
-



## 737 NG Minimum Equipment List

Item 22-14.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 22</b>	<b>AUTOPILOT</b>

22-11	Mode Control Panel Selectors  a. V/S Selector (UP, DN) (MMEL 22-14-01)	C	1	0	Y	Y	(M)(O)(DP) May be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Do not operate flight with Non-ILS Approaches with no coded glide path.

**CAUTION**

ON APPROACHES WITH A CODED MISSED APPROACH WAYPOINT (MAXX) THE USE OF V/S MODE WILL NOT BE AVAILABLE. THIS COULD RESULT IN THE LOSS OF VERTICAL GUIDANCE AND AUTOTHROTTLE USAGE TO MAINTAIN MCP SPEED PAST THE MAXX WAYPOINT.

**(DP) PROCEDURES**

- A. Do not dispatch flight based on Non-ILS Approaches with no coded glide path.

**• NOTE •**

*A non-coded glide path is not common in the US and can be determined by the aircraft NavDB. Verify with Captain that the use of an approach with a non-coded glide path is not required at destination or alternate(s)*

b. Bank Angle Selector (10, 15, 20, 25, 30) (MMEL 22-14-02)	C	1	0	N	Y	(M)(O) May be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.



## 737 NG Minimum Equipment List

Item 22-15.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 22				AUTOPILOT		

22-12	Mode Control Panel Switches  a. A/P CWS Engage Switches (MMEL 22-15-01)	C	2	0	N	Y	(M)(O) One or both may be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

b. A/P CMD Engage Switches - One Inoperative (MMEL 22-15-02A)	C	2	1	Y	Y	(M)(O)(DP) One may be inoperative provided approach minimums do not require its use.
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**(M) or (O) PROCEDURES**

- A. Install an INOP placard adjacent to the Captains PFD.

**(O) PROCEDURES**

- A. RNAV (RNP) / RNP (AR) approaches are not authorized.

**(DP) PROCEDURES**

- A. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.  
B. PBN code T1 must be removed.

c. A/P CMD Engage Switches - Both Inoperative (MMEL 22-15-02B)	B	2	0	Y	N	(M)(O)(DP) Both may be inoperative provided autopilots are not used.
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the A/P ENGAGE switches to read: DO NOT USE A/P.

**(O) PROCEDURES**

- A. Do not use the autopilot in any mode or function.  
B. Flight plan must not exceed 3.5 hours OFF to ON.  
C. Do not operate flight in RVSM airspace.  
D. RNAV (RNP) / RNP (AR) approaches are not authorized.

**(DP) PROCEDURES**

- A. Flight plan must not exceed 3.5 hours OFF to ON.  
B. Do not dispatch flight into RVSM airspace (FL 290 - FL 410).  
C. Nav code W must be removed.  
D. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.  
E. PBN code T1 must be removed.

d. A/T ARM Switch (MMEL 22-15-03)	C	1	0	N	Y	(M)(O) May be inoperative provided approach minimums do not require autothrottle use.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

(Continued)



## 737 NG Minimum Equipment List

Item 22-15.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 22				AUTOPILOT			
22-12	Mode Control Panel Switches  e. A/T SPEED Switch (MMEL 22-15-04)	C	1	0	N	Y	<b>(M)(O)</b> May be inoperative provided approach minimums do not require autothrottle use.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

f. F/D Switches (MMEL 22-15-05)	C	2	0	Y LMP	Y	<b>(M)(O)(DP)</b> One or both may be inoperative provided approach minimums do not require Flight Director use.
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**(M) or (O) PROCEDURES**

- A. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.  
B. Install an INOP placard adjacent to the Captains PFD.

**(O) PROCEDURES**

- A. RNAV (RNP) / RNP (AR) approaches are not authorized.

**(DP) PROCEDURES**

- A. LMP status is downgraded.  
B. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.  
C. PBN code T1 must be removed.

g. IAS/MACH C/O (Change Over) Switch (MMEL 22-15-06)	C	1	0	N	Y	<b>(M)(O)</b> May be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

h. APP Switch (MMEL 22-15-07)	C	1	0	Y LMP	Y	<b>(M)(O)(DP)</b> May be inoperative provided approach minimums do not require Autopilot or Flight Director use.
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**(M) or (O) PROCEDURES**

- A. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.  
B. Install an INOP placard adjacent to the Captains PFD.

**(DP) PROCEDURES**

- A. LMP status is downgraded.

(Continued)



# 737 NG Minimum Equipment List

Item 22-15.3

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 22				AUTOPILOT			
22-12	Mode Control Panel Switches  j. N1, VNAV, LVL CHG, V/S, and VOR/LOC Switches (MMEL 22-15-08)	C	5	0	N	Y	<b>(M)(O)</b> Any or all may be inoperative provided enroute procedures do not require their use.

#### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.

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k. SPD INTV and ALT INTV Switches (MMEL 22-15-09)	C	2	0	N	Y	<b>(M)(O)</b> One or both may be inoperative.
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#### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.

---

m. HDG SEL and ALT HOLD Switches (MMEL 22-15-08)	B	2	0	Y	Y	<b>(M)(O)(DP)</b> One or both may be inoperative provided enroute procedures do not require their use.
--------------------------------------------------------	---	---	---	---	---	--------------------------------------------------------------------------------------------------------

#### (M) or (O) PROCEDURES

- A. Install a placard adjacent to the A/P ENGAGE switches to read: DO NOT USE A/P.

#### (O) PROCEDURES

- A. Do not use the autopilot in any mode or function.
- B. Flight plan must not exceed 3.5 hours OUT to IN.
- C. Do not operate flight in RVSM airspace.
- D. RNAV (RNP) / RNP (AR) approaches are not authorized.

#### (DP) PROCEDURES

- A. Flight plan must not exceed 3.5 hours OUT to IN.
- B. Do not dispatch flight into RVSM airspace (FL 290 - FL 410).
- C. Nav code W must be removed.
- D. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.
- E. PBN code T1 must be removed.

(Continued)



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## 737 NG Minimum Equipment List

Item 22-15.4

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 22		AUTOPILOT				
22-12	Mode Control Panel Switches  n. LNAV Switch (MMEL 22-15-08)	C	1	0	Y	Y <b>(M)(O)(DP)</b> May be inoperative provided enroute operations do not require its use.

### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.

### (O) PROCEDURES

- A. Enroute and Terminal RNAV procedures are not authorized.

### (DP) PROCEDURES

- A. Do not dispatch on published RNAV routes (charted routes without LONG / LAT identifying the waypoint position). Planned route must be Non-RNAV including SIDS / STARS.
- B. Do not dispatch based on Terminal RNAV procedures (No RNAV SIDS and STARS).
- C. See Airspace Requirements Quick Reference Guide (Dispatch Home Page) for further flight planning requirements.
- D. PBN codes B1, C1, D1, L1, O1, S2 and T1 must be removed.



## 737 NG Minimum Equipment List

Item 22-16-02.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 22				AUTOPILOT		

22-13	Mode Control Panel Windows a. Airspeed (IAS/MACH) (MMEL 22-16-02-01)	C	1	0	N	Y	(M)(O) May be inoperative and associated selector used provided Selected Airspeed Indications are operative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

---

b. Heading (HEADING) (MMEL 22-16-02-02)	C	1	0	N	Y	(M)(O) May be inoperative and associated selector used provided Selected Heading Indications are operative.
--------------------------------------------	---	---	---	---	---	-------------------------------------------------------------------------------------------------------------

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

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c. Vertical Speed (VERT SPEED) (MMEL 22-16-02-04)	C	1	0	N	Y	(M)(O) May be inoperative and associated selector used provided Selected Vertical Speed Indications are operative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

---

d. Altitude (ALTITUDE) (MMEL 22-16-02-05)	C	1	0	N	Y	(M)(O) May be inoperative and associated selector used provided Selected Altitude Indications are operative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

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e. Course (COURSE) (MMEL 22-16-02-06)	C	2	0	N	Y	(M)(O) One or both may be inoperative and associated selector used provided Selected Course Indications are operative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

(Continued)



## 737 NG Minimum Equipment List

Item 22-16-02.2

NUMBER REQUIRED FOR DISPATCH				DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED				FLIGHT CREW PLACARDING			
REPAIR CATEGORY				REMARKS AND EXCEPTIONS			
SYSTEM 22				AUTOPILOT			
22-13	Mode Control Panel Windows  f. Window Lighting (MMEL 22-16-02-07)	B	1	0	N	Y	<b>(M)(O)</b> May be inoperative provided: a) Selected Airspeed Indications on both PFDs are operative, b) Selected Heading Indications on both PFDs are operative, c) Selected Vertical Speed Indications on both PFDs are operative, d) Selected Altitude Indications on both PFDs are operative, and e) Selected Course Indications on both PFDs and NDs are operative.

**(M) or (O) PROCEDURES**

A. Install INOP placard adjacent to the Captain's PFD.

---



# 737 NG Minimum Equipment List

Item 22-17.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 22				AUTOPILOT		
22-14	Takeoff / Go-Around (TO/GA) Switches  a. One Inoperative (MMEL 22-17A)	C	2	1	N	Y
						(M)(O) One may be inoperative provided approach minimums do not require its use.

#### (M) or (O) PROCEDURES

- A. Install INOP placard in adjacent to affected system's switch, gauge, indicator, etc.
- 

- b. Both Inoperative (MMEL 22-17B)

C	2	0	Y LMP	Y	(M)(O)(DP) Both may be inoperative provided: a) Both Thrust Levers are operated manually for takeoff, and b) Autopilot and Flight Director are not used below minimum descent altitude or 500 feet, whichever is higher.  <u>NOTE:</u> <i>Flight Director go-around and windshear guidance are not available with both TO/GA switches inoperative.</i>
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#### (M) or (O) PROCEDURES

- A. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.  
B. Install a placard adjacent to the Captain's PFD to read: BOTH TO/GA SWS INOP. DO NOT USE AUTOPILOT AND FD BELOW 500 FEET AGL OR MDA WHICHEVER IS HIGHER.

#### (O) PROCEDURES

- A. Do not use autopilot or flight director below 500 feet AGL or MDA, whichever is higher.

• NOTE •

*Flight director go-around and windshear guidance are not available with both TO/GA switches inoperative.*

#### (DP) PROCEDURES

- A. LMP status is downgraded.
-



# 737 NG Minimum Equipment List

Item 22-18.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 22						AUTOPILOT	
22-15	Mode Control Panel Switch Lights (Green)  a. Autopilot Engage Switch Lights (CMD) - Option 1 (MMEL 22-18-01-02A)	C	2	1	N	Y	(M)(O) One may be inoperative provided approach minimums do not require its use.

#### (M) or (O) PROCEDURES

- A. Install an INOP placard adjacent to the applicable A/P ENGAGE switch.

b. Autopilot Engage Switch Lights (CMD) - Option 2 (MMEL 22-18-01-02B)	B	2	0	Y	Y	(M)(O)(DP) Both may be inoperative provided Autopilots are not used.
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#### (M) or (O) PROCEDURES

- A. Install a placard adjacent to the A/P ENGAGE switches to read: DO NOT USE A/P.

#### (O) PROCEDURES

- A. Do not use the autopilot in any mode or function.
- B. Flight plan must not exceed 3.5 hours OUT to IN.
- C. Do not operate flight in RVSM airspace.
- D. RNAV (RNP) / RNP (AR) approaches are not authorized.
- E. Do not operate flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.

#### (DP) PROCEDURES

- A. Flight plan must not exceed 3.5 hours block to block.
- B. Do not dispatch flight into RVSM airspace (FL 290 - FL 410).
- C. Nav code W must be removed.
- D. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.
- E. Do not dispatch flight out of the 48 contiguous states. If outside the 48 contiguous states, enroute operations and return are authorized.
- F. PBN code T1 must be removed.

c. Autopilot Engage Switch Lights (CWS) (MMEL 22-18-01-01)	C	2	0	N	Y	(M)(O) One or both may be inoperative.
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#### (M) or (O) PROCEDURES

- A. Install an INOP placard adjacent to the applicable A/P ENGAGE switch.

d. Mode Selector Switch Lights (MMEL 22-18-02)	C	24	0	N	Y	(M)(O) Any or all may be inoperative
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#### (M) or (O) PROCEDURES

- A. Install an INOP placard adjacent to the applicable Mode Selector switch.

(Continued)



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## 737 NG Minimum Equipment List

Item 22-18.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 22</b>	
22-15 Mode Control Panel Switch Lights (Green)  e. A/T ARM Switch Light (MMEL 22-18-03)	C   1   0   N   Y   (M)(O) Any or all may be inoperative

**(M) or (O) PROCEDURES**

- A. Install an INOP placard adjacent to the A/T ARM switch.
-



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## 737 NG Minimum Equipment List

Item 22-19.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 22	AUTOPILOT

22-16 Thrust Mode Display (MMEL 22-19) C 1 0 N Y (M)(O) May be inoperative provided thrust mode limits are observed.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Observe thrust mode limits.
-



# 737 NG Minimum Equipment List

Item 22-89.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 22				AUTOPILOT		
22-89	LMP Status	-	-	-	Y	(M)(O)(DP) LMP status may be downgraded. <i>NOTE: Reference SAFE Flight MIC Sheet Tab View. The LMP downgrade electronic placard in SAFE Flight is in addition to any other placards used to identify an inoperative item.</i>
a.	HUD OPERATIVE CAT I ONLY (AAL Item)					

#### (M) or (O) PROCEDURES

- A. On the Captains side, install INOP placard on the instrument panel next to the aircraft's QR code.

#### • NOTE •

*Reference SAFE Flight MIC sheet Tab View.*

#### (DP) PROCEDURES

- A. Flight Planning must be based on CAT I approach minimums only.
- 

b.	HUD INOPERATIVE (CAT I ILS Approach Only) (AAL Item)	-	-	-	Y	Y	(M)(O)(DP) LMP status may be downgraded. <i>NOTE: Reference SAFE Flight MIC Sheet Tab View. The LMP downgrade electronic placard in SAFE Flight is in addition to any other placards used to identify an inoperative item.</i>
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#### (M) or (O) PROCEDURES

- A. On the Captains side, install INOP placard on the instrument panel next to the aircraft's QR code.

#### • NOTE •

*Reference SAFE Flight MIC sheet Tab View.*

#### (DP) PROCEDURES

- A. Flight Planning must be based on CAT I approach minimums only.
-

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# 737 NG Minimum Equipment List

Item 22-90.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 22		AUTOPILOT				
22-90	Flight Confidence Check Required (AAL Item)	-	-	-	Y	Y
<b>(M) or (O) PROCEDURES</b>						
A. On the Captains side, install INOP placard on the instrument panel next to the aircraft's QR code.						
• NOTE •						
<i>Reference SAFE Flight MIC sheet Tab View.</i>						

#### **(O) PROCEDURES**

- A. Airplane is restricted to CAT I weather minima awaiting flight confidence check. Refer to AOM> Approach> Procedures> ILS CAT II/III> Approach Procedures, Flight Confidence Check.

#### **(DP) PROCEDURES**

- A. Flight Planning must be based on CAT I approach minimums only.



# 737 NG Minimum Equipment List

TOC 23-1

SYSTEM 23

COMMUNICATIONS

## SYSTEM 23 - Communications

- 23-01 Flight Deck Speakers
- 23-02 Passenger Address System
- 23-03 VHF Communication Systems
- 23-04 Crewmember Interphone System
- 23-05 Selective Call System (SELCAL)
- 23-06 Airborne Communications Addressing and Reporting System (ACARS)
- 23-07 Cockpit Voice Recorder System (CVR)
- 23-08 HF Communication Systems
- 23-09 Emergency Locator Transmitters (ELT)
- 23-10 Flight Crew Audio Selector/Control Panels, Switch Lights
- 23-11 Flight Deck Headsets / Earphones / Headphones / Boom Microphones
- 23-12 Pre-recorded Passenger Announcement System (Video or Server File)
- 23-13 Push-To-Talk (PTT) Switches
- 23-14 Flight Deck Hand Microphones
- 23-15 Alerting System (Audio / Visual)
- 23-16 Handset System
- 23-17 Reserved for Future Use
- 23-18 Forward / Aft Flight Attendant Control Panels (ACP), LCD Touch Screen Display, Display Processor and Over Temperature LED Light.



## 737 NG Minimum Equipment List

Item 23-01-02.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 23				COMMUNICATIONS		
23-01	Flight Deck Speakers a. TCAS, GPWS Aural Alert Voices are Operative (MMEL 23-01-02B)	C	2	0	N	(M)(O) May be inoperative provided: a) Procedures do not require its use, b) Headset Earphones or Headphones associated with inoperative speaker(s) are installed and are operative, c) Aural Alert Voices, TCAS, TAWS (EGPWS) and Altitude Alert are verified to be operative.

**(M) PROCEDURES**

- Access the DFCS BITE TEST FAULT REVIEW - CURRENT STATUS Page on either CDU. Accomplish the ALT ALERT TEST (FIM 22-11 TASK 810-801) and verify TEST PASSED is displayed.
- Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- Verify TCAS and GPWS aural alerts are operative:
  - TCAS
    - Transponder Switch TEST
    - Verify that "TCAS SYSTEM TEST - OKAY" aural sounds at end of test.
  - GPWS
    - GPWS System Test Switch PRESS and HOLD
      - "GLIDE SLOPE", "PULL UP", "WINDSHEAR"
    - By holding the test switch the additional GPWS aural warnings are tested: radio altitude based alerts, bank angle alert, approach callouts, windshear alerts, look ahead terrain in flight.

b. TCAS, GPWS, Aural Alert Voices Considered Inoperative (MMEL 23-01-02A)	B	2	0	Y	Y	(M)(O)(DP) May be inoperative provided: a) Headset Earphones or Headphones associated with inoperative speaker(s) are installed and are operative, b) TCAS Audio is considered inoperative, c) TAWS (EGPWS) Advisory Callouts are considered inoperative, and d) Altitude Alert Tone is considered inoperative.
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**(M) or (O) PROCEDURES**

- Placard the Altitude Alert Aural Alert inoperative in accordance with MEL item 34-15b.
- Placard the TAWS (EGPWS) inoperative in accordance with MEL item 34-16b.
- Placard the TCAS inoperative in accordance with MEL item 34-21d.
- Install INOP placard adjacent to the Captain's PFD.

**• NOTE •**

All AA 737 NG aircraft are equipped with a switch on the Remote Electronic Unit (REU) which activates muting of the aural warning signal in the headset earphones or headphones. Muting will be turned off with this switch placed in the vertical position.

**(DP) PROCEDURES**

- TAWS (EGPWS) and TCAS inoperative. See MEL items 34-16b and 34-21d.



## 737 NG Minimum Equipment List

Item 23-02-01.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 23				COMMUNICATIONS			
23-02	Passenger Address System  a. Passenger Address System (MMEL 23-02-01A)	B	1	0	N	Y	<b>(M)(O)</b> May be inoperative provided: a) Procedures below are used, and b) Flight Attendant Alerting System (audio and visual) is operative  <u>NOTE:</u> <i>Any station function(s) that is operative may be used.</i>

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: PA SYSTEM INOP.

**(O) PROCEDURES**

- A. Prior to flight, the Captain will notify First Flight Attendant:

1. Before takeoff, the Flight Attendants will give the passenger briefing in accordance with procedures contained in the Flight Attendant Inflight Manual - Malfunctions.
2. For decompression or emergency evacuation procedures, the Flight Attendants will give the passenger briefing in accordance with procedures contained in the Flight Attendant Inflight Manual.

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b. Cabin Speakers (MMEL 23-02-01-02)	C	-	-	N	Y	<b>(M)(O)</b> One or more may be inoperative provided inoperative speakers are not adjacent to each other.
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: CABIN SPEAKERS INOP.

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c. Lavatory Speakers (MMEL 23-02-01-01)	C	3	0	N	Y	<b>(M)(O)</b> Any or all may be inoperative provided procedure below is used.
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: LAV SPEAKERS INOP.

**(O) PROCEDURES**

- A. Prior to flight, the Captain will notify First Flight Attendant of the inoperative lavatory speaker(s) and ensure that lavatory occupant(s) are notified of any passenger announcements.



# 737 NG Minimum Equipment List

Item 23-03.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 23				COMMUNICATIONS		
23-03	VHF Communication Systems  a. Left and Right Systems (MMEL 23-03)	-	2	2	-	Must be operative.

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b. Center System (MMEL 23-03)	C	1	0	Y	Y	(M)(O)(DP) May be inoperative.
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**(M) or (O) PROCEDURES**

- A. Placard ACARS inoperative in accordance with MEL item 23-06a.  
B. Install a placard adjacent to the Captain's PFD to read: VHF CENTER SYSTEM INOP.

**(DP) PROCEDURES**

- A. ACARS inoperative. See MEL item 23-06a.

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c. Radio Tuning Panels (MMEL 23-03-02)	-	2	2	-	-	Must be operative.
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d. Radio Tuning Panel Off-Side Tuning Light. (MMEL 23-03-02-01)	C	-	0	N	Y	(M)(O) Any or all may be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to affected system's switch, gauge, indicator, etc.

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e. VHF Data Link (MMEL 23-03-03A)	C	1	0	Y	Y	(M)(O)(DP) May be inoperative provided procedures below are used.
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**EFFECTIVITY:**

- A/C 3DM thru 3PX.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: VHF DATA LINK INOP.

**(O) PROCEDURES**

- A. Use voice communications.  
B. DCL will be inoperative. Use PDC or voice for departure clearance.

**(DP) PROCEDURES**

- A. Nav code J4 must be removed.  
B. DAT code must be changed to 1PDC.



## 737 NG Minimum Equipment List

Item 23-04.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 23				COMMUNICATIONS		
23-04	Crewmember Interphone System  a. Flight Deck to Cabin, Cabin to Flight Deck Functions (MMEL 23-04-01-01)	B	1	-	N	Y  <b>(M)(O)</b> May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions are operative on at least fifty percent of cabin handsets, and b) Communications procedures below between the affected Flight Attendant station is used.  <u>NOTE:</u> <i>Any station function(s) that is operative may be used.</i>

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to flight, the Captain will notify First Flight Attendant that affected Flight Attendant should contact the flight deck directly or by using operative cabin handset for normal and emergency situations. Refer to Flight Attendant Inflight Manual.

**• NOTE •**

*There are two Flight Attendant jumpseats with communication capability (1L and 4L).*

*For the interphone functions to be considered operative, both the handset and the Flight Attendant jumpseat must be operative.*

b. Cabin to Cabin Function (MMEL 23-04-01-02A)	B	2	0	N	Y	<b>(M)(O)</b> One or both may be inoperative provided alternate communications procedures between affected Flight Attendant stations are established and used.  <u>NOTE:</u> <i>Any station function(s) that is operative may be used.</i>
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to flight, the Captain will notify First Flight Attendant that affected Flight Attendants should contact other Flight Attendants directly. Refer to Flight Attendant Inflight Manual.

(Continued)



## 737 NG Minimum Equipment List

Item 23-04.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 23				COMMUNICATIONS		
23-04	Crewmember Interphone System  c. Flight Deck to Ground Flight Interphone (MMEL 23-04-01-03-01A)	C	1	0	N	(M)(O) Flight Interphone flight deck to ground / ground to flight deck function may be inoperative provided: a) Procedures below are used, and b) Nose gear / forward fuselage Service Interphone Jack is operative.

**(M) PROCEDURES**

- A. If system operation is degraded by a damaged or shorted jack, deactivate the jack as required. Disconnect, cap and stow the wires.
- B. Document in the AML balancing entry if the jack has been deactivated and secured.
- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Service interphone must be operative and used.

d. Flight Deck to Ground Service Interphone (MMEL 23-04-01-03-01B)	C	1	0	N	N	(M)(O) Service Interphone flight deck to ground / ground to flight deck function may be inoperative provided: a) Procedures below are used, and b) Nose gear / forward fuselage Flight Interphone Jack is operative.
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**(M) PROCEDURES**

- A. If system operation is degraded by a damaged or shorted jack, deactivate the jack as required. Disconnect, cap and stow the wires.
- B. Document in the AML balancing entry if the jack has been deactivated and secured.
- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Flight interphone must be operative and used.

(Continued)

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## 737 NG Minimum Equipment List

Item 23-04.3

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 23		COMMUNICATIONS					
23-04	Crewmember Interphone System  e. Flight Deck to Ground Flight and Service Interphone (MMEL 23-04-01-03-01C)	B	1	0	N	Y	(M)(O) May be inoperative provided procedures below are used.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Use authorized ramp signals per FOM, Gen Ops, Communications, Ramp.

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f. Flight Deck to Ground Crew Call Horn						Use MEL item 34-18c.
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## 737 NG Minimum Equipment List

Item 23-06.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 23</b>	<b>COMMUNICATIONS</b>

23-05	Selective Call System (SELCAL)	C	1	0	Y	Y	(M)(O)(DP) May be inoperative provided procedures below are used.
	a. Complete System (MMEL 23-06)						

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Company communications are monitored through ACARS or voice on appropriate VHF / HF frequencies. Refer to FOM Enroute, Communications, ACARS Area Coverage for coverage and frequency selection.  
 B. Maintain a continuous listening watch with ATC.

**(DP) PROCEDURES**

- A. Contact flight via ACARS or voice on appropriate VHF / HF frequencies.

b. VHF SELCAL (MMEL 23-06-01A)	C	3	0	N	Y	(M)(O) May be inoperative provided procedures below are used.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Company communications are monitored through ACARS, HF SELCAL, or voice on appropriate VHF / HF frequencies. Refer to FOM Enroute, Communications, ACARS Area Coverage for coverage and frequency selection.

c. HF SELCAL (MMEL 23-06-01A)	C	2	0	N	Y	(M)(O) May be inoperative provided procedures below are used.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Company communications are monitored through ACARS, VHF SELCAL, or voice on appropriate VHF / HF frequencies. Refer to FOM Enroute, Communications, ACARS Area Coverage for coverage and frequency selection.



# 737 NG Minimum Equipment List

Item 23-09.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 23				COMMUNICATIONS		
23-06	Airborne Communications Addressing and Reporting System (ACARS)  a. Basic System (MMEL 23-09A)	C	1	0	Y	(M)(O)(DP) May be inoperative provided procedures below are used.  <b>NOTE:</b> <i>Any portion of system that is operative may be used.</i>

#### (M) or (O) PROCEDURES

- A. For A/C 3DM thru 3PX, placard the VHF Datalink inoperative in accordance with MEL item 23-03e.
- B. For A/C 3DM thru 3PX, perform a test of the CVR. If CVR and/or RIPS is inoperative, refer to MEL item 23-07b.
- C. Install a placard adjacent to the Captain's PFD to read: ACARS INOP.

#### (O) PROCEDURES

- A. Monitor company communications thru SELCAL or voice on appropriate VHF / HF frequencies. Refer to FOM Enroute, Communications, ACARS Area Coverage for coverage and frequency selection.
- B. Do not operate flight based on Operations Specification B343 fuel reserves UNLESS two methods of communication are available for the entire route of flight.

#### • NOTE •

• *FOM> Gen Ops> Communications> General> Radio Communication Guide.*

• *Any portion of the system that is operative may be used.*

• *For A/C 3DM thru 3PX, Controller - Pilot Data Link Communications (CPDLC) will be inoperative.*

#### (DP) PROCEDURES

- A. Do not dispatch flight based on Operations Specifications B343 fuel reserves UNLESS two methods of communications are available for the entire route of flight.
- B. Maintain communications thru SELCAL or voice on appropriate VHF / HF frequencies.
- C. Nav code E3 must be removed.
- D. For A/C 3DM thru 3PX, VHF Datalink is inoperative. See MEL item 23-03e

b. Printer (MMEL 23-09-01)	C	1	0	Y	Y	(M)(O)(DP) May be inoperative provided procedures below are used.
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#### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to printer.

#### (O) PROCEDURES

- A. Refer to AOM> Supplementary Procedures> Communications> ACARS System Operation> Other Reports and Messages.

#### (DP) PROCEDURES

- A. Maintain communications thru SELCAL or voice on appropriate VHF / HF frequencies.

(Continued)



# 737 NG Minimum Equipment List

Item 23-09.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 23		COMMUNICATIONS				
23-06	Airborne Communications Addressing and Reporting System (ACARS)  c. FMC Interface Function (MMEL 23-09-02A)	C	1	0	N	Y
		(M)(O) May be inoperative. NOTE: <i>Any portion of the system that is operative may be used.</i>				

### (M) or (O) PROCEDURES

- A. Install a placard adjacent to the Captain's PFD to read: ACARS FMC INTERFACE INOP.

### (O) PROCEDURES

- A. Follow OM1> Preflight> CDU Preflight Procedures> CDU Manual Data Entry to set up the FMC prior to departure.
-



# 737 NG Minimum Equipment List

Item 23-10.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 23			COMMUNICATIONS				
23-07	Cockpit Voice Recorder System (CVR)  a. Aircraft Without Recorder Independent Power Supply (RIPS) (MMEL 23-10-01)	A	1	0	Y	Y	(M)(O)(DP) May be inoperative provided: a) Flight Data Recorder is operative, and b) Repairs are made within three flight days. <u>NOTE:</u> <i>With CVR Datalink enabled, an inoperative ACARS could cause a CVR fault, refer to MEL 23-06.</i>

**EFFECTIVITY:**

- A/C 3AA thru 3FK.

**(M) or (O) PROCEDURES**

- A. Install INOP placard in flight deck adjacent to affected system's switch, gauge, indicator, etc.

**(DP) PROCEDURES**

- A. Verify aircraft routing terminates at a maintenance station within THREE flight days of initial placard.
- 

b. Aircraft With Recorder Independent Power Supply (RIPS) (MMEL 23-10-02)	A	1	0	Y	Y	(M)(O)(DP) May be inoperative provided: a) Flight Data Recorder is operative, b) RIPS circuit breaker is opened and collared, c) A 15-minute interval after the opening the circuit breaker is achieved before departure, and d) Repairs are made within three flight days <u>NOTE:</u> <i>•CVR is inoperative with the RIPS circuit breaker opened and collared.</i> <i>•With CVR Datalink enabled, an inoperative ACARS could cause a CVR fault, refer to MEL 23-06.</i>
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**EFFECTIVITY:**

- A/C 3FL and subsequent.

**(M) or (O) PROCEDURES**

- A. Open and collar the VOICE RCDR / RIPS c-b located on the P18-2 panel.
- B. After opening the circuit breaker wait at least 15 minutes before departure to allow the battery to discharge.
- C. Install INOP placard in flight deck adjacent to affected system's switch, gauge, indicator, etc.

**(DP) PROCEDURES**

- A. Verify aircraft routing terminates at a maintenance station within THREE flight days of initial placard.
- 

(Continued)



## 737 NG Minimum Equipment List

Item 23-10.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 23		COMMUNICATIONS				
23-07	Cockpit Voice Recorder System (CVR)  c. Recorder Independent Power Supply (RIPS) Option 1 (MMEL 23-10-02-01A)	C	1	0	N	(M) May be inoperative provided: a) CVR is operative, and b) RIPS Battery is removed.

**EFFECTIVITY:**

- A/C 3FL and subsequent.

**(M) PROCEDURES**

- Gain access to the Recorder Independent Power Supply (RIPS) in the aft passenger compartment adjacent to the Flight Data Recorder.
- Open and collar the P18-2 VOICE RCDR/RIPS circuit breaker.
- Remove the RIPS battery pack as follows: (AMM 23-00-00/901)
  - Loosen the two captive screws from the RIPS battery pack.
  - Pull the RIPS battery pack forward to disengage the rear electrical connector.

**CAUTION**

DO NOT TOUCH THE CONNECTOR PINS OR OTHER CONDUCTORS. IF YOU TOUCH THESE CONDUCTORS, ELECTROSTATIC DISCHARGE CAN CAUSE DAMAGE TO THE COMPONENTS.

- Install conductive dust cap and secure with non-conductive tape.
- Close the access opened in Step A.
- Close the P18-2 VOICE RCDR/RIPS circuit breaker.
- Return battery pack to the stockroom for proper shipment of HAZMAT, do not stow on aircraft.
- Install INOP placard in flight deck adjacent to affected system's switch, gauge, indicator, etc.

(Continued)



## 737 NG Minimum Equipment List

Item 23-10.3

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 23		COMMUNICATIONS					
23-07	Cockpit Voice Recorder System (CVR)  d. Recorder Independent Power Supply (RIPS) Option 2 (MMEL 23-10-02-01B)	A	1	0	Y	N	<b>(M)(DP)</b> May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) RIPS Battery is removed. c) Repairs are made within three flight days.

**EFFECTIVITY:**

- A/C 3FL and subsequent.

**(M) PROCEDURES**

- Gain access to the Recorder Independent Power Supply (RIPS) in the aft passenger compartment adjacent to the Flight Data Recorder.
- Open and collar the P18-2 VOICE RCDR/RIPS circuit breaker.
- Remove the RIPS battery pack as follows: (AMM 23-00-00/901)
  - Loosen the two captive screws from the RIPS battery pack.
  - Pull the RIPS battery pack forward to disengage the rear electrical connector.

**CAUTION**

DO NOT TOUCH THE CONNECTOR PINS OR OTHER CONDUCTORS. IF YOU TOUCH THESE CONDUCTORS, ELECTROSTATIC DISCHARGE CAN CAUSE DAMAGE TO THE COMPONENTS.

- Install conductive dust cap and secure with non-conductive tape.
- Close the access opened in Step A.
- Close the P18-2 VOICE RCDR/RIPS circuit breaker.
- Return battery pack to the stockroom for proper shipment of HAZMAT, do not stow on aircraft.
- Install INOP placard in flight deck adjacent to affected system's switch, gauge, indicator, etc.

**(DP) PROCEDURES**

- Verify aircraft routing terminates at a maintenance station within THREE flight days of initial placard.



## 737 NG Minimum Equipment List

Item 23-11.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 23			COMMUNICATIONS			
23-08	HF Communication Systems  a. One Inoperative (MMEL 23-11B)	C	2	1	Y	(M)(O)(DP) One may be inoperative provided two VHF Communication Systems are operative.

**(M) or (O) PROCEDURES**

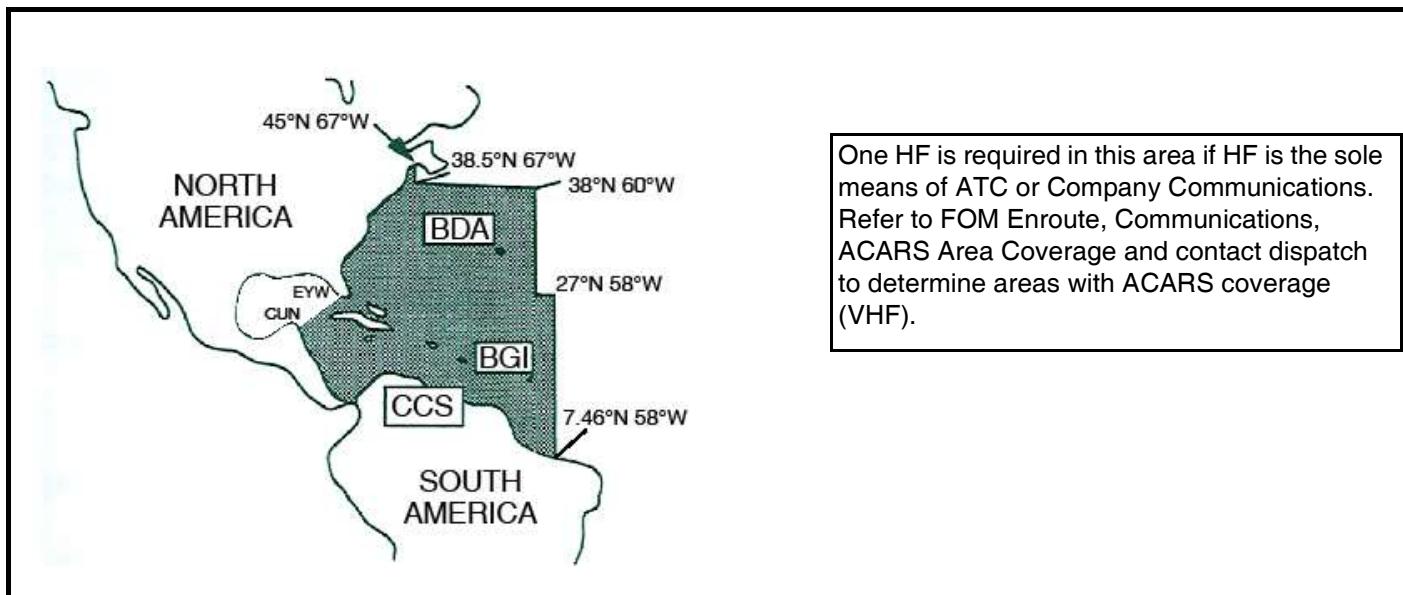
- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Remain within the 48 contiguous states, Alaska, Canada, Mexico, Central and South America, the western Atlantic Ocean and Caribbean Sea including the Gulf of Mexico (as depicted in the shaded area of the map below) for operations based on Operations Specifications B045, or remain within VHF coverage for all other operations.
- B. Do not operate flight based on Operations Specification B343 fuel reserves UNLESS two methods of communication are available for the entire route of flight.
- C. Operations over the Gulf of Mexico (West of CUN & EYW VOR) is authorized without HF provided VHF coverage is verified (Operations Specifications B045).
- D. If ACARS is inoperative, flight is not dispatched out of the 48 contiguous states to areas without Company VHF voice coverage

**(DP) PROCEDURES**

- A. Do not dispatch flight based on Operations Specifications B343 fuel reserves UNLESS two methods of communications are available for the entire route of flight.
- B. Plan flight to remain within the 48 contiguous states, Alaska, Canada, Mexico, Central and South America, the western Atlantic Ocean and Caribbean Sea including the Gulf of Mexico (as depicted in the shaded area of the map below) for operations based on Operations Specifications B045, or remain within VHF coverage for all other operations.
- C. Operations over the Gulf of Mexico (West of CUN & EYW VOR) is authorized without HF provided VHF coverage is verified (Operations Specifications B045).
- D. If ACARS is inoperative, do not dispatch flight out of the 48 contiguous states to areas without Company VHF voice coverage.





## 737 NG Minimum Equipment List

Item 23-11.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 23	COMMUNICATIONS
23-08 HF Communication Systems b. Both Inoperative (MMEL 23-11A)	C 2 0 Y Y <b>(M)(O)(DP)</b> Both may be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Remain within the 48 contiguous states, Alaska, Canada, Mexico, and other areas where HF is NOT the sole means for ATC or Company communication.
- B. Do not operate flight based on Operations Specifications B343 fuel reserves UNLESS two methods of communication are available for the entire route of flight.
- C. If ACARS is inoperative, flight is not dispatched out of the 48 contiguous states to areas without Company VHF voice coverage.

**(DP) PROCEDURES**

- A. Do not dispatch flight based on Operations Specifications B343 fuel reserves UNLESS two methods of communications are available for the entire route of flight.
- B. Plan flight to remain within the 48 contiguous states, Alaska, Canada, Mexico, and other areas where HF is NOT the sole means of ATC or Company communication.
- C. If ACARS is inoperative, do not dispatch flight out of the 48 contiguous states to areas without Company VHF voice coverage.
- D. Nav code H must be removed.



## 737 NG Minimum Equipment List

Item 23-12.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 23				COMMUNICATIONS		

23-09	Emergency Locator Transmitters (ELT)	D	2	1	N	Y	(M)(O) One may be inoperative or missing.
	a. One Survival Type Inoperative or Missing (MMEL 23-12-01)						

**EFFECTIVITY:**

- A/C 3AA thru 3DL.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

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b. Survival Type Inoperative or Missing (MMEL 23-12-01)	D	1	0	N	N	(M) May be inoperative or missing provided Fixed Type ELT is installed and operative.
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**EFFECTIVITY:**

- A/C 3DM thru 3PX.

**(M) PROCEDURES**

- A. If ELT is missing no Maintenance action is required.  
 B. If ELT is installed (FWD mounted), position the selector on the base of the handle to OFF.  
 C. Install INOP placard adjacent to the Captain's PFD.

---

c. Fixed Type Inoperative (MMEL 23-12-02A)	A	1	0	N	N	(M) May be inoperative or missing provided: a) Survival Type ELT is installed and operative, and, b) System is deactivated, and c) Repairs are made within 90 days.
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**EFFECTIVITY:**

- A/C 3DM thru 3PX.

**(M) PROCEDURES**

- A. Deactivate the fixed ELT as follows:
1. Gain access to the ELT by opening the appropriate aft cabin ceiling panel.
  2. Position the integral switch to OFF.
  3. Disconnect, tape and stow the wires to the electrical control line connector on the ELT unit.
  4. Close the access opened in Step A.1.
- B. Install INOP placard adjacent to the Captain's PFD.

(Continued)



# 737 NG Minimum Equipment List

Item 23-12.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 23				COMMUNICATIONS		
23-09	Emergency Locator Transmitters (ELT)  d. Fixed Type Missing (MMEL 23-12-02B)	A	1	0	N	(M) May be inoperative or missing provided: a) Survival Type ELT is installed and operative, and, b) Placard stating "Fixed ELT not installed" is placed in view of the pilot, and c) Repairs are made within 90 days.

**EFFECTIVITY:**

- A/C 3DM thru 3PX.

**(M) PROCEDURES**

- A. Install placard stating "Fixed ELT not installed" in view of pilot.

e. Survival Type —Both Inoperative or Missing (MMEL 23-12-01)	D	2	0	Y	Y	(M)(O)(DP) Both may be inoperative or missing provided: a) If not missing, the system(s) are deactivated, b) If missing, placard stating "ELT not installed" is installed in view of the Flight Crew, and c) Repairs are made within 90 days.
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**EFFECTIVITY:**

- A/C 3AA thru 3DL

**(M) PROCEDURES**

- A. Install placard stating "ELT not installed" in view of pilot.

**(O) PROCEDURES**

- A. Remain within 50 nm from land.
- B. Remain over inhabited land areas.
- C. Remain within North America (return from outside North America is not authorized).

**(DP) PROCEDURES**

- A. Plan flight to remain within 50 nm of land.
- B. Plan flight to remain over inhabited land areas.
- C. Plan flight to remain within North America (return from outside North America is not authorized).

(Continued)



## 737 NG Minimum Equipment List

Item 23-12.3

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 23				COMMUNICATIONS		
23-09	Emergency Locator Transmitters (ELT)  f. Survival Type and Fixed Type — Both Inoperative or Missing (MMEL 23-12-01) (MMEL 23-12-02A)	A	2	0	Y	Y
						(M)(O)(DP) Both may be inoperative or missing provided: a) Fixed ELT is deactivated, and b) Repairs are made within 90 days.

**EFFECTIVITY:**

- A/C 3DM thru 3PX.

**(M) PROCEDURES**

- Install a placard adjacent to the Captain's PFD to read FIXED ELT NOT INSTALLED, as applicable.
- For the survival type ELT, position the selector on the base of the handle to OFF.
- For the fixed type ELT, deactivate as follows:
  - Gain access to the ELT by opening the appropriate aft cabin ceiling panel.
  - Position the integral switch to OFF.
  - Disconnect, tape and stow the wires to the electrical control line connector on the ELT unit.
  - Close the access opened in Step B.1.

**(O) PROCEDURES**

- Remain within 50 nm from land.
- Remain over inhabited land areas.
- Remain within North America (return from outside North America is not authorized).

**(DP) PROCEDURES**

- Plan flight to remain within 50 nm of land.
- Plan flight to remain over inhabited land areas.
- Plan flight to remain within North America (return from outside North America is not authorized).



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## 737 NG Minimum Equipment List

Item 23-13.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 23		COMMUNICATIONS				
23-10	Flight Crew Audio Selector/Control Panel Switch Lights (MMEL 23-13-02)	C	-	0	N	Y

### (M) or (O) PROCEDURES

- Install INOP placard in flight deck adjacent to affected system's switch, gauge, indicator, etc.



## 737 NG Minimum Equipment List

Item 23-14.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 23				COMMUNICATIONS		
23-11	Flight Deck Headsets / Earphones / Headphones / Boom Microphones  a. Headset Boom Microphones (MMEL 23-14-01A)	A	2	0	Y	(M)(O)(DP) Any or all may be inoperative or missing provided: a) Flight Data Recorder is operative, b) Associated Hand Microphone is installed and operative, and c) Repairs are made within three flight days.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(DP) PROCEDURES**

- A. Verify aircraft routing terminates at a maintenance station within THREE flight days of initial placard.
- 

b. Headset Earphones / Headphones (MMEL 23-14-02A)	C	2	1	N	Y	(M)(O) Captain's or F/O's may be inoperative or missing provided the associated Flight Deck Speaker is operative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
-



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## 737 NG Minimum Equipment List

Item 23-15.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 23	COMMUNICATIONS
23-12 Pre-recorded Passenger Announcement System (Video or Server File) (MMEL 23-15A)	C 1 0 N Y <b>(M)(O)</b> May be inoperative provided procedures below are used.

### **(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: PRE-RECORDED PASSENGER ANNOUNCEMENT SYSTEM INOP.

### **(O) PROCEDURES**

- A. Notify First Flight Attendant of inoperative audio / video equipment. Flight Attendants must provide required passenger Safety Demo manually. Refer to procedures in Flight Attendant Inflight Manual.
-



## 737 NG Minimum Equipment List

Item 23-16.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 23		COMMUNICATIONS				
23-13	Push-To-Talk (PTT) Switches  a. Control Wheel PTT Switches (MMEL 23-16-01)	C	2	1	N	(M) One may be inoperative provided: a) Associated Audio Selector Panel PTT Switch is operative, and b) Affected switch is either verified failed OPEN or is deactivated.

**(M) PROCEDURES**

- A. Verify the affected Control Wheel Push-to-Talk (PTT) Switch has electrically failed OPEN as follows:
  1. Listen for a side tone during a trial transmission without using the associated PTT switch.
  2. If no sidetone is heard, the PTT switch has failed in the open position. Proceed to Step C.
  3. If sidetone is heard, then the PTT switch has failed in the closed (MIC) position. Proceed to Step B.
- B. If required, deactivate the Control Wheel PTT Switch as follows:
  1. Open and tag the INTERPHONE POWER CAPT BAT (C24), F/O BAT (C22), INTERPHONE POWER CAPT DC 2 (C23), F/O DC 2 (C21), AUDIO CAPT (D23), and AUDIO F/O (D22) c-bs located on the P6-2 panel.
  2. Remove the inoperative control wheel PTT switch.
  3. Disconnect, cap and stow the GROUND wire from the switch. Ground wire is colored BLK / BRN.
  4. Re-install the switch in the control wheel.
  5. Remove tags and close the circuit breakers opened in Step B.1.
- C. Using the associated Audio Selector Panel PTT Switch, verify R/T and I/C communications.
- D. Document in the AML balancing entry if the PTT switch was deactivated and secured.
- E. Install INOP placard adjacent to the Captain's PFD.

(Continued)



## 737 NG Minimum Equipment List

Item 23-16.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 23				COMMUNICATIONS		
23-13	Push-To-Talk (PTT) Switches  b. Flight Crew Audio Selector Panel PTT Switches (MMEL 23-16-02)	C	2	1	N	(M)(O) One may be inoperative provided: a) Associated Control Wheel PTT Switch is operative, and b) Affected switch is verified failed OPEN.

**(M) PROCEDURES**

- A. Verify the affected Audio Selector Panel Push-to-Talk (PTT) Switch has electrically failed OPEN as follows:
1. Listen for a side tone during a trial transmission without using the associated PTT switch.
  2. If no sidetone is heard the PTT switch has failed in the open position. Proceed to Step B.
  3. If sidetone is heard, then the PTT switch has failed in the closed (R/T) position and dispatch is not permitted.
- B. Using the Control Wheel PTT Switch, verify communications.
- C. A Verification and Maintenance eAML entry signifying accomplishment is required prior to each departure until restoration is made, and**
- D. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to each departure.**

c. Glareshield Panel PTT Switches (MMEL 23-16-03A)	C	2	0	N	N	(M) One or both may be inoperative provided affected switch(es) is either verified failed OPEN or is deactivated.
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**(M) PROCEDURES**

- A. Verify the affected Glareshield Panel Push-to-Talk (PTT) Switch has electrically failed OPEN as follows:
1. Listen for a side tone during a trial transmission without using the associated PTT switch.
  2. If no sidetone is heard, the PTT switch has failed in the open position. Proceed to Step C.
  3. If sidetone is heard, then the PTT switch has failed in the closed (MIC) position. Proceed to Step B.
- B. If required. deactivate the Glareshield PTT Switch as follows:
1. Open and tag the INTERPHONE POWER CAPT BAT (C24), F/O BAT (C22), INTERPHONE POWER CAPT DC 2 (C23), F/O DC 2 (C21), AUDIO CAPT (D23), and AUDIO F/O (D22) c-bs located on the P6-2 panel.
  2. Remove the inoperative PTT switch on the glareshield.
  3. Disconnect, cap and stow the GROUND wire from the switch.
  4. Re-install the switch on the glareshield.
  5. Remove tags and close the circuit breakers opened in Step B.1.
- C. Document in the AML balancing entry if the switch was deactivated and secured.
- D. Install INOP placard adjacent to the Captain's PFD.



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## 737 NG Minimum Equipment List

Item 23-17.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 23		COMMUNICATIONS				
23-14	Flight Deck Hand Microphones (MMEL 23-17A)	C	2	0	N	Y

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Affected Flight Crewmember must use boom microphone.
-



## 737 NG Minimum Equipment List

Item 23-19.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 23				COMMUNICATIONS			
23-15	Alerting System (Audio / Visual)  a. Flight Deck Call Visual Alerting System (MMEL 23-19-01-01)	B	1	0	N	Y	<b>(M)(O)</b> May be inoperative provided: a) Flight Deck Audio Alerting System is operative, and b) Audio alerting system differentiates between normal and emergency calls.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

- 
- b. Reserved for future  
use.  
(MMEL 23-19-01-02)

c. Flight Attendant Visual Alerting System - PA System is Operative (MMEL 23-19-01-03A)	B	1	0	N	N	<b>(M)(O)</b> May be inoperative provided: a) PA system is operative, b) If affected Visual Alerting System is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and is operative, and c) Procedures below for contacting Flight Attendants are used.  <u>NOTE:</u> • Passenger to Flight Attendant call system is considered Non-Essential Equipment and Furnishing (NEF) item. • Any visual alerting system function(s) that are operative may be used.
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**(M) PROCEDURES**

- A. Accomplish Lavatory Smoke Detector Test. Verify that at least one of the following cabin warnings occur:
1. Associated lavatory smoke detector red light and horn.
  2. Flight Attendant call chime.
  3. Associated forward or aft EXIT sign call light.
  4. Associated lavatory door call light.
- B. If all warning indications are inoperative for the same lavatory location, placard the affected Lavatory Smoke Detector System inoperative in accordance with MEL item 26-12.**

**• NOTE •**

*Do not open the PASSENGER CABIN PASS CALL L or R c-bs (A8 and / or B8) located on the P18-3 panel.  
This will deactivate the lavatory smoke detector system.*

- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to flight, the Captain will notify First Flight Attendant:
1. Flight Crew will contact Flight Attendants using the PA.
  2. Affected Flight Attendant(s) should contact other Flight Attendants using the PA or directly. Refer to Flight Attendant Inflight Manual.



## 737 NG Minimum Equipment List

Item 23-19.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 23				COMMUNICATIONS		
23-15	Alerting System (Audio / Visual)  d. Flight Attendant Visual Alerting System - Audio Alerting System is Operative (MMEL 23-19-01-03B)	B	1	0	N	<b>(M)(O)</b> May be inoperative provided: a) Audio alerting system is operative, b) Audio alerting system differentiates between normal and emergency calls, c) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and is operative, and d) Procedures below for contacting flight attendants are used.  <b>NOTE:</b> • Passenger to Flight Attendant call system is considered Non-Essential Equipment and Furnishing (NEF) item. • Any visual alerting system function(s) that are operative may be used.

**(M) PROCEDURES**

- A. Accomplish Lavatory Smoke Detector Test. Verify that at least one of the following cabin warnings occur:
1. Associated lavatory smoke detector red light and horn.
  2. Flight Attendant call chime.
  3. Associated forward or aft EXIT sign call light.
  4. Associated lavatory door call light.
- B. **If all warning indications are inoperative for the same lavatory location, placard the affected Lavatory Smoke Detector System inoperative in accordance with MEL item 26-12.**

**• NOTE •**

*Do not open the PASSENGER CABIN PASS CALL L or R c-bs (A8 and / or B8) located on the P18-3 panel.*

*This will deactivate the lavatory smoke detector system.*

- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to flight, the Captain will notify First Flight Attendant:
1. Flight Crew will contact Flight Attendants using the PA.
  2. Affected Flight Attendant(s) should contact other Flight Attendants using the PA or directly. Refer to Flight Attendant Inflight Manual.

(Continued)



## 737 NG Minimum Equipment List

Item 23-19.3

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 23				COMMUNICATIONS		
23-15	Alerting System (Audio / Visual)  e. Flight Attendant Audio Alerting System - PA System is Operative (MMEL 23-19-01-04A)	B	1	0	N	<p><b>(M)(O)</b> May be inoperative provided:</p> <ul style="list-style-type: none"><li>a) PA system is operative,</li><li>b) If affected Audio Alerting System is used for lavatory smoke detector alerting, alternate lavatory smoke detector alert (visual or audio) is installed and is operative, and</li><li>c) Procedures below for contacting Flight Attendants are used.</li></ul> <p><b>NOTE:</b></p> <ul style="list-style-type: none"><li>• Passenger to Flight Attendant call system is considered Non-Essential Equipment and Furnishing (NEF) item.</li><li>• Any audio alerting system function(s) that is operative may be used.</li></ul>

**(M) PROCEDURES**

- A. Accomplish Lavatory Smoke Detector Test. Verify that at least one of the following cabin warnings occur:
1. Associated lavatory smoke detector red light and horn.
  2. Flight Attendant call chime.
  3. Associated forward or aft EXIT sign call light.
  4. Associated lavatory door call light.
- B. If all warning indications are inoperative for the same lavatory location, placard the affected Lavatory Smoke Detector System inoperative in accordance with MEL item 26-12.**

**• NOTE •**

*Do not open the PASSENGER CABIN PASS CALL L or R c-bs (A8 and / or B8) located on the P18-3 panel.*

*This will deactivate the lavatory smoke detector system.*

- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to flight, the Captain will notify First Flight Attendant:
1. Flight Crew will contact Flight Attendants using the PA.
  2. Affected Flight Attendant(s) should contact other Flight Attendants using the PA or directly. Refer to Flight Attendant Inflight Manual.

(Continued)



## 737 NG Minimum Equipment List

Item 23-19.4

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 23				COMMUNICATIONS		
23-15	Alerting System (Audio / Visual)  f. Flight Attendant Audio Alerting System - Visual Alerting System is Operative (MMEL 23-19-01-04B)	B	1	0	N	<p><b>(M)(O)</b> May be inoperative provided:</p> <ul style="list-style-type: none"><li>a) Visual alerting system is operative,</li><li>b) Visual alerting system differentiates between normal and emergency calls,</li><li>c) If affected Audio Alerting System is used for lavatory smoke detector alerting, alternate lavatory smoke detector alert (visual or audio) is installed and is operative, and</li><li>d) Procedures below for contacting Flight Attendants are used.</li></ul> <p><b>NOTE:</b></p> <ul style="list-style-type: none"><li>• Passenger to Flight Attendant call system is considered Non-Essential Equipment and Furnishing (NEF) item.</li><li>• Any audio alerting system function(s) that is operative may be used.</li></ul>

**(M) PROCEDURES**

- A. Accomplish Lavatory Smoke Detector Test. Verify that at least one of the following cabin warnings occur:
1. Associated lavatory smoke detector red light and horn.
  2. Flight Attendant call chime.
  3. Associated forward or aft EXIT sign call light.
  4. Associated lavatory door call light.
- B. If all warning indications are inoperative for the same lavatory location, placard the affected Lavatory Smoke Detector System inoperative in accordance with MEL item 26-12.**

**• NOTE •**

*Do not open the PASSENGER CABIN PASS CALL L or R c-bs (A8 and / or B8) located on the P18-3 panel.*

*This will deactivate the lavatory smoke detector system.*

- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to flight, the Captain will notify First Flight Attendant:
1. Flight Crew will contact Flight Attendants using the PA.
  2. Affected Flight Attendant(s) should contact other Flight Attendants using the PA or directly. Refer to Flight Attendant Inflight Manual.



## 737 NG Minimum Equipment List

Item 23-20-01.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 23				COMMUNICATIONS		
23-16	Handset System a. Flight Deck Handset (MMEL 23-20-01-01A)	C	1	0	N	Y

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Use CABIN interphone or PA functions of the Captain and F/O audio select panels for flight deck to cabin communications.
- 

b. Flight Attendant Handsets (MMEL 23-20-01-02A)	B	2	1	N	Y	<b>(M)(O)</b> One may be inoperative provided: a) Remaining Cabin Handset is operative, and b) Communication procedures below between affected Flight Attendant stations are used.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to flight, the Captain will notify the First Flight Attendant that affected Flight Attendant should:
1. Contact the flight deck directly or by using operative cabin handset for normal and emergency situations.
  2. Contact other Flight Attendants directly.
  3. Refer to Flight Attendant Inflight Manual.

**• NOTE •**

*There are two Flight Attendant jumpseats with communication capability.*

*For the remaining handset to be considered operative the Flight Attendant jumpseat must be operative.*

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## 737 NG Minimum Equipment List

Item 23-27.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 23	COMMUNICATIONS

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23-17	Reserved for Future Use	-	-	-	-	-	-
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## 737 NG Minimum Equipment List

Item 23-28.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 23				COMMUNICATIONS		
23-18	Forward / Aft Flight Attendant Control Panels (ACP), LCD Touch Screen Display, Display Processor and Over Temperature LED Light. (MMEL 23-28)	C	6	0	N	Y
						(M)(O) May be inoperative provided procedures below are used. <i>NOTE:</i> <i>Any portion of the system that is operative may be used.</i>

**EFFECTIVITY:**

- A/C 3GY and subsequent.

**(M) or (O) PROCEDURES**

- A. Placard the affected systems inoperative in accordance with the appropriate MEL or NEF item(s). These may include the Pre-recorded Announcement System, Passenger Audio / Video (IFE) System, Passenger Seat Power Port System, Cabin Work Lights and / or Wireless Internet.

**• NOTE •**

*The Boeing Sky Interior (BSI) ceiling and sidewall lighting defaults to a 30% white lighting state (medium white) for any loss of communication from the Forward Attendant Control Panel (ACP).*

- B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Notify First Flight Attendant of inoperative ACP. Flight Attendants must refer to procedures in Flight Attendant Inflight Manual.



# 737 NG Minimum Equipment List

TOC 24-1

SYSTEM 24

ELECTRICAL POWER

## SYSTEM 24 - Electrical Power

- 24-01 Engine Driven Generator Systems
- 24-02 APU Generator System
- 24-03 Engine Driven Generator LOW OIL PRESSURE/DRIVE Lights
- 24-04 Frequency Indication (CPS FREQ)
- 24-05 AC VOLTS Indication
- 24-06 AC AMPS Indication
- 24-07 External Power System
- 24-08 GEN OFF BUS Lights
- 24-09 MEL item number reserved for future use.
- 24-10 BAT DISCHARGE Light
- 24-11 TR UNIT Light
- 24-12 ELEC Light
- 24-13 DC AMPS Indication
- 24-14 DC VOLTS Indication
- 24-15 APU GEN OFF BUS Light



## **737 NG Minimum Equipment List**

**Item 24-01.1**

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
<b>SYSTEM 24</b>		<b>ELECTRICAL POWER</b>					
24-01	Engine Driven Generator Systems (MMEL 24-01-02)	B	2	1	Y	N	(M)(O)(DP) One may be inoperative provided APU Generator is operative and is used throughout flight.

## **(M) PROCEDURES**

## **CAUTION**

IF THE IDG OPERATES FOR 50 HOURS IN THE DISCONNECTED MODE WITHOUT RECONNECTION, THEN REMOVAL AND SHOP INSPECTION FOR IDG INPUT SHAFT BEARING ASSEMBLY WEAR SHOULD BE PERFORMED.

• NOTE •

- Integrated Drive Generator (IDG) oil levels should always be checked and / or serviced only when the IDG is connected.
  - If the IDG is being disconnected due to excessive oil leakage, do not accomplish check and service of the inoperative IDG. Check and service must be accomplished on the operative IDG.
    - An inoperative IDG that has been disconnected may be operated without oil for a maximum of 50 flight hours.

- A. Check and service the left and / or right IDG oil levels.
  - B. Check and service the APU oil level. Enter added oil into the Oil Servicing Program (OSP) and verify authorization code is displayed. Contact MOC for additional history if unable to obtain authorization code.
  - C. Disconnect the engine driven generator in accordance with AMM 24-00-00/901.

• NOTE •

If it is not practical for Maintenance to run engines in order to disconnect the IDG at the gate, Maintenance shall note this in the AML accordingly. The Flight Crew shall then be advised to disconnect IDG after engine start, and will confirm to the Ground Crew that the IDG has been disconnected.

- D. Check the recent operational history of the operative IDG and the APU in the AML to assure system reliability. Consult MOC for any additional history.
  - E. Install a placard adjacent to the associated IDG DISCONNECT switch to read: DISCONNECTED.
  - F. If the APU has been used for an extensive amount of time in freezing rain or heavy snow, gain access to the APU air intake and clear the intake of any ice or snow that has accumulated.

## (O) PROCEDURES

• NOTE •

- Engine should be operating at idle RPM or above when IDG is disconnected. It may not be practical for Maintenance personnel to disconnect it at the gate. In such case, Maintenance shall accomplish all other steps listed above and note in the AML accordingly. The Flight Crew shall then be advised to disconnect IDG after engine start, note same in the AML as an "INFO ITEM" entry, and confirm to the Ground Crew that the IDG is disconnected.

- With the generator disconnected, the ELEC light will illuminate during Master Caution recall and will extinguish when reset.

- A. Use the APU-driven generator to power the bus associated with the inoperative engine driven generator throughout the flight.

## **(DP) PROCEDURES**

- A. Increase minimum takeoff fuel by 110 lbs per flight hour to account for APU usage in flight.  
(FOS=APU/HR in MEL< of JR: FKY= Automated)



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## 737 NG Minimum Equipment List

Item 24-02.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 24	ELECTRICAL POWER					
24-02 APU Generator System (MMEL 24-02)	C	1	0	Y	N	(M)(DP) May be inoperative.

### (M) PROCEDURES

- Check the recent operational history of both engine IDGs in the AML to verify system reliability. Contact MOC for any additional history if necessary.
- Install INOP placard adjacent to the Captain's PFD.

### (DP) PROCEDURES

- Verify ground electrical power is available at destination and alternate airports.



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## 737 NG Minimum Equipment List

Item 24-03-02.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 24	ELECTRICAL POWER

24-03	Engine Driven Generator LOW OIL PRESSURE/ DRIVE Lights (MMEL 24-03-02)	C	2	0	N	N	<b>(M)</b> One or both DRIVE lights and associated generator low oil pressure switches may be inoperative.
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**(M) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**• NOTE •**

*Generator low pressure switch may be checked if necessary (FIM 24-11-00).*

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## 737 NG Minimum Equipment List

Item 24-07.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 24	ELECTRICAL POWER					
24-04 Frequency Indication (CPS FREQ) (MMEL 24-07)	C	1	0	N	Y	(M)(O) May be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
-



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## 737 NG Minimum Equipment List

Item 24-08.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 24	ELECTRICAL POWER					
24-05 AC VOLTS Indication (MMEL 24-08)	B	1	0	N	Y	(M)(O) May be inoperative except in STBY PWR position provided Standby Power Test is accomplished.

### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.

### (O) PROCEDURES

- Accomplish satisfactory Standby Power Test prior to first flight with this condition as specified in AOM> Supplementary Procedures> Electrical> Standby Power Test



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## 737 NG Minimum Equipment List

Item 24-09.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 24	ELECTRICAL POWER					
24-06 AC AMPS Indication (MMEL 24-09)	C	1	0	N	Y	(M)(O) May be inoperative provided associated GEN OFF BUS lights are operative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
-



## 737 NG Minimum Equipment List

Item 24-11.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 24	ELECTRICAL POWER
24-07      External Power System (MMEL 24-11)	C      1      0      N      Y <b>(M)(O)</b> May be inoperative provided: a) APU is operative, and b) APU Generator is operative. <u>NOTE:</u> <i>Any portion of system which is operative may be used.</i>

**(M) or (O) PROCEDURES**

- A. Install a placard on External Power Receptacle to read: DO NOT CONNECT ELECTRICAL POWER.
- B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Use APU to provide electrical power for engine start.
-



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## 737 NG Minimum Equipment List

Item 24-12.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 24	ELECTRICAL POWER					
24-08 GEN OFF BUS Lights (MMEL 24-12)	C	2	1	N	Y	(M)(O) One may be inoperative provided associated generator AC AMPS Indication is operative.

### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.

### (O) PROCEDURES

#### • NOTE •

*The associated AC ammeter can be used to determine when the generator does not supply power to the generator bus.*

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02-23-16

## 737 NG Minimum Equipment List

Item 24-13.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 24	ELECTRICAL POWER

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24-09	MEL item number reserved for future use.						
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## 737 NG Minimum Equipment List

Item 24-14.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 24	ELECTRICAL POWER					
24-10 BAT DISCHARGE Light (MMEL 24-14)	C	1	0	N	Y	(M)(O) May be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES****• NOTE •**

- *The BAT DISCHARGE light illuminates whenever the battery is discharging. To verify that the batteries are not discharging:*
    - *Position the DC meters selector to BAT.*
    - *Verify that the DC AMPS indication is not negative.*
-

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## 737 NG Minimum Equipment List

Item 24-15.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 24	ELECTRICAL POWER

24-11	TR UNIT Light (MMEL 24-15)	C	1	0	N	Y	(M)(O) May be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

**• NOTE •**

*The TR UNIT light illuminates whenever a Transformer Rectifier (TR) fault exists.*

- A. Verify all TRs are operative as follows:

1. Position the DC Meters Selector to TR 1.
2. Verify that the DC AMPS indication is greater than 5 amps.
3. Position the DC Meters Selector to TR 2.
4. Verify that the DC AMPS indication is greater than 5 amps.
5. Position the DC Meters Selector to TR 3.
6. Verify that the DC VOLTS indication is  $28 \pm 6$  volts.

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# 737 NG Minimum Equipment List

Item 24-16-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 24		ELECTRICAL POWER				
24-12	ELEC Light (MMEL 24-16-02)	C	1	0	N	Y

## (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.

## (O) PROCEDURES

- A. Prior to the first flight of each day accomplish the Standby Power Test as specified in AOM> Supplementary Procedures> Electrical> Standby Power Test.
- B. Verify the Battery Charger is operative as follows:
1. Supply electrical power to the aircraft.
  2. Position the DC Meter selector to BAT.
  3. Position the STANDBY POWER switch to BAT.
  4. Wait for 5 seconds.
  5. Position the STANDBY POWER switch to AUTO.
  6. Verify that the DC AMPS indication is greater than or equal to 10 amps.
  7. Return the DC Meters selector to NORM.



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# 737 NG Minimum Equipment List

Item 24-17.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 24	ELECTRICAL POWER					
24-13 DC AMPS Indication (MMEL 24-17)	B	1	0	N	Y	(M)(O) May be inoperative provided: a) BAT position is operative, b) Standby Power Test is accomplished, and c) Procedures below are used.

#### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.

#### (O) PROCEDURES

- A. Prior to first flight accomplish the Standby Power Test as specified in AOM> Supplementary Procedures> Electrical> Standby Power Test.
  - B. Verify normal operation of the DC ammeter indication in the BAT position.
  - C. If DC Ammeter has no indication in the TR positions, monitoring the TRs is not possible for availability for a dual autopilot approach prior to engagement.
-



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## 737 NG Minimum Equipment List

Item 24-18.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 24	ELECTRICAL POWER					
24-14 DC VOLTS Indication (MMEL 24-18)	B	1	0	N	Y	(M)(O) May be inoperative except in STBY PWR position provided standby power test is accomplished.

### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.

### (O) PROCEDURES

- Prior to first flight accomplish the Standby Power Test as specified in AOM> Supplementary Procedures> Electrical> Standby Power Test.



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## 737 NG Minimum Equipment List

Item 24-19.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 24		ELECTRICAL POWER					
24-15	APU GEN OFF BUS Light (MMEL 24-19)	C	1	0	N	Y	<b>(M)(O)</b> May be inoperative provided: a) APU Frequency Indication is operative, and b) APU Ammeter indication is operative.

### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.

### (O) PROCEDURES

#### • NOTE •

- With the AC meter selector in APU GEN, the frequency meter can be used to confirm proper APU generator rotational speed.
  - With the APU GEN selected ON, the appropriate generator AC ammeter can be used to confirm that the APU generator is supplying a generator bus.
-



# 737 NG Minimum Equipment List

TOC 25-1

SYSTEM 25

EQUIPMENT AND FURNISHINGS

## SYSTEM 25 - Equipment and Furnishings

- 25-01 Megaphones
- 25-02 Flight Attendant Seat Assembly (Single or Dual Position)
- 25-03 Cargo Compartment Restraint Components
- 25-04 Passenger Seats, Premium
- 25-05 Passenger Seats, Coach
- 25-06 FASTEN SEAT BELTS WHILE SEATED Signs or Placards
- 25-07 Flight Deck Jumpseat
- 25-08 Portable Flashlight Holders / Flashlights
- 25-09 Lower Cargo Compartment Lining Panels / Floor Panels
- 25-10 Emergency Medical Equipment - (FAK)
- 25-11 Emergency Medical Equipment - (IMK)
- 25-12 Emergency Medical Equipment - (AED)
- 25-13 Flotation Equipment - Life Vests (With Survivor Locator Light)
- 25-14 Flotation Equipment - Life Rafts
- 25-15 Exterior Lavatory Door Ashtrays
- 25-16 Flight Crew Seats
- 25-17 Galley / Lavatory Waste Receptacles, Access Doors / Covers
- 25-18 Storage Bins / Cabin, Galley and Lavatory Storage Closets / Compartments
- 25-99 Nonessential Equipment and Furnishings (NEF)



## 737 NG Minimum Equipment List

Item 25-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 25		EQUIPMENT AND FURNISHINGS				
25-01	Megaphones	-	2	2	-	Must be operative.
	a. Megaphones (MMEL 25-01)					
	b. Tamper Seals or Tags (MMEL 25-01-01)	C	2	0	N	Y
						(M)(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: MEGAPHONE SEAL INOP.

**(O) PROCEDURES**

- A. Verify the megaphone is properly installed and operates correctly before each flight.



# 737 NG Minimum Equipment List

Item 25-03.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 25</b>	<b>EQUIPMENT AND FURNISHINGS</b>
25-02 Flight Attendant Seat Assembly (Single or Dual Position)	

• NOTE •

- Aircraft configuration 151 seats or more:

The minimum (Required) Flight Attendant crew is four. They are normally assigned to jumpseats:

FWD-Door - MEL item 25-02a)

FWD-Aisle - MEL item 25-02a)

AFT LH-Aisle - MEL item 25-02b)

AFT RH-Door - MEL item 25-02c)

• NOTE •

The jumpseats are dual position. Both of the positions at the FWD jumpseat are assigned and either of the two positions at the AFT LH jumpseat may be assigned to the minimum (Required) crew. Which of the two positions is assigned (Aisle, Door) is determined by staffing requirements and varies. Therefore, both positions of the FWD and AFT LH jumpseats are considered required for the purposes of those MEL items. Only one entire seat assembly (FWD, AFT LH, AFT RH) may be inoperative at a time.

• NOTE •

In the event that a seat position or seat assembly becomes inoperative, the Flight Attendants(s) assigned to the affected seat(s) will be displaced. A displaced (Required) Flight Attendant must occupy either the adjacent Flight Attendant seat position or a passenger seat which is most accessible to the inoperative seat and, to the extent possible, located to provide a direct view of the cabin area for which the Flight Attendant is responsible.

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(Continued)



## 737 NG Minimum Equipment List

Item 25-03.2

NUMBER REQUIRED FOR DISPATCH				DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED				FLIGHT CREW PLACARDING			
REPAIR CATEGORY				REMARKS AND EXCEPTIONS			
SYSTEM 25				EQUIPMENT AND FURNISHINGS			
25-02	Flight Attendant Seat Assembly (Single or Dual Position) (Continued)	B	2	0	N	Y/N	(M)(O) One Seat Position or Assembly (dual position) may be inoperative provided: a) Affected jumpseat or seat assembly, as appropriate, is not occupied, b) Flight Attendant(s) displaced by inoperative seat(s) occupy either an adjacent jumpseat or the passenger seat which is most accessible to the inoperative jumpseat(s), so as to most effectively perform assigned duties, c) Procedures below are used as published in Crewmembers manuals, d) Folding type seat stows automatically or is secured in retracted position, and e) Passenger seat assigned to Flight Attendant is placarded FOR FLIGHT ATTENDANT ONLY.

## • NOTE •

- An automatic folding seat that will not stow automatically is considered inoperative.
- A missing or inoperative seatbelt renders the jumpseat inoperative.
- If one side of a dual seat assembly is inoperative, and a required Flight Attendant is displaced to the adjacent seat, the adjacent seat must be operative.

**(M) or (O) PROCEDURES**

- A. If the displaced Flight Attendant must occupy a passenger seat; that seat must be as close to, or closer than, the nearest seated passenger to the associated exit. The Flight Attendant must be able to reach the assigned emergency exit in essentially the same time as from the normally assigned jumpseat. A two or three second time difference is considered essentially the same time.
  1. Block the designated passenger seat by obtaining a seat harness (SPN 99-2520-3-0159) from the Flight Attendant's Demo bag or from stock.
  2. If seat harness not available, use contrasting color tape (SPN 99-2520-3-0904 or equivalent) and install a placard on the affected seat to read: FLIGHT ATTENDANT USE ONLY.
- B. Alternate procedures for displaced Flight Attendant are specified in Flight Attendant Inflight Manual.
- C. If the jumpseat will not stow automatically after being vacated, it must be secured in the stowed position using the **(M) PROCEDURE** below and the item is not Flight Crew placardable.
- D. Install INOP placard adjacent to the Captain's PFD.

**(M) PROCEDURES**

- A. Stow the inoperative jumpseat (if required) as follows:
  1. Position jumpseat to the stowed position and using contrasting color tape (SPN 99-2520-3-0904 or equivalent) secure the seat in the stowed position.
  2. Install a placard on the inoperative Flight Attendant jumpseat to read: INOP - DO NOT USE.

**(O) PROCEDURES**

- A. Prior to flight, brief the First Flight Attendant to advise any displaced Flight Attendant(s) to review the procedures for an inoperative jumpseat in their Flight Attendant Inflight Manual.



## 737 NG Minimum Equipment List

Item 25-03.3

NUMBER REQUIRED FOR DISPATCH				DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED				FLIGHT CREW PLACARDING			
REPAIR CATEGORY				REMARKS AND EXCEPTIONS			
SYSTEM 25				EQUIPMENT AND FURNISHINGS			
25-02	Flight Attendant Seat Assembly (Single or Dual Position) (Continued)	B	2	0	N	Y/N	(M)(O) One Seat Position or Assembly (dual position) may be inoperative provided: a) Affected jumpseat or seat assembly, as appropriate, is not occupied, b) Flight Attendant(s) displaced by inoperative seat(s) occupy either an adjacent jumpseat or the passenger seat which is most accessible to the inoperative jumpseat(s), so as to most effectively perform assigned duties, c) Procedures below are used as published in Crewmembers manuals, d) Folding type seat stows automatically or is secured in retracted position, and e) Passenger seat assigned to Flight Attendant is placarded FOR FLIGHT ATTENDANT ONLY.

## • NOTE •

- An automatic folding seat that will not stow automatically is considered inoperative.
- A missing or inoperative seatbelt renders the jumpseat inoperative.
- If one side of a dual seat assembly is inoperative, and a required Flight Attendant is displaced to the adjacent seat, the adjacent seat must be operative.

## (M) or (O) PROCEDURES

- A. If the displaced Flight Attendant must occupy a passenger seat; that seat must be as close to, or closer than, the nearest seated passenger to the associated exit. The Flight Attendant must be able to reach the assigned emergency exit in essentially the same time as from the normally assigned jumpseat. A two or three second time difference is considered essentially the same time.
  1. Block the designated passenger seat by obtaining a seat harness (SPN 99-2520-3-0159) from the Flight Attendant's Demo bag or from stock.
  2. If seat harness not available, use contrasting color tape (SPN 99-2520-3-0904 or equivalent) and install a placard on the affected seat to read: FLIGHT ATTENDANT USE ONLY.
- B. Alternate procedures for displaced Flight Attendant are specified in Flight Attendant Inflight Manual.
- C. If the jumpseat will not stow automatically after being vacated, it must be secured in the stowed position using the **(M) PROCEDURE** below and the item is not Flight Crew placardable.
- D. Install INOP placard adjacent to the Captain's PFD.

## (M) PROCEDURES

- A. Stow the inoperative jumpseat (if required) as follows:
  1. Position jumpseat to the stowed position and using contrasting color tape (SPN 99-2520-3-0904 or equivalent) secure the seat in the stowed position.
  2. Install a placard on the inoperative Flight Attendant jumpseat to read: INOP - DO NOT USE.

## (O) PROCEDURES

- A. Prior to flight, brief the First Flight Attendant to advise any displaced Flight Attendant(s) to review the procedures for an inoperative jumpseat in their Flight Attendant Inflight Manual.



## 737 NG Minimum Equipment List

Item 25-03.4

NUMBER REQUIRED FOR DISPATCH				DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED				FLIGHT CREW PLACARDING			
REPAIR CATEGORY				REMARKS AND EXCEPTIONS			
SYSTEM 25				EQUIPMENT AND FURNISHINGS			
25-02	Flight Attendant Seat Assembly (Single or Dual Position) (Continued)  c. Required Flight Attendant Seat (4R Door) (MMEL 25-03-01)	B	1	0	N	Y/N	(M)(O) One Seat Position or Assembly (dual position) may be inoperative provided: a) Affected jumpseat or seat assembly, as appropriate, is not occupied, b) Flight Attendant(s) displaced by inoperative seat(s) occupy either an adjacent jumpseat or the passenger seat which is most accessible to the inoperative jumpseat(s), so as to most effectively perform assigned duties, c) Procedures below are used as published in Crewmembers manuals, d) Folding type seat stows automatically or is secured in retracted position, and e) Passenger seat assigned to Flight Attendant is placarded FOR FLIGHT ATTENDANT ONLY.

## • NOTE •

- An automatic folding seat that will not stow automatically is considered inoperative.
- A missing or inoperative seatbelt renders the jumpseat inoperative.
- If one side of a dual seat assembly is inoperative, and a required Flight Attendant is displaced to the adjacent seat, the adjacent seat must be operative.

## (M) or (O) PROCEDURES

- A. If the displaced Flight Attendant must occupy a passenger seat; that seat must be as close to, or closer than, the nearest seated passenger to the associated exit. The Flight Attendant must be able to reach the assigned emergency exit in essentially the same time as from the normally assigned jumpseat. A two or three second time difference is considered essentially the same time.
  1. Block the designated passenger seat by obtaining a seat harness (SPN 99-2520-3-0159) from the Flight Attendant's Demo bag or from stock.
  2. If seat harness not available, use contrasting color tape (SPN 99-2520-3-0904 or equivalent) and install a placard on the affected seat to read: FLIGHT ATTENDANT USE ONLY.
- B. Alternate procedures for displaced Flight Attendant are specified in Flight Attendant Inflight Manual.
- C. If the jumpseat will not stow automatically after being vacated, it must be secured in the stowed position using the **(M) PROCEDURE** below and the item is not Flight Crew placardable.
- D. Install INOP placard adjacent to the Captain's PFD.

## (M) PROCEDURES

- A. Stow the inoperative jumpseat (if required) as follows:
  1. Position jumpseat to the stowed position and using contrasting color tape (SPN 99-2520-3-0904 or equivalent) secure the seat in the stowed position.
  2. Install a placard on the inoperative Flight Attendant jumpseat to read: INOP - DO NOT USE.

## (O) PROCEDURES

- A. Prior to flight, brief the First Flight Attendant to advise any displaced Flight Attendant(s) to review the procedures for an inoperative jumpseat in their Flight Attendant Inflight Manual.



## 737 NG Minimum Equipment List

Item 25-03.5

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 25		EQUIPMENT AND FURNISHINGS					
25-02	Flight Attendant Seat Assembly (Single or Dual Position) (Continued)  d. Excess Flight Attendant Seat (4R Aisle) (MMEL 25-03-02)	C	1	0	N	Y/N	(M)(O) May be inoperative provided: a) Affected jumpseat is not occupied, and b) Folding type seat stows automatically or is secured in retracted position.

## • NOTE •

- An automatic folding seat that will not stow automatically is considered inoperative.
- A missing or inoperative seatbelt renders the jumpseat inoperative.

**(M) or (O) PROCEDURES**

- This MEL is for working Cabin Crew only. A passenger seat should not be blocked for a non-revenue Flight Attendant.
- If the displaced Flight Attendant must occupy a passenger seat that seat must be as close to, or closer than, the nearest seated passenger to the associated exit. The Flight Attendant must be able to reach the assigned emergency exit in essentially the same time as from the normally assigned jumpseat. A two or three second time difference is considered essentially the same time.
  - Block the designated passenger seat by obtaining a seat harness (SPN 99-2520-3-0159) from the Flight Attendant's Demo bag or from stock.
  - If seat harness not available, use contrasting color tape (SPN 99-2520-3-0904 or equivalent) and install a placard on the affected seat to read: FLIGHT ATTENDANT USE ONLY.
- Alternate procedures for displaced Flight Attendant are specified in Flight Attendant Inflight Manual.
- If the jumpseat will not stow automatically after being vacated, it must be secured in the stowed position using the (M) PROCEDURE below and the item is not Flight Crew placardable.
- Install INOP placard adjacent to the Captain's PFD.

**(M) PROCEDURES**

- Stow the inoperative jumpseat (if required) as follows:
  - Position jumpseat to the stowed position and using contrasting color tape (SPN 99-2520-3-0904 or equivalent) secure the seat in the stowed position.
  - Install a placard on the inoperative Flight Attendant jumpseat to read: INOP - DO NOT USE.

**(O) PROCEDURES**

- Prior to flight, brief the First Flight Attendant to advise any displaced Flight Attendant(s) to review the procedures for an inoperative jumpseat in their Flight Attendant Inflight Manual.

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## 737 NG Minimum Equipment List

Item 25-05.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 25		EQUIPMENT AND FURNISHINGS				
25-03	Cargo Compartment Restraint Components  a. Cargo Compartment Used (MMEL 25-05A)	A	-	0	N	(M) May be inoperative or missing provided: a) Cargo loading limitations as specified by the B737 Weight and Balance Manual (WBM) are followed, and b) Repairs are made within 120 consecutive calendar days.

### (M) PROCEDURES

- A. The following classifications of cargo restraint damage have no cargo loading restrictions:
  1. Net metal fittings: Light surface corrosion not affecting the function of the component.
  2. Webbing: Discoloration, soiling, fluffing, slight abrasion,
  3. Hardware: Dirty, light surface corrosion not affecting the function of the component.
  4. Placards / Labels: Damaged and legible.
- B. For restraint damage in excess of the above limits use the applicable MEL 25-03b through 25-03f.
- C. Install a placard adjacent to the affected cargo compartment door to read: FWD (AFT) CARGO \_\_\_\_\_ RESTRAINT DAMAGED. NO LOADING RESTRICTIONS.

(Continued)



## 737 NG Minimum Equipment List

Item 25-05.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 25			EQUIPMENT AND FURNISHINGS				
25-03	Cargo Compartment Restraint Components  b. Forward Cargo Sub-Compartment Zone F1 Remains Empty (MMEL 25-05A)	A	2	0	Y	N	(M)(DP)May be damaged provided: a) Cargo loading limitations as specified by the B737 Weight and Balance Manual (WBM) are followed, and b) Repairs are made within 120 consecutive calendar days.

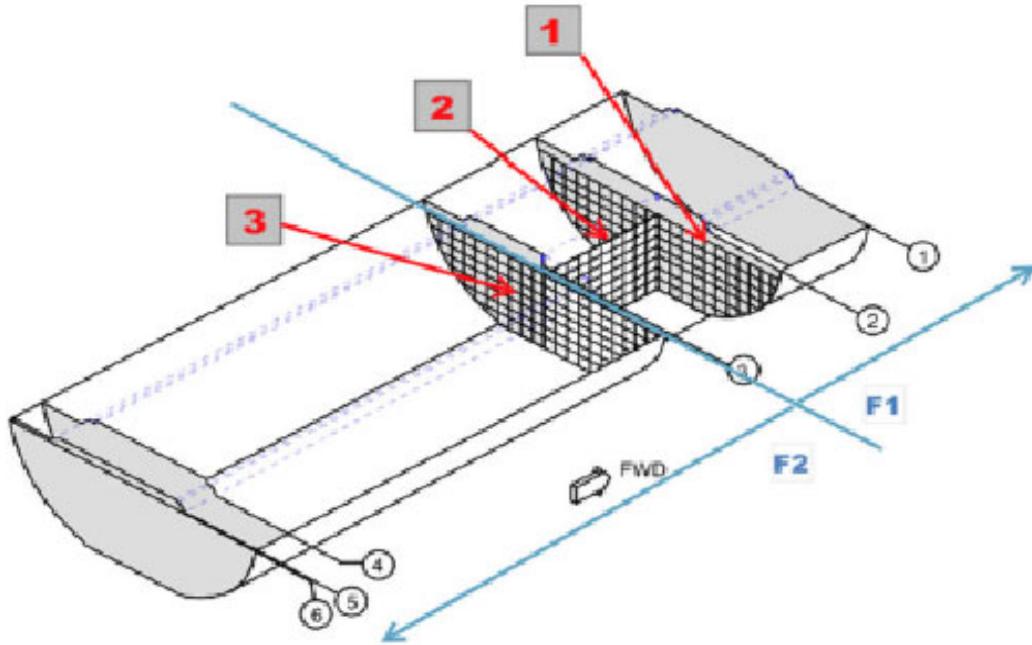
**(M) PROCEDURES**

- A. For restraint components located in the FWD cargo compartment use the appropriate Figure to determine which Zone is affected and proceed as follows:
  - 1. The AMT will:
    - a. Provide MOC with the location in the FWD cargo compartment of the affected net.
    - b. Document the location of the affected net in the eAML balancing entry
  - 2. The MCT will:
    - a. Confirm that Zone F1 is affected by using the appropriate Figure and apply the MEL.
      - i. If the F1 / F2 Zone sub-compartment divider net or entire compartment is unusable use MEL item 25-03f.
    - b. Relay the restriction for Zone F1 to the Dispatcher (positive contact required).
- B. Install a placard adjacent to the affected cargo compartment door to read: FWD CARGO \_\_\_\_ NET (RESTRAINT) UNUSABLE. ZONE F1 MUST REMAIN EMPTY.
- C. Install INOP placard adjacent to the Captain's PFD.

**(DP) PROCEDURES**

- A. Notify Load Planner (positive contact required) of the loading restriction.

FWD Cargo



(Continued)

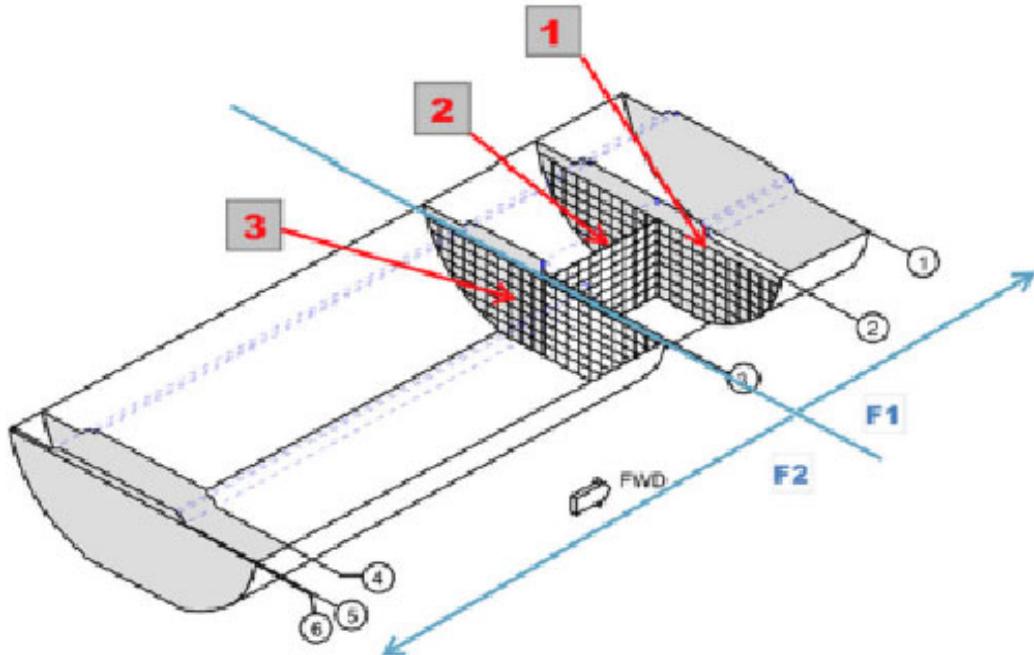
NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 25		EQUIPMENT AND FURNISHINGS					
25-03	Cargo Compartment Restraint Components  c. Forward Cargo Sub-Compartment Zone F2 Remains Empty (MMEL 25-05A)	A	2	0	Y	N	(M)(DP)May be damaged provided: a) Cargo loading limitations as specified by the B737 Weight and Balance Manual (WBM) are followed, and b) Repairs are made within 120 consecutive calendar days.

**(M) PROCEDURES**

- A. For restraint components located in the FWD cargo compartment use the appropriate Figure to determine which Zone is affected and proceed as follows:
1. The AMT will:
    - a. Provide MOC with the location in the FWD cargo compartment of the affected net.
    - b. Document the location of the affected net in the eAML balancing entry,
  2. The MCT will:
    - a. Confirm that Zone F2 is affected by using the appropriate Figure and apply the MEL.
      - i. If the F1 / F2 Zone sub-compartment divider net or entire compartment is unusable use MEL item 25-03f.
    - b. Relay the restriction for Zone F2 to the Dispatcher (positive contact required).
- B. Install a placard adjacent to the affected cargo compartment door to read: FWD CARGO \_\_\_\_ NET (RESTRAINT) UNUSABLE. ZONE F2 MUST REMAIN EMPTY.
- C. Install INOP placard adjacent to the Captain's PFD.

**(DP) PROCEDURES**

- A. Notify Load Planner (positive contact required) of the loading restriction.

**FWD Cargo**



# 737 NG Minimum Equipment List

Item 25-05.4

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 25			EQUIPMENT AND FURNISHINGS			
25-03	Cargo Compartment Restraint Components  d. Aft Cargo Sub-Compartment Zone A1 Remains Empty (MMEL 25-05A)	A	2	0	Y	N
						(M)(DP)May be damaged provided: a) Cargo loading limitations as specified by the B737 Weight and Balance Manual (WBM) are followed, and b) Repairs are made within 120 consecutive calendar days.

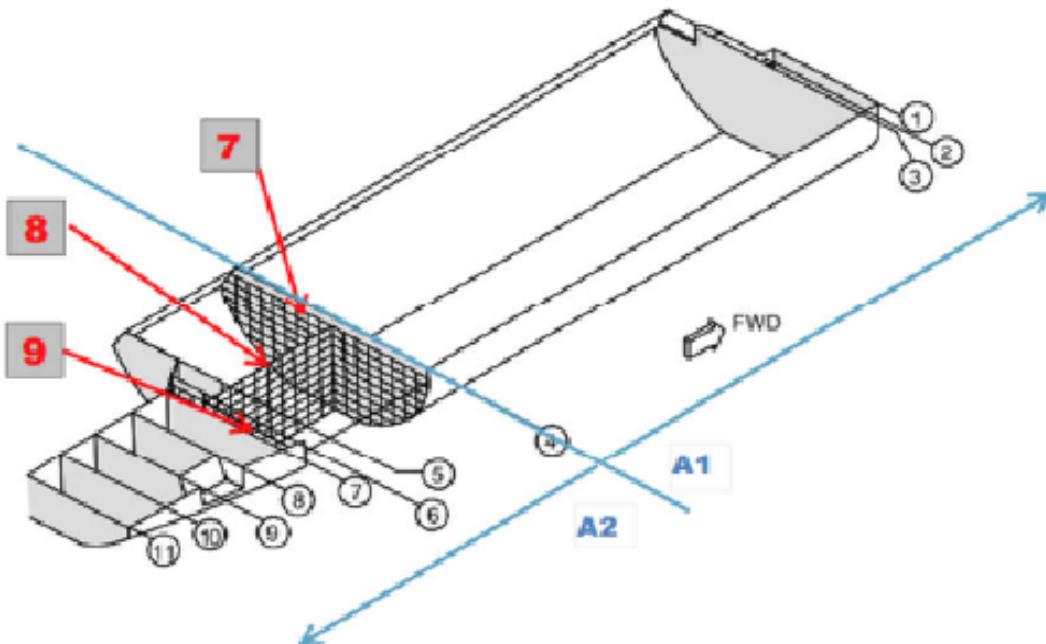
### (M) PROCEDURES

- For restraint components located in the AFT cargo compartment use the appropriate Figure to determine which Zone is affected and proceed as follows:
  - The AMT will:
    - Provide MOC with the location in the AFT cargo compartment of the affected net.
    - Document the location of the affected net in the eAML balancing entry.
  - The MCT will:
    - Confirm that Zone A1 is affected by using the appropriate Figure and apply the MEL.
      - If the A1 / A2 Zone sub-compartment divider net or entire compartment is unusable use MEL item 25-03f.
    - Relay the restriction for Zone A1 to the Dispatcher (positive contact required).
- Install a placard adjacent to the affected cargo compartment door to read: AFT CARGO \_\_\_\_ NET (RESTRAINT) UNUSABLE. ZONE A1 MUST REMAIN EMPTY.
- Install INOP placard adjacent to the Captain's PFD.

### (DP) PROCEDURES

- Notify Load Planner (positive contact required) of the loading restriction.

AFT Cargo



(Continued)

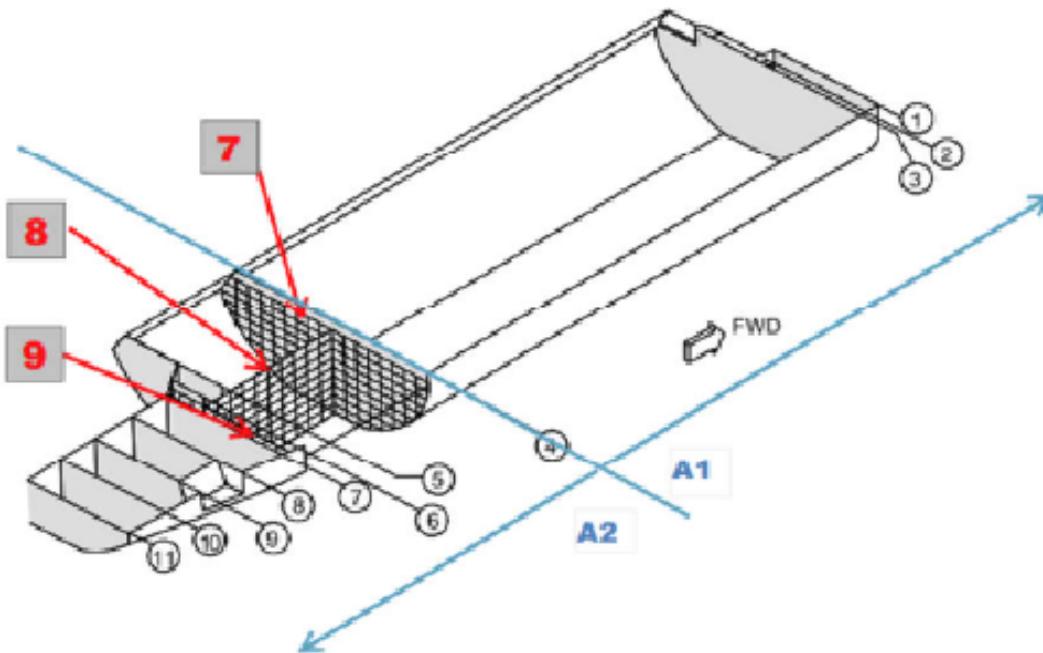
NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 25		EQUIPMENT AND FURNISHINGS					
25-03	Cargo Compartment Restraint Components  e. Aft Cargo Sub-Compartment Zone A2 Remains Empty (MMEL 25-05A)	A	2	0	Y	N	(M)(DP)May be damaged provided: a) Cargo loading limitations as specified by the B737 Weight and Balance Manual (WBM) are followed, and b) Repairs are made within 120 consecutive calendar days.

**(M) PROCEDURES**

- A. For restraint components located in the AFT cargo compartment use the appropriate Figure to determine which Zone is affected and proceed as follows:
1. The AMT will:
    - a. Provide MOC with the location in the AFT cargo compartment of the affected net.
    - b. Document the location of the affected net in the eAML balancing entry.
  2. The MCT will:
    - a. Confirm that Zone A2 is affected by using the appropriate Figure and apply the MEL.
      - i. If the A1 / A2 Zone sub-compartment divider net or entire compartment is unusable use MEL item 25-03f.
    - b. Relay the restriction for Zone A2 to the Dispatcher (positive contact required).
- B. Install a placard adjacent to the affected cargo compartment door to read: AFT CARGO \_\_\_\_ NET UNUSABLE. ZONE A2 MUST REMAIN EMPTY.
- C. Install INOP placard adjacent to the Captain's PFD.

**(DP) PROCEDURES**

- A. Notify Load Planner (positive contact required) of the loading restriction.

**AFT Cargo**



## 737 NG Minimum Equipment List

Item 25-05.6

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 25				EQUIPMENT AND FURNISHINGS		
25-03	Cargo Compartment Restraint Components  f. Cargo Compartment(s) Remains Empty (MMEL 25-05B)	A	-	0	Y	(M)(O)(DP) May be inoperative or missing provided: a) Associated cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days

**(M) or (O) PROCEDURES**

- A. Prior to each departure, verify the affected cargo compartment(s) are empty.
- B. Install a placard adjacent to the affected cargo door(s) to read: DO NOT LOAD FWD (AFT) CARGO COMPARTMENT. Pre-printed placard SPN 99-2517-3-0014 may be used for this purpose.
- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to each departure verify with ground personnel associated cargo compartment is empty.

**(DP) PROCEDURES**

- A. Notify Load Planner that affected cargo compartment(s) must remain empty.
-



## 737 NG Minimum Equipment List

Item 25-06.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 25			EQUIPMENT AND FURNISHINGS			
25-04	Passenger Seats, Premium  a. Inoperative or Unusable Seat (MMEL 25-06)	D	-	-	N	Y/N  <b>(M)(O)</b> One or more may be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) Affected seat(s) is blocked and placarded DO NOT OCCUPY.  <u>NOTE:</u> • A seat with an inoperative seatbelt is considered inoperative. • Inoperative seat(s) does not affect required number of Flight Attendants. • Affected seat(s) may include seat(s) behind and/or adjacent outboard seats.

**(M) or (O) PROCEDURES**

- A. If Maintenance assistance is required to secure the passenger seat it must be deactivated using the **(M) PROCEDURE** below and the item is not Flight Crew placardable.  
 B. Install INOP placard adjacent to the Captain's PFD.

**(M) PROCEDURES****• NOTE •**

*Ensure that the seat deactivation is accomplished in a neat, clean and aesthetically pleasing manner.*

- A. For affected seats secured in the Taxi / Takeoff / Landing (TTL) position:  
 1. The affected seat cushions may be removed and stowed.  
 2. A seat harness from the Flight Attendant's Demo bag or from stock (SPN 99-2520-3-0159) with the DO NOT OCCUPY sign attached is placed over the affected seat. If a seat harness is not available use contrasting color tape (SPN 99-2520-3-0094 or equivalent). Install a placard on the affected seat to read: DO NOT OCCUPY.
- B. For affected seats failed in the reclined position:  
 1. OPTION 1. The seat in the row directly behind the affected seat AND any seats in the row directly behind the affected seat that do not have unrestricted access to the aircraft aisle must be blocked off. The seat row behind the affected row must not contain an emergency exit. Secure the seat with straps, tape or rope such that it cannot move during flight.  
 2. OPTION 2. The affected seat cushions and seat back assembly may be removed and stowed. The seat in the row directly behind the affected seat must also be blocked off.  
 3. A seat harness from the Flight Attendant's Demo bag or from stock (SPN 99-2520-3-0159) with the DO NOT OCCUPY sign attached is placed over the affected seat. If a seat harness is not available use contrasting color tape (SPN 99-2520-3-0094 or equivalent). Install a placard on the affected seat to read: DO NOT OCCUPY.
- C. For affected seats failed in the forward position:  
 1. OPTION 1. Any seats in the row that do not have unrestricted access to the aircraft aisle AND the seat in the row directly behind the affected seat must also be blocked off. The affected row must not contain an emergency exit. Secure the seat with straps, tape or rope such that it cannot move during flight.  
 2. OPTION 2. The affected seat cushions and seat back assembly may be removed and stowed. The seat in the row directly behind the affected seat must also be blocked off.  
 3. A seat harness from the Flight Attendant's Demo bag or from stock (SPN 99-2520-3-0159) with the DO NOT OCCUPY sign attached is placed over the affected seat. If a seat harness is not available use contrasting color tape (SPN 99-2520-3-0094 or equivalent). Install a placard on the affected seat to read: DO NOT OCCUPY.

(Continued)



## 737 NG Minimum Equipment List

Item 25-06.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 25	EQUIPMENT AND FURNISHINGS

**(M) PROCEDURES (Continued from MEL Item 25-04a)**

- D. In the AML balancing entry, document the following:
1. The stowage location of any component removed from the seat (seat back, cushion, etc.).
  2. The method of deactivation used (seat harness, tape, rope, etc.).

**(O) PROCEDURES**

- A. Notify First Flight Attendant of inoperative seat(s).

25-04	Passenger Seats, Premium  b. Premium Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) Secured in the TTL Position (MMEL 25-06-01A)	D	-	-	N	N	<b>(M)</b> Any or all may be inoperative and seat occupied provided seat is secured in the upright position.
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**(M) PROCEDURES**

- A. Secure the affected seat(s) in accordance with AFMM 20-25-40.  
 B. Install a placard on the seat to read: SEAT UNABLE TO RECLINE.  
 C. Install INOP placard adjacent to the Captain's PFD.

c. Armrest with Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls (MMEL 25-06-02-01)	D	-	-	N	N	<b>(M)</b> Any or all may be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.
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**(M) PROCEDURES**

- A. Verify there are no sharp edges present that could result in personal injury. If sharp edges are present, secure or remove armrest as necessary.  
 B. Inspect armrest for any exposed wires and secure as necessary.  
**C. Placard the affected Passenger Seat Recline Mechanism inoperative in accordance with MEL item 25-04b.**  
 D. Install INOP placard adjacent to the Captain's PFD.

(Continued)



## 737 NG Minimum Equipment List

Item 25-06.3

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 25		EQUIPMENT AND FURNISHINGS				
25-04	Passenger Seats, Premium  d. Armrest without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls (MMEL 25-06-02-02)	-	-	-	-	Must be operative.

• NOTE •  
Use MEL item 25-04a.

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e. Underseat Baggage Restraining Bars (MMEL 25-06-03)	C	-	-	N	Y/N	(M)(O) One or more may be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded DO NOT STOW BAGGAGE UNDER THIS SEAT, and c) Procedures below are used to alert cabin crew of inoperative restraining bar.
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**(M) or (O) PROCEDURES**

- A. Install a placard on the back of the affected seat(s) to read: DO NOT STOW BAGGAGE UNDER THIS SEAT.
- B. Ensure the affected baggage restraint bar does not affect passenger egress. If necessary, secure baggage restraint bar in place or remove it from seat per the (M) procedures below. If the restraint bar must be secured in place or removed flight crew placarding is not permitted.
- C. Install INOP placard adjacent to the Captain's PFD.

**(M) PROCEDURES**

- A. Secure the baggage restraint bar in place or remove it from the seat as required. If removed, handle parts in accordance with GPM section 20.08.
- B. Document in the AML balancing entry if the restraint bar was secured in place or removed.

**(O) PROCEDURES**

- A. Notify First Flight Attendant of inoperative restraining bar.



## 737 NG Minimum Equipment List

Item 25-06.4

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 25			EQUIPMENT AND FURNISHINGS			
25-05	Passenger Seats, Coach a. Inoperative or Unusable Seat (MMEL 25-06)	D	-	-	N	Y
						(M)(O) One or more may be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) Affected seat(s) is blocked and placarded DO NOT OCCUPY. <u>NOTE:</u> • A seat with an inoperative seatbelt is considered inoperative. • Inoperative seat(s) does not affect required number of Flight Attendants. • Affected seat(s) may include seat(s) behind and/or adjacent outboard seats.

## (M) or (O) PROCEDURES

- A. If Maintenance assistance is required to secure the passenger seat it must be deactivated using the **(M) PROCEDURE** below and the item is not Flight Crew placardable.  
 B. Install INOP placard adjacent to the Captain's PFD.

## (M) PROCEDURES

## • NOTE •

*Ensure that the seat deactivation is accomplished in a neat, clean and aesthetically pleasing manner.*

- A. For affected seats secured in the Taxi / Takeoff / Landing (TTL) position:
- The affected seat cushions may be removed and stowed.
  - A seat harness from the Flight Attendant's Demo bag or from stock (SPN 99-2520-3-0159) with the DO NOT OCCUPY sign attached is placed over the affected seat. If a seat harness is not available use contrasting color tape (SPN 99-2520-3-0094 or equivalent). Install a placard on the affected seat to read: DO NOT OCCUPY.
- B. For affected seats failed in the reclined position:
- OPTION 1. The seat in the row directly behind the affected seat AND any seats in the row directly behind the affected seat that do not have unrestricted access to the aircraft aisle must be blocked off. The seat row behind the affected row must not contain an emergency exit. Secure the seat with straps, tape or rope such that it cannot move during flight.
  - OPTION 2. The affected seat cushions and seat back assembly may be removed and stowed. The seat in the row directly behind the affected seat must also be blocked off.
  - A seat harness from the Flight Attendant's Demo bag or from stock (SPN 99-2520-3-0159) with the DO NOT OCCUPY sign attached is placed over the affected seat. If a seat harness is not available use contrasting color tape (SPN 99-2520-3-0094 or equivalent). Install a placard on the affected seat to read: DO NOT OCCUPY.
- C. For affected seats failed in the forward position:
- OPTION 1. Any seats in the row that do not have unrestricted access to the aircraft aisle AND the seat in the row directly behind the affected seat must also be blocked off. The affected row must not contain an emergency exit. Secure the seat with straps, tape or rope such that it cannot move during flight.
  - OPTION 2. The affected seat cushions and seat back assembly may be removed and stowed. The seat in the row directly behind the affected seat must also be blocked off.
  - A seat harness from the Flight Attendant's Demo bag or from stock (SPN 99-2520-3-0159) with the DO NOT OCCUPY sign attached is placed over the affected seat. If a seat harness is not available use contrasting color tape (SPN 99-2520-3-0094 or equivalent). Install a placard on the affected seat to read: DO NOT OCCUPY.

(Continued)



## 737 NG Minimum Equipment List

Item 25-06.5

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 25	EQUIPMENT AND FURNISHINGS

**(M) PROCEDURES (Continued from MEL Item 25-05a)**

D. In the AML balancing entry, document the following:

1. The stowage location of any component removed from the seat (seat back, cushion, etc.).
2. The method of deactivation used (seat harness, tape, rope, etc.).

**(O) PROCEDURES**

- A. Notify First Flight Attendant of inoperative seat(s).

25-05	Passenger Seats, Coach  b. Positioning Controls for Taxi, Takeoff, and Landing (TTL) Secured in the TTL Position (MMEL 25-06-01A)	D	-	-	N	N	<b>(M)</b> Any or all may be inoperative and seat occupied provided seat is secured in the upright position.
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**(M) PROCEDURES**

- A. Secure the affected seat(s) in accordance with AFMM 20-25-40.
- B. Install a placard on the seat to read: SEAT UNABLE TO RECLINE.
- C. Install INOP placard adjacent to the Captain's PFD.

c. Armrest With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls (MMEL 25-06-02-01)	D	-	-	N	N	<b>(M)</b> Any or all may be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle and b) If armrest is missing, seat is secured in taxi, takeoff, and landing (TTL) position.
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**(M) PROCEDURES**

- A. Verify there are no sharp edges present that could result in personal injury. If sharp edges are present, secure or remove armrest as necessary.
- B. Inspect armrest for any exposed wires and secure as necessary.
- C. Placard the affected Passenger Seat Recline Mechanism inoperative in accordance with MEL item 25-05b.**
- D. Install INOP placard adjacent to the Captain's PFD.

d. Armrest Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls (MMEL 25-06-02-02)	D	-	-	N	N	<b>(M)</b> May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.
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**(M) PROCEDURES**

- A. Verify there are no sharp edges present that could result in personal injury. If sharp edges are present, secure or remove armrest as necessary.
- B. Inspect armrest for any exposed wires and secure as necessary.
- C. Install INOP placard adjacent to the Captain's PFD.

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# 737 NG Minimum Equipment List

Item 25-06.6

NUMBER REQUIRED FOR DISPATCH				DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED				FLIGHT CREW PLACARDING			
REPAIR CATEGORY				REMARKS AND EXCEPTIONS			
SYSTEM 25				EQUIPMENT AND FURNISHINGS			
25-05	Passenger Seats, Coach e. Underseat Baggage Restraining Bars (MMEL 25-06-03)	C	-	-	N	Y/N	(M)(O) One or more may be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded DO NOT STOW BAGGAGE UNDER THIS SEAT, and c) Procedures below are used to alert cabin crew of inoperative restraining bar.

#### (M) or (O) PROCEDURES

- A. Install a placard on the back of the affected seat(s) to read: DO NOT STOW BAGGAGE UNDER THIS SEAT.
- B. Ensure the affected baggage restraint bar does not affect passenger egress. If necessary, secure baggage restraint bar in place or remove it from seat per the (M) procedures below. If the restraint bar must be secured in place or removed flight crew placarding is not permitted.
- C. Install INOP placard adjacent to the Captain's PFD.

#### (M) PROCEDURES

- A. Secure the baggage restraint bar in place or remove it from the seat as required. If removed, handle parts in accordance with GPM section 20.08.
- B. Document in the AML balancing entry if the restraint bar was secured in place or removed.

#### (O) PROCEDURES

- A. Notify First Flight Attendant of inoperative restraining bar.

f. Seat Belt Air Bag Restraint Systems (MMEL 25-06-05-01)	D	-	-	N	N	(M) May be inoperative provided seat is blocked and placarded DO NOT OCCUPY.
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#### EFFECTIVITY:

- A/C 3EL thru 3PX

#### (M) PROCEDURES

- A. Placard the affected Passenger Seat Unusable in accordance with MEL item 25-05a.
- B. Install INOP placard adjacent to the Captain's PFD.

g. Seat Belt Air Bag Restraint Systems (MMEL 25-06-05-02)	D	-	-	N	Y	(M)(O) May be inoperative or disconnected provided seat belt is operative.
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#### EFFECTIVITY:

- A/C 3AA thru 3EK

#### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.



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## 737 NG Minimum Equipment List

Item 25-09.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 25	EQUIPMENT AND FURNISHINGS

25-06 FASTEN SEAT BELTS WHILE SEATED Signs or Placards (MMEL 25-09) C - - N Y (M)(O) One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
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## 737 NG Minimum Equipment List

Item 25-11.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 25		EQUIPMENT AND FURNISHINGS				

25-07	Flight Deck Jumpseat a. Primary Jumpseat (Including Associated Equipment) - Option 1 (MMEL 25-11-01A)	A	1	0	Y	Y	<b>(M)(O)(DP)</b> -May be inoperative provided: a) A passenger seat in the cabin is made available to an FAA Inspector for performance of official duties, and b) Repairs are made within two flight days.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- B. Make an aisle seat in the cabin available to an FAA Inspector for the performance of official duties.  
C. Captain will ensure that when a Flight Attendant is assigned to the flight deck, an operative portable oxygen bottle is readily available.

**(DP) PROCEDURES**

- A. Notify Passenger Service / Load Planner of blocked passenger seat(s).  
B. Verify aircraft routing terminates at a maintenance station within TWO flight days of initial placard.

b. Primary Jumpseat (Including Associated Equipment) -Option 2 (MMEL 25-11-01C)	A	1	0	Y	Y	<b>(M)(O)(DP)</b> Associated equipment may be inoperative and seat occupied provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to an FAA Inspector who requires its use for performance of official duties, and c) Repairs are made within two flight days. <b>NOTE:</b> • These provisos are intended to provide occupancy of primary jumpseat by an FAA Inspector when the minimum safety equipment (oxygen and safety belt) is operative and inspector determines the condition to be acceptable. • Captain will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. The jumpseat may be occupied by an FAA Inspector provided minimum safety equipment (oxygen and safety belt) are operative and the Inspector determines that the condition is acceptable.  
B. The Captain determines if the minimum safety equipment (oxygen and safety belt) is operational for other authorized persons (other than FAA Inspectors) to occupy the observer seat.

**(DP) PROCEDURES**

- A. Verify aircraft routing terminates at a maintenance station within TWO flight days of initial placard.

(Continued)



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## 737 NG Minimum Equipment List

Item 25-11.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 25	EQUIPMENT AND FURNISHINGS					
25-07      Flight Deck Jumpseat c. Crotch Straps (MMEL 25-11-03)	C	1	0	N	Y	(M)(O) May be inoperative.

### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.



# 737 NG Minimum Equipment List

Item 25-12-01.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 25			EQUIPMENT AND FURNISHINGS				
25-08	Portable Flashlight Holders / Flashlights  a. Cabin (MMEL 25-12-01A)	C	6	0	N	Y	<b>(M)(O)</b> May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.

#### (M) or (O) PROCEDURES

- A. Install a placard adjacent to the Captain's PFD to read: CABIN PORTABLE FLASHLIGHT INOP.

#### (O) PROCEDURES

• NOTE •

- Flashlight must be operative and accessible from all required Crewmember stations.
- Flashlight(s) may be relocated from a excess / non-required Crewmember station.

- A. If a flashlight is inoperative, missing or relocated from an excess / non-required flight attendant seat, **placard the affected excess / non-required seat inoperative in accordance with MEL item 25-02d.**

b. Cabin Tamper Seals or Tags (MMEL 25-12-01-01)	C	6	0	N	Y	<b>(M)(O)</b> May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.
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#### (M) or (O) PROCEDURES

- A. Install a placard adjacent to the Captain's PFD to read: PORTABLE FLASHLIGHT SEAL INOP.

#### (O) PROCEDURES

- A. Verify the portable flashlights / flashlight holders are properly installed and operate correctly before each flight.

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# 737 NG Minimum Equipment List

Item 25-16.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 25		EQUIPMENT AND FURNISHINGS				
25-09	Lower Cargo Compartment Lining Panels / Floor Panels (MMEL 25-16)	C	58	0	Y	(M)(O)(DP) Any or all may be damaged or missing provided the below procedures are used to ensure associated cargo compartment(s) remain empty.

## (M) or (O) PROCEDURES

- A. Prior to each departure verify the affected cargo compartment(s) are empty.
- B. Install a placard adjacent to the affected cargo door(s) to read: DO NOT LOAD CARGO COMPARTMENT.  
Pre-printed placard SPN 99-2517-3-0014 may be used for this purpose.
- C. Install INOP placard adjacent to the Captain's PFD.

## (DP) PROCEDURES

- A. Notify Load Planner that affected cargo compartments must remain empty.



## 737 NG Minimum Equipment List

Item 25-17.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 25				EQUIPMENT AND FURNISHINGS		
25-10	Emergency Medical Equipment - (FAK)  a. First Aid Kit (FAK) and/or Associated Equipment (MMEL 25-17-01A)	A	3	2	Y	(M)(O)(DP) One First Aid Kit (FAK) may be incomplete, or removed provided: a) The FAK is labeled or placarded in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight..

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: First Aid Kit (FAK) INOP.  
 B. The out-of-service unit will remain where it is, until it can be removed from the airplane.  
   1. Inoperative unit is tagged INOPERATIVE, so it cannot be mistaken for a functional unit.  
   2. Associated location placard is covered with tape or a blank adhesive label.

**• NOTE •**

*If another functional unit is installed in the same location do not cover the location placard.*

**(DP) PROCEDURES**

- A. Aircraft routing must terminate within ONE flight leg of initial placarding. Contact MOC to have parts available at terminating station.

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b. Tamper Seals or Tags (MMEL 25-17-01-01)	C	3	0	N	Y	(M)(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: FAK SEAL INOP.

**(O) PROCEDURES**

- A. Prior to each flight, verify that the minimum contents are in the kit. The Minimum Contents List is contained inside each kit. Kits that have been checked are acceptable for service.
-



## 737 NG Minimum Equipment List

Item 25-17.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 25				EQUIPMENT AND FURNISHINGS		
25-11	Emergency Medical Equipment - (IMK)	A	1	0	Y	(M)(O)(DP) May be incomplete, or removed provided: a) IMK is labeled or placarded in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight.
a.	Inflight Medical Kit (IMK) and / or Associated Equipment (MMEL 25-17-02A)					

**(M) or (O) PROCEDURES**

- A. Verify that the inoperative compartments / pouches have the appropriate inoperative seal applied before departure.  
 B. The out-of-service unit will remain where it is, until it can be removed from the airplane.  
   1. Inoperative unit is tagged INOPERATIVE, so it cannot be mistaken for a functional unit.  
   2. Associated location placard is covered with tape or a blank adhesive label.  
 C. Install a placard adjacent to the Captain's PFD to read: IMK INOP.

**(DP) PROCEDURES**

- A. Aircraft routing must terminate within ONE flight leg of initial placarding. Contact MOC to have parts available at terminating station

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b.	Tamper Seals or Tags (MMEL 25-17-02-01)	C	1	0	N	Y	(M)(O) May be inoperative, damaged, or missing provided proper IMK servicing is verified at each preflight.
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: IMK SEAL INOP.

**(O) PROCEDURES**

- A. Prior to each flight, verify that the minimum contents are in the kit. The Minimum Contents List is contained inside each kit. Kits that have been checked are acceptable for service.
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## 737 NG Minimum Equipment List

Item 25-17.3

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 25		EQUIPMENT AND FURNISHINGS				
25-12	Emergency Medical Equipment - (AED)  a. Automatic External Defibrillator (AED) and / or Associated Equipment -Option 1 (MMEL 25-17-04B)	A	1	1	Y	(M)(O)(DP) AED has been used and is considered serviceable.

**(M) or (O) PROCEDURES**

- A. The Automatic External Defibrillator (AED) may be used and considered serviceable provided the AED is replaced within three flights.  
 B. Determine AED serviceability as follows:  
   1. Verify the spare Pad-Pak is installed in the AED, the green light is flashing and no audible chirping sound is heard. Verify the kit contains one unused disposable razor, one pair of scissors, one pair of disposable gloves and two paper towels. Re-lock with a yellow seal that is located inside the AED container. If the minimum contents are not available use MEL item 25-12b.  
   2. The AED must be replaced within three flights.  
   3. If the minimum contents are not available use MEL item 25-12b.

**• NOTE •**

*Additional disposable gloves and surface wipes are available in the Blood Borne Pathogens (Grab and Go) kit and may be used to supplement the AED kit.*

4. If the AED has a flashing red light or an audible chirping sound is heard the battery is considered unserviceable. Re-lock with a red seal that is located inside the AED container and use MEL item 25-12b.  
 C. Install a placard adjacent to the Captain's PFD to read: AED ON MEL.

**(DP) PROCEDURES**

- A. Aircraft routing must terminate within THREE flight legs of initial placarding. Contact MOC to have parts available at terminating station

b. Automatic External Defibrillator (AED) and / or Associated Equipment -Option 2 (MMEL 25-17-04A)	A	1	0	Y	Y	(M)(O)(DP) May be incomplete, inoperative or removed provided: a) AED is labeled or placarded in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight.
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**(M) or (O) PROCEDURES**

- A. An AED is considered unserviceable if it is sealed with a red seal.  
 B. The out-of-service unit will remain where it is, until it can be removed from the airplane.  
   1. Inoperative unit is tagged INOPERATIVE, so it cannot be mistaken for a functional unit.  
   2. Associated location placard is covered with tape or a blank adhesive label.  
 C. Install a placard adjacent to the Captain's PFD to read: AED INOP.

**(DP) PROCEDURES**

- A. Aircraft routing must terminate within ONE flight leg of initial placarding. Contact MOC to have parts available at terminating station



## 737 NG Minimum Equipment List

Item 25-17.4

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 25		EQUIPMENT AND FURNISHINGS					
25-12	Emergency Medical Equipment  c. AED Tamper Seals or Tags (MMEL 25-17-02-01)	C	1	0	N	Y	(M)(O) May be inoperative, damaged, or missing provided proper installation and operation is verified prior to each flight.

**(M) or (O) PROCEDURES**

- A. Prior to each flight, determine the AED serviceability as follows:

1. Verify the spare Pad-Pak is installed in the AED, the green light is flashing and no audible chirping sound is heard. Verify the kit contains one unused disposable razor, one pair of scissors, one pair of disposable gloves and two paper towels. If the minimum contents are not available use MEL item 25-12b.

**• NOTE •**

*Additional disposable gloves and surface wipes are available in the Blood Borne Pathogens (Grab and Go) kit and may be used to supplement the AED kit.*

2. If the AED has a flashing red light or an audible chirping sound is heard the battery is considered unserviceable. Re-lock with a red seal that is located inside the AED container and use MEL item 25-12b.
- B. Install a placard adjacent to the Captain's PFD to read: AED SEAL INOP.

**(O) PROCEDURES**

- A. Verify that the minimum contents are in the kit. The Minimum Contents List is contained inside each kit. Kits that have been checked are acceptable for service.



## 737 NG Minimum Equipment List

Item 25-18.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 25			EQUIPMENT AND FURNISHINGS				
25-13	Flotation Equipment - Life Vests (With Survivor Locator Light) (MMEL 25-18)	C	190	0	N	Y	<b>(M)(O)</b> One or more may be inoperative or missing provided each occupant of airplane has an operative life vest.  a. Life Vests - Affected Seats Unusable

**(M) or (O) PROCEDURES**

- A. Operative vests must be located in the appropriate location, immediately accessible, and stowed in the appropriate manner or the affected seat must be blocked. Install a seat harness from the Flight Attendant's Demo bag or from stock (SPN 99-2520-3-0159 or equivalent) with the DO NOT OCCUPY sign attached over the affected seat. If seat harness is not available use contrasting color tape (SPN 99-2520-3-0094 or equivalent). Install a placard on the affected seat to read: DO NOT OCCUPY.
- B. Install INOP placard adjacent to the Captain's PFD.

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b. Life Vest Plastic Covers - Affected Seats Unusable	C	190	0	N	Y	<b>(M)(O)</b> One or more may be broken or missing provided each occupant of airplane has an operative life vest.
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**(M) or (O) PROCEDURES**

- A. Remove or secure the affected life vest as follows:
1. Retain the affected life vest in its designated location "OR" remove and stow in the overhead bin containing the universal life vest kit. Do not store removed vests inside the kit.
  2. Secure the affected cover CLOSED using a suitable self-adhesive tape.
  3. Clearly mark the tape "DO NOT USE", pre-printed placard (SPN 99-1130-3-0280) may be used for this purpose.
  4. Document in the AML balancing entry if the affected life vest was removed or secured in place.

**• NOTE •**

*For missing or damaged security seals, stickers or hardware refer to GPM Section 02-29.*

- B. Operative vests must be located in the appropriate location and stowed in the appropriate manner or the affected seat must be blocked. Install a seat harness from the Flight Attendant's Demo bag or from stock (SPN 99-2520-3-0159 or equivalent) with the DO NOT OCCUPY sign attached over the affected seat. If seat harness is not available use contrasting color tape (SPN 99-2520-3-0094 or equivalent). Install a placard on the affected seat to read: DO NOT OCCUPY.
- C. Install INOP placard adjacent to the Captain's PFD.



## 737 NG Minimum Equipment List

Item 25-18.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 25			EQUIPMENT AND FURNISHINGS			
25-14	Flotation Equipment - Life Rafts (MMEL 25-18)	C	4	-	Y	(M)(O)(DP) For overwater flights more than 50 nm from land, enough rafts of a rated capacity and buoyancy to accommodate all occupants of airplane are required. If one or more overhead compartment rafts are unserviceable or missing, it may be necessary to restrict the number of airplane occupants to meet the requirements in the following tables based on aircraft seating configuration:
a.	Overhead Compartment Rafts - Option 1					

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(DP) PROCEDURES**

- A. For flights operating more than 50 nm from land, notify Passenger Service / Load Planner of passenger restriction due to unserviceable raft(s).

Serviceable Rafts (capacity)	Maximum Occupants (Including flight deck and cabin crew)
3(56) + 1(25)	193
3(56) + 0(25)	168
2(56) + 1(25)	137
2(56) + 0(25)	112
1(56) + 1(25)	81
1(56) + 0(25)	56
0(56) + 1(25)	25

b.	Overhead Compartment Rafts - Option 2	C	4	0	Y	Y	(M)(O)(DP) Any or all may be inoperative or missing provided flight remains within 50 nm from land.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Remain within 50 nm from land.

**(DP) PROCEDURES**

- A. Plan flight to remain within 50 nm of land.



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# 737 NG Minimum Equipment List

Item 25-20-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 25		EQUIPMENT AND FURNISHINGS				
25-15	Exterior Lavatory Door Ashtrays (MMEL 25-20-01A)	A	3	2	N	Y

## (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.



## 737 NG Minimum Equipment List

Item 25-21.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 25				EQUIPMENT AND FURNISHINGS		

25-16	Flight Crew Seats a. Recline Mechanism (MMEL 25-21-01)	A	2	0	Y	N	(M)(O)(DP) One or both may be inoperative provided: a) Seat is secured in a position acceptable to the affected Flight Crewmember, and b) Repairs are made within two flight days.
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**(M) PROCEDURES**

- A. Ensure the seat is secured in a position acceptable to the affected crewmember by disconnecting the recline adjustment operating cable.
  - 1. Verify that full travel of the seat on its track is not impaired.
  - 2. Ensure that seat back cannot be moved by applying appropriate force.
- B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Seat must be acceptable to the affected Crewmember.

**(DP) PROCEDURES**

- A. Verify aircraft routing terminates at a maintenance station within TWO flight days of initial placard.

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b. Vertical Adjustments (MMEL 25-21-02)	A	2	0	Y	N	(M)(O)(DP) One or both may be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Repairs are made within two flight days.
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**(M) PROCEDURES**

- A. Ensure the seat is secured in a fixed vertical position acceptable to the affected Crewmember by disconnecting the vertical adjustment operating cable.
- B. Verify that the seat cannot be moved in a vertical direction.
- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Seat must be acceptable to the affected Crewmember.

**(DP) PROCEDURES**

- A. Verify aircraft routing terminates at a maintenance station within TWO flight days of initial placard.

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c. Armrests (MMEL 25-21-03)	B	4	0	N	N	(M)(O) Any or all may be inoperative in up position or removed provided seat is acceptable of affected Crewmember.
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**(M) PROCEDURES**

- A. Stow affected armrest in the retracted position or remove from seat.
- B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Seat must be acceptable to the affected Crewmember.

(Continued)



## 737 NG Minimum Equipment List

Item 25-21.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 25</b>	<b>EQUIPMENT AND FURNISHINGS</b>

25-16	Flight Crew Seats  d. Lumbar / Thigh Support (MMEL 25-21-05)	C	4	0	N	Y	(M)(O) Any or all may be inoperative provided seat is acceptable to affected Crewmember.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Seat must be acceptable to the affected Crewmember.

e. Headrests (MMEL 25-21-05)	C	2	0	N	Y	(M)(O) One or both may be inoperative or missing provided seat is acceptable to affected Crewmember
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Seat must be acceptable to the affected Crewmember.



## 737 NG Minimum Equipment List

Item 25-22.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 25			EQUIPMENT AND FURNISHINGS			
25-17	Galley / Lavatory Waste Receptacles, Access Doors / Covers  a. Galley Waste Receptacle Access Doors / Covers (MMEL 25-22-01)	C	-	0	N	(M)(O) Any or all may be inoperative provided: a) Associated container is empty, b) Container access is secured to prevent waste introduction into compartment, and c) Procedures below are used to ensure that sufficient galley / lavatory waste receptacles are available to accommodate all waste that may be generated during flight.

**(M) PROCEDURES**

- A. Secure the associated access door / cover to prevent introduction of waste materials into compartment.
- B. Install INOP placard adjacent to the Captain's PFD.

**• NOTE •**

*For missing waste containers refer to the Non-essential Equipment and Furnishings Manual.*

**(O) PROCEDURES**

- A. Ensure that sufficient galley / lavatory waste receptacles are available to accommodate all waste that may be generated on the flight.

b. Lavatory Waste Receptacle Access Doors/Covers (MMEL 25-22-02)	C	3	0	Y	N	(M)(O)(DP) Any or all may be inoperative provided: a) Associated container is empty, b) Container access is secured to prevent waste introduction into compartment, c) Lavatory is used only by Crewmembers, and d) Associated lavatory entrance door is locked CLOSED and placarded: INOPERATIVE - DO NOT ENTER.  <u>NOTE:</u> <i>These provisions are not intended to prevent lavatory inspections or use by Crewmembers</i>
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**(M) PROCEDURES**

- A. If installed, verify the affected Waste Receptacle is empty.
- B. Secure the inoperative access door/cover to prevent introduction of waste materials into compartment.
- C. Install a placard on lavatory door to read: LAVATORY INOPERATIVE - DO NOT ENTER (pre-printed placard SPN 99-1130-3-0309 may be used for this purpose).
- D. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Ensure that sufficient galley / lavatory waste receptacles are available to accommodate all waste that may be generated on the flight.
- B. Prior to each flight, if multiple lavatories are inoperative, consider flight duration, routing and passenger load. Contact MOC and Dispatch if passenger / crew comfort is unacceptable.

**(DP) PROCEDURES**

- A. See DPM for company lavatory policy and confer with Captain.



## 737 NG Minimum Equipment List

Item 25-24.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 25				EQUIPMENT AND FURNISHINGS		
25-18	Storage Bins / Cabin, Galley and Lavatory Storage Closets / Compartments  a. Overhead Storage bin Secured Closed (MMEL 25-24A)	C	-	-	N	Y/N  <b>(M)(O)</b> One or more may be inoperative provided: a) Procedures below are used to secure the affected bin, CLOSED, b) Associated bin, is prominently placarded DO NOT USE, c) Any emergency equipment located in affected bin is considered inoperative, and d) Affected bin, is not used for storage of any item(s) except for those permanently affixed.  <u>NOTE:</u> • No partitions are installed, entire overhead storage compartment is considered one compartment • Not intended to preclude crewmember inspections.

**(M) or (O) PROCEDURES**

- A. Verify the affected Overhead Storage bin is empty except for items that are permanently affixed. If the Overhead Storage bin contains emergency equipment:
  1. If permanently affixed, placard the affected emergency equipment inoperative in accordance with the applicable MEL item, if permitted.
  2. If not permanently affixed, relocate the affected emergency equipment to the nearest operative Overhead Storage bin. Document in the AML the position of the relocated equipment.
  3. Apply non-transparent tape over the identification placard(s) for the affected emergency equipment.
- B. Install identification placard(s) for relocated emergency equipment.
- C. Repairs may be made using parts from another location using the **(M) PROCEDURE** below and the item is not Flight Crew placardable.
- D. Secure the affected Overhead Storage bin Door or Bucket CLOSED using a suitable self-adhesive tape applied vertically over the latch with an overlap of at least 4 inches above and below the latch. Clearly mark the tape DO NOT USE.(Pre-printed placard (SPN 99-1130-3-0280 or equivalent) may be used to secure door closed.)
- E. Install a placard adjacent to the Captain's PFD to read: OVERHEAD STORAGE BIN INOP.

**(M) PROCEDURES****• NOTE •**

*Ensure that the overhead bin deactivation is accomplished in a neat, clean and aesthetically pleasing manner.*

- A. Repair the broken Overhead Storage bin that contains emergency equipment as follows:
  1. Replace the defective part(s) on the broken Overhead Storage bin that contains emergency equipment by using parts from another one that does not contain any emergency equipment.
  2. Secure the affected Overhead Storage bin or Bucket CLOSED using a suitable self-adhesive tape applied vertically over the latch with an overlap of at least four inches above and below the latch. Clearly mark the tape DO NOT USE.(Pre-printed placard (SPN 99-1130-3-0280 or equivalent) may be used to secure door closed.)
- B. In the AML balancing entry, document the method of deactivation used (pre-printed placard, tape, etc.).

(Continued)



## 737 NG Minimum Equipment List

Item 25-24.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 25				EQUIPMENT AND FURNISHINGS		
25-18	Storage Bins / Cabin, Galley and Lavatory Storage Closets / Compartments  b. Cabin, Galley and Lavatory Storage Closets / Compartments (Other than Overhead Storage bins) Secured Closed (MMEL 25-24A)	C	-	-	N	Y/N <b>(M)(O)</b> One or more may be inoperative provided: a) Procedures below are used to secure the affected compartment or closet CLOSED, b) Associated compartment or closet is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected compartment or closet is not used for storage of any item(s) except for those permanently affixed.  <b>NOTE:</b> • Not intended to preclude crewmember inspections.

**(M) or (O) PROCEDURES**

- Verify the affected Storage Compartment or Closet is empty except for items that are permanently affixed. If the Storage Compartment or Closet contains emergency equipment:
  - If permanently affixed, placard the affected emergency equipment inoperative in accordance with the applicable MEL item, if permitted.
  - If not permanently affixed, relocate the affected emergency equipment to the nearest operative compartment or closet. Document in the AML the position of the relocated equipment.
  - Apply non-transparent tape over the identification placard(s) for the affected emergency equipment.
- Install identification placard(s) for relocated emergency equipment.
- Repairs may be made using parts from another location rendered inoperative using the **(M) PROCEDURE** below and the item is not Flight Crew placardable.
- Secure the affected storage Compartment or Closet Door CLOSED using a suitable self-adhesive tape applied vertically over the latch with an overlap of at least 4 inches above and below the latch. Clearly mark the tape DO NOT USE.(Pre-printed placard (SPN 99-1130-3-0280 or equivalent) may be used to secure door closed.)
- Install a placard adjacent to the Captain's PFD to read: STORAGE CLOSETS / COMPARTMENT INOP.

**(M) PROCEDURES****• NOTE •**

*Ensure that the closets / compartment deactivation is accomplished in a neat, clean and aesthetically pleasing manner.*

- Repair the broken Storage Compartment / Closet that contains emergency equipment as follows:
  - Replace the defective part(s) on the broken Compartment / Closet that contains emergency equipment by using parts from another one that does not contain any emergency equipment.
  - Secure the affected cabin, galley, and lavatory storage compartment / closet door closed using a suitable self-adhesive tape applied vertically over the latch with an overlap of at least four inches above and below the latch. Clearly mark the tape DO NOT USE.
- In the AML balancing entry, document the method of deactivation used (pre-printed placard, tape, etc.).

(Continued)



## 737 NG Minimum Equipment List

Item 25-24.3

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 25				EQUIPMENT AND FURNISHINGS		
25-18	Storage Bins / Cabin, Galley and Lavatory Storage Closets / Compartments  c. Overhead Storage Bin Door or Bucket Removed (MMEL 25-24B)	C	-	-	N	(M)(O) One or more may be inoperative provided: a) Affected door or bucket is removed, b) Affected bin is not used for storage of any item(s) except for those permanently affixed, c) Associated bin is prominently placarded DO NOT USE, d) Procedures below are used to alert Crewmembers and passengers of inoperative bins, and e) Passengers are briefed that the affected bin, is not used.  <u>NOTE:</u> • For overhead storage compartments, if no partitions are installed, entire overhead storage compartment is considered one compartment. • Any permanently affixed emergency equipment located in affected bin is available for use.

**(M) PROCEDURES**

- A. Remove the Overhead Storage Bin Door or Bucket as necessary. Ensure no sharp edges are present.  
 B. If the Overhead Storage Bin Door or Bucket contains Emergency Equipment:  
   1. Relocate the affected emergency equipment to the nearest Overhead Storage Bin Door or Bucket.  
     Document in the AML the position of the relocated equipment.  
   2. Install identification placard(s) for relocated emergency equipment.

**• NOTE •**

*Ensure that the overhead bin deactivation is accomplished in a neat, clean and aesthetically pleasing manner.*

- C. In the AML balancing entry, document the following:  
   1. The stowage location of any component removed from the overhead bin (door, trim, etc.).  
 D. Install a placard adjacent to the Captain's PFD to read: STORAGE DOOR INOP.

**(O) PROCEDURES**

- A. Prior to flight, advise the First Flight Attendant or Purser the affected Overhead Storage Bin Door or Bucket is inoperative.  
 B. If emergency equipment was relocated, advise the Cabin Crew of the relocation position.

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(Continued)



## 737 NG Minimum Equipment List

Item 25-24.4

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 25				EQUIPMENT AND FURNISHINGS		
25-18	Storage Bins / Cabin, Galley and Lavatory Storage Closets / Compartments  d. Cabin, Galley and Lavatory Storage Closets / Compartments (Other than Overhead Storage Bin) Door Removed (MMEL 25-24B)	C	-	-	N	Y/N  <b>(M)(O)</b> One or more may be inoperative provided: a) Affected door is removed, b) Affected compartment is not used for storage of any item(s) except for those permanently affixed, c) Associated compartment or closet is prominently placarded DO NOT USE, d) Procedures below are used to alert Crewmembers and passengers of inoperative compartments or closets, and e) Passengers are briefed that the affected compartment or closet is not used.  <b>NOTE:</b> • Any permanently affixed emergency equipment located in affected compartment or closet is available for use.

**(M) or (O) PROCEDURES**

- Verify the affected Storage Compartment or Closet is empty except for items that are permanently affixed. If the Storage Compartment or Closet contains Emergency Equipment:
  - If permanently affixed, the affected emergency equipment may remain in place.
  - If not permanently affixed, relocate the affected emergency equipment to the nearest operative compartment or closet. Document in the AML the position of the relocated equipment.
  - Apply non-transparent tape over the identification placard(s) for the affected emergency equipment.
  - Install identification placard(s) for relocated emergency equipment.
- If removal of the affected Storage Compartment or Closet Door is required it must be removed using the (M) PROCEDURE below and the item is not Flight Crew placardable.
- Install tape across the opening to prevent stowage of items. The entire opening is not required to be covered. Clearly mark the tape DO NOT USE.
- Install a placard adjacent to the Captain's PFD to read: STORAGE DOOR INOP.

**(M) PROCEDURES****• NOTE •**

Ensure that the Storage Compartment or Closet deactivation is accomplished in a neat, clean and aesthetically pleasing manner.

- Remove the compartment or closet door as necessary. Ensure no sharp edges are present.
- Install tape across the opening to prevent stowage of items. The entire opening is not required to be covered. Clearly mark the tape DO NOT USE.
- In the AML balancing entry, document the following:
  - The stowage location of any component removed from the Storage Compartment or Closet (door, trim, etc.).
  - The method of deactivation used (pre-printed placard, tape, etc.).

**(O) PROCEDURES**

- Prior to flight, advise the First Flight Attendant or Purser the affected compartment is inoperative and cannot be used for stowage other than permanently affixed emergency equipment. The Cabin Crew and passengers MUST be briefed on this restriction.
- If emergency equipment was relocated, advise the Cabin Crew of the relocation position.



## 737 NG Minimum Equipment List

Item 25-24.5

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 25				EQUIPMENT AND FURNISHINGS			
25-18	Storage Bins / Cabin, Galley and Lavatory Storage Closets / Compartments  e. Galley Storage Multi-Latch / Quarter Turn Lug Installations (MMEL 25-24-01)	C	-	-	N	Y	(M)(O) One latch / lug per compartment may be inoperative provided: a) Remaining latch(es) / lug(s) on affected compartments are operative, and b) If affected compartment is used for galley cart, cart remains empty.

**(M) or (O) PROCEDURES**

- A. Verify remaining latches / lugs on the affected compartment(s) are operative.
- B. Install a placard adjacent to the Captain's PFD to read: STORAGE LATCH INOP.

**(O) PROCEDURES**

- A. Prior to flight, brief the First Flight Attendant that any galley carts loaded in affected compartments are empty.
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f. Storage Compartment Key Locks (MMEL 25-24-02)	D	-	0	N	N	(M) May be inoperative in the UNLOCKED position provided doors can be secured by other means.
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**(M) PROCEDURES**

- A. Secure bin / compartment CLOSED in the UNLOCKED position.
  - B. Install a placard adjacent to the Captain's PFD to read: STORAGE KEY INOP.
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## 737 NG Minimum Equipment List

Item 25-10.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 25		EQUIPMENT AND FURNISHINGS				
25-99	Nonessential Equipment and Furnishings (NEF) (MMEL 25-10)	-	-	-	-	<p>May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures and processes are outlined in the AAL Non-essential Equipment and Furnishings (NEF) List. (M) and (O) procedures, if required, must be available to the Flight Crew and included in the operator's appropriate document.</p> <p><u>NOTE:</u></p> <p><i>Exterior Lavatory Door Ash Trays are not considered NEF items.</i></p>



# 737 NG Minimum Equipment List

TOC 26-1

SYSTEM 26

FIRE PROTECTION

## SYSTEM 26 - Fire Protection

- 26-01 Engine and APU Fire BOTTLE DISCHARGE Lights
- 26-02 Engine Overheat and Fire Detection Systems - Dual Loops
- 26-03 Portable Fire Extinguishers
- 26-04 Wheel Well Fire Detection System
- 26-05 APU Fire Shutoff System
- 26-06 APU Fire Extinguisher System
- 26-07 APU Fire Detection System
- 26-08 Engine / APU Fire Extinguisher Squib Test System (EXT TEST)
- 26-09 Fire Warning Bell
- 26-10 Wing-Body Overheat Detector System
- 26-11 Lavatory Fire Extinguisher Systems
- 26-12 Lavatory Smoke Detection Systems
- 26-13 Wing-Body Overheat Test System (OVHT TEST Switch)
- 26-14 Lower Cargo Compartment Fire Detection / Suppression Systems
- 26-15 Engine Start Lever Fire Indication Lights



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## 737 NG Minimum Equipment List

Item 26-01.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 26	FIRE PROTECTION					
26-01      Engine and APU Fire BOTTLE DISCHARGE Lights (MMEL 26-01)	C	3	0	N	Y	(M)(O) Any or all may be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
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# 737 NG Minimum Equipment List

Item 26-02-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 26		FIRE PROTECTION					
26-02	Engine Overheat and Fire Detection Systems - Dual Loops (MMEL 26-02-02)	C	4	2	N	Y	<b>(M)(O)</b> One loop (A or B) per engine may be inoperative provided remaining operative loops are verified to operate normally once each flight-day.

### **(M) or (O) PROCEDURES**

- Install INOP placard adjacent to affected system's switch, gauge, indicator, etc.

### **(O) PROCEDURES**

- Prior to first flight verify remaining loop for associated engine is operative as specified in AOM> Supplementary Procedures> Fire Protection> Fire and Overheat System Test with an Inoperative Loop.
- Leave the OVHT DET switch in the operative A or B position for the affected engine.

### **• NOTE •**

*When performing the Engines, APU Battery Start procedure, the fire warning bell may not sound and the Master FIRE WARN lights may not illuminate.*

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## 737 NG Minimum Equipment List

Item 26-03.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 26				FIRE PROTECTION		
26-03	Portable Fire Extinguishers (MMEL 26-03)	-	1	1	-	Must be operative.
	a. Flight Deck					
	b. Cabin	-	6	6	-	Must be operative.
	c. Tamper Seals or Tags (MMEL 26-03-01)	C	7	0	N	Y
						(M)(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.

### (M) or (O) PROCEDURES

- A. Install a placard adjacent to the Captain's PFD to read: PORTABLE FIRE EXT SEAL INOP.
- B. Verify the associated fire extinguishers are properly installed and serviced before each flight.

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 26		FIRE PROTECTION					
26-04	Wheel Well Fire Detection System (MMEL 26-04B)	C	1	0	Y	N	(M)(O)(DP) May be inoperative provided: a) Wheel well fire detection system is deactivated, b) Landing gear remain extended for ten minutes after takeoff, and c) Appropriate performance adjustments are applied.

**(M) or (O) PROCEDURES**

- A. Verify that main landing gear brakes are cool to the touch prior to engine start.

**(M) PROCEDURES**

- A. Verify function of the Wheel Well Fire Detection Element as follows:

1. Gain access to the Compartment Overheat Detection Control (CODC) by opening the E&E access door, 117A.
2. Accomplish the LOC TEST of the CODC (AMM 26-18-00-501).
3. If fault code 84 is not present, or "MWW LOOP A FIRE" proceed to Step B.
4. If fault code 84 is present, or "MWW LOOP A FIRE" locate the wheel well detection fire element on the wheel well overhead. Disconnect element connectors D840 and D842.
5. Re-accomplish the LOC TEST of the CODC (AMM 26-18-00-501).
6. If any fault codes are present reconnect element connectors and proceed to Step B.
7. If no fault codes are present, cap and stow the element connectors and accomplish the FIRE / OVHT TEST at the fire protection panel. All tests should pass except for the disabled wheel well function. Proceed to Step D.

- B. Deactivate the Wheel Well Detection System input to the fire bell as follows:

1. Remove the Flight Control Computer (FCC) B located on the E1-4 shelf.
2. Locate connector D742 on the E1-4 shelf. Remove, cap and stow the wires from pins 16 and 25.
3. Reinstall the FCC B and accomplish installation test.

**• NOTE •**

If the AMT accomplishing the check is not LMP qualified, downgrade LMP status in accordance with MEL item 22-89a.

- C. Remove the two lamps from the Fire Protection Module WHEEL WELL Light.

- D. Close the access door opened in Step A.1.

- E. Install the placards as follows:

1. Adjacent to both Master FIRE WARN lights to read: WHEEL WELL WARNING LIGHT AND BELL INOP.
2. Adjacent to Captain's PFD to read: WHEEL WELL FIRE DETECTION SYS INOP. VERIFY THAT BRAKES ARE COOL TO THE TOUCH PRIOR TO ENGINE START.

**(O) PROCEDURES**

- A. Leave the landing gear extended for 10 minutes after takeoff.

**• NOTE •**

• Pilots must consider the possibility of ice accumulation on gear associated with delayed raising or lowering of landing gear during winter operations.

- In case of engine failure after V1 performance is prime consideration, and landing gear should be retracted normally until takeoff obstacles are cleared.

• Brief First Flight Attendant that higher than normal air noise may be heard during the 10 minute period that landing gear is extended.

**(DP) PROCEDURES**

- A. Increase minimum takeoff fuel by 1600 lbs to account for delayed gear retraction.  
(FOS= 16 in MEL< of JR: FKY= Automated)



## 737 NG Minimum Equipment List

Item 26-06.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 26</b>	<b>FIRE PROTECTION</b>
26-05 APU Fire Shutoff System (MMEL 26-06)	C 1 0 Y N <b>(M)(O)(DP)</b> May be inoperative provided: a) APU is not used, b) APU is not required for electrical power or pneumatic supply. c) Both Engine Driven Generators are operative, and d) External Power System is operative.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the APU Start Switch to read: DO NOT USE.

**(O) PROCEDURES**

- A. Do not start the APU.  
B. Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs.  
C. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

**(DP) PROCEDURES**

- A. Dispatch is not authorized if APU is required by other procedures.  
B. Verify ground pneumatics and electrical services are available at destination and alternate airport(s).  
C. Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs.  
D. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.
-



## 737 NG Minimum Equipment List

Item 26-07.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 26		FIRE PROTECTION				
26-06	APU Fire Extinguisher System (MMEL 26-07)	C	1	0	Y	(M)(O)(DP) May be inoperative provided: a) APU is not used, b) APU is not required for electrical power or pneumatic supply. c) Both Engine Driven Generators are operative, and d) External Power System is operative.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the APU Start Switch to read: DO NOT USE.

**(O) PROCEDURES**

- A. Do not start the APU.  
B. Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs.  
C. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

**(DP) PROCEDURES**

- A. Dispatch is not authorized if APU is required by other procedures.  
B. Verify ground pneumatics and electrical services are available at destination and alternate airport(s).  
C. Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs. Enroute operations and return to the 48 contiguous states is permitted.
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## 737 NG Minimum Equipment List

Item 26-08.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 26		FIRE PROTECTION					
26-07	APU Fire Detection System  a. Fire Detection System (MMEL 26-08-01)	C	1	0	Y	N	(M)(O)(DP) May be inoperative provided: a) APU is not used, b) APU is not required for electrical power or pneumatic supply. c) Both Engine Driven Generators are operative, and d) External Power System is operative.

**(M) PROCEDURES****• NOTE •**

To prevent nuisance/false warnings, the P6 panel FIRE PROTECTION DETECTION APU circuit breaker can be opened and collared. With this circuit breaker open, the MASTER CAUTION lights and the OVHT/DET system annunciator light do not illuminate during the Fault/Inop test. The APU DET INOP light will remain illuminated and the MASTER CAUTION lights and the OVHT/DET system annunciator light will illuminate during a system annunciator panel recall.

- Open and collar the FIRE PROTECTION DETECTION APU c-b (A23) located on the P6-2 panel.
- Install a placard adjacent to the APU Start switch to read: DO NOT USE.

**(O) PROCEDURES**

- Do not start the APU.
  - The P6 panel FIRE PROTECTION DETECTION APU circuit breaker has been opened and collared to prevent nuisance/false fire warnings:
    - The APU DET INOP light will remain illuminated.
    - The MASTER CAUTION and OVHT/DET system annunciator lights will not illuminate during the Fault/Inop test part of the overheat and fire protection panel check.
    - The MASTER CAUTION lights and the OVHT/DET system annunciator light will illuminate during a system annunciator panel recall.
  - When performing the Engines, APU “Battery Start” procedure, the fire warning bell may not sound and the MASTER FIRE WARN lights may not illuminate.
- Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs.
- If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

**(DP) PROCEDURES**

- Dispatch is not authorized if APU is required by other procedures.
- Verify ground pneumatics and electrical services are available at destination and alternate airport(s).
- Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs. Enroute operations and return to the 48 contiguous states is permitted.

(Continued)

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## 737 NG Minimum Equipment List

Item 26-08.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 26				FIRE PROTECTION			
26-07	APU Fire Detection System  b. APU DET INOP Light (MMEL 26-08-02)	C	1	0	N	Y	(M)(O) May be inoperative extinguished provided: a) APU Fire Detection System is operative, and b) A Fire Warning Test is performed before each APU start.

### (M) or (O) PROCEDURES

- Perform the Fire Warning Test before each APU start.
- Install INOP placard adjacent to the Captain's PFD.

#### • NOTE •

If the APU DET INOP light does not illuminate but the APU fire handle illuminates during OVHT / FIRE, the APU fire detection system is operative.  
The APU can be used provided the OVHT / FIRE TEST is performed before each APU start.

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c. External Warning Horn and Light (MMEL 26-08-04)	C	1	0	N	Y	(M)(O) May be inoperative for ground operation provided flight deck APU Fire Protection Panel is continuously monitored.
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### (M) or (O) PROCEDURES

- Monitor the Fire Protection Panel continuously during ground APU operation. No restrictions in flight.
  - Install INOP placard adjacent to the Captain's PFD.
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# 737 NG Minimum Equipment List

Item 26-09.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 26				FIRE PROTECTION		
26-08	Engine / APU Fire Extinguisher Squib Test System (EXT TEST)  a. Engine Systems (MMEL 26-09)	C	2	0	N	(M)(O) One or both may be inoperative provided: a) Failure is verified to be in Squib Test Circuit, and b) Squib Circuit is verified operative once each flight day.

**(M) PROCEDURES**

- A. Placard and restrict aircraft routing to AA Maintenance stations in accordance with TAC item 05-99c.  
 B. At initial placarding install a placard on the Fire Control Module adjacent to the EXT TEST switch to read: ENGINE 1 (2) TEST INOP.  
 C. At initial placarding and prior to the first flight of each day verify the affected Bottle Squib Test Circuit is operative as follows:

WARNING

**KEEP PERSONS AWAY FROM THE BOTTLE AREA WHILE THE TEST IS RUN. DO NOT LET THE SQUIB CURRENT GO ABOVE 50 MILLIAMPERES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.**

• NOTE •

- For this procedure use squib test lamp cable assembly (CAB9015). Or if unavailable make a test lamp with pigtail leads terminating in pin contacts. Use lamp SPN 99-0305-3-6296 (28 volt, 40 milliamp) in holder SPN 15-3200-3-0045.
- Each engine fire extinguisher has two circuits; the primary circuit EXTINGUISHERS LEFT (RIGHT) and the alternate circuit ALTN LEFT (RIGHT). During normal operation both primary and alternate circuits are energized and either one can fire the squib.

- Open and tag the FIRE PROTECTION EXTINGUISHERS LEFT (B22), ALTN LEFT (B24), RIGHT (B20), and ALTN RIGHT (B23) c-bs located on the P6-2 panel.

CAUTION

THE P6-2 CIRCUIT BREAKER PANEL CONTAINS HIGH VOLTAGE AND CURRENT THAT CAN CAUSE INJURY TO PERSONS AND DAMAGE EQUIPMENT. EXERCISE EXTREME CAUTION WHEN ACCESSING THE P6-2 CIRCUIT BREAKER PANEL.

- Open the P6-2 circuit breaker panel.
- Accomplish a test of the affected bottle squib test circuit:
  - Push the override switch to unlock and pull out the affected Engine 1 (2) fire handle.
  - For the LEFT bottle squib:
    - Connect the test lamp across the terminals of the EXTINGUISHERS LEFT c-b (B22).
    - Rotate the handle to the DISCH L position. Verify the test lamp illuminates.
    - Rotate the handle back to center position.
    - Remove the test lamp and reconnect across the terminals of the ALTN LEFT c-b (B24).
    - Rotate the handle to the DISCH L position. Verify the test lamp illuminates.
    - Rotate the handle back to center position.

(Continued)



# 737 NG Minimum Equipment List

Item 26-09.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 26	FIRE PROTECTION

## (M) PROCEDURES (continued from MEL Item 26-08a)

- c. For the RIGHT bottle squib:
  - i. Remove the test lamp and reconnect across the terminals of the EXTINGUISHERS RIGHT c-b (B20).
  - ii. Rotate the handle to the DISCH R position. Verify the test lamp illuminates.
  - iii. Rotate the handle back to center position.
  - iv. Remove the test lamp and reconnect across the terminals of the ALTN RIGHT c-b (B23).
  - v. Rotate the handle to the DISCH R position. Verify the test lamp illuminates.
  - vi. Rotate the handle back to center position
4. Remove the test lamp.
5. Return (push in) the fire handle to the stowed position.
6. Close the P6-2 circuit breaker panel.
7. Remove tags and close the circuit breakers opened in Step B.1.

**D. A Verification and Maintenance eAML entry signifying accomplishment is required prior to first flight of each day until restoration is made.**

## (O) PROCEDURES

- A. Ensure Maintenance eAML entry prior to first flight of each day.

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(Continued)



## 737 NG Minimum Equipment List

Item 26-09.3

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 26		FIRE PROTECTION				
26-08	Engine / APU Fire Extinguisher Squib Test System (EXT TEST)  b. APU System (MMEL 26-09)	C	1	0	N	(M)(O) May be inoperative provided: a) Failure is verified to be in Squib Test Circuit, and b) Squib Circuit is verified operative once each flight day.

**(M) PROCEDURES**

- A. Placard and restrict aircraft routing to AA Maintenance stations in accordance with TAC item 05-99c.  
 B. At initial placarding install a placard on the Fire Protection Module adjacent to the EXT TEST switch to read: APU TEST INOP.  
 C. At initial placarding and prior to the first flight of each day verify the APU Bottle Squib Test Circuit is operative as follows:

**WARNING**

KEEP PERSONS AWAY FROM THE BOTTLE AREA WHILE THE TEST IS RUN. DO NOT LET THE SQUIB CURRENT GO ABOVE 50 MILLIAMPERES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

**• NOTE •**

For this procedure use squib test lamp cable assembly (CAB9015). Or if unavailable make a test lamp with pigtail leads terminating in pin contacts. Use lamp SPN 99-0305-3-6296 (28 volt, 40 milliamp) in holder SPN 15-3200-3-0045.

1. Open and tag the FIRE PROTECTION EXTINGUISHERS APU c-b (B21) located on the P6-2 panel.

**CAUTION**

THE P6-2 CIRCUIT BREAKER PANEL CONTAINS HIGH VOLTAGE AND CURRENT THAT CAN CAUSE INJURY TO PERSONS AND DAMAGE EQUIPMENT. EXERCISE EXTREME CAUTION WHEN ACCESSING THE P6-2 CIRCUIT BREAKER PANEL.

2. Open the P6-2 circuit breaker panel.
  3. Accomplish a test of the bottle squib test circuit:
    - a. Connect the test lamp across the terminals of the EXTINGUISHER APU c-b (B21).
    - b. Push the override switch to unlock and pull out the APU Fire Handle.
    - c. Rotate the handle to the left or right position. Verify the test light illuminates.
    - d. Rotate the handle back to center position.
    - e. Remove the test lamp.
  4. Return (push in) the APU fire handle to the stowed position.
  5. Close the P6-2 circuit breaker panel.
  6. Remove tag and close the circuit breaker opened in Step B.1.
- D. A Verification and Maintenance eAML entry signifying accomplishment is required prior to first flight of each day until restoration is made.

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to first flight of each day.

(Continued)



## 737 NG Minimum Equipment List

Item 26-09.4

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 26				FIRE PROTECTION			
26-08	Engine / APU Fire Extinguisher Squib Test System (EXT TEST)  c. APU Fire Extinguisher Squib Test Circuits (EXT TEST) (MMEL 26-09-01)	C	2	1	N	Y	(M)(O) One may be inoperative provided APU Squib Test Circuit is verified operative once each flight day.

**(M) or (O) PROCEDURES**

- A. Install an INOP placard adjacent to the Captains PFD.

**(O) PROCEDURES**

- A. Verify remaining APU Squib Test Circuit is operative before the first flight of each day:
1. Position the EXT TEST switch to 1 or 2 and verify the APU green extinguisher test light illuminates.
  2. Release the EXT TEST switch and verify the APU green extinguisher test light extinguishes.

d. APU Squib Light (MMEL 26-09-02)	C	1	0	Y	Y	(M)(O)(DP) May be inoperative provided: a) APU is not used, b) APU is not required for electrical power or pneumatic supply. c) Both Engine Driven Generators are operative, and d) External Power System is operative.
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the APU start switch to read: DO NOT USE.

**(O) PROCEDURES**

- A. Do not start the APU.  
B. Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs.  
C. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

**(DP) PROCEDURES**

- A. Dispatch is not authorized if APU is required by other procedures.  
B. Verify ground pneumatics and electrical services are available at destination and alternate airport(s).  
C. Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs.  
D. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.



## 737 NG Minimum Equipment List

Item 26-10.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 26				FIRE PROTECTION			
26-09	Fire Warning Bell  a. Bell Cutout Switch (Fire Protection Panel) (MMEL 26-10-01)	C	1	0	N	Y	<b>(M)(O)</b> May be inoperative provided: a) Bell Cutout Function of both Master FIRE WARN Lights are operative, and b) Fire Warning Bell is operative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
- 

b. Bell Cutout Function of Master FIRE WARN Light (MMEL 26-10-02)	C	2	1	N	Y	<b>(M)(O)</b> One may be inoperative provided: a) Bell Cutout Function Switch is operative, and b) Fire Warning Bell is operative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
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## 737 NG Minimum Equipment List

Item 26-12.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 26				FIRE PROTECTION			
26-10	Wing-Body Overheat Detector System  a. Left System (MMEL 26-12-01)	C	1	0	Y	Y	(M)(O)(DP) May be inoperative provided: a) Right pack and right engine bleed are used for pressurization only, b) Use of APU is prohibited except for engine start, c) Isolation Valve and left Engine Bleed Valve remain CLOSED for all operations except engine start, d) Airplane is not operated in known or forecast icing conditions, e) Flight altitude remains at or below FL 250, f) Both Engine Driven Generators are operative, and g) External Power System is operative.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: L WING-BODY OVHT SYS INOP. MAX ALT FL 250.

**(O) PROCEDURES**

- A. Do not use the APU for pneumatic air supply and/or electrical power except for engine start.
- B. Use right pack and engine bleed for pressurization only.
- C. Keep isolation valve and left engine bleed valve closed for all operations except engine start.
- D. After engine start:
  1. Position the ISOLATION VALVE switch to CLOSE.
  2. Position APU switch OFF.
  3. Position No. 1 BLEED air switch to OFF.
  4. Position L PACK switch OFF.
  5. R PACK as desired.
- E. When dispatching with one operating pack supplied by engine bleed air on takeoff determine takeoff performance based on packs AUTO.
- F. Remain at or below FL 250.
- G. Do not operate flight to South American destinations south of 5° N.. If outside the 48 contiguous states enroute operations and return are authorized.
- H. Do not operate flight into known or forecast icing conditions.
- I. Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs.
- J. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

**(DP) PROCEDURES**

- A. Plan flight at or below FL 250.
- B. Do not dispatch flight to South American destinations south of 5° N. If outside the 48 contiguous states enroute operations and return are authorized.
- C. Do not dispatch flight into known or forecast icing conditions.
- D. Dispatch is not authorized if APU is required by other procedures.
- E. Verify ground pneumatics and electrical services are available at destination and alternate airport(s).
- F. Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs.
- G. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

(Continued)



## 737 NG Minimum Equipment List

Item 26-13.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 26			FIRE PROTECTION				
26-10	Wing-Body Overheat Detector System  b. Right System (MMEL 26-13-01)	C	1	0	Y	N	<b>(M)(O)(DP)</b> May be inoperative provided: a) Left pack and left engine or APU bleed air are used for pressurization only, b) Isolation Valve and right Engine Bleed Valve remain closed for all operations except engine start, c) Airplane is not operated in known or forecast icing conditions, and d) Flight altitude remains at or below FL 250.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: R WING-BODY OVHT SYS INOP. MAX ALT FL 250.

**(O) PROCEDURES**

- A. Use left pack / left engine or APU bleed air for pressurization only,  
B. Keep isolation valve and right engine bleed valve closed at all times except for engine start.  
C. After engine start:  
1. Position the ISOLATION VALVE switch to CLOSE.  
2. Position No. 2 BLEED air switch to OFF.  
3. Position R PACK switch OFF.  
4. L PACK as desired.  
D. When dispatching with one operating pack supplied by engine bleed air on takeoff determine takeoff performance based on packs AUTO.  
E. Increased air flow occurs when flaps are extended (takeoff and landing) if the APU is used to supply bleed air to the left pack.  
1. Refer to AOM> Supplementary Procedures> Air Systems> Engine Bleed Off Takeoff/Landing. (The only procedural differences are the Right Pack Switch is placed OFF and remains OFF and No. 2 BLEED air switch is placed OFF and remains OFF.)  
F. With the L PACK switch in AUTO, the pack operates in the high flow mode.  
G. Do not set the L PACK to HIGH for takeoff and landing with engine bleed on.  
H. Do not use APU bleed air at altitudes above 17,000 feet.  
I. Remain at or below FL 250.  
J. Do not operate flight to South American destinations south of 5° N. If outside the 48 contiguous states enroute operations and return are authorized.  
K. Do not operate flight into known or forecast icing conditions.  
L. Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs.  
M. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

**(DP) PROCEDURES**

- A. Plan flight at or below FL 250.  
B. Do not dispatch flight to South American destinations south of 5° N. If outside the 48 contiguous states enroute operations and return are authorized.  
C. Do not dispatch flight into known or forecast icing conditions.  
D. Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs.  
E. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.



# 737 NG Minimum Equipment List

Item 26-15-01.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 26				FIRE PROTECTION			
26-11	Lavatory Fire Extinguisher Systems  a. Smoke Detector System Operative (Affected Lavatory Usable) (MMEL 26-15-01A)	C	3	0	N	Y	<b>(M)(O)</b> For each lavatory, Lavatory Fire Extinguisher System may be inoperative provided associated Lavatory Smoke Detection System is operative.

#### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.
- 

b. Smoke Detector System Inoperative (Affected Lavatory Secured) (MMEL 26-15-01B)	C	3	0	Y	Y	<b>(M)(O)(DP)</b> Any or all may be inoperative provided: a) Lavatory Waste Receptacle is empty, b) Associated lavatory door is locked CLOSED and placarded: INOPERATIVE - DO NOT ENTER, and c) Lavatory is used by Crewmembers only. <i>NOTE:</i> <i>These provisions are not intended to prohibit lavatory use or inspection by Crewmembers.</i>
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#### (M) or (O) PROCEDURES

- A. Verify the affected Waste Receptacle is empty.
- B. Lock the affected lavatory door closed.
- C. Install a placard on lavatory door to read: LAVATORY INOPERATIVE - DO NOT ENTER (pre-printed placard SPN 99-1130-3-0309 may be used for this purpose).
- D. Install INOP placard adjacent to the Captain's PFD.

#### (O) PROCEDURES

- A. Prior to each flight, if multiple lavatories are inoperative consider flight duration, routing and passenger load. Contact MOC and Dispatch if passenger / crew comfort is unacceptable.

#### (DP) PROCEDURES

- A. See DPM for company lavatory policy and confer with Captain.
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## 737 NG Minimum Equipment List

Item 26-16.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 26				FIRE PROTECTION		
26-12	Lavatory Smoke Detection Systems  a. System (MMEL 26-16-01)	C	3	0	Y	(M)(O)(DP) Any or all Lavatory Smoke Detection Systems may be inoperative provided: a) Lavatory Waste Receptacle is empty, b) Associated lavatory door is locked closed and placarded: INOPERATIVE - DO NOT ENTER, and c) Lavatory is used by Crewmembers only. <i>NOTE:</i> <i>These provisions are not intended to prohibit lavatory use or inspection by Crewmembers.</i>

**(M) or (O) PROCEDURES**

- A. Verify the affected Waste Receptacle is empty.
- B. Lock the affected lavatory door closed.
- C. Install a placard on lavatory door to read: LAVATORY INOPERATIVE - DO NOT ENTER (pre-printed placard SPN 99-1130-3-0309 may be used for this purpose).
- D. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to each flight, if multiple lavatories are inoperative consider flight duration, routing and passenger load. Contact MOC and Dispatch if passenger / crew comfort is unacceptable.

**(DP) PROCEDURES**

- A. See DPM for company lavatory policy and confer with Captain.

b. Lavatory Smoke Detector SELF TEST Switch (MMEL 26-16-03)	C	-	0	N	N	(M) May be inoperative provided associated Lavatory Smoke Detector is verified operative.
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**(M) PROCEDURES**

- A. Accomplish the Lavatory Smoke Detection System Test (AMM 26-14-00-501) for the affected smoke detector.
- B. Install INOP placard adjacent to the Captain's PFD.



## 737 NG Minimum Equipment List

Item 26-18-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 26		FIRE PROTECTION				
26-13	Wing-Body Overheat Test System (OVHT TEST Switch) (MMEL 26-18-01)	C	1	0	N	(M)(O) May be inoperative provided system integrity is verified by an acceptable procedure once each flight day.

**(M) PROCEDURES**

- A. At initial placarding and prior to the first flight of each day verify the Wing to Body Overheat Test System is operative as follows:
1. Apply heat from an appropriate heat source to an operable detector element in the left wing-body overheat detection system and in the right wing-body overheat detection system. The substitute test heat device must not produce heat greater than 450° F (232° C). This temperature limit should be observed in event fuel vapors exist in the area.
  2. When a detector element in the left system is heated, verify the indications as follows:
    - a. The Air Conditioning Panel left WING-BODY OVERHEAT light.
    - b. The Glareshield AIR COND light.
    - c. The MASTER CAUTION lights.
  3. When a detector element in the right system is heated, verify the indications as follows:
    - a. The Air Conditioning Panel right WING-BODY OVERHEAT light.
    - b. The Glareshield AIR COND light.
    - c. The MASTER CAUTION lights.
- B. **A Verification and Maintenance eAML entry signifying accomplishment is required prior to first flight each day until restoration is made.**
- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to first flight of day.



## 737 NG Minimum Equipment List

Item 26-19.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 26				FIRE PROTECTION		
26-14	Lower Cargo Compartment Fire Detection / Suppression Systems  a. Complete System (MMEL 26-19)	C	2	0	Y	(M)(O)(DP) One or both systems may be inoperative provided procedures below are used to ensure associated compartment remains empty.

**(M) or (O) PROCEDURES**

- A. Prior to each departure verify the affected cargo compartment(s) are empty.
- B. Install a placard adjacent to the affected cargo door(s) to read: DO NOT LOAD CARGO COMPARTMENT. Pre-printed placard SPN 99-2517-3-0014 may be used for this purpose.
- C. Install INOP placard adjacent to the Captain's PFD.

**(DP) PROCEDURES**

- A. Notify Load Planner that affected cargo compartments must remain empty.

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b. Fwd / Aft Detection Loops (MMEL 26-19-01-01)	C	4	2	N	Y	(M)(O) One loop (A or B) in each compartment may be inoperative provided opposite loop is verified operative.
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**(M) or (O) PROCEDURES****• NOTE •**

If the Cargo Fire Control Panel (CFCP) FWD / AFT warning light does not illuminate during system test, one or more detection loops for the associated cargo compartment is inoperative.

- A. Verify operation of the opposite Detection Loop in the affected cargo compartment as follows:
  - 1. On the CFCP, position both FWD / AFT DET SELECT switches to Loop A.
  - 2. Press and hold the CFCP TEST switch.
  - 3. Verify that the following indications occur within 4 seconds:
    - 4. Fire bell sounds.
    - 5. Both Master FIRE WARN lights are illuminated.
    - 6. CFCP FWD and AFT warning lights are illuminated.
    - 7. CFCP DISCH light is illuminated.
    - 8. CFCP EXT FWD and EXT AFT lights are illuminated.
  - 9. If one or more smoke detectors in Loop A is inoperative, the DETECTOR FAULT light will illuminate and the associated FWD or AFT warning light will remain extinguished for the cargo compartment with the inoperative detector.
  - 10. Release the TEST switch. The DETECTOR FAULT light remains illuminated if a loop failure is detected in either the FWD or AFT compartment. Otherwise all indications will clear in 1/2 second.
  - 11. Position the FWD and AFT DET SELECT switches to Loop B. Repeat Steps A.1 thru A.5.
  - 12. Position the associated FWD and/or AFT DET SELECT switch to the operative loop for flight. One detection loop (A or B) must be operative in each cargo compartment.
  - 13. Install INOP placard adjacent to the Captain's PFD.

(Continued)



## 737 NG Minimum Equipment List

Item 26-19.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 26		FIRE PROTECTION				
26-14	Lower Cargo Compartment Fire Detection / Suppression Systems  c. DISCH Light (MMEL 26-19-04-01)	C	1	0	N	(M)(O) May be inoperative provided associated Extinguisher Bottle is verified to have an adequate charge once each flight day.

**(M) PROCEDURES**

- A. At initial placarding install a placard adjacent to the light to read: DISCH LIGHT INOP.
- B. At initial placarding and prior to the first flight of each day verify the Cargo Fire Extinguisher Bottle has the sufficient charge per AMM 26-00-00/901.

**WARNING**

**TO PREVENT INJURY, RESTRICT PERSONNEL FROM EXTINGUISHER BOTTLE AREA DURING TEST. LIMIT CURRENT TO 40 MILLIAMPS MAXIMUM DURING TEST.**

**• NOTE •**

*Use the squib test lamp cable assembly (SPN 99-0107-0-0189). Or, if unavailable, make a circuit test lamp with pigtail leads terminating in pin contacts using a 28-volt, 40-milliamp lamp in a suitable holder. If neither is available, a digital multimeter may be used.*

1. Remove the Cargo Fire Control Panel (CFCP).
  2. Disconnect the electrical connector D12760 from the panel.
  3. Connect the test lamp assembly between pin 48 (+28 VDC) and pin 28 (GROUND) of connector D12760 (aircraft side).
  4. If the test lamp remains extinguished or the digital multimeter indicates an open circuit the associated bottle has an adequate charge.
  5. Remove the test lamp and reconnect connector D12760.
  6. Reinstall the CFCP.
- B. A Verification and Maintenance eAML entry signifying accomplishment is required prior to first flight each day until restoration is made.**

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to first flight of day.

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(Continued)



## 737 NG Minimum Equipment List

Item 26-19.3

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 26		FIRE PROTECTION				
26-14	Lower Cargo Compartment Fire Detection / Suppression Systems  d. Extinguisher Bottle Pressure Switch (MMEL 26-19-05)	C	1	0	N	(M)(O) May be inoperative provided associated Extinguisher Bottle is verified to have an adequate charge once each flight day.

**(M) PROCEDURES**

- A. At initial placarding disconnect, cap and stow the electrical connector from the Cargo Fire Extinguisher Bottle Pressure Switch.
- B. At initial placarding install a placard adjacent to the Cargo Fire Control Panel DISCH Light to read: DISCH LT PRESS SWITCH INOP.
- C. At initial placarding and prior to the first flight of each day verify the Cargo Fire Extinguisher Bottle has the sufficient charge as follows:
  1. Remove the extinguisher bottle (AMM 26-23-01-401).
  2. Weigh the bottle on a scale that is accurate to within +/- 0.1 lbs.
  3. Verify the bottle weight is within 0.25 lbs of the service weight stamped on the bottle.
  4. Reinstall the extinguisher bottle (AMM 26-23-01-401).
- D. A Verification and Maintenance eAML entry signifying accomplishment is required prior to first flight each day until restoration is made.

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to first flight of day.

(Continued)



## 737 NG Minimum Equipment List

Item 26-19.4

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 26		FIRE PROTECTION				
26-14	Lower Cargo Compartment Fire Detection / Suppression Systems  e. EXT Lights (FWD and AFT) (MMEL 26-19-06)	C	2	0	N	(M)(O) One or both may be inoperative provided: a) Failure is verified to be in Squib Light Circuit, and b) Squib Circuit is verified operative once each flight day.

**(M) PROCEDURES**

- A. At initial placarding install a placard adjacent to the light to read: FWD (AFT) EXT SQUIB LIGHT INOP.
- B. At initial placarding and prior to the first flight of each day verify that the associated Squib Circuit is operative as follows:

**WARNING**

**KEEP PERSONS AWAY FROM EXTINGUISHER BOTTLE AREA DURING TEST. DO NOT LET THE CURRENT GO ABOVE 40 MILLIAMPERES MAXIMUM DURING TEST. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR. DO NOT USE A MULTIMETER.**

**• NOTE •**

*Use squib test lamp assembly (SPN 99-0107-0-0189) or a test lamp with a 28 volt DC, 40-milliamp lamp in a suitable holder circuit test lamp with pigtail leads terminating in pin contacts.*

1. Remove the Cargo Fire Control Panel (CFCP).
  2. Disconnect the electrical connector D12760 from the panel.
  3. For the affected FWD or AFT light, connect the test lamp assembly between the applicable pins of connector D12760 (aircraft side):
    - a. For the FWD cargo squib, pin 48 (+28 VDC) and pin 26 (GROUND).
    - b. For the AFT cargo squib, pin 48 (+28 VDC) and pin 24 (GROUND).
  4. If the test lamp illuminates, the squib circuit is intact.
  5. If the test lamp remains extinguished the squib has been fired and the bottle must be replaced. If unable to replace the bottle use MEL item 26-14a.
  6. Remove the test lamp and reconnect connector D12760.
  7. Reinstall the CFCP.
- C. A Verification and Maintenance eAML entry signifying accomplishment is required prior to first flight each day until restoration is made.**

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to first flight of day.**



# 737 NG Minimum Equipment List

Item 26-25.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 26		FIRE PROTECTION				
26-15	Engine Start Lever Fire Indication Lights (MMEL 26-25)	A	2	0	Y	(M)(O)(DP) May be inoperative provided: a) Engine No.1 and Engine No. 2 fire handle switch lights function normally prior to engine start for each flight, and b) Repairs are made within 3 flight days.

**EFFECTIVITY:**

- A/C 3MS and subsequent

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. In addition to the Fire and Overheat System Test which is required to be performed every flight day, perform the following prior to engine start for each flight:
  1. Fault/Inoperative (FAULT/INOP) and Overheat/Fire (OVHT/FIRE) Test Switch - Hold to OVHT/FIRE, verify that the Engine No. 1 and Engine No. 2 fire switches stay illuminated.

**(DP) PROCEDURES**

- A. Verify aircraft routing terminates at a maintenance station within THREE flight days of initial placard.



# 737 NG Minimum Equipment List

TOC 27-1

SYSTEM 27

FLIGHT CONTROLS

## SYSTEM 27 - Flight Controls

- 27-01 Leading Edge Flap / Slat Position Light Systems
- 27-02 Auto Speed Brake System
- 27-03 Flap Load Limiter System
- 27-04 Relief Removed
- 27-05 FEEL DIFF PRESS Light System
- 27-06 AUTO SLAT FAIL Light System
- 27-07 Auto Slat Systems
- 27-08 Rudder Trim Indicator
- 27-09 SPEED BRAKES EXTENDED Light
- 27-10 Wheel To Rudder Interconnect System (WTRIS)
- 27-11 Speed Brake Load Alleviation System
- 27-12 STBY RUD ON Light
- 27-13 Elevator Tab Control Springs



# 737 NG Minimum Equipment List

Item 27-04-02.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 27				FLIGHT CONTROLS			
27-01	Leading Edge Flap / Slat Position Light Systems  a. LE DEVICES Annunciator Panel (MMEL 27-04-02A)	C	1	0	N	Y	(M)(O) Aft overhead LE DEVICES Annunciator Panel may be inoperative provided forward panel lights are operative.

### (M) or (O) PROCEDURES

- A. Install a placard adjacent to the aft overhead panel to read: LE DEVICES ANNUNCIATOR PANEL INOP

b. Forward Panel Lights (MMEL 27-04-02B)	C	1	0	N	N	(M)(O) Forward panel lights may be inoperative provided: a) Aft overhead LE DEVICES Annunciator Panel is operative and is used to verify proper LE DEVICE position, and b) A placard is installed to indicate proper positions for flap configuration in use.
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### (M) PROCEDURES

- A. Verify the operation of the LE DEVICES Annunciator Panel in accordance with AMM 27-00-00/901.  
 B. Install a placard adjacent to the LE DEVICES Annunciator Panel to read:  
   1. For A/C 3AA thru 3LB:  
     a. FLAPS 1 THRU 5 - ALL SLATS EXTD / LE FLAPS EXTD.  
     FLAPS 10 THRU 40 - ALL SLATS FULL EXTD / LE FLAPS EXTD.  
   2. For A/C 3LC and subsequent:  
     a. FLAPS 1 THRU 25 - ALL SLATS EXTD / LE FLAPS EXTD.  
     FLAPS 30 AND 40 - ALL SLATS FULL EXTD / LE FLAPS EXTD.  
 C. Install a placard adjacent to the forward panel lights to read: LE FLAPS TRANSIT (EXT) LTS INOP. USE LE DEVICES PANEL TO CONFIRM LED POSITION.

### (O) PROCEDURES

- A. With forward panel lights are inoperative, use annunciator panel to confirm proper LED position after each movement of the flap handle.

#### • NOTE •

*With forward panel lights inoperative, use the leading edge position information placard.*

(Continued)



# 737 NG Minimum Equipment List

Item 27-04-02.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 27		FLIGHT CONTROLS					
27-01	Leading Edge Flap / Slat Position Light Systems  c. Forward Panel Lights and One LE DEVICES Panel SLATS Indication (MMEL 27-04-02-03)	C	8	7	Y	N	(M)(O)(DP) The LE FLAPS TRANSIT and LE FLAPS EXT indication lights on forward panel and indication lights for one leading edge slat, except for slats 3, 4, 5 and 6 on the overhead annunciator panel, may be inoperative provided: a) Normal operation is verified by Flight Crew before each takeoff and landing, b) Maximum speed limited to 300 KIAS at or below FL 200 or 0.65 M above FL 200, c) All remaining indications on the LE DEVICES Panel are operative, and d) Stall warning operation of both systems is verified operative.

## (M) PROCEDURES

- A. With one or both forward panel lights and one LE DEVICES Annunciator Panel SLATS indication inoperative check operation of the remaining lights in accordance with AMM 27-00-00/901.

1. Cycle the flaps.
2. Verify the remaining LE DEVICES Annunciator Panel lights are operative during flap extension and retraction.

### • NOTE •

- If a LE DEVICES panel TRANSIT light remains extinguished while the corresponding device is in motion, the light must be considered inoperative.
  - If LE DEVICES panel FLAP indications are inoperative dispatch is not permitted if the forward panel light(s) are inoperative.
  - If LE DEVICES panel No.3, 4, 5, or 6 SLATS indications are inoperative dispatch is not permitted due to the inability to visually verify their position from the flight deck.

- B. Remove the lamps from the inoperative forward panel light(s).

- C. Determine which TE and LE flap position(s) result in inoperative indication.

1. If faulty indication is intermittent or cannot be replicated on the ground, use FSEU BITE to determine if an FSEU input has been recently faulty.
  - a. If FSEU BITE (Flight Leg 0) indicated fault message codes 27-81200 thru 27-81223 or 27-81225 thru 27-81236, open and collar the STALL WARN ASYM MODE c-b (E7) located on the P18-2 panel.
2. If the FSEU BITE does not give one of these fault codes because the fault indication light flashes on and off quickly (the fault does not latch), and the applicable slat can be verified stationary in the position where the intermittent fault was observed, then open and collar the STALL WARN ASYM MODE circuit breaker.

### • NOTE •

The FSEU will inhibit the Takeoff Warning (TOW) alert to the PSEU when 7 of 8 LE slats are extended during a takeoff attempt ONLY if circuit breaker C1208 Stall Warning Asymmetry Mode is open. If the circuit breaker is closed, the TOW will occur when the crew advances the throttles for takeoff.

(Continued)



## 737 NG Minimum Equipment List

Item 27-04-02.3

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 27	FLIGHT CONTROLS

## (M) PROCEDURES (Continued from MEL Item 27-01c)

- D. Set flaps to the position which produces the faulty indication.  
 E. Verify that the leading edge and trailing edge devices are in the proper position.  
 F. Verify both Stall Warning Systems are operative as follows:

## • NOTE •

- For A/C 3AA thru 3LB: If the faulty indication occurs at more than one flap position, repeat the procedure to verify normal operation of both stall warning systems at Flaps 0, Flaps 1, and Flaps 10.
- For A/C 3LC and subsequent: If the faulty indication occurs at more than one flap position, repeat the procedure to verify normal operation of both stall warning systems at Flaps 0, Flaps 1, and Flaps 30.

1. Verify that Hydraulic System B pressure is between 2900 PSI and 3100 PSI.
  2. Press No.1 and No.2 STALL WARNING TEST switches. Verify the stick shakers are operative.
  3. If both stick shakers do not operate, open and collar the STALL WARN ASYM MODE c-b (E7) located on the P18-2 panel if not previously opened.
  4. Press No.1 and No.2 STALL WARNING TEST switches and check that the stick shakers are operative.
  5. If the stick shaker tests are normal, the airplane can be dispatched. If one of both stick shakers do not operate, dispatch is not allowed.
- G. Install a placard adjacent to the LE DEVICES Annunciator Panel to read:
1. For A/C 3AA thru 3LB:
    - a. FLAPS 1 THRU 5 - ALL SLATS EXTD / LE FLAPS EXTD.  
FLAPS 10 THRU 40 - ALL SLATS FULL EXTD / LE FLAPS EXTD.
  2. For A/C 3LC and subsequent:
    - a. FLAPS 1 THRU 25 - ALL SLATS EXTD / LE FLAPS EXTD.  
FLAPS 30 AND 40 - ALL SLATS FULL EXTD / LE FLAPS EXTD.
- H. Install a placard adjacent to the Captain's PFD to read: SLAT INDICATION INOP - VISUALLY VERIFY SLAT POSITION. AIRSPEED LIMIT: 300 KIAS BELOW FL 200 / 0.65 MACH ABOVE FL 200.

## (O) PROCEDURES

- A. With forward position indicator lights inoperative and one SLATS annunciator panel light inoperative:
1. Verify leading edge slat position for the inoperative indication before each takeoff and landing.
  2. Limit airspeed:
    - a. At or below FL 200, limit airspeed to 300 KIAS.
    - b. Above FL 200, limit airspeed to 0.65 MACH.

## • NOTE •

VNAV will limit the speed target to 230 KIAS unless speed intervention is used.

## (DP) PROCEDURES

- A. Update flight plan with appropriate airspeed / altitude restrictions: (FOS=JV; FKY= enter EFF CODE)
1. Restrict Flight Plan airspeed to limit of 300 KIAS for flights planned entirely at FL 200 and below.
  2. Restrict Flight Plan airspeed to limit of 0.65 Mach for flights planned entirely above FL 200.



## 737 NG Minimum Equipment List

Item 27-07.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 27		FLIGHT CONTROLS					
27-02	Auto Speed Brake System  a. Option 1 (MMEL 27-07-01)	C	1	0	Y	N	<b>(M)(O)(DP)</b> May be inoperative provided: a) System is deactivated, b) Operations are conducted in accordance with AFM, and c) Speed Brake Load Alleviation System is considered inoperative.

**EFFECTIVITY:**

- A/C 3AA thru 3CL.

**(M) PROCEDURES**

- A. Placard the Speed Brake Load Alleviation System inoperative in accordance with MEL item 27-11.
- B. Verify manual operation of the Spoilers as follows:
  1. Pressurize hydraulic systems A and B.
  2. With flight control surfaces clear, position the SPEED BRAKE handle to the UP position. Visually verify the speed brake panels are deployed.
  3. Position the handle to the DOWN position. Visually verify the speed brake panels are lowered.
  4. Depressurize both hydraulic systems.
- C. Open and collar the FLIGHT CONTROL AUTO SPEED BRAKE c-b located on the P6-2 panel.
- D. Install a placard adjacent to the SPEED BRAKE handle to read: AUTO SPEED BRAKES INOP.

**(O) PROCEDURES**

- A. Prior to takeoff, make sure that the SPEED BRAKE handle is in the full down detent.
- B. Add 230 feet to the advisory landing distance calculation.
- C. Extend speedbrakes manually for rejected takeoff or landing.
  1. For rejected takeoff:
    - a. Simultaneously close the thrust levers, disengage the autothrottles and apply maximum manual wheel brakes or verify operation of RTO autobrakes.
    - b. Manually raise SPEED BRAKE lever.
    - c. Apply the maximum amount of reverse thrust consistent with conditions.
  2. For landing:
    - a. Do not arm SPEED BRAKE lever for landing.
    - b. Simultaneously close the thrust levers and apply manual wheel brake or verify operation of autobrakes.
    - c. Manually raise SPEED BRAKE lever.
    - d. Apply reverse thrust consistent with conditions.
- 3. The autobrakes may not disarm when the SPEED BRAKE Handle is stowed. Auto brakes can be disarmed by positioning the AUTO BRAKE select switch to OFF, applying brakes manually or advancing the thrust levers.
- D. Do not operate flight into BOG, GUA, LPB, SJO, UIO, or MDE and these airports are not used as designated enroute alternate airports.
- E. Land and Hold Short operations are not authorized.
- F. All performance limited weight adjustments are accomplished by Dispatch.

(Continued)



## 737 NG Minimum Equipment List

Item 27-07.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 27	FLIGHT CONTROLS

## (DP) PROCEDURES (Continued from MEL Item 27-02a)

- A. Speed Brake Load Alleviation System is inoperative. See MEL item 27-11.
- B. Do not dispatch flight to BOG, GUA, LPB, SJO, UIO, or MDE or designate them as enroute/destination alternate airports.
- C. Reduce runway usable landing length as specified in the following table. Use LAWS to determine MLWT.

**Usable Landing Length Reduction  
(Feet)**

RWY Length (Feet)	FLAPS 30		FLAPS 40	
	DRY*	WET*	DRY*	WET*
4000	250	260	240	250
4500	265	280	260	270
5000	285	300	275	290
5500	300	320	290	310
6000	310	335	300	325
6500	320	350	310	340
7000	325	360	315	350
7500	330	365	320	355
8000	340	370	325	360
8500	345	380	330	365
9000	350	385	340	370
9500	355	390	350	380
10000 & above	365	395	355	385

PERFORMANCE CORRECTION NOTES:

1. Based on speed brakes deployment.
2. \*Refers to runway surface condition.
3. Use column that matches the landing runway surface conditions. Linear interpolation is allowed.
4. Subtract the chart landing length correction from the usable landing length. This is the adjusted usable landing length.

(Continued)



## 737 NG Minimum Equipment List

Item 27-07.3

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 27		FLIGHT CONTROLS					
27-02	Auto Speed Brake System  b. Option 2 (MMEL 27-07-01)	C	1	0	Y	N	<b>(M)(O)(DP)</b> May be inoperative provided: a) System is deactivated, and b) Operations are conducted in accordance with AFM.

**EFFECTIVITY:**

- A/C 3CM thru 3LB

**(M) PROCEDURES**

- Verify manual operation of the Spoilers as follows:
  1. Pressurize hydraulic systems A and B.
  2. With flight control surfaces clear, position the SPEED BRAKE handle to the UP position. Visually verify the speed brake panels are deployed.
  3. Position the handle to the DOWN position. Visually verify the speed brake panels are lowered.
  4. Depressurize both hydraulic systems.
- B. Open and collar the FLIGHT CONTROL AUTO SPEED BRAKE c-b (B9) located on the P6-2 panel.
- C. Install a placard adjacent to the SPEED BRAKE handle to read: AUTO SPEED BRAKES INOP.

**(O) PROCEDURES**

- Prior to takeoff, make sure that the SPEED BRAKE handle is in the full down detent.
- Add 230 feet to the advisory landing distance calculation.
- Extend speedbrakes manually for rejected takeoff or landing.
  1. For rejected takeoff:
    - a. Simultaneously close the thrust levers, disengage the autothrottles and apply maximum manual wheel brakes or verify operation of RTO autobrakes.
    - b. Manually raise SPEED BRAKE lever.
    - c. Apply the maximum amount of reverse thrust consistent with conditions.
  2. For landing:
    - a. Do not arm SPEED BRAKE lever for landing.
    - b. Simultaneously close the thrust levers and apply manual wheel brake or verify operation of autobrakes.
    - c. Manually raise SPEED BRAKE lever.
    - d. Apply reverse thrust consistent with conditions.
  3. The autobrakes may not disarm when the speed brake lever is stowed. Auto brakes can be disarmed by positioning the AUTO BRAKE select switch to OFF, applying brakes manually or advancing the thrust levers.
- Do not operate flight into BOG, GUA, LPB, SJO, UIO, or MDE or use as designated enroute alternate airports.
- Land and Hold Short operations are not authorized.
- All performance limited weight adjustments are accomplished by Dispatch.

(Continued)



## 737 NG Minimum Equipment List

Item 27-07.4

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 27	FLIGHT CONTROLS

## (DP) PROCEDURES (Continued from MEL Item 27-02b)

- A. Do not dispatch flight to BOG, GUA, LPB, SJO, UIO, or MDE or designate them as enroute/destination alternate airports.
- B. Reduce runway usable landing length as specified in the following table. Use LAWS to determine MLWT.

**Usable Landing Length Reduction  
(Feet)**

RWY Length (Feet)	FLAPS 30		FLAPS 40	
	DRY*	WET*	DRY*	WET*
4000	250	260	240	250
4500	265	280	260	270
5000	285	300	275	290
5500	300	320	290	310
6000	310	335	300	325
6500	320	350	310	340
7000	325	360	315	350
7500	330	365	320	355
8000	340	370	325	360
8500	345	380	330	365
9000	350	385	340	370
9500	355	390	350	380
10000 & above	365	395	355	385

PERFORMANCE CORRECTION NOTES:

1. Based on speed brakes deployment.
2. \*Refers to runway surface condition.
3. Use column that matches the landing runway surface conditions. Linear interpolation is allowed.
4. Subtract the chart landing length correction from the usable landing length. This is the adjusted usable landing length.

(Continued)



## 737 NG Minimum Equipment List

Item 27-07.5

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 27		FLIGHT CONTROLS					
27-02	Auto Speed Brake System  c. Option 3 (MMEL 27-07-02)	C	1	0	Y	N	<b>(M)(O)(DP)</b> May be inoperative provided: a) System is deactivated, and b) Appropriate performance adjustments are applied.

**EFFECTIVITY:**

- A/C 3LC and subsequent.

**(M) PROCEDURES**

- Verify manual operation of the Spoilers as follows:
  1. Pressurize hydraulic systems A and B.
  2. With flight control surfaces clear, position the FLAP handle to 40 to extend the flaps.
  3. Position the SPEED BRAKE handle to the UP position. Visually verify the speed brake panels are deployed.
  4. Position the handle to the DOWN position. Visually verify the speed brake panels are lowered.
  5. Return the aircraft to its required configuration.
  6. Depressurize both hydraulic systems.
- B. Open and collar the FLIGHT CONTROL AUTO SPEED BRAKE c-b (B9) located on the P6-2 panel.
- C. Install a placard adjacent to the SPEED BRAKE handle to read: AUTO SPEED BRAKES INOP.

**(O) PROCEDURES**

- Prior to takeoff, make sure that the SPEED BRAKE handle is in the full down detent.
- Add 230 feet to the advisory landing distance calculation.
- Extend speedbrakes manually for rejected takeoff or landing.
  1. For rejected takeoff:
    - a. Simultaneously close the thrust levers, disengage the autothrottles and apply maximum manual wheel brakes or verify operation of RTO autobrakes.
    - b. Manually raise SPEED BRAKE lever.
    - c. Apply the maximum amount of reverse thrust consistent with conditions.
  2. For landing:
    - a. Do not arm SPEED BRAKE lever for landing.
    - b. Simultaneously close the thrust levers and apply manual wheel brake or verify operation of autobrakes.
    - c. Manually raise SPEED BRAKE lever.
    - d. Apply reverse thrust consistent with conditions.
- The autobrakes may not disarm when the speed brake lever is stowed. Auto brakes can be disarmed by positioning the AUTO BRAKE select switch to OFF, applying brakes manually or advancing the thrust levers.
- The autobrakes may not disarm when the SPEED BRAKE handle is stowed. Autobrakes may be disarmed by positioning the AUTO BRAKE selector to OFF, applying brakes manually or advancing the thrust levers.
- Do not operate flight into BOG, GUA, LPB, SJO, UIO, or MDE or use as designated enroute alternate airports.
- Land and Hold Short operations are not authorized.
- All performance limited weight adjustments are accomplished by Dispatch.

(Continued)



## 737 NG Minimum Equipment List

Item 27-07.6

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 27	FLIGHT CONTROLS

## (DP) PROCEDURES (Continued from MEL Item 27-02c)

- A. Do not dispatch flight to BOG, GUA, LPB, SJO, UIO, or MDE or designate them as enroute/destination alternate airports.
- B. Adjust Runway Limited Takeoff Weight by TPAS or manually as follows:

Weight Limit Reduction (x 1000 lbs.)	
Runway Limited Takeoff Weight	2.3

- C. Reduce runway usable landing length as specified in the following table. Use LAWS to determine MLWT.

RWY Length (Feet)	Usable Landing Length Reduction (Feet)			
	FLAPS 30		FLAPS 40	
	DRY*	WET*	DRY*	WET*
4000	250	260	240	250
4500	265	280	260	270
5000	285	300	275	290
5500	300	320	290	310
6000	310	335	300	325
6500	320	350	310	340
7000	325	360	315	350
7500	330	365	320	355
8000	340	370	325	360
8500	345	380	330	365
9000	350	385	340	370
9500	355	390	350	380
10000 & above	365	395	355	385

PERFORMANCE CORRECTION NOTES:

1. Based on speed brakes deployment.
2. \*Refers to runway surface condition.
3. Use column that matches the landing runway surface conditions. Linear interpolation is allowed.
4. Subtract the chart landing length correction from the usable landing length. This is the adjusted usable landing length.



Rev 59  
07-11-17

# 737 NG Minimum Equipment List

Item 27-08.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 27				FLIGHT CONTROLS		
27-03	Flap Load Limiter System  a. Option 1 (MMEL 27-08-05)	C	1	0	Y	Y
						(M)(O)(DP) May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,995 lbs, and b) Flaps are not extended beyond Flaps 15 at gross weights above 104,875 lbs.

#### EFFECTIVITY:

- A/C 3AA thru 3LB

#### (M) or (O) PROCEDURES

- Install a placard above the Flap Position Indicator to read: FLAP LOAD LIMITER INOP.  
DO NOT EXTEND FLAPS BEYOND FLAPS 30 ABOVE 94,000 LBS.  
DO NOT EXTEND FLAPS BEYOND FLAPS 15 ABOVE 104,900 LBS.

#### (O) PROCEDURES

- Do not extend flaps beyond Flaps 30 above 94,000 lbs.
- Do not extend flaps beyond Flaps 15 above 104,900 lbs.

#### (DP) PROCEDURES

- Do not plan flight for landing weights based on landing Flaps 40.
- For expected landing weight of 104,900 lbs. and below, plan max landing weight based on landing Flaps 15 or Flaps 30.
- For expected landing weight above 104,900 lbs, plan Flaps 15 (only) for landing.

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(Continued)



## 737 NG Minimum Equipment List

Item 27-08.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 27				FLIGHT CONTROLS		
27-03	Flap Load Limiter System  b. Option 2 (MMEL 27-08-06)	C	1	0	Y	Y
						(M)(O)(DP) May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 95,800 lbs, b) Flaps are not extended beyond Flaps 15 at gross weights above 105,000 lbs, and c) Flaps are not extended beyond Flaps 10 at gross weights above 135,800 lbs.

**EFFECTIVITY:**

- A/C 3LC and subsequent

**(M) or (O) PROCEDURES**

- A. Install a placard above the Flap Position Indicator to read: FLAP LOAD LIMITER INOP.  
 DO NOT EXTEND FLAPS BEYOND FLAPS 30 ABOVE 95,800 LBS.  
 DO NOT EXTEND FLAPS BEYOND FLAPS 15 ABOVE 105,000 LBS.  
 DO NOT EXTEND FLAPS BEYOND FLAPS 10 ABOVE 135,800 LBS.

**(O) PROCEDURES**

- A. Do not extend flaps beyond Flaps 30 above 95,800 lbs.  
 B. Do not extend flaps beyond Flaps 15 above 105,000 lbs.  
 C. Do not extend flaps beyond Flaps 10 above 135,800 lbs.

**(DP) PROCEDURES**

- A. Do not plan flight for landing weights based on landing Flaps 40.  
 B. For expected landing weight of 105,000 lbs. and below, plan max landing weight based on landing Flaps 15 or Flaps 30.  
 C. For expected landing weight above 105,000 lbs, plan Flaps 15 (only) for landing and restrict Max Landing Weight to 135,800 LBS.
-



Rev 61  
01-04-21

## 737 NG Minimum Equipment List

Item 27-09.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 27	FLIGHT CONTROLS

27-04	Relief Removed (MMEL 27-09)						
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## 737 NG Minimum Equipment List

Item 27-10.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 27		FLIGHT CONTROLS				
27-05	FEEL DIFF PRESS Light System (MMEL 27-10)	B	1	0	N	(M)(O) May be inoperative provided Elevator Feel System is verified operative each flight day.

**(M) PROCEDURES**

A. Verify the Elevator Feel System is operative as follows:

1. Provide hydraulic Systems A and B power. Ensure personnel are clear of horizontal stabilizer and are aware that hydraulic systems are to be pressurized.
2. Using the STAB TRIM switch set the stabilizer trim to 4 units.
3. Position the FLT CONTROL A and B switches to OFF.
4. Gain access to the stabilizer trim actuator and elevator feel computer by opening the stabilizer trim access door, 311BL.
5. Verify that the horizontal stabilizer between the center of the upper and lower gimbal pins dimension is at 39.89 inches +/- 0.01 inches.
6. Set the Mach trim actuator to the null position.
7. Check for pressure leakage in feel pitot system as follows:
  - a. Seal drain hole in each feel pitot tube located on fin.
  - b. Remove drain plugs from System A and B pitot lines, located below elevator feel computer.
  - c. Attach pressure gage lines from air pressure regulator to pitot System A and B drain lines, located below feel computer.

**CAUTION**

DO NOT RAISE TEST PRESSURE ABOVE 5 PSI (437 KNOTS) AT ANY TIME DURING TEST

- d. Attach pressure gage lines from air pressure regulator to both pitot tubes on fin and pressurize pitot system to 4.8 +/- 0.1 psi (429 +/- 4 knots).
- e. Cut off pressure source by turning shutoff valve in air pressure regulator off.
- f. Verify the pressure does not drop more than 0.3 psi (12 knots) during a 2-minute period.
- g. Reduce pitot pressure to zero.
8. Position the FLT CONTROL A and B switches to ON.
9. Using air pressure regulator, pressurize pitot system to 2.47 +/- 0.05 psi (315 +/- 3 knots)

**CAUTION**

DO NOT RAISE TEST PRESSURE ABOVE 5 PSI (437 KNOTS) AT ANY TIME DURING TEST.

10. Apply masking tape on tail cone along direction of right elevator trailing edge travel.

**• NOTE •***Elevator travel measuring tool may be used in lieu of tape method.*

11. Shake Captain's control column lightly fore and aft to ensure that system is centered.

**• NOTE •***Verify the control columns are not disturbed from this position during the next step.*

12. Mark actual elevator trailing edge neutral position on masking tape.
13. Position the FLT CONTROL B switch to OFF, verify the FLT CONTROL A switch is ON.

(Continued)



## 737 NG Minimum Equipment List

Item 27-10.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 27	FLIGHT CONTROLS

## (M) PROCEDURES (Continued from MEL Item 27-05)

14. Using pull-type spring scale applied to the center of the control wheel, move the Captain's control column slowly to the indicated elevator positions (control column aft for elevator up and control column forward for elevator down), checking that force to hold column is within the following limits:
- a. Move control column until elevator position is 1.20 inches +/- 0.05 inches up from neutral and force on scale was 42.0 +/- 10.0 lbs.
  - b. Move control column until elevator position is 1.20 inches +/- 0.05 inches down from neutral and force on scale was 44.5 +/- 11.5 lbs.
- NOTE •**
- Shake control column prior to each reading.*
15. Position the FLT CONTROL A switch to OFF and the FLT CONTROL B switch to ON.
16. Using pull-type spring scale applied to the center of the control wheel, move the Captain's control column slowly to the indicated elevator positions (control column aft for elevator up and control column forward for elevator down), checking that force to hold column is within the following limits:
- a. Move control column until elevator position is 1.20 inches +/- 0.05 inches up from neutral and force on scale was 42.0 +/- 10.0 lbs.
  - b. Move control column until elevator position is 1.20 inches +/- 0.05 inches down from neutral and force on scale was 44.5 +/- 11.5 lbs.
- B. Restore airplane to normal configuration as follows:
1. Ensure that all tools used during testing are removed.
  2. Remove all masking tape.
  3. Remove all seals from drain holes in each vertical fin pitot tube.
  4. Remove pressure gage lines from Systems A and B drain lines located below feel computer.
  5. Install a drain plug on Systems A and B drain lines located below feel computer.
  6. Remove regulated air pressure lines from both vertical fin pitot tubes.
  7. Close all circuit breakers opened during testing.
  8. Close the access door opened in Step A.4.
  9. Restore airplane to required configuration.
- C. Install a placard adjacent to the light to read: FEEL DIFF PRESS LIGHT INOP.
- D. A Verification and Maintenance eAML entry signifying accomplishment is required prior to first flight each day until restoration is made.**

## (O) PROCEDURES

- A. Ensure Maintenance eAML entry prior to first flight of day.**



## 737 NG Minimum Equipment List

Item 27-11.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 27		FLIGHT CONTROLS				
27-06	AUTO SLAT FAIL Light System (MMEL 27-11)	C	1	0	N	(M)(O) May be inoperative provided: a) Auto Slat Systems are verified operative, and b) Verification is repeated every two flight days.

**(M) PROCEDURES**

- A. Verify that both the Stall Management Yaw Damper (SMYD) computers do not have any faults stored by performing SMYD BITE EXISTING FAULTS test as follows:
  1. Gain access to the SMYD computers by opening the E&E bay access door, 117A.
  2. Perform the SMYD BITE EXISTING FAULTS test for each computer.
    - a. Push the ON/OFF switch.
    - b. Push the YES switch when the display shows EXISTING FAULTS Verify the display shows NO FAULTS.
    - c. Push the MENU switch.
    - d. Push the ON/OFF switch to exit BITE.
  3. Close the access door opened in Step A.1.
- B. Install a placard adjacent to the light to read: AUTO SLAT FAIL LIGHT INOP.
- C. A Verification and Maintenance eAML entry signifying accomplishment is required prior to first flight each day until restoration is made.**

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to first flight of day.



## 737 NG Minimum Equipment List

Item 27-12.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 27</b>	<b>FLIGHT CONTROLS</b>
27-07 Auto Slat Systems (MMEL 27-12)	C 2 1 N N <b>(M)</b> One system may be inoperative provided: a) Remaining Auto Slat System is checked to be operative, and b) AUTO SLAT FAIL light is operative.

**(M) PROCEDURES**

- A. Open and collar the associated FLIGHT CONTROL AUTO SLAT DC 1 (C14) or DC 2 (B14) c-b located on the P6-2 panel.  
 B. Verify the remaining Autoslat System is operative as follows:

**• NOTE •**

*Illumination of the associated lights when recalled and extinguishing when reset verifies normal operation.*

1. Push the left or right system annunciator light panel (6-pack) on the glareshield and observe that these lights illuminate:
    - a. FLT CONT
    - b. AUTO SLAT FAIL
    - c. MASTER CAUTION.
  2. Push the left or right MASTER CAUTION light and observe that these lights extinguish:
    - a. FLT CONT
    - b. AUTO SLAT FAIL
    - c. MASTER CAUTION.
- C. Install INOP placard adjacent to the Captain's PFD.
-



## 737 NG Minimum Equipment List

Item 27-14.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 27	FLIGHT CONTROLS
27-08 Rudder Trim Indicator (MMEL 27-14-02)	C 1 0 N Y <b>(M)(O)</b> May be inoperative provided: a) Rudder Trim is checked to be operative, and b) Rudder Trim is checked to be centered before each departure.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to each departure verify the operation of the Rudder Trim Actuator as follows:
1. Pressurize rudder hydraulic systems A and B.
  2. Turn the rudder trim knob to the NOSE LEFT position. Verify the Captain's left rudder pedal moved forward and the right rudder pedal moves aft.
  3. Turn the rudder trim knob to the NOSE RIGHT position. Verify the Captain's left rudder pedal moves aft and the right rudder pedal moves forward.
- B. Prior to each departure test the rudder trim centering as follows:
1. Turn the rudder trim knob in the appropriate direction until the Captain's rudder pedals are aligned with each other.
  2. Verify the rudder is centered (neutral position). If not, rotate the rudder trim knob until the rudder is centered.
- C. Return the aircraft to its required configuration.



## 737 NG Minimum Equipment List

Item 27-16-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 27		FLIGHT CONTROLS				
27-09	SPEED BRAKES EXTENDED Light (MMEL 27-16-02)	C	1	0	N	(M) May be inoperative provided Speed Brakes are verified operative.

**(M) PROCEDURES**

- A. Verify the Speed Brake operation as follows:
1. Install the wheel chocks.
  2. Pressurize hydraulic Systems A and B.
    - a. Position both HYD PUMPS ELEC 1 and 2 switches to ON.
    - b. Verify both SPOILER A and B switches are positioned to ON.
  3. Position the SPEED BRAKE lever to DOWN. Visually verify / all flight / ground spoilers are all down.
  4. Position the SPEED BRAKE lever to FLIGHT DETENT. Visually verify the flight / ground spoilers deploy.
  5. Position the SPEED BRAKE lever to DOWN. Visually verify the flight / ground spoilers are all down.
  6. Open and tag the WEATHER RADAR RT c-b (D13) located on the P6-1 panel.
  7. Verify that stabilizer trim is in the green band.
  8. Position flaps to a takeoff position.
  9. Release the parking brake.
  10. Advance (engines not running) both thrust levers beyond 60°. Verify the takeoff configuration warning horn does not sound. Retard thrust levers to idle.
  11. Set the parking brake.
  12. Retract the flaps.
  13. Remove tag and close the circuit breaker opened in Step A.6.
  14. Position both HYD PUMPS ELEC 1 and 2 switches to OFF.
  15. If the light remains illuminated while on the ground, remove the lamps.
  16. Install a placard adjacent to the light to read: SPEED BRAKES EXTENDED LIGHT INOP.
  17. Document in the AML balancing entry if the lamps were removed from the light assembly.



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09-13-23

## 737 NG Minimum Equipment List

Item 27-17.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 27	FLIGHT CONTROLS					
27-10      Wheel To Rudder Interconnect System (WTRIS) (MMEL 27-17)	C	1	0	N	N	(M)(O) May be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
-

Rev 62-2  
05-29-24



# 737 NG Minimum Equipment List

Item 27-20-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 27		FLIGHT CONTROLS					
27-11	Speed Brake Load Alleviation System (MMEL 27-20-01-02A)	C	1	0	Y	N	<b>(M)(O)(DP)</b> May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, b) Airspeed does not exceed 265 KIAS when inflight gross weight exceeds 155,000 lbs., c) Severe turbulent air penetration speed is 265 KIAS / 0.76 Mach whichever is lower when gross weight exceeds 155,000 lbs, and d) Automatic Speed Brake System is considered inoperative.

#### EFFECTIVITY:

- A/C 3AA thru 3CL.

#### (M) PROCEDURES

- A. Placard the Auto Speed Brake System inoperative in accordance with MEL item 27-02a.
- B. Open and collar the SPDBRK AUTOSTOW c-b (A10) on the P6-2 panel.
- C. Install an INOP placard adjacent to Captains PFD.

#### (O) PROCEDURES

- A. Check that speed brake handle forces are normal from the full down to full up position.
- B. Do not exceed 265 KIAS / 0.76 Mach when inflight gross weight exceeds 155,000 lbs.
- C. Use 265 KIAS / 0.76 Mach, whichever is lower, for severe turbulent air penetration speed when inflight gross weight exceeds 155,000 lbs.

#### (DP) PROCEDURES

- A. Do not plan flight to exceed 265 KIAS / 0.76 Mach, whichever is lower, while the inflight gross weight exceeds 155,000 lbs.(FOS= Update KIAS/Mach in the JV: FKY= EFF CODE)
- B. Auto Speed Brake System inoperative. See MEL item 27-02a.



## 737 NG Minimum Equipment List

Item 27-21.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 27		FLIGHT CONTROLS					
27-12	STBY RUD ON Light (MMEL 27-21)	C	1	0	N	Y	<b>(M)(O)</b> May be inoperative provided: a) Rudder is verified operative on hydraulic Systems A and B independently, b) Standby Hydraulic Pump is verified operative, and c) Rudder Force Fight Monitor is deactivated.

**(M) or (O) PROCEDURES**

- A. Open and collar the FORCE FIGHT MON c-b (D15) on the P6-2 panel.

**• NOTE •**

*If the STBY RUD ON light is inoperative ON, verify the light is extinguished with the circuit breaker opened and collared.*

- B. Establish communication with Ground Crew to verify rudder movement.  
 C. Verify the Rudder is operative using hydraulic System A and B as follows:  
   1. Pressurize hydraulic Systems A and B.  
   2. Position the FLT CONTROL A switch ON and the FLT CONTROL B switch to OFF.

**WARNING**

**ENSURE TOWBAR IS DISCONNECTED. HOLD NOSE GEAR STEERING WHEEL FIRMLY DURING FOLLOWING CHECKS TO PREVENT DAMAGE TO EQUIPMENT AND INJURY TO GROUND PERSONNEL.**

3. Verify normal rudder pedal forces by pushing Captain's left rudder pedal forward (while holding tiller to prevent tire scrub) until it touches the stop and hold.
  4. Have Ground Crew confirm that rudder travels left.
  5. Release left rudder pedal and verify normal rudder pedal forces by pushing the Captain's right rudder pedal forward (while holding tiller to prevent tire scrub) until it touches the stop and hold.
  6. Have Ground Crew confirm that rudder travels right.
  7. Release Captain's right rudder pedal.
  8. Have Ground Crew confirm that rudder returns to neutral.
  9. Position the FLT CONTROL B switch to ON and the FLT CONTROL A switch to OFF.
  10. Repeat Steps C.3 thru C.8 above.
- D. Verify that the Standby Hydraulic Pump is operative using OPTION 1 or OPTION 2 as follows:
1. OPTION 1. Verify that the standby hydraulic pump can be heard turning on when either FLT CONTROL A or B switch is positioned to STBY RUD.
  2. OPTION 2. Position either FLT CONTROL A or B switch to STBY RUD position and the other FLT CONTROL A or B switch to OFF. Repeat Steps C.3 thru C.8.
- E. Position both FLT CONTROL A and B switches to ON for flight.  
 F. Install a placard adjacent to the light to read: STBY RUD ON LIGHT INOP.



## 737 NG Minimum Equipment List

Item 27-23.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 27		FLIGHT CONTROLS				
27-13	Elevator Tab Control Springs (MMEL 27-23)	A	8	6	N	<b>(M)</b> One may be broken or missing per elevator provided: a) Broken spring is removed, and b) Repairs are made within 10 flight days.

**(M) PROCEDURES**

- A. Remove the broken spring and verify the remaining springs are in place and not broken, and perform the tab mechanism inspections (AMM 27-00-00/901).
- B. Perform elevator tab operational test (AMM 27-00-00/901).
- C. Install a placard adjacent to the Captain's PFD to read: ELEVATOR TAB CONTROL SPRINGS INOP



# 737 NG Minimum Equipment List

TOC 28-1

SYSTEM 28

FUEL

## SYSTEM 28 - Fuel

- 28-01 Fuel Boost Pumps (Main Tanks)
- 28-02 Fuel Boost Pumps (Center Tank)
- 28-03 Fuel Boost Pump LOW PRESSURE Warning Light Systems
- 28-04 APU Fuel Valve
- 28-05 Crossfeed VALVE OPEN Light
- 28-06 Flight Deck Main Tank Fuel Quantity Indications
- 28-07 Flight Deck Center Tank Fuel Quantity Indications
- 28-08 Fuel Temperature Indicator
- 28-09 Fuel Quantity Totalizer
- 28-10 Pressure Fueling System
- 28-11 Refueling Control Panel Quantity Indicators
- 28-12 Fuel Measuring Sticks / Dripsticks
- 28-13 Fuel Scavenge System
- 28-14 Fuel Quantity Test Switch (TEST GAGES)
- 28-15 SPAR VALVE CLOSED Lights
- 28-16 Center Tank Fuel Boost Pump Automatic Shut Off System
- 28-17 Fuel Shutoff Valve Battery and Charger



## 737 NG Minimum Equipment List

Item 28-01-03.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 28		FUEL					
28-01	Fuel Boost Pumps (Main Tanks)  a. Aft Pumps (MMEL 28-01-03-01)	C	2	1	Y	N	<b>(M)(O)(DP)</b> One may be inoperative provided: a) Both Main Tank Forward Pumps are operative, b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lbs, c) A minimum fuel quantity of 2,500 lbs is maintained in associated tank, and d) Boost Pump is deactivated.

**(M) PROCEDURES**

- A. Position the affected FUEL PUMPS 1 or 2 AFT switch to OFF.
- B. Gain access to the P91 or P92 circuit breaker panel by opening the E&E access door, 117A.
- C. Deactivate the applicable AFT Boost Pump as follows:
  1. For the left tank, open and collar the BOOST PUMP TANK 1 AFT c-b (D1 or D2) located on the P92 panel.
  2. For the right tank, open and collar the BOOST PUMP TANK 2 AFT c-b (D3 or D4) located on the P91 panel.
- D. Close the access door opened in Step B.
- E. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. At start of takeoff, ensure fuel quantity in associated tank is not less than 7,500 lbs. Minimum takeoff (MN T/O) fuel (after additional fuel is added) must be at least 15,000 lbs (7,500 lbs in each main tank).
- B. Maintain a minimum of 2,500 lbs of fuel in affected tank. Ensure MEL/CDL fuel is 5,000 lbs (2,500 lbs additional fuel in each main tank).
- C. The minimum fuel requirements with an inoperative aft fuel boost pump assures that the operative forward boost pump and suction feed inlet remain submerged during rotation to high nose up attitudes during takeoff or go-around.
- D. In the event the second (forward) boost pump in a main tank fails, the engine may operate satisfactorily on suction feed. With both No. 1 Main tank boost pumps inoperative, APU operation may become unreliable at altitudes above 25,000 feet.

**• NOTE •**

Observe AOM> Limitations> Fuel> Fuel Imbalance. At high altitude, thrust deterioration or engine flameout may occur.

**(DP) PROCEDURES**

- A. Plan flight so a minimum of 2,500 lbs is maintained in the affected tank at all times. This means that the release fuel must exceed minimum flight plan requirements by 5,000 lbs (2,500 lbs additional fuel in each main tank). (FOS = 50 in the MEL< of JR: FKY = Automated)
- B. Minimum takeoff fuel (after additional fuel is added) must be at least 15,000 lbs (7,500 lbs in each main tank) (FOS = Add fuel in the MEL< in JR: FKY = Automated).

(Continued)



## 737 NG Minimum Equipment List

Item 28-01-03.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 28		FUEL					
28-01	Fuel Boost Pumps (Main Tanks)  b. Forward Pumps (MMEL 28-01-03-02)	C	2	1	Y	N	(M)(O)(DP) May be inoperative provided: a) Both Main Tank Aft Pumps are operative, b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lbs, c) A minimum fuel quantity of 1,800 lbs is maintained in associated tank, and d) Boost Pump is deactivated.

**(M) PROCEDURES**

- A. Position the affected FUEL PUMPS 1 or 2 FWD switch to OFF.
- B. Gain access to the P91 or P92 circuit breaker panel by opening the E&E access door, 117A.
- C. Deactivate the applicable FWD Boost Pump as follows:
  1. For the left tank, open and collar the BOOST PUMP TANK 1 FWD c-b (D1 or D2) located on the P91 panel.
  2. For the right tank, open and collar the BOOST PUMP TANK 2 FWD c-b (D3 or D4) located on the P92 panel.
- D. Close the access door opened in Step B
- E. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. At start of takeoff, ensure fuel quantity in associated tank is not less than 4,800 lbs.
- B. Maintain a minimum of 1,800 lbs of fuel in affected tank.
- C. The minimum fuel requirements with an inoperative forward fuel boost pump assures that the operative aft boost pump and suction feed inlet remain submerged during rotation to high nose up attitudes during takeoff or go-around.
- D. In the event the second (aft) boost pump in a main tank fails, the engine may operate satisfactorily on suction feed. With both No. 1 tank boost pumps inoperative, APU operation may become unreliable at altitudes above 25,000 feet.

**• NOTE •**

Observe AOM> Limitations> Fuel> Fuel Imbalance. At high altitude, thrust deterioration or engine flameout may occur.

**(DP) PROCEDURES**

- A. Plan flight so a minimum of 1,800 lbs is maintained in the affected tank at all times. This means that the release fuel must exceed minimum flight plan requirements by 3,600 lbs (1,800 lbs additional fuel in both main tanks). (FOS = 36 in the MEL < of JR: FKY = Automated)
- B. Minimum takeoff fuel (after additional fuel is added) must be at least 9,600 lbs (4,800 lbs in each main tank) (FOS = Add fuel in the MEL < in JR: FKY = Automated).

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 28			FUEL			
28-02	Fuel Boost Pumps (Center Tank)	C	2	1	Y	N
	a. Tank Remains Empty (MMEL 28-02A)					(M)(O)(DP) One may be inoperative provided: a) Tank remains empty, and b) Boost Pump is deactivated.

**(M) PROCEDURES**

- A. Position the affected FUEL PUMPS L or R CTR switch to OFF.
- B. Gain access to the P91 or P92 circuit breaker panel by opening the E&E access door, 117A.
- C. Deactivate the applicable CTR Boost Pump as follows:
  1. For the center tank left pump, open and collar the BOOST PUMP CTR TANK LEFT c-b (D5 or D6) located on the P91 panel.
  2. For the center tank right pump, open and collar the BOOST PUMP CTR TANK RIGHT c-b (D5 or D6) located on the P92 panel.
- D. Close the access door opened in Step B.
- E. Install a placard adjacent to the Captain's PFD to read: CENTER TANK FUEL BOOST PUMP INOP.

**(O) PROCEDURES**

- A. Center tank must remain empty.

**(DP) PROCEDURES**

- A. Plan flight with main tank fuel only. Center tank must remain empty.

---

b. Tank Contains Fuel (MMEL 28-02B)	C	2	1	Y	N	(M)(O)(DP) One may be inoperative with center tank fueled provided: a) Fuel quantity remaining in main wing tanks is adequate to reach a suitable airport if remaining center pump fails at any time, b) Zero fuel weight calculations are adjusted by weight of center tank fuel, c) Effect on airplane balance, in event fuel cannot be used is accounted for, d) LOW PRESSURE light of operating center fuel tank pump is operative, e) Center Tank Quantity Indication is operative, and f) Boost Pump is deactivated.
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**(M) PROCEDURES**

- A. Position the affected FUEL PUMPS L or R CTR switch to OFF.
- B. Gain access to the P91 or P92 circuit breaker panel by opening the E&E access door, 117A.
- C. Deactivate the applicable CTR Boost Pump as follows:
  1. For the center tank left pump, open and collar the BOOST PUMP CTR TANK LEFT c-b (D5 or D6) located on the P91 panel.
  2. For the center tank right pump, open and collar the BOOST PUMP CTR TANK RIGHT c-b (D5 or D6) located on the P92 panel.
- D. Close the access panel opened in Step B.
- E. Install a placard adjacent to the Captain's PFD to read: CENTER TANK FUEL BOOST PUMP INOP.

(Continued)



# 737 NG Minimum Equipment List

Item 28-02.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 28</b>	<b>FUEL</b>

**(O) PROCEDURES (continued from MEL Item 28-02b)**

- A. Verify that the zero fuel weight and balance limitations have been accounted for.
- B. Adjust the zero fuel weight of the airplane by including the weight of the center tank fuel, or adjust the maximum zero fuel weight by subtracting the weight of center tank fuel.
- C. Fuel usage takeoff configuration:
  - 1. Position the CROSSFEED selector to the closed position.
  - 2. Position the AFT and FWD main tank FUEL PUMP switches to ON for all operating main pumps.
- D. Verify that the operating center tank FUEL PUMP switch is in the OFF position.

• NOTE •

*Fuel CONFIG alert may be displayed with fuel in the center tank.*

E. After takeoff:

- 1. Position the operating center tank FUEL PUMP switch to ON.
- 2. Position the CROSSFEED selector to the open position.

F. When the center tank LOW PRESSURE light illuminates:

- 1. Position the operating center tank FUEL PUMP switch to OFF.
- 2. Position the CROSSFEED selector to the closed position.

• NOTE •

*Prior to the center tank LOW PRESSURE light illuminating, a fuel imbalance between the main tanks may be indicated as a result of differences in fuel pump output pressures when operating with the crossfeed valve open.*

G. For landing:

- 1. Position the operating center tank FUEL PUMP switch to OFF whether or not the center tank contains usable fuel.
- 2. Position the CROSSFEED selector to the closed position whether or not the center tank contains usable fuel.

**(DP) PROCEDURES**

- A. Center tank fuel is usable; however, ensure that fuel quantity in main tanks is adequate to reach a suitable airport if remaining center tank pump fails at any time.
- B. Notify Load Planner to reduce Max Zero Fuel Weight by the amount of fuel in center tank.

(Continued)



# **737 NG Minimum Equipment List**

Item 28-02.3

NUMBER REQUIRED FOR DISPATCH				DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED				FLIGHT CREW PLACARDING			
REPAIR CATEGORY				REMARKS AND EXCEPTIONS			
SYSTEM 28				FUEL			
28-02	Fuel Boost Pumps (Center Tank)  c. Both Pumps Inoperative (MMEL 28-02C)	C	2	0	Y	N	<p><b>(M)(O)(DP)</b> Both may be inoperative provided:</p> <ul style="list-style-type: none"><li>a) Center Tank Quantity Indication is operative,</li><li>b) Center tank remains empty, or zero fuel weight calculations are adjusted by weight of center tank fuel, and</li><li>c) Boost Pump is deactivated.</li></ul> <p><u>NOTE:</u></p> <p>AFM fuel loading and usage limitations are for usable fuel..</p>

## **(M) PROCEDURES**

- (II) PROCEDURES

  - A. Position the FUEL PUMPS L and R CTR switches to OFF.
  - B. Gain access to the P91 and P92 circuit breaker panels by opening the E&E access door, 117A.
  - C. Deactivate both CTR tank fuel boost pumps as follows:
    1. Open and collar the BOOST PUMP CTR TANK LEFT c-b (D5 or D6) located on the P91 panel.
    2. Open and collar the BOOST PUMP CTR TANK RIGHT c-b (D5 or D6) located on the P92 panel.
  - D. Close the access door opened in Step B.
  - E. Center tank must contain less than 1000 lbs of fuel.
  - F. If center tank contains 1000 lbs of fuel or more, it must be defueled.
  - G. Install a placard adjacent to the Captain's PFD to read: CENTER TANK FUEL BOOST PUMPS INOP.

## (O) PROCEDURES

- A. Regardless of wing tank fuel level, fuel in the Center tank must be less than 1000 lbs and is considered Unusable.
  - B. If center tank contains 1000 lbs of fuel or more, it must be defueled.

## **(DP) PROCEDURES**

- A. Plan flight with main tank fuel only. Regardless of wing tank fuel level, fuel in the Center tank must be less than 1000 lbs and is considered Unusable.
  - B. Notify the Load Planner to reduce the MAX Zero Fuel Weight by the amount of fuel in the center tank (less than 1000 lbs.).

d. Universal Fault Interrupter (UFI) (MMEL 28-02-01)	C	2	0	Y	N	<b>(M)(DP)</b> One or both may be inoperative provided the associated Center Tank Boost Pump is considered inoperative.
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## **(M) PROCEDURES**

- A. Placard the associated Center Tank Boost Pump(s) inoperative in accordance with MEL item 28-02a, 28-02b, or 28-02c as appropriate.
  - B. Install an INOP placard adjacent to the Captains PFD.

## **(DP) PROCEDURES**

- A. Center tank boost pump(s) inoperative. See MEL item 28-02a, 28-02b, or 28-02c as appropriate.



## 737 NG Minimum Equipment List

Item 28-03.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 28		FUEL					
28-03	Fuel Boost Pump LOW PRESSURE Warning Light Systems  a. Main Tank Pump Lights - Both Pumps Are Operative (MMEL 28-03-01-01A)	C	4	3	N	Y	(M)(O) One may be inoperative provided: a) Both pumps in associated tank are operative, and b) Associated tank quantity indicator is operative.

## (M) or (O) PROCEDURE

A. Verify the MASTER CAUTION lights and FUEL system annunciator light operate normally for a pump low pressure condition in the associated main tank

1. Reset the MASTER CAUTION lights by pressing either MASTER CAUTION light module
2. Set both fuel boost pump switches for the associated tank to OFF
3. Confirm the MASTER CAUTION lights and FUEL system annunciator panel light illuminate.
4. If the MASTER CAUTION lights and FUEL system annunciator panel light illuminate, no further maintenance steps are required.

B. Install INOP placard adjacent to the Captain's PFD.

---

b. Main Tank Pump Lights - Pump Inoperative (MMEL 28-03-01-01B)

C

4

3

Y

N

(M)(DP) One may be inoperative for an associated inoperative pump.

## (M) PROCEDURES

A. Placard the associated Fuel Boost Pump inoperative in accordance with MEL item 28-01a or 28-01b, as appropriate.

B. Install INOP placard adjacent to the Captain's PFD.

## (DP) PROCEDURES

A. Fuel Boost Pump inoperative. See MEL item 28-01a or 28-01b as appropriate.

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(Continued)

Revised by: Tyrone Flynn 626346  
MEL Programs Manager  
04/17/2025

# NOTICE OF CHANGE TO MANUAL (NOC)

Check One:  MEL  CDL  NEF  TAC

Check One:  Clarification  Emergency Revision  NEF Interim Revision  Lock Out

NOC NUMBER: **1926** FLEET: **B737** DATE **4/17/25**

REF: **B737NG MEL 28-03a**

## CHANGE REQUESTED:

Revised (M)(O) procedures to include the following steps:

- A. Verify the MASTER CAUTION lights and fuel system annunciator light operate normally for a pump low pressure condition in the associated main tank.
  1. Reset the MASTER CAUTION lights by pressing either MASTER CAUTION light module.
  2. Set both fuel boost pumps switches for the associated tank to OFF.
  3. Confirm the MASTER CAUTION lights and FUEL system annunciator panel light illuminate.
  4. If the MASTER CAUTION lights and FUEL system annunciator panel light illuminate, no further maintenance steps are required.

## REASON FOR CHANGE:

To confirm that the annunciator lights operate normally for a pump low pressure condition in the associated main tank.

Is any (M) Procedure changed?  Yes  No

Is Crew placarding or Operations (O) procedure impacted?  Yes  No

## STATUS OF MEL MASK:

(APPLICABLE STATEMENT MARKED "XXXX")

(Check One)

RESTRICTED – DO NOT ISSUE -----

(SEE DEFINITIONS BELOW)

REVIEW NOC BEFORE ISSUE -----

(SEE DEFINITIONS BELOW)

## WHOM TO CONTACT FOR ADDITIONAL INFORMATION:

**Manager MEL Programs Group**

## AUTHORIZED BY: **Tyrone Flynn Manager MEL Programs**

(THE AUTHORIZING PERSON IS RESPONSIBLE FOR ASSURING IT IS NOT IN VIOLATION OF THE MEL/CDL)

### DEFINITIONS (AS INDICATED BY "XXXX" ABOVE):

1...**RESTRICTED – DO NOT ISSUE** – THIS ITEM IS NOT APPROVED FOR USE AT THIS TIME. DO NOT UNLOCK THIS ITEM UNDER ANY CIRCUMSTANCE.

2...**REVIEW NOC BEFORE ISSUE** - DO NOT ISSUE AN AUTHORIZATION NUMBER AGAINST THIS REFERENCE WITHOUT REVIEWING THE ACCOMPANYING NOC AND IF NECESSARY DISCUSSING WITH THE MANAGER MEL PROGRAMS GROUP

THIS FORM MERELY INDICATES A CHANGE TO AN MEL/CDL OR NEF. THE NOC WILL REMAIN IN EFFECT UNTIL SUPERSEDED BY A REVISION ON THE NEXT BUSINESS DAY, UNLESS SPECIAL CONDITIONS EXIST.

THIS FORM IS CONTROLLED BY THE MEL PROGRAMS GROUP. FORM REMOVAL AND REACTIVATION OF THE MEL MASK BY THE MEL PROGRAMS GROUP WILL CONSTITUTE TERMINATING ACTION.



## 737 NG Minimum Equipment List

Item 28-03.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 28		FUEL					
28-03	Fuel Boost Pump LOW PRESS Warning Light Systems  c. Main Tank Pump LOW PRESS Warning Light Systems - Pump Unusable (MMEL 28-03-01)	C	4	3	Y	N	(M)(DP) One may be inoperative provided: a) Associated pump is not used, and b) MASTER CAUTION lights and FUEL system annunciator light are verified operative.

**(M) PROCEDURES**

- A. Placard the associated Fuel Boost Pump inoperative in accordance with MEL item 28-01a or 28-01b, as appropriate.
- B. Install INOP placard adjacent to the Captain's PFD.
- C. Verify both MASTER CAUTION lights and FUEL light on the left System Annunciator (6-pack) are operative as follows:
1. Reset the MASTER CAUTION light by pressing either glareshield light module.
  2. Position both associated tank FUEL PUMPS FWD and AFT switches to OFF. Verify the following lights illuminate:
    - a. Both MASTER CAUTION lights.
    - b. The FUEL light on the left system annunciator (6-pack) panel.
  3. If MASTER CAUTION lights and FUEL system annunciator panel light illuminate, no further maintenance steps required.
  4. If MASTER CAUTION lights and FUEL system annunciator panel light do not illuminate, install a jumper plug to associated boost pump low pressure switch connector.
    - a. Remove connector from associated boost pump low pressure switch and install jumper plug 4MS-737NG-1 (SPN 00-0102-3-7493) or equivalent.
    - b. Secure jumper plug and associated wiring.
    - c. Cover exposed main tank low pressure switch connector with protective cover M83723-60-210AN (SPN 98-2621-3-0006).
    - d. Reset the MASTER CAUTION lights by pressing either Master Caution light module.
    - e. Set the main tank fuel boost pump switch to ON (boost pump without the jumper plug on the low pressure switch in affected tank) and verify the LOW PRESSURE light extinguishes.
    - f. Set the main tank fuel boost pump switch to OFF (boost pump without the jumper plug on the low pressure switch in affected tank) and verify the LOW PRESSURE light illuminates. Verify MASTER CAUTION lights and FUEL system annunciator panel light illuminate.

**(DP) PROCEDURES**

- A. Fuel Boost Pump inoperative. See MEL item 28-01a or 28-01b as appropriate.

(Continued)



## 737 NG Minimum Equipment List

Item 28-03.3

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 28				FUEL		
28-03	Fuel Boost Pump LOW PRESSURE Warning Light Systems  d. Center Tank Pump Lights - Center Tank Fuel Usable (MMEL 28-03-02-01)	C	2	0	N	(M)(O) One or both may be inoperative provided: a) Center Tank Fuel Quantity Indicator is operative, and b) MASTER CAUTION lights and FUEL system annunciator light are verified operative.

**(M) PROCEDURES****• NOTE •**

*When dispatching with one or both center tank fuel pump LOW PRESSURE lights inoperative and center tank fuel is to be used, the MASTER CAUTION lights and FUEL system annunciator panel light must illuminate when center tank fuel is depleted.*

## A. Deactivate the affected Center Tank Pump(s) as follows:

1. Position both FUEL PUMPS L and R CTR switches to OFF.
2. Open and tag the associated CTR tank fuel boost pump circuit breaker(s):
  - a. For the left pump, open and tag the BOOST PUMP CTR TANK LEFT c-b (D5 or D6) located on the P91 panel.
  - b. For the right pump, open and tag the BOOST PUMP CTR TANK RIGHT c-b (D5 or D6) located on the P92 panel.
3. Reset MASTER CAUTION lights by pressing either glareshield MASTER CAUTION light module.
4. Position the associated FUEL PUMPS L or R CTR switch to ON.
5. Verify that the following lights illuminate after approximately 10 seconds:
  - a. Both MASTER CAUTION lights.
  - b. The FUEL light on the left system annunciator (6-pack) panel.
6. Position the associated FUEL PUMPS L or R CTR switch to OFF.
7. Close the circuit breaker(s) opened in Step A.2.
8. Reset MASTER CAUTION lights by pressing either glareshield light module.

- B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. When dispatching with one or both center tank fuel pump LOW PRESSURE lights inoperative and center tank fuel is to be used, position both CTR FUEL PUMPS switches to OFF when the MASTER CAUTION lights and the FUEL system annunciator panel light illuminate as a result of center tank fuel depletion.

(Continued)



## 737 NG Minimum Equipment List

Item 28-03.4

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 28				FUEL			
28-03	Fuel Boost Pump LOW PRESS Warning Light Systems  e. Center Tank Pump LOW PRESS Warning Light Systems - Center Tank Unusable (MMEL 28-03-02B)	C	2	0	Y	Y/N	(M)(O)(DP) One or both may be inoperative provided: a) Center tank fuel is not required for flight, b) Center Tank Fuel Boost Pumps are turned off, and c) Center tank remains empty, or zero fuel weight calculations are adjusted by weight of center tank fuel.

**(M) or (O) PROCEDURES**

- A. Center tank must contain less than 1000 lbs of fuel.
- B. Center tank fuel:
  - 1. If center tank contains less than 1000 lbs of fuel, item may be placarded by Flight Crew.
  - 2. If center tank contains 1000 lbs of fuel or more, it must be defueled. Defuel the center tank per the **(M) PROCEDURE** below and this item is not eligible for Flight Crew placarding.
- C. Install INOP placard adjacent to the Captain's PFD.

**(M) PROCEDURES**

- A. Defuel center tank if required.

**(O) PROCEDURES**

- A. Regardless of wing tank fuel level, fuel in the Center tank must be less than 1000 lbs and is considered Unusable.
- B. If center tank contains 1000 lbs of fuel or more, it must be defueled.

**(DP) PROCEDURES**

- A. Plan flight with main tank fuel only. Regardless of wing tank fuel level, fuel in the Center tank must be less than 1000 lbs and is considered UNusable.
- B. Notify the Load Planner to reduce the MAX Zero Fuel Weight by the amount of fuel in the center tank (less than 1000 lbs.).

(Continued)



## 737 NG Minimum Equipment List

Item 28-03.5

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 28				FUEL			
28-03	Fuel Boost Pump LOW PRESS Warning Light Systems  f. Center Tank Pump LOW PRESS Warning Light Systems - Center Tank Usable (MMEL 28-03-02A)	C	2	1	Y	N	(M)(O)(DP) One may be inoperative provided: a) Associated Fuel Boost Pump is not used, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to be operative.

**(M) PROCEDURES**

- A. Verify the MASTER CAUTION lights and FUEL system annunciator light are operative as follows:
  1. Position both FUEL PUMPS L and R CTR switches to OFF.
  2. Open and tag the associated CTR tank fuel boost pump circuit breaker(s):
    - a. For the left pump, open and tag the BOOST PUMP CTR TANK LEFT c-b (D5 or D6) located on the P91 panel.
    - b. For the right pump, open and tag the BOOST PUMP CTR TANK RIGHT c-b (D5 or D6) located on the P92 panel.
  3. Reset MASTER CAUTION lights by pressing either MASTER CAUTION light module.
  4. Position the associated FUEL PUMPS L or R CTR switch to ON.
  5. Verify that the following lights illuminate after approximately 10 seconds:
    - a. Both MASTER CAUTION lights.
    - b. The FUEL light on the left system annunciator (6-pack) panel.
  6. Position the associated FUEL PUMPS L or R CTR switch to OFF.
  7. Close the circuit breaker opened in Step A.2.
  8. Reset MASTER CAUTION lights by pressing either MASTER CAUTION light module.
- B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Verify that the zero fuel weight and balance limitations have been accounted for.
- B. Adjust the zero fuel weight of the airplane by including the weight of the center tank fuel, or adjust the maximum zero fuel weight by subtracting the weight of center tank fuel.
- C. Fuel usage takeoff configuration:
  1. Position the CROSSFEED selector to the closed position.
  2. Position the AFT and FWD main tank FUEL PUMP switches to ON for all operating main pumps.
- D. Verify that the operating center tank FUEL PUMP switch is in the OFF position.

**• NOTE •**

*Fuel CONFIG alert may be displayed with fuel in the center tank.*

- E. After takeoff:
  1. Position the operating center tank FUEL PUMP switch to ON.
  2. Position the CROSSFEED selector to the open position.
- F. When the center tank LOW PRESSURE light illuminates:
  1. Position the operating center tank FUEL PUMP switch to OFF.
  2. Position the CROSSFEED selector to the closed position.

**• NOTE •**

*Prior to the center tank LOW PRESSURE light illuminating, a fuel imbalance between the main tanks may be indicated as a result of differences in fuel pump output pressures when operating with the crossfeed valve open.*

(Continued)



Rev 62-1  
09-13-23

## 737 NG Minimum Equipment List

Item 28-03.6

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 28	FUEL

**(DP) PROCEDURES (Continued from MEL Item 28-03f)**

- A. Center tank fuel is usable; however, ensure that fuel quantity in main tanks is adequate to reach a suitable airport if remaining center tank pump fails at any time.
  - B. Notify Load Planner to reduce Max Zero Fuel Weight by the amount of fuel in center tank.
-



## 737 NG Minimum Equipment List

Item 28-04.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 28</b>	<b>FUEL</b>
28-04 APU Fuel Valve (MMEL 28-04)	C 1 0 Y N <b>(M)(O)(DP)</b> May be inoperative provided: a) APU is not used, and b) Valve is deactivated CLOSED.

**(M) PROCEDURES**

- A. Deactivate the APU Fuel Shutoff Valve as follows:
1. Open and collar the AUX POWER UNIT CONT (A14) and APU FIRE SW PWR (B19) c-bs located on the P6-2 panel.
  2. Locate the valve on the left wing rear spar in the wheel well.
  3. Remove, cap and stow the electrical connector.
  4. Use the manual override handle to close valve if necessary.
  5. Lockwire the manual override handle in closed position using 0.032" or 0.040" Inconel or stainless safety wire.
- B. Install a placard adjacent to the APU start switch to read: DO NOT USE.

**(O) PROCEDURES**

- A. Do not start the APU.
- B. Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs.
- C. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

**(DP) PROCEDURES**

- A. Verify ground pneumatics and electrical services are available at destination and alternate airport(s).
- B. Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs. Enroute operations and return to the 48 contiguous states is permitted.



## 737 NG Minimum Equipment List

Item 28-05.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 28		FUEL				
28-05	Crossfeed VALVE OPEN Light (MMEL 28-05)	C	1	0	N	(M) May be inoperative provided: a) Crossfeed Valve is verified to be operative, and b) Fuel Quantity Indication for both main tanks are operative.

**(M) PROCEDURES**

- A. Verify the Crossfeed Valve opens and closes correctly as follows:

1. Open the fueling panel access door, 621GB.
2. Position the TANK 2 fueling valve switch to OPEN.
3. Open the defueling access panel, 621EB.
4. Position the defuel handle to OPEN.
5. Position the CROSSFEED selector to open. Verify the override handle on the crossfeed valve moves full to the open position.
6. Position the FUEL PUMPS L FWD switch to ON. Verify a minimum of 200 lbs. of fuel is transferred from the left main tank to the right main tank.

**• NOTE •**

*The fuel will transfer in approximately 2 minutes.*

7. Position the FUEL PUMPS L FWD switch to OFF.
8. Position the CROSSFEED selector to closed.
  - a. Make sure the manual override handle on the crossfeed valve moves fully to the closed position.
9. Position the FUEL PUMPS L FWD switch to ON. Verify no fuel is transferred, as shown on the fuel quantity indicators, from the No. 1 tank to the No. 2 tank.

**• NOTE •**

*Three minutes is sufficient time to verify there is no fuel transfer.*

10. Position the FUEL PUMPS L FWD switch to OFF.
11. Position the TANK 2 fueling valve switch to OFF.
12. Position the defuel handle to CLOSED.
13. Close the access doors opened in Steps A.1 and A.3.
- B. Install INOP placard adjacent to the Captain's PFD.



# 737 NG Minimum Equipment List

Item 28-06.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 28		FUEL					
28-06	Flight Deck Main Tank Fuel Quantity Indications (MMEL 28-06)	C	2	1	Y	N	(M)(O)(DP) One may be inoperative provided: a) All Boost Pumps in associated tank are operative, b) Fuel Flow Meters are operative, c) Center Tank Indicator is operative, d) Flight Crew periodically computes fuel remaining, or checks fuel remaining against a pre-computed fuel burn chart, and e) Fuel quantity in associated Main Tank is verified by an acceptable procedure.

## (M) PROCEDURES

A. Install placards as follows:

1. Adjacent to the Captain's PFD to read: MAIN TANK 1 (2) FUEL QTY IND INOP.
2. On the Fueling Panel to read: MAIN TANK 1 (2) FUEL QTY IND INOP.

B. The Fueler will fuel the airplane in accordance with AA Fueling Manual using Alternate Fueling Method 2 or 3.

C. Deactivate the affected main tank FQIS by installing a busing plug jumper harness (SPN 99-2800-4-0003) in accordance with AMM 28-00-00/901.

### • NOTE •

- Inoperative fuel quantity main tanks indications will affect refueling control panel quantity indications.
- Inoperative fuel quantity main tanks indications will affect the Fuel Quantity Totalizer.
- Fuelers may require Maintenance assistance to accomplish the alternate fueling procedures.
- When Alternate Fueling Method 2 or 3 is used, fuel quantity in both main (wing) tanks must be verified both prior to and after aircraft refueling.

D. Apply TAC 05-99g to restrict aircraft routing to class I maintenance locations and base stations TUL/TLE, AMA, GSO, VQQ, GUS, SAT/STA, SAL/SLO, VCV/VBO, INT, PIT/PTO.

E. When restoring this MEL a Verification and Maintenance eAML entry signifying removal of busing plug jumper harness and return to stores shall be made.

(Continued)



## 737 NG Minimum Equipment List

Item 28-06.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 28	FUEL

## (O) PROCEDURES (Continued from MEL Item 28-06)

- A. Review Fuel Form 10015 when alternate fueling methods 2 and 3 are being performed:
1. For Fueling Method 2, verification is required both before and after refueling.
  2. For Fueling Method 3, verification is required after refueling only.
- NOTE •
- Fueling Method 1 not applicable to this MEL item.
  - Inoperative Fuel Quantity Indicator should not display a quantity.
- B. Remain within 50 nm from land.
- C. The MEL requirement to keep track of the fuel burn is intended to ensure that the pilot will notice an abnormal fuel feed situation and correct the resulting lateral fuel imbalance.
- D. Keep the CROSSFEED selector in CLOSED position, unless to correct a fuel imbalance.
- E. Periodically throughout flight, a verification of the fuel source can be made by comparing the fuel quantity change in 6 minutes to 1/10 of the fuel flow on the engine or engines feeding from that tank. For example, when using center tank fuel, if the rate of quantity decrease in the center tank is one half of the sum of the fuel flow for the engines, one engine is feeding from a wing tank.
- F. The objective of the following procedures is to ensure that the fuel being consumed is coming from the intended tank

	Example	Actual
a) Initial Fuel Load	28,000	
b) Fuel Remaining in Tanks (total)	7,000	
Tank 1	7,000	
Center	0	
Tank 2.	INOP	
c) Fuel Used by Engines: (total)	13,300	
Engine #1	6,600	
Engine #2	6,700	
d) Fuel Used by APU (110 lbs/hr)	220	
e) Total fuel used (c plus d)	13,520	
f) Total fuel Accounted for (b plus e)	20,520	
g) Fuel remaining (a minus f)	7,480	
h) Total fuel on board (a minus e)	14,480	

## • NOTE •

- Flight crews can manually enter current fuel on board via the FMC PERF INIT page to calculate reference speeds or fuel remaining at destination. Periodic manual updating is required for information to remain valid.
  - The FUEL LOW alert and fuel IMBAL alert may not be displayed when appropriate.
  - If VNAV capability is desired, enter and periodically update current fuel onboard into the FMC.

## (DP) PROCEDURES

- A. Plan flight to remain within 50 nm from land.
- B. Ground time may be longer than normal as airplane must be fueled using alternate procedures.
- C. Do not dispatch flight based on Operations Specifications B343 fuel reserves.



# 737 NG Minimum Equipment List

Item 28-07.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 28		FUEL					
28-07	Flight Deck Center Tank Fuel Quantity Indications a. Center Tank Empty (MMEL 28-07-01)	C	1	0	Y	N	(M)(O)(DP) May be inoperative provided: a) One Center Tank Boost Pump is operative, and b) Center tank remains empty.

## (M) PROCEDURES

- A. The Fueler will defuel center tank in accordance AA Fuel Manual if required.
- B. Install placards as follows:
  - 1. Adjacent to the Captain's PFD to read: CENTER TANK FUEL QTY IND INOP.
  - 2. On the Fueling Panel to read: CENTER TANK FUEL QTY IND INOP. DO NOT FUEL CENTER TANK.
- C. Deactivate the center tank FQIS by installing a busing plug jumper harness (SPN 99-2800-4-0003) in accordance with AMM 28-00-00/901.

### • NOTE •

- The associated fueling panel quantity indication will be inoperative.
- Inoperative fuel quantity center tanks indications will affect the Fuel Quantity Totalizer.
- Fuelers may require Maintenance assistance to accomplish the alternate fueling procedures.
- When Alternate Fueling Method 2 or 3 is used, fuel quantity in center tank must be verified both prior to and after aircraft refueling.

- D. Apply TAC 05-99g to restrict aircraft routing to class I maintenance locations and base stations TUL/TLE, AMA, GSO, VQQ, GUS, SAT/STA, SAL/SLO, VCV/VBO, INT, PIT/PTO.
- E. When restoring this MEL a Verification and Maintenance eAML entry signifying removal of busing plug jumper harness and return to stores shall be made.

## (O) PROCEDURES

- A. Center tank must remain empty.

### • NOTE •

- The FQIS will send a "no valid data" signal to the FMC if it detects a fuel quantity system error. Flight Crews can manually enter current fuel on board via the FMC PERF INIT page to calculate reference speeds or fuel remaining at destination. Periodic manual updating is required for information to remain valid.
- If VNAV capability is desired, enter and periodically update current fuel onboard into the FMC.
- If the FQIS is providing erroneous fuel quantity data as valid data, the FMC fuel quantity cannot be manually entered. In this case, VNAV should not be used and Flight Crew need to be aware of the fuel quantity on board to calculate reference speeds.
- Inoperative Fuel Quantity Indicator should not display a quantity.

- B. Review Fuel Form 10015 when alternate fueling methods 2 and 3 are being performed:

## (DP) PROCEDURES

- A. Plan flight with main tank fuel only. Center tank must remain empty.
- B. Do not dispatch flight based on Operations Specifications B343 fuel reserves.

(Continued)



# 737 NG Minimum Equipment List

Item 28-07.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 28		FUEL					
28-07	Flight Deck Center Tank Fuel Quantity Indications  b. Center Tank Fuel Usable (MMEL 28-07-04)	C	1	0	Y	N	(M)(O)(DP) May be inoperative provided: a) Both Center Tank Boost Pumps are operative, and b) Fuel quantity in Center Tank is verified by an acceptable procedure.

## (M) PROCEDURES

- A. Install placards as follows:

- 1. Adjacent to the Captain's PFD to read: CENTER TANK FUEL QTY IND INOP.
- 2. On the Fueling Panel to read: CENTER TANK FUEL QTY IND INOP.

- B. The Fueler will fuel the airplane in accordance with AA Fueling Manual using Alternate Fueling Method 2 or 3.

- C. Deactivate the center tank FQIS by installing a busing plug jumper harness (SPN 99-2800-4-0003) in accordance with AMM 28-00-00/901.

### • NOTE •

- The associated fueling panel quantity indication will be inoperative.

- Inoperative fuel quantity center tanks indications will affect the Fuel Quantity Totalizer.

- Fuelers may require Maintenance assistance to accomplish the alternate fueling procedures.

- When Alternate Fueling Method 2 or 3 is used, fuel quantity in center tank must be verified both prior to and after aircraft refueling.

D. Apply TAC 05-99g to restrict aircraft routing to class I maintenance locations and base stations TUL/TLE, AMA, GSO, VQQ, GUS, SAT/STA, SAL/SLO, VCV/VBO, INT, PIT/PTO.

E. When restoring this MEL a Verification and Maintenance eAML entry signifying removal of busing plug jumper harness and return to stores shall be made.

## (O) PROCEDURES

- A. Review Fuel Form 10015 when alternate fueling methods 2 and 3 are being performed.

- 1. For Fueling Method 2, verification is required both before and after refueling.
- 2. For Fueling Method 3, verification is required after refueling.

### • NOTE •

- Fueling Method 1 not applicable to this MEL item.

- Inoperative Fuel Quantity Indicator should not display a quantity.

- B. Remain within 50 nm from land.

### • NOTE •

- Flight crews can manually enter current fuel on board via the FMC PERF INIT page to calculate reference speeds or fuel remaining at destination. Periodic manual updating is required for information to remain valid.

- If VNAV capability is desired, enter and periodically update current fuel onboard into the FMC.

- The fuel CONFIG alert may not be displayed when appropriate.

## (DP) PROCEDURES

- A. Plan flight to remain within 50 nm from land.

- B. Ground time may be longer than normal as airplane must be fueled using alternate procedures.

- C. Do not dispatch flight based on Operations Specifications B343 fuel reserves.



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# 737 NG Minimum Equipment List

Item 28-08.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 28		FUEL				
28-08	Fuel Temperature Indicator (MMEL 28-08)	C	1	0	N	Y

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

**• NOTE •**

*The use of Total Air Temperature provides a conservative indication of fuel temperatures.*

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## 737 NG Minimum Equipment List

Item 28-09.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 28	FUEL

28-09	Fuel Quantity Totalizer (MMEL 28-09)	C	1	0	N	Y	(M)(O) May be inoperative.
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### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.

#### • NOTE •

- The FQIS will send a "no valid data" signal to the FMC if it detects a fuel quantity system error. Flight Crews can manually enter current fuel on board via the FMC PERF INIT page to calculate reference speeds or fuel remaining at destination.  
*Periodic manual updating is required for information to remain valid.*
- If VNAV capability is desired, enter and periodically update current fuel onboard into the FMC.



## 737 NG Minimum Equipment List

Item 28-10.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 28				FUEL		
28-10	Pressure Fueling System a. Complete System (MMEL 28-10)	C	1	0	Y	Y
(M)(O) PROCEDURES						
A. Fuel airplane in accordance with AA Fueling Manual. B. Install a placard on the fueling panel to read: PRESS FUELING SYSTEM INOP. REFER TO FUELING MANUAL FOR PROCEDURES. C. Install INOP placard adjacent to the Captain's PFD.						
(DP) PROCEDURES						
A. Ground time may be longer than normal as airplane must be fueled using alternate procedures.						

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b. Fueling Manifold Check Valves (MMEL 28-10-01)	C	3	0	N	N	(M) One or all may be inoperative provided associated Fueling Shutoff Valve is verified to be operative.
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## (M) PROCEDURES

- A. Verify the associated Fueling Shutoff Valve(s) is operative as follows:
1. During refueling, observe that the VALVE POSITION LIGHT illuminates and extinguishes when opening and closing the associated fueling shutoff valve.
  2. After the fueling nozzle is disconnected, visually check for fuel leakage.
- B. Install a placard on Fueling Panel to read: 1 (C) (2) TANK FUELING MANIFOLD CHECK VALVE INOP. Contact Maintenance if fueling valve lights are not operative and / or if there is a fuel leak after the fueling nozzle is disconnected.
- C. Install INOP placard adjacent to the Captain's PFD.
- 

(Continued)



## 737 NG Minimum Equipment List

Item 28-10.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 28				FUEL		
28-10	Pressure Fueling System c. Fueling Shutoff Valves (MMEL 28-10-02)	C	3	0	N	<b>(M)</b> Any or all may be inoperative CLOSED provided: a) Verify the refuel valve is closed by pressurizing the fueling manifold and verify that fuel does not flow to the tank with the failed refuel valve, and b) After removal of the fueling nozzle, check the fueling receptacle for leakage. Leakage is not allowed.

**(M) PROCEDURES**

- A. Verify that fuel load for the associated tank does not exceed the tank capacity.
- B. Manually open associated Fuel Shutoff Valve(s) by depressing and holding the manual override button located on each valve.

**CAUTION**

OVERFILL PROTECTION IS INOPERATIVE. THE PRESSURE FUELING SYSTEM WILL NOT STOP THE REFUEL OPERATION AT A SET FUEL QUANTITY. STOP THE FUELING SOURCE AT THE DESIRED QUANTITY FOR THE ASSOCIATED TANK.

- C. Refuel the associated tank, release the manual override button at the desired fuel quantity.
- D. Verify that the valve is closed.
- E. Turn off the fuel source pump and disconnect the refueling nozzle.
- F. Verify that the fueling receptacle does not leak.
- G. Install placard on Fueling Panel to read: 1 (C) (2) TANK FUELING VALVE INOP. CONTACT MAINTENANCE IF FUELING VALVE LIGHTS DO NOT OPERATE NORMALLY AND / OR IF THERE IS A FUEL LEAK AFTER THE FUELING NOZZLE IS DISCONNECTED.
- H. Install INOP placard adjacent to the Captain's PFD.

d. Refuel Panel Fueling Power Control Switch (MMEL 28-10-03)	C	1	0	N	N	<b>(M)</b> May be inoperative OFF provided refuel panel indicator test switch is operative in the FUEL DOOR SWITCH BYPASS position as applicable.
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**(M) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

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# 737 NG Minimum Equipment List

Item 28-12.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 28				FUEL		
28-11	Refueling Control Panel Quantity Indicators (MMEL 28-12)	C	3	0	N	Y

## (M) or (O) PROCEDURES

### • NOTE •

*This MEL item applies only to the Fueling Panel Quantity Indication. If the associated Flight Deck Fuel Quantity Indication is inoperative or unusable, use MEL item 28-11b.*

- A. Install a placard on the Fueling Panel to read: L (R) (C) REFUELING PANEL QTY IND INOP.
- B. The Fueler will fuel airplane using the Flight Deck Quantity Indication and will continuously monitor fuel quantity during refueling and defueling.
- C. Install INOP placard adjacent to the Captain's PFD.

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b. Flight Deck Fuel Quantity Indicator Inoperative	C	3	0	Y	N	(M)(DP) Any or all may be inoperative provided fuel quantity is verified by an acceptable procedure.
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## (M) PROCEDURES

- A. Placard the associated Flight Deck Fuel Quantity Indication inoperative in accordance with MEL item 28-06, 28-07a or 28-07b as appropriate.
- B. Install INOP placard adjacent to the Captain's PFD.

## (DP) PROCEDURES

- A. Flight Deck Fuel Quantity Indication inoperative. See MEL item 28-06, 28-07a or 28-07b as appropriate.



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## 737 NG Minimum Equipment List

Item 28-16.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 28	FUEL					
28-12 Fuel Measuring Sticks / Dripsticks (MMEL 28-16)	C	-	0	N	N	(M) Any may be inoperative or broken / missing provided affected tank fuel quantity gauges are operative.

### (M) PROCEDURES

- A. Verify there is no leakage at affected stick.
  - B. If fuel leakage is detected, verify that the leakage does not exceed acceptable limits (AMM 28-11-00).
  - C. Install INOP placard adjacent to the Captain's PFD.
-

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# 737 NG Minimum Equipment List

Item 28-17.1

NUMBER REQUIRED FOR DISPATCH				DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED				FLIGHT CREW PLACARDING			
REPAIR CATEGORY				REMARKS AND EXCEPTIONS			
SYSTEM 28				FUEL			
28-13	Fuel Scavenge System	C	1	0	N	N	(M)(O) May be inoperative with Fuel Scavenge Shutoff Valve CLOSED.
a.	Valve Closed (MMEL 28-17A)						

#### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.

b.	Valve Open - Center Tank Empty (MMEL 28-17C)	C	1	0	Y	Y/N	(M)(O)(DP) May be inoperative with Fuel Scavenge Shutoff Valve OPEN provided center tank remains empty.
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#### (M) or (O) PROCEDURES

- A. Center tank fuel:

1. If center tank does not need to be defueled, item may be placarded by Flight Crew.
2. If the center tank contains fuel, defuel the center tank per the **(M) PROCEDURE** below and this item is not Flight Crew placardable.

- B. Install INOP placard adjacent to the Captain's PFD.

#### (M) PROCEDURES

- A. Defuel center tank if required.

#### (O) PROCEDURES

- A. Center tank must remain empty.

#### • NOTE •

*Condition may become apparent if fuel is being scavenged from the center tank before No. 1 main tank is below approximately half full.*

#### (DP) PROCEDURES

- A. Plan flight with main tank fuel only. Center tank must remain empty.

(Continued)



## 737 NG Minimum Equipment List

Item 28-17.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 28		FUEL				
28-13	Fuel Scavenge System c. Valve Open - Center Tank Fuel Usable (MMEL 28-17B)	C	1	0	Y	(M)(O)(DP) May be inoperative with Fuel Scavenge Shutoff Valve OPEN provided the No. 1 Main Tank Forward Boost Pump remains OFF.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Keep the No. 1 FWD FUEL PUMP switch in the OFF position.
- B. At start of takeoff, ensure fuel quantity in associated tank is not less than 4,800 lbs.
- C. Maintain a minimum of 1,800 lbs of fuel in affected tank.
- D. The minimum fuel requirements with an inoperative forward fuel boost pump assures that the operative aft boost pump and suction feed inlet remain submerged during rotation to high nose up attitudes during takeoff or go-around.
- E. In the event the second (aft) boost pump in a main tank fails, the engine will operate satisfactorily on suction feed. With both No. 1 main tank boost pumps inoperative, APU operation may become unreliable at altitudes above 25,000 feet.

**• NOTE •**

- Observe AOM> Limitations> Fuel> Fuel Imbalance.

• Condition may become apparent if fuel is being scavenged from the center tank before #1 main tank is below approximately half full.

**(DP) PROCEDURES**

- A. Plan flight so a minimum of 1,800 lbs is maintained in the affected tank at all times. This means that the release fuel must exceed minimum flight plan requirements by 3,600 lbs (1,800 lbs additional fuel in both main tanks) (FOS = 36 in the MEL < of JR: FKY = Automated).
- B. Minimum takeoff fuel (after additional fuel is added) must be at least 9,600 lbs (4,800 lbs in each main tank) (FOS = Add fuel in the MEL < in JR: FKY = Automated).



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## 737 NG Minimum Equipment List

Item 28-21-01.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 28	FUEL					
28-14 Fuel Quantity Test Switch (TEST GAGES) (MMEL 28-21-01)	C	1	0	N	Y	(M)(O) May be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.



## 737 NG Minimum Equipment List

Item 28-22-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 28		FUEL				
28-15	SPAR VALVE CLOSED Lights (MMEL 28-22-02)	C	2	0	N	(M)(O) One or both may be inoperative provided: a) Associated valve is verified to be operative, and b) Crossfeed VALVE OPEN light is operative.

**EFFECTIVITY:**

- A/C 3AA thru 3MR are equipped with Engine Start Levers.
- A/C 3MS and subsequent are equipped with Engine Start Switches.

**(M) PROCEDURES**

- At initial placarding install a placard adjacent to the light to read: L (R) SPAR VLV LIGHT INOP.
- At initial placarding and prior to the first flight of each day verify the affected Spar Valve is operative as follows (AD 2015-21-10):
  1. Verify both engine start levers are in the CUTOFF position.
  2. Position both ENGINE START switches to AUTO and tag switches: DO NOT OPERATE.
  3. Open and tag the ENGINE 1 START VALVE c-b (B8) located on the P18-2 panel.
  4. Open and tag the ENGINE 2 START VALVE c-b (C4) located on the P6-2 panel.
  5. Move the associated engine start lever(s) to the IDLE position.
  6. Gain access to the associated spar valve(s) by opening the panel(s):
    - a. For the left engine, the left wing leading edge access panel 521BB.
    - b. For the right engine, the right wing leading edge access panel 621BB.
  7. Examine the position of the manual override lever on the applicable spar valve to make sure the valve is open.

**CAUTION**

DO NOT TURN THE FIRE HANDLE. IF YOU TURN THE FIRE HANDLE, THE FIRE EXTINGUISHING EQUIPMENT WILL DISCHARGE.

8. On the fire protection panel pull the associated engine 1 or 2 fire handle(s) to the up (FIRE) position. Examine the position of the manual override lever on the applicable spar valve to make sure the valve is closed.
  9. On the fire protection panel push the associated engine 1 or 2 fire handle(s) to the down (NORMAL) position. Examine the position of the manual override lever on the applicable spar valve to make sure the valve is open.
  10. Move the associated engine start lever(s) or switch(es) to the CUTOFF position. Examine the position of the manual override lever on the spar valve(s) to make sure the valve is closed.
  11. Remove tags and close the circuit breakers opened in Step A.3 and A.4.
  12. Remove DO NOT OPERATE tags from both ENGINE START switches.
  13. Return the aircraft to its required configuration.
- C. A Verification and Maintenance eAML entry signifying accomplishment is required prior to first flight of each day until restoration is made.**

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to first flight each day.

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# 737 NG Minimum Equipment List

Item 28-25-01.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 28				FUEL			
28-16	Center Tank Fuel Boost Pump Automatic Shut Off System  a. Center Tank Fuel Pump Considered Inoperative (MMEL 28-25-01A)	C	2	0	Y	N	(M)(DP) One or both may be inoperative provided the associated Center Tank Fuel Boost Pump is considered inoperative.

#### (M) PROCEDURES

- Placard the associated Center Tank Boost Pump(s) inoperative in accordance with MEL item 28-02a, 28-02b, or 28-02c as appropriate.
- Install INOP placard adjacent to the Captain's PFD.

#### (DP) PROCEDURES

- Center tank boost pump(s) inoperative. See MEL item 28-02a, 28-02b, or 28-02c as appropriate.

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b. Center Tank Remains Empty (MMEL 28-25-01B)	C	2	0	Y	Y/N	(M)(O)(DP) One or both may be inoperative provided center tank remains empty.
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#### (M) or (O) PROCEDURES

- Center tank fuel:
  - If center tank does not need to be defueled, item may be placarded by Flight Crew.
  - If the center tank contains fuel, defuel the center tank per the (M) PROCEDURE below and this item is not Flight Crew placardable.
- Install INOP placard adjacent to the Captain's PFD.

#### (M) PROCEDURES

- Defuel center tank if required.

#### (O) PROCEDURES

- Center tank must remain empty.

#### (DP) PROCEDURES

- Plan flight with main tank fuel only. Center tank must remain empty.
-



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## 737 NG Minimum Equipment List

Item 28-26.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 28	FUEL					
28-17 Fuel Shutoff Valve Battery and Charger (MMEL 28-26)	D	1	0	N	N	(M) May be inoperative provided Fuel Shutoff Valve Battery and Charger is deactivated.

### (M) PROCEDURES

- A. Open and collar the FUEL SHUTOFF VALVES PWR PACK c-b (C4) located on the P6-3 panel.
  - B. Install a placard adjacent to the Captain's PFD to read: FUEL SHUTOFF VALVE BATTERY AND CHARGER  
INOP
-



# 737 NG Minimum Equipment List

TOC 29-1

SYSTEM 29

HYDRAULIC POWER

## SYSTEM 29 - Hydraulic Power

- 29-01 System B Engine Driven Pump Depressurization Function
- 29-02 System Pressure Indications (A and B)
- 29-03 System A Pump LOW PRESSURE Indication Systems
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# 737 NG Minimum Equipment List

Item 29-02-02.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 29	HYDRAULIC POWER

29-01 System B Engine Driven Pump Depressurization Function (MMEL 29-02-02) C 1 0 N Y (M)(O) May be inoperative.

## (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.

## (O) PROCEDURES

### • NOTE •

*To avoid damage to steering components or towing equipment when System B hydraulics is used for steering, ensure ground personnel install the nose gear steering lockout pin in steering depressurization valve when airplane is to be pushed back or towed with engines operating. Ensure knob is released and pin is removed prior to taxi.*

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# 737 NG Minimum Equipment List

Item 29-03-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 29		HYDRAULIC POWER				
29-02	System Pressure Indications (A and B) (MMEL 29-03-02)	C	2	1	N	Y

## (M) or (O) PROCEDURES

- A. Prior to each departure verify the associated hydraulic system pressure as follows:
  1. For System A verify the FLT CONTROL A LOW PRESSURE light extinguishes when the hydraulic system is pressurized.
  2. For System B verify the system pressure:
    - a. With Systems A and B depressurized, verify that the BRAKE PRESS indicator shows less than 2800 psi. If not, apply brakes and pressure should drop.
    - b. Position the FLT CONTROL B and SPOILER B switches to OFF.
    - c. Pressurize Hydraulic System B by positioning the ELEC 1 HYD PUMPS switch to ON.
    - d. Verify the brake pressure increases to between 2800 psi and 3200 psi.
    - e. Position the SPOILER B switch to ON.
    - f. Verify the FLT CONTROL B LOW PRESSURE light is illuminated.
    - g. Position the FLT CONTROL B switch to ON.
    - h. Verify the FLT CONTROL B LOW PRESSURE light extinguishes.
    - i. Return the aircraft to its required configuration.
  - B. Install a placard adjacent to the Captain's PFD to read: SYS A (B) HYD PSI IND INOP.



## 737 NG Minimum Equipment List

Item 29-04.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 29	HYDRAULIC POWER
29-03 System A Pump LOW PRESSURE Indication Systems (MMEL 29-04)	C 2 1 N Y/N <b>(M)(O)</b> One may be inoperative provided output of associated pump is checked before each departure.

**(M) or (O) PROCEDURES**

- A. At initial placarding and prior to each departure verify the output of the affected pump as follows:
1. For the ENG 1 LOW PRESSURE light inoperative:
    - a. With both system A pumps depressurized, verify the Flight Control LOW PRESSURE light for system A is illuminated.
    - b. Dry motor or start the left engine.
    - c. Position the ENG 1 HYD PUMP switch to ON.
    - d. Position the ELEC 2 HYD PUMP switch to OFF.
    - e. Verify the Flight Control LOW PRESSURE light for system A extinguishes.
    - f. Verify System A pressure is between 2800 psi and 3200 psi.
    - g. Return the aircraft to its required configuration.
  2. For the ELEC 2 LOW PRESSURE light inoperative:
    - a. Supply power to Transfer Bus No.2.
    - b. With both system A pumps depressurized, verify the Flight Control LOW PRESSURE light for system A is illuminated.
    - c. Position the ELEC 2 HYD PUMP switch to ON.
    - d. Position the ENG 1 HYD PUMP switch to OFF.
    - e. Verify the Flight Control LOW PRESSURE light for system A extinguishes.
    - f. Verify System A pressure is between 2800 psi and 3200 psi.
    - g. Return the aircraft to its required configuration.
- B. Install a placard adjacent to the Captain's PFD to read: SYS A HYD PUMP LOW PSI IND INOP.
- C. If the associated Pump Pressure Switch is inoperative, deactivate the switch per the **(M) PROCEDURES** below and Flight Crew placarding is not permitted.

**(M) PROCEDURES**

- A. Deactivate the affected Pressure Switch as follows:
1. Gain access to the System A pressure module in the left wheel well.
  2. Disconnect, cap and stow the electrical connector from the associated pressure switch.



## 737 NG Minimum Equipment List

Item 29-05.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 29				HYDRAULIC POWER		
29-04	System B Pump LOW PRESSURE Indication Systems (MMEL 29-05)	C	2	1	N	Y/N
						(M)(O) One may be inoperative provided output of associated pump is checked before each departure.

**(M) or (O) PROCEDURES**

- A. At initial placarding and prior to each departure verify the output of affected pump as follows:
1. For the ELEC 1 LOW PRESSURE light inoperative:
    - a. Supply power to Transfer Bus No.1.
    - b. With both system B pumps depressurized, verify the Flight Control LOW PRESSURE light for system B is illuminated.
    - c. Position the ELEC 1 HYD PUMP switch to ON.
    - d. Position the ENG 2 HYD PUMP switch to OFF.
    - e. Verify the Flight Control LOW PRESSURE light for system B extinguishes.
    - f. Verify System B pressure is between 2800 psi and 3200 psi.
    - g. Return the aircraft to its required configuration.
  2. For the ENG 2 LOW PRESSURE light inoperative:
    - a. With both system B pumps depressurized, verify the Flight Control LOW PRESSURE light for system B is illuminated.
    - b. Dry motor or start the right engine.
    - c. Position the ENG 2 HYD PUMP switch to ON.
    - d. Position the ELEC 1 HYD PUMP switch to OFF.
    - e. Verify the Flight Control LOW PRESSURE light for system B extinguishes.
    - f. Verify System B pressure is between 2800 psi and 3200 psi.
    - g. Return the aircraft to its required configuration.
- B. Install a placard adjacent to the Captain's PFD to read: SYS B HYD PUMP LOW PSI IND INOP.
- C. If the associated Pump Pressure Switch is inoperative, deactivate the switch per the **(M) PROCEDURES** below and Flight Crew placarding is not permitted.

**(M) PROCEDURES**

- A. Deactivate the affected Pressure Switch as follows:
1. Gain access to the System B pressure module in the right wheel well.
  2. Disconnect, cap and stow the electrical connector from the associated pressure switch.



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## 737 NG Minimum Equipment List

Item 29-07-03.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 29	HYDRAULIC POWER					
29-05 System A and B OVERHEAT Light System (MMEL 29-07-03)	C	2	0	N	Y	(M)(O) One or both may be inoperative provided associated LOW PRESSURE light is operative.

**(M) or (O) PROCEDURES**

- Install INOP placard adjacent to the Captain's PFD.

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# 737 NG Minimum Equipment List

Item 29-09.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 29	HYDRAULIC POWER

29-06 Hydraulic Quantity Low Level Light System (Standby System) (MMEL 29-09) C 1 0 N N (M)(O) May be inoperative provided quantity is verified adequate before each departure.

## (M) PROCEDURES

- A. At initial placarding, if the STANDBY HYD LOW QUANTITY light and MASTER CAUTION lights are illuminated, deactivate the Standby Hydraulic System Low Quantity Switch as follows:
  1. Gain access to the standby hydraulic system reservoir in the right wheel well.
  2. Disconnect, cap and stow the electrical connector from the quantity switch.
- B. At initial placarding and prior to each departure verify the Hydraulic Standby System quantity. With flaps and leading edge devices retracted, spoilers down, and all control surfaces in neutral position verify fluid quantity. Check that RF is not displayed on the MFD Hydraulic System B indication (6.9 U.S. Gallons). If RF is displayed, service the System B reservoir as required.
- C. A Verification and Maintenance eAML entry signifying accomplishment is required prior to each departure until restoration is made.**
- D. Install INOP placard adjacent to the Captain's PFD.

## (O) PROCEDURES

- A. Ensure Maintenance eAML entry prior to each departure.**



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Item 29-10-01.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 29	HYDRAULIC POWER

29-07 System A Engine Driven Hydraulic Pump Depressurization Function (MMEL 29-10-01) C 1 0 N Y (M)(O) May be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES****• NOTE •**

*To avoid damage to steering components or towing equipment when hydraulic System B is used for steering, ensure ground personnel installs nose gear steering lockout pin in steering depressurization valve when airplane is to be pushed back or towed with engines operating. Ensure knob is released and pin is removed prior to taxi.*

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## 737 NG Minimum Equipment List

Item 29-11-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 29		HYDRAULIC POWER				
29-08	System A Quantity Indication System (Flight Deck) (MMEL 29-11-02)	C	1	0	N	(M)(O) May be inoperative provided: a) Associated quantity is verified adequate before each departure, b) Associated System Pressure Indication is operative, and c) Associated Pump LOW PRESSURE lights are operative.

**(M) PROCEDURES**

- A. At initial placarding and prior to each departure verify the hydraulic System A quantity.
  - 1. With flaps and leading edge devices retracted, spoilers down, all flight controls neutral and thrust reversers stowed verify fluid quantity.
  - 2. Check hydraulic quantity indicator mounted on the System A reservoir, visible from the fluid filling station located in the right main gear wheel well.
  - 3. If quantity is low, service the System A reservoir as required.
- B. **A Verification and Maintenance eAML entry signifying accomplishment are required prior to each departure until restoration is made.**
- C. Install a placard adjacent to the Captain's PFD to read: SYS A HYD QUANTITY INOP.

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to each departure.



## 737 NG Minimum Equipment List

Item 29-12.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 29		HYDRAULIC POWER				
29-09	Standby System LOW PRESSURE Light (MMEL 29-12)	C	1	0	N	(M)(O) May be inoperative provided: a) Standby system LOW QUANTITY light is operative, b) Output of Standby Pump is verified before each departure, and c) Both System B Pumps are operative.

**(M) PROCEDURES**

- A. At initial placarding and prior to each departure accomplish a check of the Standby Hydraulic Pump as follows:
1. Position the LIGHTS test and dim switch to TEST and verify the STANDBY HYD LOW QUANTITY light illuminates.
  2. Establish communication with Ground Crew to verify clearance prior to moving leading edge flaps.
  3. Position ALTERNATE FLAPS master switch to ARM.
  4. Momentarily position the ALTERNATE FLAPS position switch to DOWN.
  5. Verify that L.E. DEVICES annunciator panel lights indicate all leading edge devices are fully extended within approximately one minute.
  6. Position both ALTERNATE FLAPS master and position switches to OFF.
  7. Position the ELEC 1 HYD PUMP switch to ON and verify the LOW PRESSURE light extinguishes. Leave pump on until the leading edges are fully retracted.
- B. **A Verification and Maintenance eAML entry signifying accomplishment is required prior to each departure until restoration is made.**
- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. **Ensure Maintenance eAML entry prior to each departure.**



## 737 NG Minimum Equipment List

Item 29-13.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 29		HYDRAULIC POWER				
29-10	Hydraulic Reservoir Pressurization System Sources (MMEL 29-13)	C	2	1	N	(M) One may be inoperative provided reservoir can be pressurized.

**(M) PROCEDURES**

- A. Verify the reservoir can be pressurized as follows: (AMM 29-00-00/901)
  1. Remove hydraulic pressure from System A and B reservoirs.
  2. Disconnect the pressurization line of the inoperative pneumatic source at the restrictor cross fitting, located in the wheel well.
  3. Install caps on both the restrictor cross fitting and the disconnected pressurization supply line.
  4. Pressurize the pneumatic manifold.
  5. Verify the hydraulic reservoir air pressure gauge(s), located on the wheel well forward bulkhead, indicate the same pressure as the flight deck DUCT PRESS indicator.
  6. Install a placard on the Hydraulic Panel to read: ONE RSVR PRESS SOURCE INOP.



## 737 NG Minimum Equipment List

Item 29-15.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 29</b>	<b>HYDRAULIC POWER</b>
29-11 System B Quantity Indication System (Flight Deck) (MMEL 29-15)	C 1 0 N N <b>(M)(O)</b> May be inoperative provided: a) Associated quantity is verified adequate before each departure, b) Associated System Pressure Indication is operative, and c) Associated pump LOW PRESSURE light is operative.

**(M) PROCEDURES**

- A. At initial placarding and prior to each departure verify the Hydraulic System B quantity.
  - 1. With flaps and leading edge devices retracted, spoilers down, all flight controls neutral and thrust reversers stowed verify fluid quantity.
  - 2. Check hydraulic quantity indicator mounted on the System B reservoir, visible from the fluid filling station located in the right main gear wheel well.
  - 3. If quantity is low, service the System B reservoir as required.
- B. **A Verification and Maintenance eAML entry signifying accomplishment is required prior to each departure until restoration is made.**
- C. Install a placard adjacent to the Captain's PFD to read: SYS B HYD QUANTITY INOP.

**(O) PROCEDURES**

- A. **Ensure Maintenance eAML entry prior to each departure.**

**• NOTE •**

*Nose wheel steering may not be available if System A power is lost.*



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## 737 NG Minimum Equipment List

Item 29-16.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 29		HYDRAULIC POWER				
29-12	Hydraulic Reservoir Air Pressure Indicator (Wheel Well) (MMEL 29-16)	C	1	0	N	(M) May be inoperative.

**(M) PROCEDURES**

- A. If required, disconnect, cap and stow the Air Pressure Sense Line to the indicator. (AMM 29-09-03)
  - B. Install INOP placard adjacent to the Captain's PFD.
-



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## 737 NG Minimum Equipment List

Item 29-17.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 29	HYDRAULIC POWER

29-13	Hydraulic Reservoir Quantity Indicator (Wheel Well) (MMEL 29-17)	C	2	0	N	Y	(M)(O) One or both may be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
-



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## 737 NG Minimum Equipment List

Item 29-18.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 29	HYDRAULIC POWER					
29-14      Hydraulic Reservoir Fill System (Wheel Well) (MMEL 29-18)	C	1	0	N	Y	(M)(O) May be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
-



# 737 NG Minimum Equipment List

TOC 30-1

SYSTEM 30

ICE AND RAIN PROTECTION

## SYSTEM 30 - Ice and Rain Protection

- 30-01 Wing Anti-Ice Valves
- 30-02 Wing Anti-ice Valve Position Lights (VALVE OPEN Lights)
- 30-03 Engine and Nose Cowl Anti-ice Valves
- 30-04 Engine and Nose Cowl Anti-ice Valve Position Lights (COWL VALVE OPEN) or TAI Indications
- 30-05 Pitot / Static Probe Heaters
- 30-06 Vertical Stabilizer Pitot Heaters (Elevator Feel System)
- 30-07 Total Air Temperature Probe Heater
- 30-08 Angle of Attack Sensor Heater(s) / Stall Warning System Sensor Heater(s) / Alpha Vane Heater(s)
- 30-09 Pitot and Temperature Probe Heater (Amber) Lights
- 30-10 Electrically Heated Windshields
- 30-11 Windshield De-Fog System
- 30-12 Windshield Wiper System
- 30-13 COWL ANTI-ICE Lights
- 30-14 Alpha Vane Heater Light Systems
- 30-15 Drain Mast Heaters



## 737 NG Minimum Equipment List

Item 30-01.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 30	ICE AND RAIN PROTECTION					
30-01      Wing Anti-Ice Valves	C	2	0	Y	N	(M)(O)(DP) One or both may be inoperative closed provided airplane is not operated in known or forecast icing conditions.
a. Valves Closed (MMEL 30-01)						

**(M) PROCEDURES**

- A. Deactivate inoperative wing anti-ice valve(s) in the CLOSED position in accordance with AMM 30-00-00/901.
- B. Install a placard adjacent to the WING ANTI-ICE switch to read: INOP OFF.

**(O) PROCEDURES**

- A. Do not operate flight into known or forecast icing conditions.

**• NOTE •**

*Disconnecting the wing anti-ice valve's electrical connector will cause the associated wing anti-ice L or R VALVE OPEN light to illuminate bright.*

**(DP) PROCEDURES**

- A. Do not dispatch flight into known or forecast icing conditions.

(Continued)



## 737 NG Minimum Equipment List

Item 30-01.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 30		ICE AND RAIN PROTECTION					
30-01	Wing Anti-Ice Valves b. Left Valve Inoperative Open (MMEL 30-01-02)	C	2	1	Y	N	<b>(M)(O)(DP)</b> One may be inoperative OPEN provided: a) Except for engine start, associated manifold is depressurized when outside air temperature is above 50° F (10° C), b) Associated engine bleed thrust limits are followed when manifold is pressurized, and c) Air conditioning and pressurization requirements are followed when one manifold is depressurized.

**(M) PROCEDURES**

- A. On initial placard deactivate inoperative wing anti-ice valve in the OPEN position in accordance with AMM 30-00-00/901.
- B. Install a placard adjacent to the WING ANTI-ICE switch to read: L VALVE INOP ON.
- C. At each start with the LEFT Anti-Ice Valve inoperative and **HP GROUND AIR USED**, the LEFT Anti Ice Valve remains OPEN. Inform the flight deck that the right engine may be started with the Isolation Valve CLOSED and then the left engine may be started using crossbleed.
- D. Coordinate with Flight crew for engine start.
- E. At each start with the LEFT Anti-Ice Valve inoperative and **APU BLEED AIR USED**, manually position the valve CLOSED for engine start as follows:
  1. Deactivate the leading edge slats in the retracted position.
  2. Gain access to the left anti-ice valve by opening the left outboard leading edge blowout door, 521AB.
  3. Move the red lever on the valve to the CLOSED position.
  4. Verify that all personnel are cleared from the RIGHT engine danger area.
  5. Start the RIGHT engine.
  6. Position the ISOLATION VALVE and APU BLEED switches to OFF to depressurize the left pneumatic duct.
  7. After the pneumatic duct is depressurized, move the LEFT Anti-Ice Valve red lever to the OPEN position.
  8. Close the access door opened in Step E.3.
  9. Reactivate the leading edge slats.
  10. When personnel have been cleared from the LEFT engine danger area, inform flight deck that the engine may be started (using cross bleed start).

**WARNING**

**DO NOT GO NEAR THE ENGINE WHEN THE ENGINE OPERATES ABOVE MINIMUM IDLE.  
THERE ARE NO SAFE AREAS AROUND AN ENGINE WHEN THE ENGINE SPEED IS ABOVE  
MINIMUM IDLE. SERIOUS INJURY OR DEATH AND DAMAGE TO EQUIPMENT COULD OCCUR.**

11. If it is necessary to be near the engine during an engine operation (idle operation only, such as during an idle leak check or to disconnect the ground air cart), use the entry / exit corridor to enter and exit the fan inlet areas.

(Continued)



## 737 NG Minimum Equipment List

Item 30-01.3

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 30	ICE AND RAIN PROTECTION

## (O) PROCEDURES (Continued from MEL Item 30-01b)

- A. At each start coordinate with Maintenance if **APU BLEED AIR USED**.
- B. Flight deck receives confirmation that all personnel have been cleared from the danger area before engine start
- C. At each start with the LEFT Anti-Ice Valve inoperative and **HP GROUND AIR USED**, the LEFT Anti Ice Valve remains OPEN. The right engine may be started with the Isolation Valve CLOSED and then the left engine may be started using crossbleed.
- D. When the left wing anti-ice valve is failed open, do not use APU bleed air for air conditioning purposes on the ground. APU may only be used for engine start.
- E. The engine bleed to the affected manifold must be off for takeoff. Position the isolation valve switch to CLOSE to maintain isolated bleed sources. The isolation valve switch must remain in the CLOSE position until the associated manifold can be pressurized by turning the engine bleed on (refer to temperature restrictions).
- F. Takeoff performance should be based on AC packs AUTO.
- G. Do not operate flight above FL 350.

## • NOTE •

- *The wing anti-ice valve's electrical connector will be disconnected per the (M) PROCEDURE, and will cause the associated wing anti-ice VALVE OPEN light to illuminate bright.*
- *With the affected wing anti-ice valve open, bleed trip off and possible loss of cabin pressure above approximately FL 350 may occur.*
- H. Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs. Enroute operations and return to the 48 contiguous states is permitted.

## (DP) PROCEDURES

- A. Ground time may be longer than normal. Maintenance procedure may be required at each engine start.
- B. Increase minimum takeoff fuel by 2.8% add (FOS = 2.8 in JV; FKYs = Automated).
- C. Plan flight at or below FL 350.
- D. Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs.
- E. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

(Continued)



## 737 NG Minimum Equipment List

Item 30-01.4

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 30		ICE AND RAIN PROTECTION					
30-01	Wing Anti-Ice Valves  c. Right Valve Inoperative Open (MMEL 30-01-02)	C	2	1	Y	N	<b>(M)(O)(DP)</b> One may be inoperative OPEN provided: a) Except for engine start, associated manifold is depressurized when outside air temperature is above 50° F (10° C), b) Associated engine bleed thrust limits are followed when manifold is pressurized, and c) Air conditioning and pressurization requirements are followed when one manifold is depressurized.

**(M) PROCEDURES**

- A. In initial placard deactivate inoperative wing anti-ice valve in the OPEN position in accordance with AMM 30-00-00/901.
- B. Install a placard adjacent to the WING ANTI-ICE switch to read: R VALVE INOP ON.
- C. At each start with the RIGHT Anti-Ice Valve inoperative and **APU BLEED AIR USED**, the RIGHT Anti Ice Valve remains OPEN. Inform flight deck that the Left engine may be started with the Isolation Valve CLOSED and then the RIGHT engine may be started by using crossbleed start.
- D. Coordinate with Flight crew for engine start.
- E. At each start with the RIGHT Anti-Ice Valve inoperative and **HP GROUND AIR USED**, manually position the valve CLOSED for engine start as follows:
  1. Deactivate the leading edge slats in the retracted position.
  2. Gain access to the right anti-ice valve by opening the right outboard leading edge blowout door, 621AB.
  3. Move the red lever on the valve to the CLOSED position.
  4. Verify that all personnel are cleared from the LEFT engine danger area.
  5. Start the LEFT engine.
  6. Remove the ground air source from the airplane.
  7. Position the ISOLATION VALVE switch to OFF to depressurize the RIGHT pneumatic duct.
  8. After the pneumatic duct is depressurized, manually move the valve to the OPEN position.
  9. Close the access door opened in Step E.3.
  10. Reactivate the leading edge slats.
  11. When personnel have been cleared from the RIGHT engine danger area, inform flight deck that the RIGHT engine may be started using crossbleed.

**WARNING**

**DO NOT GO NEAR THE ENGINE WHEN THE ENGINE OPERATES ABOVE MINIMUM IDLE.  
THERE ARE NO SAFE AREAS AROUND AN ENGINE WHEN THE ENGINE SPEED IS ABOVE  
MINIMUM IDLE. SERIOUS INJURY OR DEATH AND DAMAGE TO EQUIPMENT COULD OCCUR.**

12. If it is necessary to be near the engine during an engine operation (idle operation only, such as during an idle leak check or to disconnect the ground air cart), use the entry / exit corridor to enter and exit the fan inlet areas.

(Continued)



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# 737 NG Minimum Equipment List

Item 30-01.5

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 30	ICE AND RAIN PROTECTION

## (O) PROCEDURES (Continued from MEL Item 30-01c)

- A. At each start coordinate with Maintenance if **HP GROUND AIR USED**.
- B. Flight deck receives confirmation that all personnel have been cleared from the danger area before engine start.
- C. At each start with the RIGHT Anti-Ice Valve inoperative and **APU BLEED AIR USED**, the RIGHT Anti Ice Valve remains OPEN. The Left engine may be started with the Isolation Valve CLOSED and then the RIGHT engine may be started by using crossbleed.
- D. When the right wing anti-ice valve is failed open, APU bleed air may be used for air conditioning purposes on the ground using only the left AC pack and with the isolation valve closed.
- E. The engine bleed to the affected manifold must be off for takeoff. Position the isolation valve switch to CLOSE to maintain isolated bleed sources. The isolation valve switch must remain in the CLOSE position until the associated manifold can be pressurized by turning the engine bleed on (refer to temperature restrictions).
- F. Takeoff performance should be based on AC packs AUTO.
- G. Do not operate flight above FL 350.

### • NOTE •

- *The wing anti-ice valve's electrical connector will be disconnected per the (M) PROCEDURE, and will cause the associated wing anti-ice VALVE OPEN light to illuminate bright.*
- *With the affected wing anti-ice valve open, bleed trip off and possible loss of cabin pressure above approximately FL 350 may occur.*
- H. Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs. Enroute operations and return to the 48 contiguous states is permitted.

## (DP) PROCEDURES

- A. Ground time may be longer than normal. Maintenance procedure may be required at each engine start.
- B. Increase minimum takeoff fuel by 2.8% add (FOS = 2.8 in JV; FKY = Automated).
- C. Plan flight at or below FL 350.
- D. Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs.
- E. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.



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## 737 NG Minimum Equipment List

Item 30-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 30		ICE AND RAIN PROTECTION				
30-02	Wing Anti-ice Valve Position Lights (VALVE OPEN Lights) (MMEL 30-02)	C	2	0	N	(M)(O) One or both may be inoperative provided valve is verified to be operative before operating in known or forecast icing conditions.

**(M) PROCEDURES**

- A. Verify the Wing Anti-Ice Valve is operative in accordance with AMM 30-00-00/901.
- B. A Verification and Maintenance eAML entry signifying accomplishment is required prior to each departure until restoration is made.**
- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to departure.**



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# 737 NG Minimum Equipment List

Item 30-03-03.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 30		ICE AND RAIN PROTECTION					
30-03	Engine and Nose Cowl Anti-ice Valves  a. One Valve Closed (MMEL 30-03-03A)	C	2	1	Y	N	<b>(M)(O)(DP)</b> One may be inoperative CLOSED provided airplane is not operated in known or forecast icing conditions.

### **(M) PROCEDURES**

- A. Deactivate the affected Engine Anti-Ice Valve CLOSED in accordance with AMM 30-00-00/901.
- B. Install a placard adjacent to the associated ENG ANTI-ICE switch to read: INOP LOCKED CLOSED.

### **(O) PROCEDURES**

- A. Do not operate flight into known or forecast icing conditions.

### **(DP) PROCEDURES**

- A. Do not dispatch flight into known or forecast icing conditions.

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(Continued)



## 737 NG Minimum Equipment List

Item 30-03-03.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 30		ICE AND RAIN PROTECTION					
30-03	Engine and Nose Cowl Anti-ice Valves  b. One Valve Open (MMEL 30-03-03B)	C	2	1	Y	N	(M)(O)(DP) One may be inoperative locked OPEN provided: a) Associated High Stage Valve is considered inoperative, b) Ambient temperature is below 100° F (38° C), c) A minimum of 60% N1 is maintained on associated engine during flight in icing conditions, and d) Appropriate performance adjustments are applied.

**(M) PROCEDURES**

- A. Placard the associated High Stage Bleed Air Modulating and Shutoff Valve inoperative in accordance with MEL Item 36-08.  
 B. Deactivate the affected Engine Anti-Ice Valve OPEN in accordance with AMM 30-00-00/901.  
 C. Install a placard adjacent to the associated ENG ANTI-ICE switch to read: INOP LOCKED OPEN.

**(O) PROCEDURES****• NOTE •**

*Dispatching with an engine and nose cowl anti-ice valve inoperative open will cause the associated COWL VALVE OPEN light to illuminate bright and the associated Thermal Anti-Ice (TAI) indication to illuminate amber.*

- A. Operate with the associated ENG ANTI-ICE switch in the OFF position.  
 B. Ambient temperature must be below 100° F (38° C) (departure, arrival and alternates).  
 C. Do not use autothrottles, ensure autothrottle switch is in off position..  
 D. Apply adjustments to N1 limits and performance limited weights. Observe maximum operating temperature restrictions. (Adjust, FMC-computed or performance manual, N1 limits as indicated below. This may create a permissible N1 difference of greater than 0.5% compared to FMC computed N1 limits.)  
 E. When setting the thrust manually for takeoff ensure TOGA is selected.  
 F. At departure/arrival temperatures greater than 50° F (10° C) reduce takeoff N1 (normally accomplished by Dispatch through TPAS but may be manually accomplished) and go-around thrust limits on both engines by 1.4% N1.  
 G. Reduce all other N1 thrust rating limits on both engines by 1.1% N1.  
 H. Inflight, maintain a minimum of 60% N1 on the associated engine in icing conditions.  
 I. During ground operations with the APU running, turn the engine bleed OFF whenever the associated engine is not running.  
 J. All performance limited weight adjustments are accomplished by Dispatch.  
 K. Land and Hold Short operations are not authorized.

**• NOTE •**

*Consider setting N1% limits manually, refer AOM> Supplementary Procedures> Engines> 3AA-3PX Setting N1 Bugs with No Operative FMC.*

(Continued)



## 737 NG Minimum Equipment List

Item 30-03-03.3

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 30	ICE AND RAIN PROTECTION

## (DP) PROCEDURES (Continued from MEL Item 30-03b)

- A. High Stage Valve inoperative. See MEL item 36-08.
- B. Ambient temperature must be below 100° F (38° C) (departure, arrival and alternates).
- C. Increase minimum takeoff fuel by 1.3% (FOS = 1.3 in JV; FKY = Automated) for all flights.
- D. Apply enroute weight penalty of 4000 lbs, (FOS = 40 in JV; FKY = Automated).
- E. Additionally, for flights dispatched in icing conditions increase minimum takeoff fuel as follows:
  - 1. For trip distances less than or equal to 1000 nautical miles, increase minimum takeoff fuel an additional 2.0% (FOS = 3.3 in JV; FKY = EFF CODE).
  - 2. For trip distances greater than 1000 nautical miles, increase minimum takeoff fuel an additional 1.0% (FOS = 2.3 in JV; FKY = EFF CODE).

## • NOTE •

*For trip distances greater than 1000 nautical miles, increase minimum takeoff fuel an additional 1.0%. Per Boeing; less fuel add is required for longer flights due to different climb / descent burn ratios. This additional fuel for dispatch into icing conditions is not cumulative with the same fuel requirement of MEL 36-08.*

- F. At departure temperatures 50° F (10° C) or below, base performance limited weights on engine anti-ice ON corrections using JRA entry or manually as follows:

Engine Anti-Ice ON Correction - lbs.		
Thrust Rating	Climb Limit	Runway Limit
22K	400	400
24K	500	500
26K	600	600
27K Bump	600	600

- G. At departure temperatures greater than 50° F (10° C), adjust takeoff weights by TPAS or manually as follows:
- H. At landing temperatures greater than 50° F (10° C), adjust landing weights manually as follows:

Weight Limit Reduction (x 1000 lbs.)	
Runway Limited Takeoff Weight	9.5
Climb Limited Takeoff Weight	9.5
Runway Limited Landing Weight	9.5
Climb Limited Landing Weight	9.5



## 737 NG Minimum Equipment List

Item 30-04.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 30				ICE AND RAIN PROTECTION			
30-04	Engine and Nose Cowl Anti-ice Valve Position Lights (COWL VALVE OPEN) or TAI Indications  a. Valve(s) Operative - Option 1 (MMEL 30-04-02)	C	4	0	N	Y	(M)(O) Any or all may be inoperative provided valve is verified to be operative before each departure.

**(M) or (O) PROCEDURES**

- A. At initial placarding and prior to each departure verify the associated Engine Anti-Ice Valve is operative as follows:
1. Start the associated engine and allow the parameters to stabilize at idle.
  2. Position both Engine 1 / Engine 2 BLEED and APU BLEED switches to OFF.
  3. Position both ENG ANTI-ICE switches to OFF.
  4. Allow the engine EGT to stabilize. Record the stabilized temperature.
  5. Position the associated ENG ANTI-ICE switch to ON.

**CAUTION**

LIMIT COWL TAI OPERATION TO 30 SECONDS MAXIMUM TO PREVENT HEAT DAMAGE TO NOSE COWL.

6. Allow the engine EGT to stabilize. Record the stabilized temperature.
  7. Position the associated ENG ANTI-ICE switch to OFF.
  8. Allow the engine EGT to stabilize. Record the stabilized temperature.
- B. Verify that the following changes in EGT temperature occurred:
1. Engine EGT increased a minimum of 15°C when the ENG ANTI-ICE switch was selected to the ON position.
  2. Engine EGT returned to the original idle temperature when the ENG ANTI-ICE switch was selected to the OFF position.
- C. Return the aircraft to its required configuration.
- D. Install INOP placard adjacent to the Captain's PFD.

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b. Valve(s) Operative - Option 2 (MMEL 30-04-03)	C	4	2	N	N	(M)(O) One valve position indication (either COWL VALVE OPEN light or TAI indication) for each engine may be inoperative provided other Valve Position Indication for that engine is operative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

(Continued)



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# 737 NG Minimum Equipment List

Item 30-04.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 30		ICE AND RAIN PROTECTION					
30-04	Engine and Nose Cowl Anti-ice Valve Position Lights (COWL VALVE OPEN) or TAI Indications  c. Valve(s) Inoperative (MMEL 30-04-04)	C	4	2	Y	N	(M)(DP) Two may be inoperative provided associated valve is considered inoperative.

#### (M) PROCEDURES

- A. Placard the associated Engine Anti-Ice Valve inoperative in accordance with MEL item 30-03a or 30-03b as appropriate.
- B. Install INOP placard adjacent to the Captain's PFD.

#### (DP) PROCEDURES

- A. Engine Anti-Ice Valve inoperative. See MEL item 30-03a or 30-03b as appropriate.

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# 737 NG Minimum Equipment List

Item 30-05-02.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 30				ICE AND RAIN PROTECTION		
30-05	Pitot / Static Probe Heaters  a. Left / Right Pitot Heaters (MMEL 30-05-02-01)	B	2	1	Y LMP	Y  <b>(M)(O)(DP)</b> Captain's or F/O's may be inoperative for Non-Night VMC provided: a) Auxiliary Pitot Heater is operative, b) Airplane is not operated in visible moisture, and c) Airplane is not operated in known or forecast icing conditions

#### **(M) or (O) PROCEDURES**

- A. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.
- B. Install INOP placard adjacent to the Captain's PFD.

#### **(O) PROCEDURES**

- A. Operate flight in Non-Night VMC only.
- B. Do not operate flight into known or forecast visible moisture.
- C. Do not operate flight into known or forecast icing conditions.

#### **(DP) PROCEDURES**

- A. Plan flight for Non-Night VMC only.
- B. Do not dispatch flight into known or forecast visible moisture.
- C. Do not dispatch flight into known or forecast icing conditions.
- D. LMP status is downgraded.

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b. Auxiliary Pitot Heater (Right Lower Probe) (MMEL 30-05-02-02)	B	1	0	Y	Y	<b>(M)(O)(DP)</b> May be inoperative provided: a) Both left and right Pitot Heaters are operative, and b) Airplane is not operated in known or forecast icing conditions.
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#### **(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

#### **(O) PROCEDURES**

- A. Do not operate flight into known or forecast icing conditions.

#### **(DP) PROCEDURES**

- A. Do not dispatch flight into known or forecast icing conditions.
-

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## 737 NG Minimum Equipment List

Item 30-06.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 30		ICE AND RAIN PROTECTION					
30-06	Vertical Stabilizer Pitot Heaters (Elevator Feel System) (MMEL 30-06)	B	2	1	Y	Y	(M)(O)(DP) One may be inoperative provided airplane is not operated in known or forecast icing conditions.

### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.

### (O) PROCEDURES

- Do not operate flight into known or forecast icing conditions.

### (DP) PROCEDURES

- Do not dispatch flight into known or forecast icing conditions.



## 737 NG Minimum Equipment List

Item 30-07.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 30		ICE AND RAIN PROTECTION				
30-07	Total Air Temperature Probe Heater (MMEL 30-07A)	C	1	0	Y	(M)(O)(DP) May be inoperative provided airplane is not operated in known or forecast icing conditions.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Do not operate flight into known or forecast icing conditions.

**(DP) PROCEDURES**

- A. Do not dispatch flight into known or forecast icing conditions.
-



## 737 NG Minimum Equipment List

Item 30-08.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 30	ICE AND RAIN PROTECTION

30-08	Angle of Attack Sensor Heater(s) / Stall Warning System Sensor Heater(s) / Alpha Vane Heater(s) (MMEL 30-08)	C	2	0	Y	Y	(M)(O)(DP) One or both may be inoperative provided airplane is not operated in known or forecast icing conditions.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Do not operate flight into known or forecast icing conditions.

**(DP) PROCEDURES**

- A. Do not dispatch flight into known or forecast icing conditions.
-



## 737 NG Minimum Equipment List

Item 30-09-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 30		ICE AND RAIN PROTECTION					
30-09	Pitot and Temperature Probe Heater (Amber) Lights  a. Pitot (MMEL 30-09-02-01)	B	5	0	Y	N	<b>(M)(O)(DP)</b> Any or all may be inoperative provided: a) Associated Heater Function is verified to be operative, and b) Airplane is not operated in known or forecast icing conditions.

**(M) PROCEDURES**

- A. At initial placarding and prior to each departure verify the Probe Heater is operative as follows:
1. Establish communication with a ground observer positioned at the associated pitot probe.
  2. Verify covers are removed from all air data probes and vanes.
  3. Supply external power to the airplane.
  4. Position the PROBE HEAT switch to ON.
  5. Verify that heat radiation can be detected from associated probe, indicating that the heater is functioning.

**CAUTION**

DO NOT PLACE HANDS ON PROBE. TEMPERATURES ARE HIGH ENOUGH TO CAUSE BURNS. DO NOT LEAVE HEATER ON LONGER THAN REQUIRED. HEATER LIFE MAY BE UNNECESSARILY SHORTENED.

6. Position the PROBE HEAT switch to AUTO position.
7. Return the aircraft to its required configuration.

**B. A Verification and Maintenance eAML entry signifying accomplishment is required prior to each departure until restoration is made.**

- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Do not operate flight into known or forecast icing conditions.  
**B. Ensure Maintenance eAML entry prior to departure.**

**(DP) PROCEDURES**

- A. Do not dispatch flight into known or forecast icing conditions.

(Continued)



## 737 NG Minimum Equipment List

Item 30-09-02.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 30		ICE AND RAIN PROTECTION				
30-09	Pitot and Temperature Probe Heater (Amber) Lights  b. Temperature - Option 1 (MMEL 30-09-02-02B)	C	1	0	N	(M)(O) May be inoperative provided associated Heater Function is verified to be operative before each departure.

**(M) PROCEDURES**

- A. At initial placarding and prior to each departure verify the Probe Heater is operative as follows:
1. Establish communication with a ground observer positioned at the associated pitot probe.
  2. Verify covers are removed from all air data probes and vanes.
  3. Supply external power to the airplane.
  4. Position the PROBE HEAT switch to ON.
  5. Press and hold the TAT test switch.
  6. Verify that heat radiation can be detected from associated probe, indicating that the heater is functioning.

**CAUTION**

DO NOT PLACE HANDS ON PROBE. TEMPERATURES ARE HIGH ENOUGH TO CAUSE BURNS. DO NOT LEAVE HEATER ON LONGER THAN REQUIRED. HEATER LIFE MAY BE UNNECESSARILY SHORTENED.

7. Release the TAT test switch and position the PROBE HEAT switch to AUTO position.  
 8. Return the aircraft to its required configuration.
- B. A Verification and Maintenance eAML entry signifying accomplishment is required prior to each departure until restoration is made.**  
 C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to departure.**

c. Temperature - Option 2 (MMEL 30-09-02-02C)	C	1	0	Y	Y	(M)(O)(DP) May be inoperative provided associated heater is inoperative.
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**(M) or (O) PROCEDURES**

- A. Placard the Total Air Temperature Probe Heater inoperative in accordance with MEL item 30-07.**  
 B. Install INOP placard adjacent to the Captain's PFD.

**(DP) PROCEDURES**

- A. Total Air Temperature Probe Heater inoperative. See MEL item 30-07.



# 737 NG Minimum Equipment List

Item 30-11.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 30				ICE AND RAIN PROTECTION		
30-10	Electrically Heated Windshields  a. No. 1 Window (MMEL 30-11-02)	C	2	1	Y LMP	N  <b>(M)(O)(DP)</b> One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Both No. 2 Window Heaters are operative c) Windshield De-Fog System is operative, and d) Airspeed is limited to 250 KIAS below 10,000 feet MSL. e) Associated switch remains OFF.

#### **(M) PROCEDURES**

- A. Accomplish an inspection of the affected windshield for damage (AMM 56-11-00-601). Dispatch with window damage that does not require replacement per the AMM is permitted.
- B. Install a placard above the Captain's PFD to read: L1 (R1) WINDOW HEAT INOP. MAX AIRSPEED 250 KIAS BELOW 10,000 FEET MSL.
- C. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.

#### **(O) PROCEDURES**

- A. Associated FWD WINDOW HEAT switch remains OFF.
- B. Limit airspeed to 250 KIAS or below when at or below 10,000 feet MSL.
- C. Do not operate flight into known or forecast icing conditions.

#### **• NOTE •**

*With No. 1 window heat inoperative, operate with the windshield air (pneumatic anti-fogging system) on when window heat is required.*

#### **(DP) PROCEDURES**

- A. Do not dispatch flight into known or forecast icing conditions.
- B. LMP status is downgraded.

(Continued)

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# 737 NG Minimum Equipment List

Item 30-11.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 30				ICE AND RAIN PROTECTION		
30-10	Electrically Heated Windshields  b. No.2 Windows (MMEL 30-11-03)	C	2	1	Y LMP	N  <b>(M)(O)(DP)</b> One may be inoperative provided: a) Both No. 1 Window Heaters are operative b) Windshield De-Fog System is operative, and c) Airspeed is limited to 250 KIAS below 10,000 feet MSL. d) Associated switch remains OFF.

#### **(M) PROCEDURES**

- A. Accomplish an inspection of the affected windshield for damage (AMM 56-12-11-601). Dispatch with window damage that does not require replacement per the AMM is permitted.
- B. Install a placard above the Captain's PFD to read: L2 (R2) WINDOW HEAT INOP. MAX AIRSPEED 250 KIAS BELOW 10,000 FEET MSL.
- C. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.

#### **(O) PROCEDURES**

- A. Associated SIDE WINDOW HEAT switch remains OFF.
- B. Limit airspeed to 250 KIAS or below when at or below 10,000 feet MSL.

#### **(DP) PROCEDURES**

- A. LMP status is downgraded.



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## 737 NG Minimum Equipment List

Item 30-12.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 30	ICE AND RAIN PROTECTION					
30-11 Windshield De-Fog System (MMEL 30-12)	C	1	0	N	Y	(M)(O) May be inoperative provided electrically heated windshields for No. 1 and No. 2 windows operate normally.

### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.



## 737 NG Minimum Equipment List

Item 30-13.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 30			ICE AND RAIN PROTECTION				
30-12	Windshield Wiper System a. Complete System (MMEL 30-13)	C	2	0	Y LMP	Y/N	(M)(O)(DP) One or both may be inoperative provided: a) Airplane is not operated in precipitation within 5 statute miles of airport of takeoff or intended landing and, b) Approach minimums do not require its use.

**(M) or (O) PROCEDURES**

- A. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.
- B. If the affected wiper blade obstructs forward vision, reposition using the **(M) PROCEDURE** below and Flight Crew placarding is not permitted.
- C. Install INOP placard adjacent to the Captain's PFD.

**(M) PROCEDURES**

- A. If the wiper blade obstructs forward vision, reposition the wiper arm assembly (AMM 30-42-31-201).

**• NOTE •**

*It is only necessary to put the wiper arm in the parked position and to apply the appropriate downward force on the wiper blade.  
The steps related to the sweep of the wiper arm are not necessary.*

**(O) PROCEDURES**

- A. Do not operate flight into known or forecast precipitation within 5 statute miles of the airport of takeoff or intended landing.

**(DP) PROCEDURES**

- A. Do not dispatch flight into known or forecast precipitation within 5 statute miles of the airport of takeoff or intended landing.
- B. LMP status is downgraded.

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b. Park Function (MMEL 30-13-01)	C	2	0	N	Y	(M)(O) One or both may be inoperative for all flight conditions provided blade(s) can be positioned in a location that will not obstruct forward vision.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

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c. Intermittent Speed Function (MMEL 30-13-01)	C	2	0	N	Y	(M)(O) One or both may be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

(Continued)



## 737 NG Minimum Equipment List

Item 30-13.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 30				ICE AND RAIN PROTECTION			
30-12	Windshield Wiper System d. Low Speed Function (MMEL 30-13-03)	C	2	0	N	Y	(M)(O) One or both may be inoperative provided associated High Speed Function(s) is operative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

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e. High Speed Function - One Inoperative (MMEL 30-13-04A)	C	2	1	Y LMP	Y	(M)(O)(DP) One may be inoperative provided associated Low Speed Function is operative.
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**(M) or (O) PROCEDURES**

- A. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.  
B. Install INOP placard adjacent to the Captain's PFD.

**(DP) PROCEDURES**

- A. LMP status is downgraded.

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f. High Speed Function - Both Inoperative (MMEL 30-13-04B)	C	2	0	Y LMP	Y	(M)(O)(DP) Both may be inoperative provided both Low Speed Functions are operative and rain intensity is less than moderate.
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**(M) or (O) PROCEDURES**

- A. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.  
B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Do not operate flight unless the rain intensity is less than moderate.

**(DP) PROCEDURES**

- A. Do not dispatch flight into known or forecast rain unless the intensity is less than moderate.  
B. LMP status is downgraded.



## 737 NG Minimum Equipment List

Item 30-17.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 30</b>	
<b>ICE AND RAIN PROTECTION</b>	

30-13	COWL ANTI-ICE Lights a. Option 1 (MMEL 30-17A)	C	2	1	Y	Y	(M)(O)(DP) One may be inoperative provided airplane is not operated in known or forecast icing conditions.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Do not operate flight into known or forecast icing conditions.

**(DP) PROCEDURES**

- A. Do not dispatch flight into known or forecast icing conditions.

b. Option 2 (MMEL 30-17B)	C	2	1	Y	N	(M)(DP) One may be inoperative provided associated (Engine) Cowl Anti-Ice Valve is locked OPEN.
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**(M) PROCEDURES**

- A. Placard the associated Engine and Nose Cowl Anti-Ice Valve inoperative in accordance with MEL item 30-03b.  
B. Install INOP placard adjacent to the Captain's PFD.

**(DP) PROCEDURES**

- A. Engine and Nose Cowl Anti-Ice Valve inoperative. See MEL item 30-03b.



## 737 NG Minimum Equipment List

Item 30-18.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 30		ICE AND RAIN PROTECTION				
30-14	Alpha Vane Heater Light Systems a. Option 1 (MMEL 30-18A)	C	2	0	N	(M)(O) One or both may be inoperative provided associated Heater Function is verified to be operative before each departure.

**(M) PROCEDURES**

- A. At initial placarding and prior to each departure verify the affected Heater is operative as follows:
1. Establish communication with a ground observer positioned at the associated alpha probe.
  2. Verify covers are removed from all air data probes and vanes.
  3. Supply external power to the airplane.
  4. Position the PROBE HEAT switch to ON.
  5. Verify that heat radiation can be detected from associated probe, indicating that the heater is functioning.

**CAUTION**

DO NOT PLACE HANDS ON PROBE. TEMPERATURES ARE HIGH ENOUGH TO CAUSE BURNS. DO NOT LEAVE HEATER ON LONGER THAN REQUIRED. HEATER LIFE MAY BE UNNECESSARILY SHORTENED.

6. Position the PROBE HEAT switch to OFF or AUTO position.
  7. Return the aircraft to its required configuration.
- B. A Verification and Maintenance eAML entry signifying accomplishment is required prior to each departure until restoration is made.
- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to departure.

b. Option 2 (MMEL 30-18B)	C	2	0	Y	Y	(M)(O)(DP) One or both may be inoperative provided associated heater is considered inoperative.
------------------------------	---	---	---	---	---	-------------------------------------------------------------------------------------------------

**(M) or (O) PROCEDURES**

- A. Placard the associated Alpha Vane Heater inoperative in accordance with MEL item 30-08.
- B. Install INOP placard adjacent to the Captain's PFD.

**(DP) PROCEDURES**

- A. Alpha Vane Heater inoperative. See MEL item 30-08.



## 737 NG Minimum Equipment List

Item 30-19.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 30		ICE AND RAIN PROTECTION				
30-15	Drain Mast Heaters (MMEL 30-19)	C	2	0	Y	N
						(M)(DP) One or both may be inoperative provided water supply to associated components is secured OFF.

**(M) PROCEDURES**

Reference Figure 1

- A. Placard the associated Galley Drain System inoperative in accordance with MEL item 38-03a.
- B. Placard the associated Lavatory Drain System inoperative in accordance with MEL item 38-03b.
- C. Deactivate the affected Drain Mast Heater(s) per **OPTION 1** or **OPTION 2** as follows:
  - 1. **OPTION 1.** Deactivate BOTH drain mast heaters.
    - a. Open and collar the DRAIN MAST HEATERS GND (E3) and AIR (E4) c-bs located on the P18 panel.
  - 2. **OPTION 2.** Deactivate the FORWARD or AFT drain mast heater.
    - a. Open and tag the DRAIN MAST HEATERS GND (E3) and AIR (E4) c-bs located on the P18 panel.
    - b. Gain access to the E2-2 shelf by opening the E&E access door, 117A.
    - c. Locate terminal block TB2201 on the E2-2 shelf. Deactivate the applicable drain mast heater by removing, capping and stowing the applicable wire from the terminal block.
      - i. For the forward heater remove, cap, and stow wire, 0243-20.
      - ii. For the aft heater remove, cap, and stow wire, 0244-20.
    - d. Close the access opened in Step C.2.b.
    - e. Remove tags and close the circuit breakers opened in Step C.2.a.
- D. Document in AML balancing entry if the circuit breakers were opened / collared or identify which wire was capped / stowed.
- E. Install INOP placard adjacent to the Captain's PFD.

**(DP) PROCEDURES**

- A. See DPM for company lavatory policy and confer with Captain.
- B. Notify Passenger Service to provide additional bottled water for Crew and passenger consumption.

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## 737 NG Minimum Equipment List

Figure 30.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 30	ICE AND RAIN PROTECTION

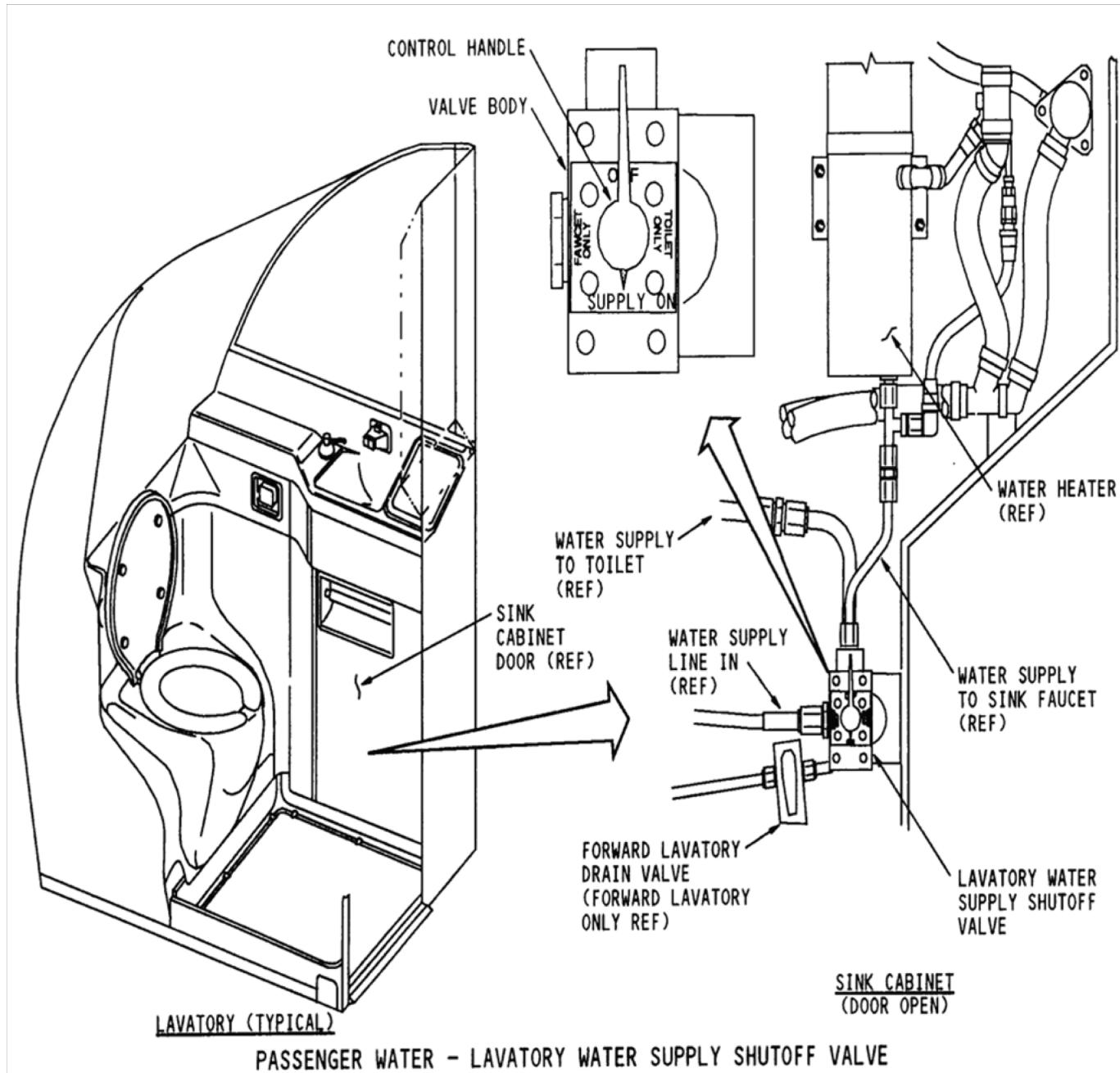


Figure 1  
Lavatory Water Supply Shutoff  
MEL item 30-15



# 737 NG Minimum Equipment List

TOC 31-1

SYSTEM 31

INSTRUMENTS

## SYSTEM 31 - Instruments

- 31-01 Clocks
- 31-02 Flight Data Recorder System (FDR)
- 31-03 Aircraft Conditioning Monitoring System (ACMS)
- 31-04 Common Display System (CDS)
- 31-05 Remote Light Sensor System
- 31-06 Speed Reference Selector
- 31-07 Takeoff Warn Test Switch
- 31-08 TAKEOFF CONFIG Light



## 737 NG Minimum Equipment List

Item 31-01.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 31				INSTRUMENTS		
31-01	Clocks	C	2	1	N	Y
	a. Complete System (MMEL 31-01)					(M)(O) One may be inoperative at either Captain or F/O station.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
- 

b. Automatic UTC Update Function (MMEL 31-01-01)	C	2	0	N	Y	(M)(O) May be inoperative provided Manual Mode is set and operative.
-----------------------------------------------------	---	---	---	---	---	----------------------------------------------------------------------

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES****• NOTE •**

*When UTC time/date information is not being received from GPS, dashes will be displayed in clock's UTC time/date display.*

## A. To set manual mode on clock:

1. Select Manual Mode (MAN) with the TIME/DATE push button on the clock.
  2. Manually set the correct time/date as required.
-



## 737 NG Minimum Equipment List

Item 31-02-01.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 31			INSTRUMENTS				
31-02	Flight Data Recorder System (FDR)  a. Complete System (MMEL 31-02-01B)	A	1	0	Y	Y/N	(M)(O)(DP) May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from MIA, LAX, ORD or DFW unless: • FDR failure occurs after pushback but prior to takeoff, or • FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until reaching MIA, LAX, ORD or DFW where repair must be accomplished prior to further dispatch, and d) Repairs are made within three flight days.

## (M) or (O) PROCEDURES

## • NOTE •

*Designated stations for the B737NG are MIA, LAX, ORD, and DFW*

A. At initial issue of the placard, if the aircraft is:

1. On the gate, departing from a designated station.
  - a. Flight Crew placarding is not permitted.
  - b. Maintenance must make a repair attempt. The repair attempt and Maintenance AML entry are required prior to departure.
  - c. If the repair attempt is unsuccessful, the aircraft may depart on a flight or series of flights until its next arrival at a designated station, where it must be repaired.
2. Off the gate, departing from a designated station.
  - a. Flight Crew placarding is permitted.
  - b. The aircraft may depart on a flight or series of flights until its next arrival at a designated station, where it must be repaired
3. On or off the gate, departing from other than a designated station.
  - a. Flight Crew placarding is permitted.
  - b. No repair attempt is required. The aircraft may depart on a flight or series of flights until its next arrival at a designated station.
  - c. Upon arrival at a designated station, Maintenance must make a repair attempt. **The repair attempt and Maintenance eAML entry are required prior to departure.**
  - d. If the repair is unsuccessful the aircraft may depart on a flight or series of flights until its next arrival at a designated station, where it must be repaired.

B. Install INOP placard adjacent to affected system's switch, gauge, indicator, etc.

## (O) PROCEDURES

A. Ensure Maintenance eAML entry prior to gate departure from MIA, LAX, ORD or DFW.

(Continued)



# 737 NG Minimum Equipment List

Item 31-02-01.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 31	INSTRUMENTS

## (DP) PROCEDURES (Continued from MEL 31-02a)

### • NOTE •

*Designated stations for the B737NG are MIA, LAX, ORD or DFW.*

- A. Flights dispatched with the Flight Data Recorder (FDR) system inoperative may only depart from a designated station one time.
  - B. Verify aircraft routing terminates at a maintenance station within THREE flight days of initial placard.
- 

b. FDR Recording Parameters Required By 14 CFR (MMEL 31-02-01-01)	A	-	-	N	N	(M) Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within 20 calendar days.
-------------------------------------------------------------------	---	---	---	---	---	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------

## (M) PROCEDURES

- A. The following procedure may be used to confirm whether or not DFDAU faults affect the mandatory function of the FDR:
  1. Position the FLIGHT RECORDER switch to the TEST position.
  2. If the flight recorder system OFF light extinguishes, the fault does not affect the mandatory function of the FDR.
  3. If the flight recorder system OFF light remains illuminated, the fault does affect the mandatory function of the FDR.
  4. Install a placard adjacent to the Captain's PFD to read: FDR RECORDING PARAM INOP.

### • NOTE •

*• A Listing of 14 CFR required parameters is maintained by the Engineering Service Center (ESC).*

- Aircraft 3AA thru 3BV record 34 required parameters per 14 CFR.*
  - Aircraft 3BW thru 3DL record 61 required parameters per 14 CFR.*
  - Aircraft 3DM thru 3PX record 91 required parameters per 14 CFR.*
- 

(Continued)

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# 737 NG Minimum Equipment List

Item 31-02-01.3

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 31		INSTRUMENTS				
31-02	Flight Data Recorder System (FDR)  c. FDR Recording Parameters Not Required By 14 CFR (MMEL 31-02-01-02)	A	-	0	N	(M) Any and all may be inoperative provided repairs are made prior to the completion of the next Heavy Maintenance Visit (HMV).

## (M) PROCEDURES

- A. The following procedure may be used to confirm whether or not DFDAU faults affect the mandatory function of the FDR.
  1. Position the FLIGHT RECORDER switch to the TEST position.
  2. If the flight recorder system OFF Light extinguishes, the fault does not affect the mandatory function of the FDR.
  3. If the flight recorder system OFF light remains illuminated, the fault does affect the mandatory function of the FDR.
  4. Install a placard adjacent to the Captain's PFD to read: FDR RECORDING PARAM INOP.

## • NOTE •

*A Listing of 14 CFR required parameters is maintained by the Engineering Service Center (ESC).*



## 737 NG Minimum Equipment List

Item 31-07.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 31	INSTRUMENTS

31-03 Aircraft Conditioning Monitoring System (ACMS)	D	1	0	N	N	(M)(O) May be inoperative.
a. Complete System (MMEL 31-07)						

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

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b. Quick Access Recorder (QAR) (STC ST03360CH)	D	1	0	N	N	(M)(O) May be inoperative.
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**EFFECTIVITY:**

- Post EO4621J002

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
-



## 737 NG Minimum Equipment List

Item 31-08.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 31</b>	<b>INSTRUMENTS</b>

31-04	Common Display System (CDS)  a. Display Unit (DU) - Lower (MMEL 31-08-01-01)	C	1	0	N	Y	<b>(M)(O)</b> May be inoperative provided: a) All remaining Display Units are operative, and b) It is checked that Engine Display can be switched to an alternate Display Unit.
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**(M) or (O) PROCEDURES**

- A. Open and collar the DISPLAY CTR LWR c-b (E-12) located on the P6-1 panel.  
B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Verify engine and hydraulic indications can be manually selected to either Captain's or First officers Inboard DU by selecting (CA or FO) Main Panel Selector DU to MFD.  
1. Toggle Center Forward Panel MFD - ENG Button to display Engine information on Inboard DU.  
2. Toggle Center Forward Panel MFD - SYS Button to display Hydraulic information on Inboard DU.

b. CDS MAINT PFD/ND Annunciation (MMEL 31-08-02-01)	B	-	0	N	Y	<b>(M)(O)</b> May be dispatched with faults indicated by CDS MAINT annunciation.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.



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## 737 NG Minimum Equipment List

Item 31-09.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 31	INSTRUMENTS					
31-05      Remote Light Sensor System (MMEL 31-09)	C	1	0	N	Y	(M)(O) May be inoperative provided all Manual Display Brightness Controls are operative.

### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.



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## 737 NG Minimum Equipment List

Item 31-10.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 31	INSTRUMENTS					
31-06 Speed Reference Selector (MMEL 31-10)	C	1	0	N	Y	(M)(O) May be inoperative provided speeds can be set using CDU.

### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.



# 737 NG Minimum Equipment List

Item 31-12.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 31</b>	<b>INSTRUMENTS</b>
31-07 Takeoff Warn Test Switch (STC ST11264DS)	C 1 0 N Y <b>(M)(O)</b> May be inoperative provided takeoff configuration warning system is verified to be operative before each flight.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: TAKEOFF WARN TEST SWITCH INOP.

**(O) PROCEDURES**

**WARNING**

**THE FLAPS MUST BE RETRACTED PRIOR TO TAKEOFF CONFIGURATION WARNING SYSTEM CHECK, IF NOT CONTACT MAINTENANCE**

- A. Prior to pushback on each flight ensure:
1. Both engines shutdown, Flaps retracted and Parking Brake set.
  2. Advance both Thrust Levers to the forward stop.
  3. Verify Illumination of both TAKEOFF CONFIG lights on CA & FO forward panels.
  4. Verify the Takeoff Warning horn sounds.
  5. Return both Thrust Levers to Closed position.
  6. Verify both TAKEOFF CONFIG lights on CA & FO forward panel extinguish.
  7. Verify the Takeoff Warning horn silent.



## 737 NG Minimum Equipment List

Item 31-14-03.1

NUMBER REQUIRED FOR DISPATCH				DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED				FLIGHT CREW PLACARDING			
REPAIR CATEGORY				REMARKS AND EXCEPTIONS			
SYSTEM 31				INSTRUMENTS			
31-08	TAKEOFF CONFIG Light (MMEL 31-14-03)	C	2	1	N	Y	<b>(M)(O)</b> May be inoperative provided: a) The associated CABIN ALTITUDE Warning Light is operative, and b) Flight Crew performs a briefing on Cabin Altitude Warning Indications and procedures before engine start for the first flight of the day or following any change of either Flight Crewmember.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Cabin altitude warning indications and procedures must be included in the Before Start Procedure in the takeoff briefing conducted by the Flight Crew. This briefing must include the following:
- B. Whenever the intermittent warning horn sounds in flight at an airplane flight altitude above 10,000 MSL:
1. Immediately don oxygen masks and set regulators to 100%.
  2. Establish Crew communications.
  3. Do the Cabin Altitude Warning or Rapid Depressurization non-normal checklist. Both pilots must verify on the overhead Cabin Altitude panel that the cabin altitude is stabilized below 10,000 feet before removing oxygen masks.
- C. Whenever the intermittent warning horn sounds on the ground, confirm the airplane is properly configured for takeoff.



# 737 NG Minimum Equipment List

TOC 32-1

SYSTEM 32	LANDING GEAR
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## SYSTEM 32 - Landing Gear

- 32-01 Anti-Skid System
- 32-02 Parking Brake Valve
- 32-03 Parking Brake Light
- 32-04 Automatic Brake System
- 32-05 Rudder Pedal Nose Wheel Steering System Rotary Actuator
- 32-06 Alternate Anti-Skid Valves
- 32-07 Nose Wheel Steering Switch
- 32-08 Hydraulic Brake Pressure Indication System
- 32-09 Gear Retraction Braking System
- 32-10 Landing Gear Selector Valve Bypass Module
- 32-11 Landing Gear Actuation System
- 32-12 Proximity Switch Electronics Unit (PSEU) System
- 32-13 Landing Gear Alternate Extension System
- 32-14 Main Landing Gear Uplock Springs
- 32-15 Landing Gear Frangible Fitting
- 32-16 Flap Landing Warning Switch (S138)



## 737 NG Minimum Equipment List

Item 32-02-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 32		LANDING GEAR				
32-01	Anti-Skid System (MMEL 32-02-02)	C	2	1	Y	N
	a. One Channel Inoperative					(M)(O)(DP) One channel may be inoperative provided: a) Associated Antiskid Channel is deactivated, and b) Operations are conducted in compliance with AFM.

**(M) or (O) PROCEDURES****• NOTE •**

The antiskid system has two channels; one for inboard (INBD) and one for outboard (OUTBD) wheel brakes. The other channel may be left on to provide antiskid protection for the INBD or OUTBD wheels. Any channel that is inoperative must be turned off to ensure full manual braking capability.

**(M) PROCEDURES****• NOTE •**

- If only one of the two antiskid channels is inoperative, the other channel may be left on to provide antiskid protection for the INBD or OUTBD wheels.
- Both antiskid channels may be deactivated without performing the maintenance BIT check. Use MEL item 32-01b.
- The ANTISKID INOP light will be illuminated

## A. Identify the faulty anti-skid channel as follows:

1. Gain access to the Antiskid / Autobrake Control Unit (AACU) in the E&E bay E1-3 shelf.
  2. Note all faults by pressing the PRESS / TEST - BIT switch to the BIT position until TEST END.
  3. Clear all faults by pushing RESET.
  4. Note existing faults by pressing the PRESS/TEST - BIT switch to the BIT position until TEST END.
- B. Open and collar the applicable LANDING GEAR ANTISKID INBD (E16) or ANTISKID OUTBD (E18) c-b located on the P6-3 panel.
- C. Install a placard adjacent to the ANTISKID INOP light to read: INBD (OUTBD) ANTISKID CHANNEL INOP.
- D. Install a placard adjacent to the AUTO BRAKE selector to read: AUTOBRAKE INOP - LEAVE OFF.

**(O) PROCEDURES****• NOTE •**

The ANTISKID INOP light will be illuminated.

- A. Takeoff runway must be dry and at least 7000 feet (usable).
- B. Turn autobrake system OFF.
- C. Payload may be affected due to takeoff and landing runway length requirements.
- D. Extend speed brakes manually since automatic extension system may not be operative with antiskid inoperative.
- E. Use 26k max takeoff thrust.
- F. Tailwind is not authorized for takeoff.
- G. Use Flaps 40 for landing.
- H. For Advisory landing distance calculation use either B737 iPad Land app. Non - Normal Anti Skid Inoperative, or QRH ANTI SKID INOP Tables.
- I. Do not use improved climb performance for takeoff.
- J. For rejected takeoff, close thrust levers and deploy speed brakes. Initiate wheel braking using very light pedal pressure and increase as ground speed decreases.
- K. Landing runway must be at least 9500 feet (usable) DRY or 11000 feet (usable) WET.
- L. No other MEL or CDL items may be placarded inoperative that contain takeoff or landing performance adjustments.
- M. Dispatch accomplishes all performance limited weight adjustments.

(Continued)



# 737 NG Minimum Equipment List

Item 32-02-02.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 32	LANDING GEAR

## (O) PROCEDURES (Continued from MEL Item 32-01a)

N. If the V-speeds have not been adjusted by Dispatch using TPAS, reduce V1 speed as specified in the following table:

• NOTE •

*Land and Hold Short operations are not authorized.*

RWY Length Feet	V1 Speed Reduction		
	Flaps 1	Flaps 5	Flaps 15
7000	24	22	20
8000	20	20	17
9000	19	18	15
10,000	17	16	15
11,000	15	14	15
12,000	13	14	15
13,000	12	14	15
14,000	12	14	15

Apply V1 reduction per steps below:

1. Determine V1 for max power (TPS or AOM> Takeoff> Performance> Takeoff Data) for actual weight.
2. Apply V1 reduction from table.
3. If V1 is equal to or greater than VMCG listed in AOM> Takeoff> Performance> Takeoff Data, no further adjustments are required.
4. If V1 is less than VMCG, use V1 equal to VMCG.

(Continued)



## 737 NG Minimum Equipment List

Item 32-02-02.3

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 32	LANDING GEAR

## (DP) PROCEDURES (Continued from MEL Item 32-01a)

- A. Takeoff runway must be DRY and at least 7000 feet (usable).  
 B. Plan 26K Thrust rating (JRR entry).  
 C. Plan MAX power TPS (TPAS or manually 'D' MTOW).  
 D. Plan MLWT based on landing flaps 40.  
 E. Improved Performance is Not Authorized for takeoff.  
 F. Landing runway(s) must be at least 9500 feet (usable) DRY or 11000 feet (usable) WET.  
 G. No other MEL or CDL items may be placarded inoperative that contain takeoff or landing performance adjustments.  
 H. Tailwind is Not Authorized for takeoff.  
 I. Adjust runway limited takeoff weight by TPAS or manually as follows:

Weight Limited Reduction (x1000 lbs)			
RWY Length Feet	Runway Limited Takeoff Weight Flaps 1	Flaps 5	Flaps 15
7000	17.2	17.6	18.4
8000	17.0	17.3	18.0
9000	16.6	17.0	17.7
10,000	16.4	16.6	17.3
11,000	15.5	15.8	16.6
12,000	14.6	14.6	15.6
13,000	13.6	13.6	14.8
14,000	12.8	13.0	14.3

(Continued)



# 737 NG Minimum Equipment List

Item 32-02-02.4

NUMBER REQUIRED FOR DISPATCH				DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED				FLIGHT CREW PLACARDING			
REPAIR CATEGORY				REMARKS AND EXCEPTIONS			
<b>SYSTEM 32</b>				<b>LANDING GEAR</b>			

**(DP) PROCEDURES (Continued from MEL Item 32-01a)**

J. Reduce Runway Limited Landing Weight as specified in the following table:

**Runway Limited Landing Weight Reduction (x1000)**

**(Valid for Flaps 40 Only)**

RWY Length (feet)	Pressure Altitude (feet)															
	Sea Level		1000		2000		3000		4000		5000		6000			
	Dry	Wet	Dry	Wet	Dry	Wet	Dry	Wet	Dry	Wet	Dry	Wet	Dry	Wet	Dry	Wet
9000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9500	51.0	N/A	50.6	N/A	50.4	N/A	49.3	N/A	48.4	N/A	47.0	N/A	45.5	N/A	N/A	N/A
10,000	43.0	N/A	42.8	N/A	42.7	N/A	41.9	N/A	41.2	N/A	39.9	N/A	38.6	N/A	N/A	N/A
10,500	34.9	N/A	35.0	N/A	35.1	N/A	34.5	N/A	33.9	N/A	32.8	N/A	31.8	N/A	N/A	N/A
11,000	25.8	50.0	26.6	49.5	27.5	49.4	27.1	48.4	26.7	47.5	25.8	46.0	24.9	44.6	N/A	N/A
11,500	16.7	43.0	17.7	42.7	19.0	42.7	19.4	41.9	19.5	41.1	18.8	39.9	18.1	38.6	N/A	N/A
12,000	7.5	36.1	8.8	36.0	10.3	36.1	11.0	35.5	11.7	34.9	11.8	33.8	11.3	32.6	N/A	N/A
12,500	0.0	28.2	0.0	28.9	1.5	29.5	2.5	29.0	3.5	28.6	3.9	27.7	4.1	26.7	N/A	N/A
13,000	0.0	20.3	0.0	21.2	0.0	22.3	0.0	22.6	0.0	22.3	0.0	21.6	0.0	20.8	N/A	N/A
13,500	0.0	12.3	0.0	13.5	0.0	14.8	0.0	15.4	0.0	15.9	0.0	15.5	0.0	14.8	N/A	N/A
14,000	0.0	4.2	0.0	5.6	0.0	7.2	0.0	8.1	0.0	8.8	0.0	9.0	0.0	8.9	N/A	N/A
14,500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	1.7	0.0	2.1	0.0	2.4	N/A	N/A
15,000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	N/A	N/A
15,500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	N/A	N/A
16,000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	N/A	N/A

**• NOTE •**

- For aircraft equipped with Short Field Package (738R), subtract 8,000 lbs from any reduction number shown above in the Runway Limited Landing Weight reduction chart.

(Continued)



## 737 NG Minimum Equipment List

Item 32-02-02.5

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 32				LANDING GEAR			
32-01	Anti-Skid System b. Both Channels	C	2	0	Y LMP	N	(M)(O)(DP) Both channels may be inoperative provided: a) Both Antiskid Channels are deactivated, and b) Operations are conducted in compliance with AFM.

**(M) PROCEDURES**

- A. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.
- B. Open and collar the LANDING GEAR ANTISKID INBD (E16) and ANTISKID OUTBD (E18) c-bs located on the P6-3 panel.

**• NOTE •**

*The ANTISKID INOP light will be illuminated.*

- C. Install a placard adjacent to the ANTISKID INOP light to read: BOTH ANTISKID CHANNELS INOP.
- D. Install a placard adjacent to the AUTO BRAKE selector to read: AUTOBRAKE INOP - LEAVE OFF.
- E. Install a placard adjacent to SPEED BRAKE DO NOT ARM light to read: AUTO SPEEDBRAKE INOP.

**(O) PROCEDURES****• NOTE •**

*The ANTISKID INOP light will be illuminated.*

*Both channels must be turned off to ensure full manual braking capability.*

- A. Do not operate flight out of the 48 contiguous states. If outside the 48 contiguous states enroute operations and return are authorized.
- B. Takeoff runway must be dry and at least 7000 feet (usable).
- C. Turn Autobrake System OFF.
- D. Payload may be affected due to takeoff and landing runway length requirements.
- E. Extend speed brakes manually.
- F. Use 26k max takeoff thrust.
- G. Tailwind is not authorized for takeoff.
- H. Use Flaps 40 for landing.
- I. For Advisory landing distance calculation use either B737 iPad Land app. Non - Normal Anti Skid Inoperative, or QRH ANTI SKID INOP Tables.
- J. Do not use improved climb performance for takeoff.
- K. For rejected takeoff, close thrust levers and deploy speed brakes. Initiate wheel braking using very light pedal pressure and increase as ground speed decreases.
- L. Landing runway must be at least 9500 feet (usable) DRY or 11000 feet (usable) WET.
- M. No other MEL or CDL items may be placarded inoperative that contain takeoff or landing performance adjustments.
- N. Landing Review Procedure:
  1. Use minimum braking consistent with runway length and conditions to reduce the possibility of a tire blowout.
  2. DO NOT apply the brakes until the nose wheel is on the ground and the speed brakes have been manually deployed.
  3. Brake initially using light steady pedal pressure. Increase pressure as ground speed decreases. DO NOT pump the brakes.
- O. Dispatch accomplishes all performance limited weight adjustments.

(Continued)



## 737 NG Minimum Equipment List

Item 32-02-02.6

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 32	LANDING GEAR

## (O) PROCEDURES (Continued from MEL Item 32-01b)

- P. If the V-speeds have not been adjusted by Dispatch using TPAS, reduce V1 speed as specified in the following table:

## • NOTE •

*Land and Hold Short operations are not authorized.*

RWY Length Feet	V1 Speed Reduction		
	Flaps 1	Flaps 5	Flaps 15
7000	24	22	20
8000	20	20	17
9000	19	18	15
10,000	17	16	15
11,000	15	14	15
12,000	13	14	15
13,000	12	14	15
14,000	12	14	15

Apply V1 reduction per steps below:

1. Determine V1 for max power (TPS or AOM> Takeoff> Performance> Takeoff Data) for actual weight.
2. Apply V1 reduction from table.
3. If V1 is equal to or greater than VMCG listed in AOM> Takeoff> Performance> Takeoff Data, no further adjustments are required.
4. If V1 is less than VMCG, use V1 equal to VMCG.

(Continued)



## 737 NG Minimum Equipment List

Item 32-02-02.7

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 32	LANDING GEAR

## (DP) PROCEDURES (Continued from MEL Item 32-01b)

- A. Do not dispatch flight out of the 48 contiguous states. If outside the 48 contiguous states enroute operations and return are authorized.
- B. Takeoff runway must be DRY and at least 7000 feet (usable).
- C. Plan 26K Thrust rating (JRR entry).
- D. Plan MAX power TPS (TPAS or manually 'D' MTOW).
- E. Plan MLWT based on landing flaps 40.
- F. Improved Performance is Not Authorized for takeoff.
- G. Landing runway(s) must be at least 9500 feet (usable) DRY or 11000 feet (usable) WET.
- H. No other MEL or CDL items may be placarded inoperative that contain takeoff or landing performance adjustments.
- I. Tailwind is Not Authorized for takeoff.
- J. LMP status is downgraded.
- K. Adjust runway limited takeoff weight by TPAS or manually as follows:

Weight Limited Reduction (x1000 lbs)			
RWY Length Feet	Runway Limited Takeoff Weight Flaps 1	Flaps 5	Flaps 15
7000	17.2	17.6	18.4
8000	17.0	17.3	18.0
9000	16.6	17.0	17.7
10,000	16.4	16.6	17.3
11,000	15.5	15.8	16.6
12,000	14.6	14.6	15.6
13,000	13.6	13.6	14.8
14,000	12.8	13.0	14.3

(Continued)

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# 737 NG Minimum Equipment List

Item 32-02-02.8

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 32	LANDING GEAR

**(DP) PROCEDURES (Continued from MEL Item 32-01b)**

L. Reduce Runway Limited Landing Weight as specified in the following table:

**Runway Limited Landing Weight Reduction (x1000)**

**(Valid for Flaps 40 Only)**

RWY Length (feet)	Pressure Altitude (feet)													
	Sea Level		1000		2000		3000		4000		5000		6000	
	Dry	Wet	Dry	Wet	Dry	Wet	Dry	Wet	Dry	Wet	Dry	Wet	Dry	Wet
9000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9500	51.0	N/A	50.6	N/A	50.4	N/A	49.3	N/A	48.4	N/A	47.0	N/A	45.5	N/A
10,000	43.0	N/A	42.8	N/A	42.7	N/A	41.9	N/A	41.2	N/A	39.9	N/A	38.6	N/A
10,500	34.9	N/A	35.0	N/A	35.1	N/A	34.5	N/A	33.9	N/A	32.8	N/A	31.8	N/A
11,000	25.8	50.0	26.6	49.5	27.5	49.4	27.1	48.4	26.7	47.5	25.8	46.0	24.9	44.6
11,500	16.7	43.0	17.7	42.7	19.0	42.7	19.4	41.9	19.5	41.1	18.8	39.9	18.1	38.6
12,000	7.5	36.1	8.8	36.0	10.3	36.1	11.0	35.5	11.7	34.9	11.8	33.8	11.3	32.6
12,500	0.0	28.2	0.0	28.9	1.5	29.5	2.5	29.0	3.5	28.6	3.9	27.7	4.1	26.7
13,000	0.0	20.3	0.0	21.2	0.0	22.3	0.0	22.6	0.0	22.3	0.0	21.6	0.0	20.8
13,500	0.0	12.3	0.0	13.5	0.0	14.8	0.0	15.4	0.0	15.9	0.0	15.5	0.0	14.8
14,000	0.0	4.2	0.0	5.6	0.0	7.2	0.0	8.1	0.0	8.8	0.0	9.0	0.0	8.9
14,500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	1.7	0.0	2.1	0.0	2.4
15,000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15,500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16,000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**• NOTE •**

• For aircraft equipped with Short Field Package (738R), subtract 8,000 lbs from any reduction number shown above in the Runway Limited Landing Weight reduction chart.



## 737 NG Minimum Equipment List

Item 32-03-03.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 32		LANDING GEAR				
32-02	Parking Brake Valve (MMEL 32-03)	C	1	0	Y	N
						(M)(O)(DP) May be inoperative provided: a) Antiskid System is deactivated, and b) Operations comply with AFM antiskid inoperative decrements.

**(M) PROCEDURES**

Reference Figure 1

- A. Placard both Antiskid Channels inoperative in accordance with MEL item 32-01b.
- B. Placard the Auto Brake System inoperative in accordance with MEL item 32-04.
- C. Deactivate the Parking Brake Valve CLOSED as follows:
  1. Install the landing gear ground lock pins and chock the wheels.
  2. Supply electrical power to the aircraft.
  3. Release parking brake.
  4. Open and tag the LANDING GEAR PARKING BRAKE c-b (B16) located on the P6-3 panel.
  5. Gain access to the parking brake valve and disconnect and stow electrical connector at the valve.
  6. Manually position override lever on the valve to the fully closed (POS 2) position.
  7. Remove tag and close the circuit breaker opened in Step C.4.
  8. With the parking brake released and antiskid deactivated, verify that the ANTISKID INOP light is illuminated.
  9. Set the parking brake.
  10. Position AUTO BRAKE selector to OFF position.
  11. Remove landing gear ground lock pins.
- D. Install the placards as follows:
  1. Adjacent to the Parking Brake Warning Light to read: LIGHT INOP.
  2. Adjacent to the PARKING BRAKE Lever to read: PARK BRK VLV CLOSED.

**(O) PROCEDURES****• NOTE •***The parking brake is operative with the parking brake valve inoperative closed.***(DP) PROCEDURES**

- A. Both Antiskid Channels inoperative. See MEL item 32-01b.
- B. Auto Brake System inoperative. See MEL item 32-04.



## 737 NG Minimum Equipment List

Item 32-04-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 32		LANDING GEAR				
32-03	Parking Brake Light (MMEL 32-04-02)	C	1	0	N	(M) May be inoperative provided Parking Brake Shutoff Valve is verified operative.

**(M) PROCEDURES**

Reference Figure 1

A. Check operation of the Parking Brake Valve as follows:

1. Install the landing gear ground lock pins.
2. Check that aircraft is properly chocked.
3. Supply electrical power to the aircraft.
4. Set the parking brake and verify that the parking brake shutoff valve located on the wheel well aft bulkhead moves to the closed position (POS 2) when the parking brakes are set.
5. Release the parking brake and verify the parking brake shutoff valve moves to the open position (POS 1) when the parking brakes are released.

**• NOTE •***The ANTSKID INOP light may illuminate when the parking brake is set. Verify the light extinguishes when the parking brake is released.**If the ANTSKID INOP light does not extinguish, use MEL item 32-01b.*

6. Set the parking brake.
  7. Remove landing gear ground lock pins.
- B. Install INOP placard adjacent to the Captain's PFD.
-



## 737 NG Minimum Equipment List

Item 32-07.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 32				LANDING GEAR		
32-04	Automatic Brake System (MMEL 32-07)	C	1	0	Y	Y/N
(M) PROCEDURES						

## Reference Figure 2

## • NOTE •

- If AUTO BRAKE DISARM light extinguishes with AUTO BRAKE selector in OFF, dispatch is allowed with the AUTO BRAKE selector in the OFF position without any further deactivation.
- If the AUTO BRAKE DISARM light illuminates with AUTO BRAKE selector in the OFF position proceed with Step A.

- A. Depressurize Hydraulic System B.
- B. Open and tag the LANDING GEAR AUTOBRAKE BITE CONT 1 and 2 c-bs (A16 and A18) located on the P6-3 panel.
- C. On the right main wheel well ceiling, locate the Auto Brake Valve Module V122 and deactivate the system per **OPTION 1** or **OPTION 2** as follows:
  1. **OPTION 1.** Auto brake valve module removed.
    - a. Disconnect, cap and stow electrical connectors from auto brake valve module.
    - b. Remove the auto brake valve module and cap the supply pressure line.
    - c. Connect the brake pressure line and the return line with a 3/8 inch section of tubing or flexible hose (prevents hydraulically locking the brake shuttle valves in the brakes off position).
  2. **OPTION 2.** Auto brake valve module installed.
    - a. Disconnect, cap and stow electrical connectors from auto brake valve module.
    - b. Remove and cap the supply pressure line from the module.
    - c. Cap the supply pressure port on the module.
- D. Remove tags and close the circuit breakers opened in Step B.
- E. Pressurize hydraulic systems and check auto brake valve module for leaks.
- F. Install INOP placard adjacent to the Captain's PFD.

## (O) PROCEDURES

- A. Do not operate flight out of the 48 contiguous states to BOG. If outside the 48 contiguous states enroute operations and return are authorized.

## (DP) PROCEDURES

- A. Do not dispatch flight out of the 48 contiguous states to BOG. If outside the 48 contiguous states enroute operations and return are authorized.



## 737 NG Minimum Equipment List

Item 32-08-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 32		LANDING GEAR					
32-05	Rudder Pedal Nose Wheel Steering System Rotary Actuator (MMEL 32-08-01)	C	1	0	Y	N	<b>(M)(O)(DP)</b> May be inoperative deactivated in disengage position provided: a) Operation of associated systems are not affected, and b) All takeoffs and landings are made by Captain.

**(M) or (O) PROCEDURES****• NOTE •**

*Dispatch is only allowed with the rudder pedal nose wheel steering not operating (electrical rotary actuator inoperative in the disengage position).  
The rotary actuator cannot be manually positioned.*

**(M) PROCEDURES**

- Deactivate the Rudder Pedal Nose Wheel Steering System as follows:
  - Install the landing gear ground lock pins.
  - Open and tag the WEATHER RADAR RT c-b (D13) located on the P6-1 panel.
  - Open and tag the LANDING GEAR TAKEOFF WARNING CUTOFF c-b (C18) located on the P6-3 panel.
  - Open and tag the AIR CONDITIONING DOOR AREA HEAT CONT (E11), HEATERS ALPHA VANE LEFT and RIGHT (C3 and D3), and HEATERS DRAIN MAST AIR (E4) c-bs located on the P18-3 panel.
  - Open and tag the DOOR AREA HTR FWD (A16 or D9) and AFT (A14 or D7) c-bs located on the P91 panel.
  - Verify sure all flight controls and engine thrust reversers are clear of personnel.
- Put aircraft in AIR MODE (AMM 32-09-00-201) and wait at least 5 seconds.
- Open and collar the LANDING GEAR NOSE GEAR STEER c-b (D17) located on the P6-3 Panel.
- Put aircraft in GROUND MODE (AMM 32-09-00-201).
- Verify that the rudder pedal steering rotary actuator is disengaged.
  - Remove tags and close the circuit breakers opened in Steps A.2, A.3, A.4 and A.5.
  - Remove and stow NLG and MLG gear pins.
  - Operate the rudder pedal steering and verify that the nose gear does not turn.
  - Operate the rudder pedals and verify that the rudder is operative.
  - Operate the tiller and verify that the nose gear steering is operative.
- Install a placard adjacent to the Captain's PFD to read: RUDDER PEDAL STEERING INOP.

**(O) PROCEDURES**

- Departure, destination and alternate runways must be DRY.
- Captain makes all takeoffs and landings using the following procedures:

**• NOTE •**

*Pilots must use caution when using the nose wheel steering tiller (wheel) above 20 knots to avoid over-controlling the nose wheels resulting in possible loss of directional control.*

- Takeoff:
  - The Captain should steer the airplane by manipulating the steering wheel control until the rudder becomes effective between 40 and 60 kts. The F/O should assist by keeping the wings level and applying a light forward pressure on the control column until the tiller is no longer required for steering.
- Landing:
  - The Captain should use the rudder and steering wheel control as required during the landing roll. The F/O should assist by keeping the wings level and a forward pressure on the control column.

**(DP) PROCEDURES**

- Departure, destination and alternate runways must be DRY.



## 737 NG Minimum Equipment List

Item 32-10.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 32		LANDING GEAR				
32-06	Alternate Anti-Skid Valves (MMEL 32-10)	C	2	0	N	(M) One or both may be inoperative provided manual braking capability of alternate brake system is verified on associated wheels.

**(M) PROCEDURES**

- A. Verify manual braking is available with the Alternate Brake System as follows:
  - 1. Install the landing gear ground lock pins
  - 2. Provide electrical power to the aircraft.
  - 3. Verify the aircraft is properly chocked.
  - 4. Verify the LANDING GEAR ANTISKID INBD (E16) and ANTISKID OUTBD (E18) c-bs located on the P6-3 panel are closed.
  - 5. Depressurize Hydraulic System B.
  - 6. Pressurize Hydraulic System A using the electric pump.
  - 7. Depress and release brake pedals several times observing the brake wear indicator pins for movement to ensure that all brakes are operative. If all brakes are operative proceed to Step A.11.
  - 8. If all brakes do not operate open and collar the LANDING GEAR ANTISKID INBD (E16) and ANTISKID OUTBD (E18) c-bs located on the P6-3 panel.
  - 9. Depress and release brake pedals several times observing brake the wear indicator pins for movement to ensure that all brakes are operative. **If brakes are operative, placard both Antiskid Channels inoperative in accordance with MEL item 32-01b.**
  - 10. If one or more brakes are not operative dispatch is not permitted.
  - 11. Remove landing gear ground lock pins.
  - 12. Return the aircraft to its required configuration.
- B. Install a placard adjacent to the ANTISKID INOP light to read: ALT ANTISKID VALVE INOP.



## 737 NG Minimum Equipment List

Item 32-12.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 32</b>	<b>LANDING GEAR</b>
32-07      Nose Wheel Steering Switch (MMEL 32-12)	C      1      0      N      N <b>(M)(O)</b> May be inoperative provided: a) Nose Wheel Steering is powered by Hydraulic System A, and b) Landing Gear Transfer Valve is verified to be operative.

**(M) PROCEDURES**

Reference Figure 3

A. Verify operation of the Landing Gear Transfer Valve as follows:

1. Install the landing gear ground lock pins.
2. Accomplish operational test of landing gear transfer valve (AMM 32-31-71-401).
3. Accomplish PSEU BITE check (AMM 32-09-10-501).
4. Remove the landing gear ground lock pins.

B. Position the NOSE WHEEL STEERING switch to NORM.

C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

A. Nose wheel steering switch remains in NORM position.

**• NOTE •***Nose wheel steering will not be available if hydraulic system A power is lost.*



# 737 NG Minimum Equipment List

Item 32-13-02.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 32				LANDING GEAR		
32-08	Hydraulic Brake Pressure Indication System  a. Wheel Well Brake Accumulator Gage (MMEL 32-13-02-01)	C	1	0	N	Y
<b>(M) or (O) PROCEDURES</b>						
A. Install INOP placard adjacent to the Captain's PFD.						
<hr/>						
b. Flight Deck HYD BRAKE PRESS Indicator System (MMEL 32-13-02-02)						
C 1 0 N N <b>(M)(O)</b> May be inoperative provided Brake Accumulator charge is verified normal once each flight day.						

#### **(M) PROCEDURES**

- A. Verify Brake Accumulator Pressure pre-charge and gage is operative as follows:
  1. Chock wheels and release parking brakes.
  2. Depressurize hydraulic systems A and B.
  3. Apply and release brakes approximately 10 times, waiting at least 3 seconds between applications.
  4. Check that associated brake accumulator pre-charge pressure is within limits.
  5. Pressurize hydraulic systems A and B and verify that associated wheel well brake accumulator reads approximately 3000 psi.
  6. Set parking brakes.
  7. Depressurize Hydraulic Systems A and B.
- B. **A Verification and Maintenance eAML entry signifying accomplishment is required prior to first flight of each day until restoration is made.**
- C. Install INOP placard adjacent to the Captain's PFD.

#### **(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to departure.



## 737 NG Minimum Equipment List

Item 32-14.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 32			LANDING GEAR				
32-09	Gear Retraction Braking System (MMEL 32-14)	C	1	0	Y	Y	(M)(O)(DP) May be inoperative provided: a) After takeoff, landing gear remains extended for two minutes before retraction, and b) Takeoff performance is based on landing gear extended.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the LANDING GEAR handle to read: RETRACT BRAKING INOP. REFER TO MEL ITEM 32-09 FOR FLIGHT CREW LANDING GEAR PROCEDURE.

**(O) PROCEDURES**

- A. Dispatch accomplishes all performance limited weight adjustments.  
B. Use only Flaps 1, 5 and 15 only for takeoff.  
C. After takeoff, leave the landing gear extended for a minimum of two minutes to allow the wheels to spin down prior to gear retraction. However, in case of engine failure, performance is the prime consideration and gear may be retracted.

**(DP) PROCEDURES**

- A. Adjust takeoff weights by TPAS or manually as follows:

Weight Limit Reduction (x 1000 lbs)			
	Flaps 1	Flaps 5	Flaps 15
Runway Limited Takeoff Weight	31.6	26.1	18.5
Climb Limited Takeoff Weight	31.6	26.1	18.5



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## 737 NG Minimum Equipment List

Item 32-15.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 32	LANDING GEAR					
32-10      Landing Gear Selector Valve Bypass Module (MMEL 32-15)	-	1	1	-	-	This item must be operative for dispatch.



## 737 NG Minimum Equipment List

Item 32-16.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 32		LANDING GEAR					
32-11	Landing Gear Actuation System (MMEL 32-16)	B	1	0	Y	N	<b>(M)(O)(DP)</b> May be inoperative provided: a) Inoperative components are secured by an accepted procedure. b) Landing gear is secured in down position. c) Airplane is dispatched in accordance with AFM Gear Extended Appendix.

**(M) PROCEDURES**

- A. Secure the landing gear in the down position (AMM 32-00-00/901).
  - 1. Install landing gear downlock pins (AMM 32-00-01/201).
  - 2. (If installed) Re-program airspeed indicator and airspeed warnings (VMO/MMO) for landing gear extended by placing the Alternate Gear Down Dispatch switch located in the main equipment center to the ALTN position.
- B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. See Performance Manual B737 - EMERG / ABNRML - NG Gear Down Operations.
- B. Landing Gear Handle must remain in down position at all times.
- C. Use only Flaps 1, 5 and 15 only for takeoff.
- D. Observe the following Landing Gear Extended certificate limitations and operational limits.
  - 1. Maximum 270 KIAS/.73 Mach. (In the event of an emergency descent, use these speeds.)
  - 2. Severe Turbulent Air Penetration Speed is VREF 40 + 70 KIAS.
- E. Enter ONLY aircraft zero fuel weight (ZFW) on the PERF INIT page of the CDU.
  - 1. This allows the FMCS takeoff and approach speed schedules to be generated.
  - 2. The flap maneuver speed and VREF speed bugs will be available for display on the primary flight display speed tape.
  - 3. It eliminates erroneous displays such as enroute speed schedules, non-conservative fuel burn, thrust limited maximum altitude, and overly shallow descent path generated by the FMCS.
  - 4. Do not use VNAV.

**• NOTE •**

*Omitting the cost index and cruise altitude entries on the PERF INIT page will render VNAV function unavailable during flight.*

*As a result, the following information will not be provided:*

- VNAV guidance and speed schedules
- Trip Fuel and ETA predictions
- Optimum and maximum altitude data
- Step Climb and TOD predictions
- VNAV descent glide path

- F. Except for VNAV, normal autopilot, autothrottle and LNAV modes will be available for use during flight.
- G. Flap retraction speed schedule remains unchanged except for Final Segment Climb Speed (VREF 40 + 55 KIAS).
- H. RVSM Operations NOT authorized with landing gear extended (FL 290-FL410).
- I. Remain within 50 nm from land.

(Continued)



## 737 NG Minimum Equipment List

Item 32-16.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 32	LANDING GEAR

**(DP) PROCEDURES (Continued from MEL Item 32-11)**

- A. See Performance Manual B737 - EMERG / ABNRML - NG Gear Down Operations.
- B. Do not dispatch flight into known or forecast icing conditions.
- C. Do not dispatch based on the VNAV approach minimums of an RNAV approach.
- D. Plan flight to remain within 50 nm from land.
- E. Do not dispatch into RVSM airspace (FL290 - 410).
- F. Nav code W must be removed.
- G. Flight plan airspeed must be at or below .73M (FOS = 73 in JV; FKY = Automated).
- H. Lock T.O. (primary) Thrust Rating (JRR entry)
- I. Compute flight plan fuel requirements as shown in the following table:

Flight Plan Fuel Requirements
Refer to Performance Manual B737 - EMERG / ABNRML - NG Gear Down Operations.

- J. Adjust takeoff weights by TPAS or manually as shown in following table:

Takeoff Requirements
Refer to Gear Down Manual - 737 NG

- K. Adjust landing weights manually as shown in following table:

Landing Limit Restriction
Refer to Gear Down Manual - 737 NG



## 737 NG Minimum Equipment List

Item 32-17.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 32				LANDING GEAR		
32-12	Proximity Switch Electronics Unit (PSEU) System  a. PSEU Light (MMEL 32-17-02)	C	1	0	N	(M)(O) May be inoperative provided PSEU is checked for faults before each departure.

**(M) PROCEDURES**

- A. At initial placarding install a placard adjacent to the PSEU light to read: PSEU LIGHT INOP.
- B. At initial placarding and prior to each departure accomplish the PSEU BITE as follows:
  1. Gain access to the PSEU by opening the forward access door, 112A.
  2. Power up the PSEU BITE control panel by pressing the ON / OFF switch.
  3. EXISTING FAULTS will be displayed. Press the YES switch.
  4. One of the following messages will be displayed:
    - a. NO FAULTS - airplane may be dispatched without further action.
    - b. DISPATCH PER MEL - MSG #32-64003 - dispatch allowed unless MSG # 32-62009, 32-62109, 32-62010, 32-62110 or 32-62014 are also displayed. If those messages are also displayed use MEL item 32-16.
    - c. DO NOT DISPATCH - MSG #32-64004 - dispatch is not permitted. If MSG # 32-62009, 32-62109, 32-62010, 32-62110 or 32-62014 are displayed use MEL item 32-16.
  5. Close the access door opened in Step B.1.
  6. Notify MOC of any faults found.
- C. A Verification and Maintenance eAML entry signifying accomplishment is required prior to each departure until restoration is made.

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to departure.

b. PSEU Faults (MMEL 32-17-01B)	C	1	0	N	Y	(M)(O) May be dispatched with faults indicated by PSEU light provided PSEU light can be extinguished.
---------------------------------	---	---	---	---	---	-------------------------------------------------------------------------------------------------------

**(M) or (O) PROCEDURES**

- A. For dispatchable faults, extinguish the PSEU light by one of these three steps:
  1. Pushing the MASTER CAUTION light.
  2. Setting the parking brake.
  3. Shutting down both engines.
- B. Install a placard adjacent to the PSEU light to read: PSEU FAULT EXISTS.



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## 737 NG Minimum Equipment List

Item 32-18.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 32		LANDING GEAR				
32-13	Landing Gear Alternate Extension System (MMEL 32-18)	-	1	1	-	This item must be operative for dispatch.



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## 737 NG Minimum Equipment List

Item 32-19.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 32		LANDING GEAR				
32-14	Main Landing Gear Uplock Springs (MMEL 32-19)	B	4	3	N	(M)(O) One spring on one Main Gear Uplock Mechanism may be missing provided landing gear lever remains in UP position for duration of flight until gear extension is required.

### (M) PROCEDURES

- A. Remove and discard the broken or damaged Main Landing Gear Uplock Spring in accordance with AMM 32-00-00/901.
- B. Install INOP placard adjacent to the Captain's PFD.

### (O) PROCEDURES

- A. After takeoff, leave landing gear lever in the UP position for the duration of flight until gear extension is required.



## 737 NG Minimum Equipment List

Item 32-20.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 32	LANDING GEAR

32-15 Landing Gear Frangible Fitting (MMEL 32-20) C 2 0 N N (M) May be broken or missing provided fitting is replaced with a hydraulic cap assembly.

**(M) PROCEDURES**

Reference Figure 4

- A. Remove the affected Landing Gear Frangible Fitting only, not the assembly.
  1. Install the landing gear ground lock pins.
  2. Remove hydraulic system A pressure and depressurize the reservoir.
  3. Disconnect and cap the line from frangible fitting assembly, using BACC14AD06JL (SPN 00-0593-3-1420 or equivalent).
  4. Remove frangible fitting from aircraft, if required.
  5. Service hydraulic system, if required.
  6. Pressurize and leak check cap installation.
  7. Remove the landing gear ground lock pins.
- B. Install INOP placard adjacent to the Captain's PFD.



## 737 NG Minimum Equipment List

Item 32-21.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 32				LANDING GEAR		
32-16	Flap Landing Warning Switch (S138) (MMEL 32-21)	C	1	0	N	(M) Switch contacts normally in use may be inoperative provided: a) S138 switch is rewired using an alternate set of contacts, and b) PSEU BITE is used to verify normal operation of S138 switch.

**(M) PROCEDURES**

- A. Confirm the S138 Flap Landing Warning Switch failure as follows:
  - 1. Gain access to the PSEU through the forward access door, 112A.
  - 2. Power the PSEU BITE control panel by pressing the ON / OFF switch.
  - 3. EXISTING FAULTS will be displayed. Press the YES switch.
  - 4. Confirm one or more of the following messages are shown: 32-62009, 32-62109, 32-62010, 32-62110, or 32-62014.
  - 5. Each fault message indicated a high resistance short to ground or disagreement between the contacts as described below:
    - a. For A/C 3AA thru 3EF:
      - i. 32-62009, 32-62109 - D10984 pin 48 of S138 contact 3 wire W8124-A-CC.
      - ii. 32-62010, 32-62110 - D10984 pin 49 of S138 contact 18 wire W8124-A-UU.
      - iii. 32-62014 - Disagreement between contacts 3 and 18.
    - b. For A/C 3EG and subsequent - S138 switch with connector attached to D14730:
      - i. 32-62009, 32-6209 D10984 pin 48 S138 contact "C" wire W8124-0506-20.
      - ii. 32-62010, 32-62110 D10984 pin 49 S138 contact "U" wire W8124-0511-20.
      - iii. 32-62014 Disagreement between contacts "C" and "U".
- B. For A/C 3AA thru 3EF Only - Rewire S138 faulty contact as follows:
  - 1. The wires for the contact set (center tap contact and normally open contact) may be cut from the S138 switch set and connected to an available set of contacts in the same switch.
    - a. Be sure all flight controls are clear and position flaps to the full up position.
    - b. Verify the normally open contacts listed above show more than 10 megohms isolation resistance to ground and center tap.
    - c. Connect wires to selected set of contacts using approved waterproof splices.
    - d. Cap and stow deactivated wires from S138 switch.
- C. For aircraft 3EG and subsequent with S138 switch with connector attached to D14730.
  - 1. Remove the connector pins A and C, or U and S from whichever is discrepant on the switch side.
    - a. Select flaps up.
    - b. Select an available set of contacts, after verifying that the normally open contact exhibits better than 10.0 megohms isolation resistance to ground and to center tap. Available set may be any of the switch NO and CT contacts on any available switch (i.e.: D and F, K and M, N and R).
    - c. Insert the connector pins removed from A and C, or U and S, into whichever set of connector pin locations previously selected above.
    - d. Plug connector holes with removed plugs from pins at newly used set of contacts.
    - e. Test the S138 switch as follows:
      - i. Use the PSEU BITE panel to select the S138 switch through D10984 pin 48 and 49 and verify each position displays NO GND.
      - ii. Select flaps 15.
      - iii. Use the PSEU BITE panel to select the S138 switch through D10984 pin 48 and 49 and verify each position displays GND.
- D. Install INOP placard adjacent to the Captain's PFD.

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## 737 NG Minimum Equipment List

Figure 32.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 32	LANDING GEAR

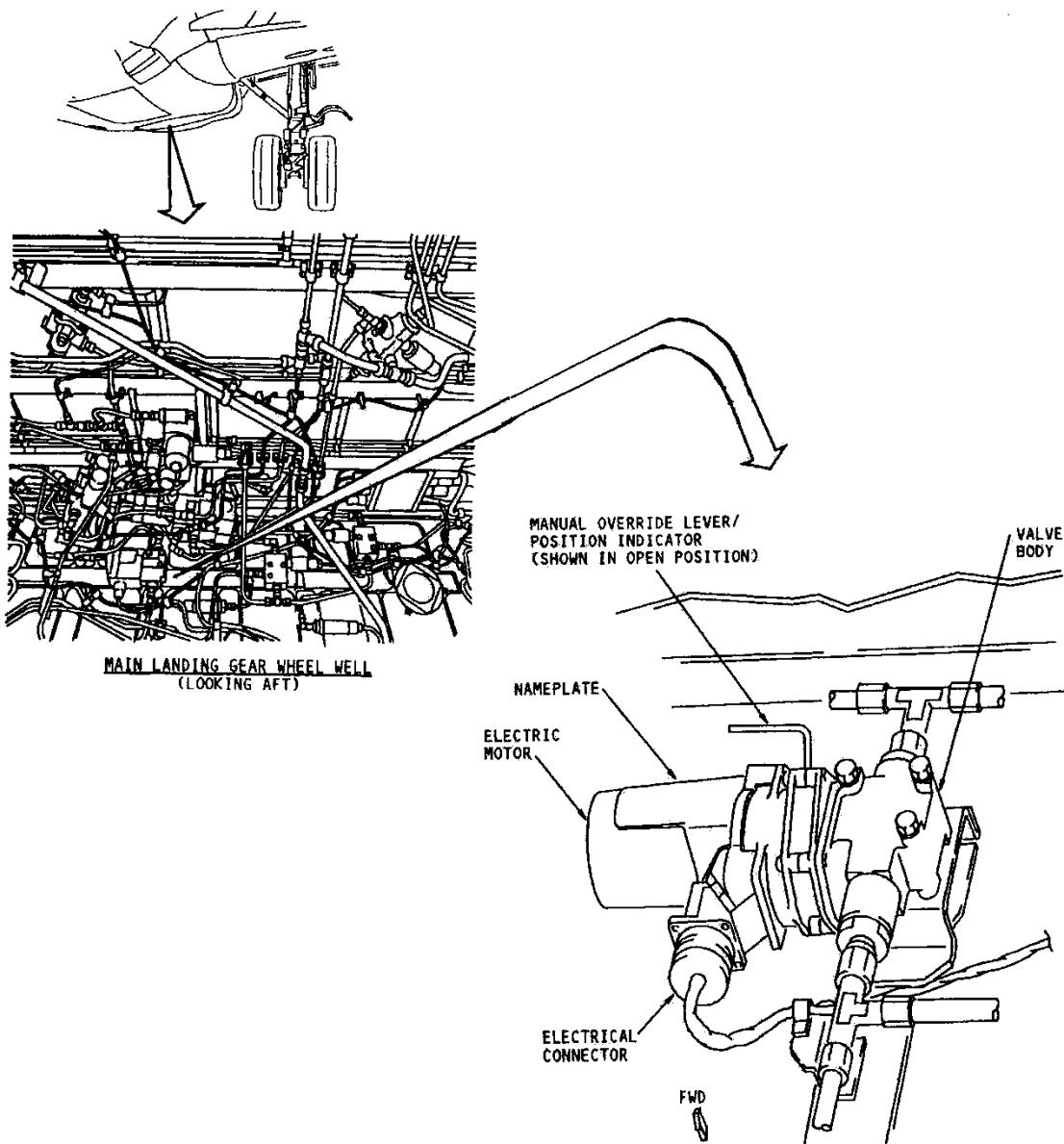


Figure 1  
Parking Brake Valve  
MEL 32-2, 32-3

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# 737 NG Minimum Equipment List

Figure 32.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 32	LANDING GEAR

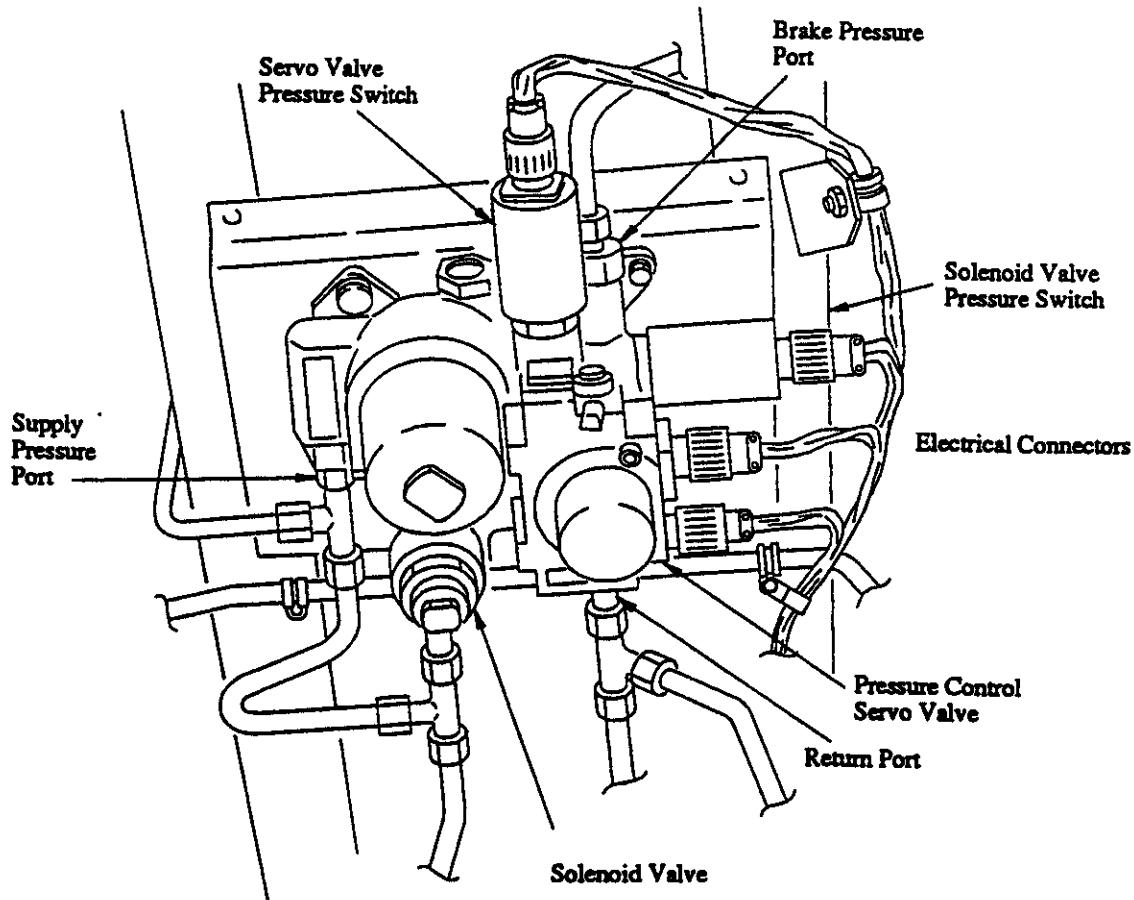


Figure 2  
Autobrake Control Module  
MEL item 32-04

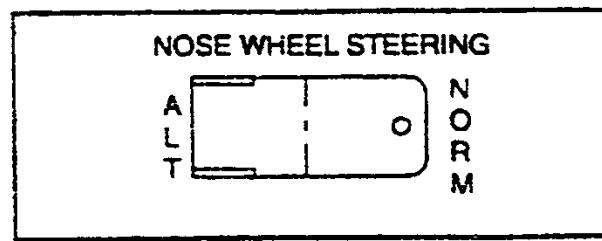
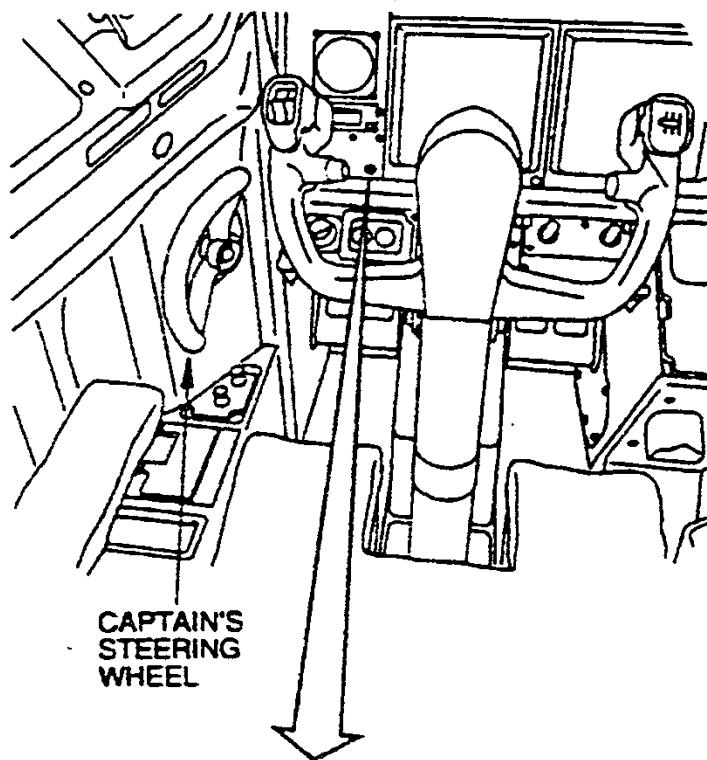
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## 737 NG Minimum Equipment List

Figure 32.3

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 32	LANDING GEAR



ALTERNATE NOSE WHEEL  
STEERING SWITCH (P1)

Figure 3  
Alternate Nose Wheel Steering  
MEL item 32-07

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# 737 NG Minimum Equipment List

Figure 32.4

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 32	LANDING GEAR

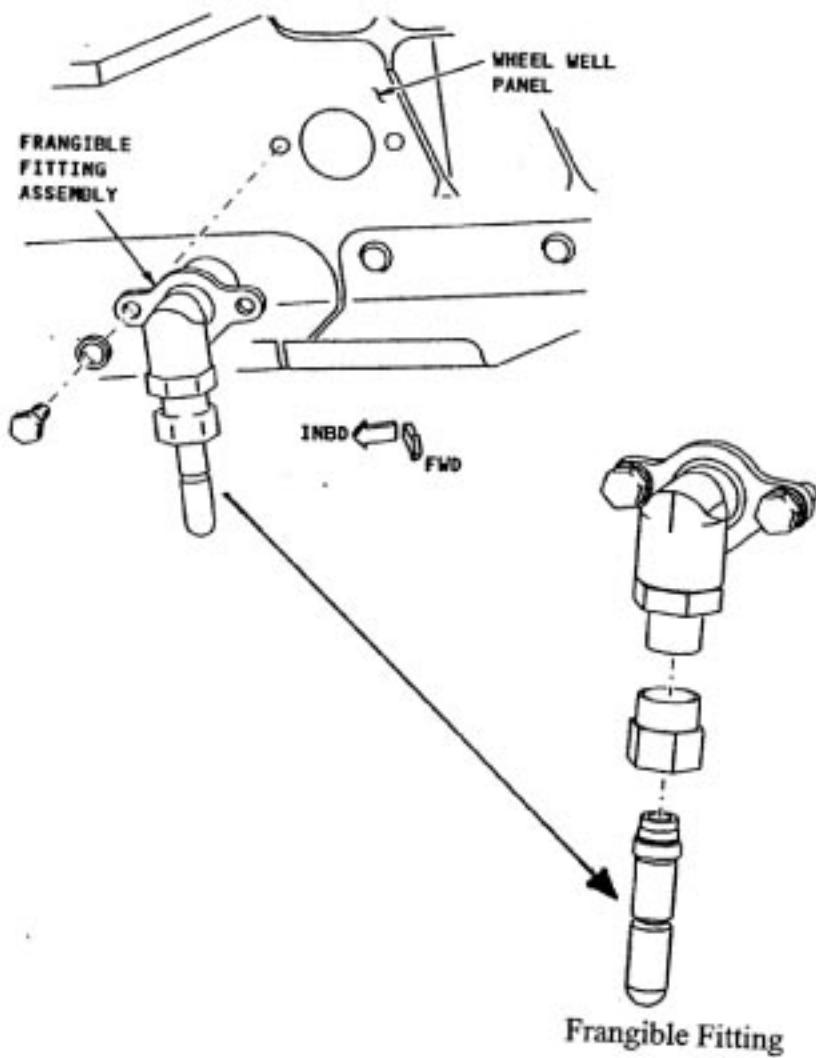


Figure 4  
MLG Frangible Fitting  
MEL item 32-15



# 737 NG Minimum Equipment List

TOC 33-1

SYSTEM 33	LIGHTS
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## SYSTEM 33 - Lights

- 33-01 Flight Deck / Flight Compartment and Instrument Lighting System
- 33-02 Cabin Interior Illumination
- 33-03 Passenger Lighted Information Signs and Notice System
- 33-04 Lower Cargo Compartment Light Systems (FWD / AFT)
- 33-05 High Intensity or Strobe Lights System
- 33-06 Anti-Collision Beacons
- 33-07 Wing Illumination Lights
- 33-08 Landing Lights
- 33-09 Taxi Light
- 33-10 Runway Turn Off Lights
- 33-11 Wing Tip Position Lights
- 33-12 Reserved For Future Use
- 33-13 Exterior Emergency Lighting System
- 33-14 Interior Emergency Exit Lighting System
- 33-15 System Annunciator Lights, Left and Right (Glareshield Six-Pack)
- 33-16 Flight Deck Master Lights Test and Individual Light Press-to-Test Features
- 33-17 Wheel Well Lights
- 33-18 Emergency Escape Path (Seat Mounted) Lighting System
- 33-19 Logo Light System
- 33-20 Master Lights DIM System
- 33-21 Service Area Light Systems



## 737 NG Minimum Equipment List

Item 33-01.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 33				LIGHTS		
33-01	Flight Deck / Flight Compartment and Instrument Lighting System (MMEL 33-01) a. All Operations	C	-	-	N	Y
						<p><b>(M)(O)</b> Individual lights may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided,</li> <li>b) Remaining Lighting System lights are positioned so that direct rays are shielded from Flight Crewmember's eyes, and</li> <li>c) Lighting configuration and intensity is acceptable to the Flight Crew.</li> </ul> <p><b>NOTE:</b> <i>Individual button / switch lights and / or annunciations / indications are excluded from this relief.</i></p>

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**• NOTE •**

- This MEL applies only to flight compartment and instrument lights.
- This MEL does not apply to individual button / switch lights or annunciations / indications (discrete warning, caution, advisory or mode indication lights).
- This MEL does not apply to the flight deck emergency light.

**(O) PROCEDURES**

- A. Lighting configuration and intensity must be acceptable to the Flight Crew.

(Continued)



## 737 NG Minimum Equipment List

Item 33-01.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 33		LIGHTS				
33-01	Flight Deck / Flight Compartment and Instrument Lighting System  b. Non-Night Operations Only	C	-	-	Y	(M)(O)(DP) Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from Flight Crewmember's eyes, and c) Lighting configuration and intensity is acceptable to the Flight Crew.  <u>NOTE:</u> <i>Individual button / switch lights and / or annunciations / indications are excluded from this relief.</i>

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**• NOTE •**

- *This MEL applies only to flight compartment and instrument lights.*
- *This MEL does not apply to individual button / switch lights or annunciations / indications (discrete warning, caution, advisory or mode indication lights).*
- *This MEL does not apply to the flight deck emergency light.*

**(O) PROCEDURES**

- A. Lighting configuration and intensity must be acceptable to the Flight Crew.  
B. Operate flight in Non-Night operations only.

**(DP) PROCEDURES**

- A. Plan flight for Non-Night operations only.



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## 737 NG Minimum Equipment List

Item 33-02-01.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 33	LIGHTS

33-02	Cabin Interior Illumination (MMEL 33-02-01)	C	-	-	N	Y	(M)(O) Individual lights may be inoperative provided sufficient lighting remains for Flight Attendants to perform their duties.
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### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.



## 737 NG Minimum Equipment List

Item 33-03.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 33				LIGHTS		
33-03	Passenger Lighted Information Signs and Notice System  a. Individual Signs (PA Inoperative) (MMEL 33-03-01A)	C	-	-	Y	(M)(O)(DP) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded - DO NOT OCCUPY.  <b>NOTE:</b> <i>These provisos are not intended to prohibit lavatory use or inspections by Crewmembers.</i>

**(M) or (O) PROCEDURES**

- A. Place a seat harness from the Flight Attendant's Demo bag or from stock (SPN 99-2520-3-0159) with the DO NOT OCCUPY sign attached over the affected seat. If seat harness is not available, use contrasting color tape (SPN 99-2520-3-0094 or equivalent). Install a placard on the affected seat to read: DO NOT OCCUPY.
- B. For an individual sign inoperative, an observer with normal vision should sit in the passenger seat(s) which is normally serviced by the sign and determine if both a NO SMOKING and FASTEN SEAT BELT sign can be read from the seat(s). A sign is considered readily legible if enough of the sign could be read to identify it.
- C. Affected lavatory door is closed and locked.
- D. Install placard on lavatory door to read: LAVATORY INOPERATIVE - DO NOT ENTER (pre-printed placard SPN 99-1130-3-0309 may be used for this purpose).
- E. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Affected lavatory may be used by Flight Crewmembers only.
- B. Prior to each flight with more than one lavatory inoperative, consider flight duration, routing and passenger load, Contact MOC and Dispatch if passenger / crew comfort level is unacceptable.

**(DP) PROCEDURES**

- A. See DPM for company lavatory policy and confer with Captain.

(Continued)



## 737 NG Minimum Equipment List

Item 33-03.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 33				LIGHTS			
33-03	Passenger Lighted Information Signs and Notice System  b. Complete System or Individual Signs (PA Operative) (MMEL 33-03-01B)	C	-	-	N	Y	(M)(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA System is operative, and b) PA System is used to notify passengers and Cabin Crew when associated sign(s) are placed on or off.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. The Pilot in Command shall notify passengers when seat belts must be fastened and passengers should return to cabin from the lavatories.
- 

c. Aural Tone System (MMEL 33-03-03)	C	1	0	N	Y	(M)(O) May be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
- 

d. Flight Deck Automatic Function (MMEL 33-03-04)	C	1	0	N	Y	(M)(O) May be inoperative provided: a) Manual Control Function is operative, and b) Procedures below are used.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Do not use the AUTO position of the FASTEN BELTS passenger sign selector. Manually select the OFF and ON positions of this selector when required.

**• NOTE •**

*The No Smoking signs are deactivated and placarded INOP.*

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## 737 NG Minimum Equipment List

Item 33-04.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 33				LIGHTS		
33-04	Lower Cargo Compartment Light Systems (FWD / AFT)  a. Light Lens (MMEL 33-04-03)	C	18	0	N	(M) Any or all from the aft lower cargo compartment and one from the forward lower cargo compartment may be broken / missing provided associated lamp is removed. LED light, no associated LED Module removal required.

**(M) PROCEDURES**

- A. Remove lamp and tape over opening with non-conductive tape.
  - B. Install INOP placard adjacent to the Captain's PFD.
- 

b. Systems (MMEL 33-04)	C	2	0	Y	Y	(M)(O)(DP) One or both may be inoperative. Light Lens excluded.
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**(M) or (O) PROCEDURES**

- A. Sufficient lighting remains for ground personnel to perform their duties.
- B. Install INOP placard adjacent to the Captain's PFD.

**(DP) PROCEDURES**

- A. Notify Load Planner that Cargo Compartment lighting is reduced. Cargo must be carefully checked for hazardous materials labels to ensure that it is carried in accordance with appropriate regulations.
-



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## 737 NG Minimum Equipment List

Item 33-05-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 33		LIGHTS					
33-05	High Intensity or Strobe Lights System (MMEL 33-05-01)	C	1	0	N	Y	(M)(O) Complete system (any or all lights) may be inoperative provided anti-collision beacons operates normally.

### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.



# 737 NG Minimum Equipment List

Item 33-06.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 33				LIGHTS		
33-06	Anti-Collision Beacons a. Strobe Lights Operative (MMEL 33-06A)	C	2	0	N	Y
						(M)(O) One or both may be inoperative for night operations provided wing tip / winglet and tail strobe lights are installed and are operative.

#### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to affected system's switch.
- 

b. Strobe Lights Inoperative (MMEL 33-06B)	C	2	0	Y	Y	(M)(O)(DP) One or both may be inoperative provided: a) At least one tail or wing tip / winglet strobe light operates normally, and b) Operations are not conducted at night.
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#### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to affected system's switch.

#### (O) PROCEDURES

- A. Operate flight in Non-Night operations only.

#### (DP) PROCEDURES

- A. Plan flight for Non-Night operations only.
-



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## 737 NG Minimum Equipment List

Item 33-07.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 33	LIGHTS

33-07	Wing Illumination Lights (MMEL 33-07)	C	2	0	N	Y	(M)(O) One or both may be inoperative provided ground de-icing procedures do not require their use.
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### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.

### (O) PROCEDURES

- A. Ground de-icing procedures do not use the Wing Illumination Lights.
-

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## 737 NG Minimum Equipment List

Item 33-08.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 33		LIGHTS					
33-08	Landing Lights a. One or Two Lights Inoperative (MMEL 33-08-01A)	C	4	2	N	Y	(M)(O) One may be inoperative on each side provided one of two operating lights is in fixed position.

**EFFECTIVITY:**

- A/C 3AA Through 3MU.

• NOTE •

*If the Lamp or Lens is cracked use AARD 33-00-00-1.*

**(M) or (O) PROCEDURES**

- A. Associated fixed light(s) is operative.
- B. Install INOP placard adjacent to the Captain's PFD.

---

b. Any or All Lights Inoperative (MMEL 33-08-01B)	C	4	0	Y	Y	(M)(O)(DP) Any or all lights may be inoperative provided operations are not conducted at night.
---------------------------------------------------------	---	---	---	---	---	-------------------------------------------------------------------------------------------------

**EFFECTIVITY:**

- A/C 3AA Through 3MU.

• NOTE •

*If the Lamp or Lens is cracked use AARD 33-00-00-1.*

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Operate flight in Non-Night operations only.

**(DP) PROCEDURES**

- A. Plan flight for Non-Night operations only.

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(Continued)

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## 737 NG Minimum Equipment List

Item 33-08.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 33		LIGHTS					
33-08	Landing Lights  c. Retractable Light Extend / Retract Motors - Option 1 (MMEL 33-08-01-01A)	C	2	0	Y	N	<b>(M)(O)(DP)</b> One or both may be inoperative provided: a) Light is in extended position, b) Light is operative, and c) Appropriated performance adjustments are applied.

### EFFECTIVITY:

- A/C 3AA Through 3MU.

### (M) PROCEDURES

- Verify the affected Landing Light is in the fully extended position as follows:
  - Extend the opposite retractable landing light (if operative) and compare with the position of the affected light.
  - If the opposite light is inoperative, or if the affected light does not fully extend, adjust the position to the fully extended position (AMM 33-42-02-201).
  - 3. If the light cannot be fully extended, placard the affected Landing Light inoperative in accordance with MEL item 33-08a, 33-08b, or 33-08d, as appropriate.**
- Install INOP placard adjacent to the Captain's PFD.

### (O) PROCEDURES

- Dispatch applies appropriated performance limited weight adjustments.

### (DP) PROCEDURES

- Increase minimum takeoff fuel by 1.0% (FOS = 1.0 in JV; FKY = Automated) for each extended light.
- Apply enroute weight penalty of 1500 lbs, (FOS = 15 in JV; FKY = Automated).
- Adjust takeoff weights by TPAS or manually as follows: Adjust landing weights manually as follows:

Weight Limit Reduction for Each Extended Light (x 1000 lbs.)	
Runway Limited Takeoff Weight	0.4
Climb Limited Takeoff Weight	0.4
Climb Limited Landing Weight	0.4
Runway Limited Landing Weight	0.4

(Continued)



## 737 NG Minimum Equipment List

Item 33-08.3

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 33				LIGHTS		
33-08	Landing Lights  d. Retractable Light Extend / Retract Motors - Option 2 (MMEL 33-08-01-01B)	C	2	0	Y	(M)(O)(DP) One or both may be inoperative provided: a) Associated light is considered inoperative, and b) Appropriate performance adjustments are applied when the associated light is not in the fully retracted position.

**EFFECTIVITY:**

- A/C 3AA Through 3MU.

**(M) or (O) PROCEDURES**

- Retractable light may be in any position.
- Dispatch applies appropriated performance limited weight adjustments.
- Install INOP placard adjacent to the Captain's PFD.

**(DP) PROCEDURES**

- Increase minimum takeoff fuel by 1.0% (FOS = 1.0 in JV; FKY = Automated) for each extended light.
- Apply enroute weight penalty of 1500 lbs, (FOS = 15 in JV; FKY = Automated).
- Adjust takeoff weights by TPAS or manually as follows: Adjust landing weights manually as follows:

Weight Limit Reduction for Each Extended Light (x 1000 lbs.)	
Runway Limited Takeoff Weight	0.4
Climb Limited Takeoff Weight	0.4
Climb Limited Landing Weight	0.4
Runway Limited Landing Weight	0.4

(Continued)



# 737 NG Minimum Equipment List

Item 33-08.4

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 33				LIGHTS		
33-08	Landing Lights	C	4	2	N	Y
e.	LED Array (Light Assembly - Option 1 (MMEL 33-08-02A)					(M)(O) One LED array (light assembly) may be inoperative on each side.  <u>NOTE:</u> <i>There is an inboard LED array (light assembly) and an outboard LED array (light assembly) inside the strakelet on each wing. These same lights are also used for the taxi lights. Taxi lights may also be affected.</i>

**EFFECTIVITY:**

- A/C 3MV and subsequent.

**(M) or (O) PROCEDURES**

- Associated fixed light(s) is operative.
- Install INOP placard adjacent to the Captain's PFD.

f.	LED Array (Light Assembly - Option 2 (MMEL 33-08-02B)	C	4	2	N	Y	(M)(O) Both LED arrays on one side may be inoperative provided the Runway Turn Off light on the same side operates normally.  <u>NOTE:</u> <i>There is an inboard LED array (light assembly) and an outboard LED array (light assembly) inside the strakelet on each wing. These same lights are also used for the taxi lights. Taxi lights may also be affected.</i>
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**EFFECTIVITY:**

- A/C 3MV and subsequent.

**(M) or (O) PROCEDURES**

- Both LED arrays on opposite side must operative.
- Install INOP placard adjacent to the Captain's PFD.

g.	LED Array (Light Assembly - Option 3 (MMEL 33-08-02C)	C	4	0	Y	Y	(M)(O)(DP) May be inoperative provided operations are not conducted at night.  <u>NOTE:</u> <i>There is an inboard LED array (light assembly) and an outboard LED array (light assembly) inside the strakelet on each wing. These same lights are also used for the taxi lights. Taxi lights may also be affected.</i>
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**EFFECTIVITY:**

- A/C 3MV and subsequent.

**(M) or (O) PROCEDURES**

- Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- Operate flight in Non-Night operations only.

**(DP) PROCEDURES**

- Plan flight for Non-Night operations only.

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# 737 NG Minimum Equipment List

Item 33-09.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 33	LIGHTS

33-09	Taxi Light  a. Nose Gear Taxi light (MMEL 33-09-01)	C	1	0	N	Y	<b>(M)(O)</b> May be inoperative.  <u>NOTE:</u> <i>If the Lamp or Lens is cracked use AARD 33-00-00-1.</i>
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**EFFECTIVITY:**

- A/C 3AA thru 3MU.

**(M) or (O) PROCEDURES**

- Install INOP placard adjacent to the Captain's PFD.

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b. LED Array (Light Assembly) (MMEL 33-09-02)	C	4	0	N	Y	<b>(M)(O)</b> May be inoperative.  <u>NOTE:</u> <i>There is an inboard LED array (light assembly) and an out-board LED array (light assembly) inside the strakelet on each wing. These same lights are also used for the landing lights. Landing lights may also be affected.</i>
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**EFFECTIVITY:**

- A/C 3MV and subsequent.

**(M) or (O) PROCEDURES**

- Install INOP placard adjacent to the Captain's PFD.
-



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## 737 NG Minimum Equipment List

Item 33-10.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 33	LIGHTS					
33-10 Runway Turn Off Lights (MMEL 33-10)	C	2	0	N	Y	(M)(O) One or both may be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
-

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# 737 NG Minimum Equipment List

Item 33-11.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 33				LIGHTS			
33-11	Wing Tip Position Lights  a. Option 1 - Individual Light Bulbs / Lamps (Blended Winglet with Single Plastic Lens) (MMEL 33-11-02B)	B	8	4	N	Y	(M)(O) Any except following minimum may be inoperative for night operations: a) One stationary Red Wing Tip Lamp, b) One stationary Green Wing Tip Lamp, and c) One stationary White Tail Light Lamp at each wing tip position.

#### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.
- 

b. Option 2  
(MMEL 33-11)

C

4

0

Y

Y

(M)(O)(DP) Any or all positions may be inoperative provided operations are not conducted at night.

#### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.

#### (O) PROCEDURES

- A. Operate flight in Non-Night operations only.

#### (DP) PROCEDURES

- A. Plan flight for Non-Night operations only.
-



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## 737 NG Minimum Equipment List

Item 33-13.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 33	LIGHTS
33-12      Reserved For Future Use	- - - - -



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## 737 NG Minimum Equipment List

Item 33-14.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 33		LIGHTS					
33-13	Exterior Emergency Lighting System (MMEL 33-14)	B	1	0	Y	Y	(M)(O)(DP) May be inoperative provided operations are not conducted at night.

### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.

### (O) PROCEDURES

- A. Operate flight in Non-Night operations only.

### (DP) PROCEDURES

- A. Plan flight for Non-Night operations only.
-



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## 737 NG Minimum Equipment List

Item 33-15-02.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 33	LIGHTS
33-14      Interior Emergency Exit Lighting System (MMEL 33-15-02)	C      -      -      N      Y <b>(M)(O)</b> Light assemblies installed above aisle may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.

### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.



## 737 NG Minimum Equipment List

Item 33-16.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 33	LIGHTS
33-15 System Announcer Lights, Left and Right (Glareshield Six-Pack) (MMEL 33-16A)	C 12 11 N Y <b>(M)(O)</b> One light may be inoperative for an operating system.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Check that associated system indicator light(s) on associated panel is operative.
  - B. If the MASTER CAUTION light illuminates with none of the system annunciator lights illuminated, it can be assumed that the system with the placarded light is affected.
  - C. Just prior to descent, check the associated panel for any light indications associated with the inoperative system annunciator light.
-



## 737 NG Minimum Equipment List

Item 33-17.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 33	LIGHTS

33-16	Flight Deck Master Lights Test and Individual Light Press-to-Test Features (MMEL 33-17)	C	-	-	N	Y	(M)(O) May be inoperative provided intended function of associated light(s) is verified once each flight day.
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**(M) or (O) PROCEDURES**

- Install a placard adjacent to the LIGHTS TEST switch or affected annunciator light to read: LIGHTS TEST (PTT) INOP.

**(O) PROCEDURES**

- Each day, accomplish a MASTER LIGHTS TEST. If master test feature fails to illuminate a light(s), press the affected light(s) and confirm push-to-test feature causes the bulb(s) to illuminate.
- If individual push-to-test feature also fails to illuminate a light(s), perform an appropriate operational or system test and verify the affected light illuminated as intended.



## 737 NG Minimum Equipment List

Item 33-18.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 33	LIGHTS
33-17      Wheel Well Lights a. Dome Lights (MMEL 33-18-01)	C      3      0      N      Y      (M)(O) Any or all may be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**• NOTE •**

*The Wheel Well Dome Light is identified with a decal: DOME.*

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b. Inspection Flood Lights (MMEL 33-18-02)	C	2	0	N	Y	(M)(O) One or both may be inoperative.
--------------------------------------------------	---	---	---	---	---	----------------------------------------

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**• NOTE •**

*The Inspection Flood Light is identified with a decal: INSPECTION.*

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## 737 NG Minimum Equipment List

Item 33-19-03.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 33				LIGHTS			
33-18	Emergency Escape Path (Seat Mounted) Lighting System (MMEL 33-19-03)	C	-	-	N	Y	
				<p><b>(M)(O)</b> Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are maintained:</p> <ul style="list-style-type: none"> <li>a) FAA Engineering approval letter,</li> <li>b) FAA approved report to the Type Design Holder.</li> <li>c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or</li> <li>d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.</li> </ul> <p><b>NOTE:</b> <i>The below (M) or (O) Procedures have been developed to comply with the requirements of the above provisos.</i></p>			

**(M) or (O) PROCEDURES**

Reference Figure 1

- A. Floodlights and emergency exit identifiers must have at least two of four lamps operative.
- B. Monument (lavatory, galley, closet, class divider) light assemblies not listed above must have all lamps operative.
- C. For aircraft seat-mounted light assemblies:
  1. Rows 1, 4, 8, 15 thru 17, 33:
    - a. All LEDs in every light assembly must be operative.
    - b. No lens may be missing.
  2. Rows 2, 3, 9, thru 14, 18 thru 32:
    - a. Any number of lights or light assemblies may be inoperative (any LEDs inoperative or lens missing).
    - b. No two consecutive light assemblies may be inoperative.
- D. Install INOP placard adjacent to the Captain's PFD.



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## 737 NG Minimum Equipment List

Item 33-20.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 33	LIGHTS					
33-19      Logo Light System (MMEL 33-20)	D	1	0	N	Y	(M)(O) The complete system (one or both lights) may be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
-



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## 737 NG Minimum Equipment List

Item 33-23.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 33		LIGHTS					
33-20	Master Lights DIM System (MMEL 33-23)	B	1	0	N	Y	<b>(M)(O)</b> Dim function may be inoperative provided: a) TEST and BRT Functions are operative, b) Except during light test, switch is placed in BRT, and c) Light intensity is acceptable to Flight Crew.

### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.



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## 737 NG Minimum Equipment List

Item 33-25.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 33		LIGHTS				
33-21	Service Area Light Systems (MMEL 33-25A)	C	-	0	N	Y
		<p><b>(M)(O)</b> May be inoperative. <i>NOTE:</i> <i>Includes Forward Equipment, Electrical Equipment, Air Conditioning, Aft Accessory, APU and Tail Compartments; and Fueling Panel.</i></p>				

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
-

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## 737 NG Minimum Equipment List

Figure 33.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 33	LIGHTS



Figure 1  
Emergency Escape Path Lights  
MEL 33-18



# 737 NG Minimum Equipment List

TOC 34-1

SYSTEM 34

NAVIGATION

## SYSTEM 34 - Navigation

- 34-01 Mach Indications
- 34-02 Mach / Airspeed Warning System
- 34-03 Altimeters
- 34-04 UNUSED MEL ITEM
- 34-05 Angle of Attack Indications
- 34-06 Standby Magnetic Compass
- 34-07 Flight Director Systems
- 34-08 Distance Measuring Equipment Systems
- 34-09 Marker Beacon Receiver System
- 34-10 Weather Radar with Predictive Windshear Detection and Avoidance System
- 34-11 VHF Navigation Systems (VOR/ILS)
- 34-12 ATC Transponders and Automatic Altitude Reporting Systems
- 34-13 Radio Altimeter Systems
- 34-14 True Airspeed Indication
- 34-15 Altitude Alerting System
- 34-16 Terrain Awareness and Warning System (TAWS)
- 34-17 Instrument Transfer Switching System
- 34-18 Inertial Reference Systems
- 34-19 Flight Management Computer System (FMCS)
- 34-20 Pitch Limit Indications (PLI)
- 34-21 Traffic Collision and Avoidance System (TCAS)
- 34-22 Head-Up Display System (HUD)
- 34-23 Global Positioning Systems (GPS)
- 34-24 EFIS Control Panel Switches
- 34-25 Right IRS DC Power Supply System (R IRS DC FAIL Light)
- 34-26 Vertical Speed Indications
- 34-27 Integrated Standby Flight Display (ISFD) System
- 34-28 Automatic Dependent Surveillance-Broadcast (ADS-B) System



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# 737 NG Minimum Equipment List

Item 34-01-01.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 34			NAVIGATION			

34-01	Mach Indications a. One Inoperative (MMEL 34-01-01)	C	2	1	N	Y	<b>(M)(O)</b> One may be inoperative provided one Mach /Airspeed Warning and Mach Trim System is operative.
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#### **(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
- 

b. Both Inoperative (MMEL 34-01-01-02)	C	2	0	Y	Y	<b>(M)(O)(DP)</b> Both may be inoperative provided: a) Airplane remains at or below FL 280, and b) Airspeed remains at or below 320 KIAS.
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#### **(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: BOTH MACH IND INOP. ALTITUDE LIMIT - FL 280. AIRSPEED LIMIT - 320 KIAS.

#### **(O) PROCEDURES**

- A. Remain at or below FL 280.  
B. Limit airspeed 320 KIAS or below.

#### **(DP) PROCEDURES**

- A. Plan flight at or below FL 280.  
B. Flight plan airspeed must be at or below 320 KIAS (FOS = JV; FKY = Automated).
-



## 737 NG Minimum Equipment List

Item 34-02.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 34</b>	<b>NAVIGATION</b>

34-02	Mach / Airspeed Warning System  a. Clacker (One Inoperative) (MMEL 34-02-02-02A)	C	2	1	N	Y	<b>(M)(O)</b> One may be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
- 

b. Clackers (Both Inoperative or Sound Above Mach 0.76) (MMEL 34-02-02-02B)	B	2	0	Y	Y	<b>(M)(O)(DP)</b> Both may be inoperative provided; a) Both Mach Indicators are operative, b) 330 KIAS / 0.76 Mach airspeed limitations are observed, and c) If Overspeed Warning occurs earlier than scheduled during flight, speed must remain below point at which the warning occurs.
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: BOTH MACH AIRSPEED CLACKERS INOP. LIMIT SPEED TO 330 KIAS / 0.76 MACH.  
B. Install INOP placard adjacent to the Captain's PFD.

**• NOTE •**

*If one or both Clackers sound below 0.76 Mach, use MEL item 34-02c.*

**(O) PROCEDURES**

- A. Airspeed is limited to 330 KIAS / 0.76 Mach.  
B. If overspeed warning occurs earlier than scheduled during flight, speed must remain below point at which warning occurs.

**(DP) PROCEDURES**

- A. Flight plan airspeed must be at or below 330 KIAS / 0.76 Mach (FOS = JV; FKY = Automated).
- 

(Continued)



## 737 NG Minimum Equipment List

Item 34-02.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 34				NAVIGATION			
34-02	Mach/Airspeed Warning System  c. Clackers (One or Both Sound Below Mach 0.76) (MMEL 34-02-02-02C)	B	2	0	Y	N	<b>(M)(O)(DP)</b> Both Clackers may be inoperative provided: a) Both Mach Indicators are operative, b) 330 KIAS / 0.76 Mach airspeed limitations are observed, and c) If Overspeed Warning occurs below 0.76 Mach, the system must be deactivated by pulling associated circuit breaker and observing speed limits.

**(M) PROCEDURES**

- A. Deactivate the affected Mach Airspeed Warning Clacker System(s) by opening and collaring the associated circuit breaker(s):
1. For the No.1 system, the MACH WARN SYS 1 c-b (E6) located on the P18-2 panel.
  2. For the No.2 system, the MACH WARN SYS 2 c-b (B5) located on the P6-1 panel.
- B. Install a placard adjacent to the Captain's PFD to read: BOTH MACH AIRSPEED CLACKERS INOP. LIMIT SPEED TO 330 KIAS / 0.76 Mach.

**(O) PROCEDURES**

- A. Airspeed is limited to 330 KIAS / 0.76M.

**(DP) PROCEDURES**

- A. Flight plan airspeed must be at or below 330 KIAS / 0.76 Mach (FOS = JV; FKY = Automated).

---

d. Maximum Operating Speed Indication (Red / Black Speed Tape) (MMEL 34-02-01)	C	2	1	N	Y	<b>(M)(O)</b> One may be inoperative provided Clacker Warning System is operative and is independent from Mach Indicator.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
-



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02-23-16

## 737 NG Minimum Equipment List

Item 34-03.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 34		NAVIGATION				
34-03	Altimeters	-	2	2	-	Must be operative.
	a. Captain and F/O (MMEL 34-03)	-	1	1	-	Must be operative.
	b. Standby (MMEL 34-03)	-	1	1	-	Must be operative.



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07-31-18

## 737 NG Minimum Equipment List

Item 34-05.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 34	NAVIGATION

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34-04	UNUSED MEL ITEM					
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## 737 NG Minimum Equipment List

Item 34-08.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 34	NAVIGATION					
34-05 Angle of Attack Indications (MMEL 34-08)	C	2	0	N	Y	(M)(O) One or both may be inoperative.

### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.



## 737 NG Minimum Equipment List

Item 34-11.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 34				NAVIGATION		
34-06	Standby Magnetic Compass (MMEL 34-11B)	B	1	0	Y	<b>(M)(O)(DP)</b> May be inoperative provided: a) Any combination of two IRU Stabilized Compass Systems are operative, and b) Airplane is operated with dual independent navigation capability, and under positive radar control by ATC on enroute portion of flight.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Airplane must be operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.

**(DP) PROCEDURES**

- A. Airplane must be dispatched with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.
-



## 737 NG Minimum Equipment List

Item 34-12.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 34				NAVIGATION		
34-07	Flight Director Systems (MMEL 34-12)	C	2	1	Y LMP	Y <b>(M)(O)(DP)</b> One may be inoperative provided approach minimums do not require its use.
a.	One Inoperative					

**(M) or (O) PROCEDURES**

- A. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.
- B. Install INOP placard adjacent to the Captain's PFD.

**• NOTE •**

*On single flight director takeoffs, no flight director guidance (pitch and roll) is displayed or available until airborne. Roll mode selection is available at 50 feet and pitch mode selection available per profile*

**(O) PROCEDURES**

- A. RNAV (RNP) / RNP (AR) approaches are not authorized.

**(DP) PROCEDURES**

- A. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.
- B. LMP status is downgraded.
- C. PBN code T1 must be removed.

b.	Both Inoperative	C	2	0	Y LMP	Y <b>(M)(O)(DP)</b> Both may be inoperative provided approach minimums do not require its use.
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**(M) or (O) PROCEDURES**

- A. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.
- B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. RNAV (GPS) and RNAV (RNP) /RNP (AR) approaches are not authorized.
- B. RNAV SIDs are not authorized.
- C. Non ILS approaches are not authorized unless weather at estimated time of arrival is expected to be at least 1000ft ceiling and 3sm visibility.

**(DP) PROCEDURES**

- A. Do not dispatch flight based on RNAV (GPS) and RNAV (RNP) /RNP (AR) approaches.
- B. Plan flight on non-RNAV SID.
- C. Update Restriction Record (FOS = place X in D tab in JV; FKYS =Automated) to disallow ATC assignment of RNAV departure.
- D. LMP status is downgraded.
- E. PBN codes T1 and S2 must be removed..
- F. Do not dispatch flight based on Non-ILS approaches unless weather at landing airport(s) at estimated time of arrival is expected to be at least 1000ft ceiling and 3sm visibility.



## 737 NG Minimum Equipment List

Item 34-13.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 34	NAVIGATION					
34-08 Distance Measuring Equipment Systems (MMEL 34-13)	C	2	1	N	Y	(M)(O) One may be inoperative.

## (M) or (O) PROCEDURES

- A. Deactivate the affected DME system by opening and collaring the associated circuit breaker:
  1. For the No.1 system, the DME 1 c-b (B3) located on the P18-1 panel.
  2. For the No.2 system, the DME 2 c-b (A14) located on the P6-1 panel.
- B. Alternatively, to prevent an inoperative DME from sending invalid position updates to the FMC, DME position updating can be inhibited by setting the DME FMC CDU NAV OPTIONS page 2/2 to OFF.
- C. The FMC will perform DME / DME position updates using a single operative DME.
- D. Install INOP placard adjacent to the Captain's PFD.



## 737 NG Minimum Equipment List

Item 34-14.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 34	NAVIGATION
34-09      Marker Beacon Receiver System (MMEL 34-14)	C      1      0      Y      Y <b>(M)(O)(DP)</b> May be inoperative provided approach minimums do not require its use.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. If an ILS approach is to be made, an allowable substitute is available for the outer marker.
1. Allowable substitutes for a CAT I approach are: Radar fix, compass locator, DME, crossing radial, or GPS waypoint.
  2. Allowable substitutes for a CAT II or CAT III approach are: Radar fix, compass locator, crossing radial, or GPS update.

**(DP) PROCEDURES**

- A. Do not dispatch flight based on ILS CAT I, II or III approach (as appropriate) unless allowable substitution(s) can be made for inoperative Marker Beacon Receiver.



## 737 NG Minimum Equipment List

Item 34-15.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 34			NAVIGATION				
34-10	Weather Radar with Predictive Windshear Detection and Avoidance System  a. Weather Radar System - Option 1 (MMEL 34-15-01B)	C	1	0	Y	Y	(M)(O)(DP) May be inoperative provided: a) Weather Radar System is not required, b) Procedures below are used, and c) Reactive Windshear Warning and Guidance System is operative.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP MEL 34-10a.

**(O) PROCEDURES**

- A. Do not operate flight into known or forecast thunderstorms or other potentially hazardous weather conditions (that can be detected by airborne weather radar). See FOM, Gen Ops, Weather, Thunderstorms.
- B. Do not operate flight out of the 48 contiguous states on any operation that crosses the equator. If south of the equator, enroute operations and return to the 48 contiguous states is authorized for non-night (day) operations only.
- C. Captain's concurrence is required.
- D. Review AOM> Inflight Maneuvers> Windshear.

**(DP) PROCEDURES**

- A. Do not dispatch flight into known or forecast thunderstorms or other potentially hazardous weather conditions (that can be detected by airborne weather radar) (FOM> Gen Ops> Weather> Thunderstorms).
- B. Do not dispatch flight out of the 48 contiguous states on any operation that crosses the equator. If south of the equator, enroute operations and return to the 48 contiguous states is authorized for non-night (day) operations only.
- C. The Captain's concurrence is required.

(Continued)



## 737 NG Minimum Equipment List

Item 34-15.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 34			NAVIGATION				
34-10	Weather Radar with Predictive Windshear Detection and Avoidance System  b. Weather Radar System - Option 2 (MMEL 34-15-01A)	B	1	0	Y	Y	(M)(O)(DP) May be inoperative provided: a) Weather Radar System is not required, and b) Procedures below are used.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP MEL 34-10b.

**(O) PROCEDURES**

- A. Do not operate flight into known or forecast thunderstorms or other potentially hazardous weather conditions (that can be detected by airborne weather radar). See FOM, Gen Ops, Weather, Thunderstorms.
- B. Do not operate flight out of the 48 contiguous states on any operation that crosses the equator. If south of the equator, enroute operations and return to the 48 contiguous states is authorized for non-night (day) operations only.
- C. Captain's concurrence is required.
- D. Review AOM> Inflight Maneuvers> Windshear.

**(DP) PROCEDURES**

- A. Do not dispatch flight into known or forecast thunderstorms or other potentially hazardous weather conditions (that can be detected by airborne weather radar) (FOM> Gen Ops> Weather> Thunderstorms).
- B. Do not dispatch flight out of the 48 contiguous states on any operation that crosses the equator. If south of the equator, enroute operations and return to the 48 contiguous states is authorized for non-night (day) operations only.
- C. The Captain's concurrence is required.

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c. Predictive Windshear Detection and Avoidance System - Option 1 (MMEL 34-15-03B)	C	1	0	N	Y	(M)(O) May be inoperative provided: a) Procedures below are used, and b) Reactive Windshear Warning and Guidance System is operative.
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP MEL 34-10c.

**(O) PROCEDURES**

- A. Review AOM> Inflight Maneuvers> Windshear.

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d. Predictive Windshear Detection and Avoidance System - Option 2 (MMEL 34-15-03A)	B	1	0	N	Y	(M)(O) May be inoperative provided procedures below are used.
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP MEL 34-10d.

**(O) PROCEDURES**

- A. Review AOM> Inflight Maneuvers> Windshear.



## 737 NG Minimum Equipment List

Item 34-17-03.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 34				NAVIGATION		
34-11	VHF Navigation Systems (VOR/ILS)	-	1	1	-	Must be operative.
	a. No. 1 VOR (MMEL 34-17-03-01)					

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. VHF NAV transfer switch is positioned to BOTH ON 1 position.

**• NOTE •**

- To comply with minimum equipment requirements for AOM> Approach> Procedures> ILS CAT II/III> ILS CAT II/III Requirements, the VHF NAV transfer switch must be repositioned back to NORM prior to the approach to allow tuning of 2 independent ILS receivers.
- When 2 independent ILS receivers are no longer required, return the VHF NAV transfer switch back to BOTH ON 1 position.

c. No.1 ILS System (MMEL 34-17-03-02)	-	1	1	-	-	Must be operative.
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d. No.2 ILS System (MMEL 34-17-03-02)	C	1	0	Y LMP	Y	(M)(O)(DP) May be inoperative provided: a) It is not powered by a standby bus, and b) Approach minimums do not require its use.
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**(M) or (O) PROCEDURES**

- A. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.  
B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES****• NOTE •**

- When dispatched with an inoperative No.2 ILS, manually tune an ILS frequency on the left Navigation Control Panel (P8) prior to takeoff to prevent display of the GPWS INOP light in flight.
- NO AUTOLAND will be displayed in the flight mode annunciation autopilot status on fail operational equipped airplanes.

**(DP) PROCEDURES**

- A. Do not dispatch flight based on ILS approach(es).  
B. LMP status is downgraded.

**• NOTE •**

Dispatched flight based on the minimums of remaining available approaches or a visual approach. See FOM Flight Plan/Dispatch Release, General, Inoperative Equipment.



# 737 NG Minimum Equipment List

Item 34-18.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 34	NAVIGATION
34-12 ATC Transponders and Automatic Altitude Reporting Systems (MMEL 34-18B)	C 2 1 N Y <b>(M)(O)</b> At least one transponder with automatic altitude reporting capability is required at all times.

## (M) or (O) PROCEDURES

- Placard the associated ADS-B System inoperative in accordance with MEL item 34-28a.
- Install INOP placard adjacent to the Captain's PFD.

### • NOTE •

*An inoperative automatic altitude reporting system must be kept off.*

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## 737 NG Minimum Equipment List

Item 34-20.1

NUMBER REQUIRED FOR DISPATCH				DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED				FLIGHT CREW PLACARDING			
REPAIR CATEGORY				REMARKS AND EXCEPTIONS			
SYSTEM 34				NAVIGATION			
34-13	Radio Altimeter Systems  a. No. 1 Receiver/ Transmitter (MMEL 34-20-01-03)	C	1	0	Y LMP	N	<b>(M)(O)(DP)</b> May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated Autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, d) Associated Flight Director is not used for approach and landing, and e) No. 2 Receiver / Transmitter must be operative. <b>NOTE:</b> <i>If arming LNAV on ground with one radio altimeter inoperative, the flight directors and autopilot should be controlled by the FCC on the same side as the valid radio altimeter (i.e., the first flight director and/or autopilot to be engaged must be receiving valid radio altitude data).</i>

**(M) PROCEDURES**

- A. If installed placard the Head-Up Display system inoperative in accordance with MEL item 34-22.
- B. Placard the PSEU Dispatchable Fault in accordance with MEL item 32-12b.
- C. Open and collar the RADIO ALTM 1 c-b (B4) located on the P18-1 panel.
- D. Install INOP placard adjacent to the Captain's PFD.

**• NOTE •**

*With one radio altimeter deactivated, the SPEED BRAKE DO NOT ARM light will illuminate on the ground when speed brake handle is moved from the DOWN detent.*

- E. Downgrade HUD LMP status in accordance with MEL item 22-89b.

**(O) PROCEDURES**

- A. RNAV (RNP) / RNP (AR) approaches are not authorized.
- B. Ensure that weather minimums or operating procedures are not dependent upon its use.
- C. With a radio altimeter inoperative, do not use the associated autopilot, flight director, autothrottle or HUD for approach and landing.

**• NOTE •**

*The FCC engages LNAV when the radio altimeters indicate that airplane is 50ft above ground level (AGL). Dispatching with an inoperative radio altimeter system may generate an erroneous radio height indication of 50 ft AGL and may cause the LNAV FMA to flash when armed on ground.*

- D. If the remaining radio altimeter fails:
  - 1. AFDS (both sides) will limit the bank angle to a maximum of 8° in all roll modes.
  - 2. Use of the Autopilot / Flight Director System (AFDS) is at the discretion of the Flight Crew. AFDS may not:
    - a. Command sufficient bank angle to execute proper departure and / or approach maneuvers.
    - b. Make enroute course changes within airspace limitations.

(Continued)



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## 737 NG Minimum Equipment List

Item 34-20.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 34	NAVIGATION

**(DP) PROCEDURES (continued from MEL Item 34-13a)**

- A. HUD is inoperative. See MEL item 34-22.
- B. PSEU Dispatchable Fault indicated. See MEL item 32-12b.
- C. LMP status is downgraded.
- D. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.
- E. PBN code T1 must be removed.

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(Continued)



## 737 NG Minimum Equipment List

Item 34-20.3

NUMBER REQUIRED FOR DISPATCH				DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED				FLIGHT CREW PLACARDING			
REPAIR CATEGORY				REMARKS AND EXCEPTIONS			
SYSTEM 34				NAVIGATION			
34-13	Radio Altimeter Systems b. No. 2 Receiver / Transmitter (MMEL 34-20-01-03)	C	1	0	Y LMP	N	<p><b>(M)(O)(DP)</b> May be inoperative deactivated provided:</p> <ul style="list-style-type: none"><li>a) Approach minimums or operating procedures do not require its use,</li><li>b) Associated Autopilot is not used for approach and landing,</li><li>c) Autothrottle is not used for approach and landing,</li><li>d) Associated Flight Director is not used for approach and landing, and</li><li>e) No. 1 Receiver / Transmitter must be operative.</li></ul> <p><b>NOTE:</b> <i>If arming LNAV on ground with one radio altimeter inoperative, the flight directors and autopilot should be controlled by the FCC on the same side as the valid radio altimeter (i.e., the first flight director and/or autopilot to be engaged must be receiving valid radio altitude data).</i></p>

**(M) PROCEDURES**

- A. Placard the PSEU Dispatchable Fault in accordance with MEL item 32-12b.  
B. Open and collar the RADIO ALTM 2 c-b (A16) located on the P6-1 panel.

**• NOTE •**

*With one radio altimeter deactivated, the SPEED BRAKE DO NOT ARM light will illuminate on the ground when speed brake handle is moved from the DOWN detent.*

- C. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.  
D. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. RNAV (RNP) / RNP (AR) approaches are not authorized.  
B. Ensure that weather minimums or operating procedures are not dependent upon its use.  
C. With a radio altimeter inoperative, do not use the associated autopilot, flight director or autothrottle for approach and landing.

**• NOTE •**

*On the side of the deactivated radio altimeter and when LNAV is armed, FMA will flash white.*

- D. If the remaining radio altimeter fails:  
1. AFDS (both sides) will limit the bank angle to a maximum of 8° in all roll modes.  
2. Use of the Autopilot / Flight Director System (AFDS) is at the discretion of the Flight Crew. AFDS may not:
  - a. Command sufficient bank angle to execute proper departure and / or approach maneuvers.
  - b. Make enroute course changes within airspace limitations.

**(DP) PROCEDURES**

- A. PSEU Dispatchable Fault indicated. See MEL item 32-12b.  
B. LMP status is downgraded.  
C. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches  
D. PBN code T1 must be removed.



## 737 NG Minimum Equipment List

Item 34-20.4

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 34				NAVIGATION			
34-13	Radio Altimeter Systems	C	1	0	Y LMP	N	(M)(O)(DP) May be inoperative provided: a) Associated Radio Altimeter Receiver / Transmitter is verified to be operative, and b) Approach minimums or operating procedures do not require its use.
c.	Indication (Captain's PFD) (MMEL 34-20-02B)						

**(M) PROCEDURES**

- A. Perform the Low Range Radio Altimeter (LRRA) Operational Test (AMM 34-33-00-501).
- B. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.
- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Ensure that weather minimums or operating procedures are not dependent upon its use.

**(DP) PROCEDURES**

- A. LMP status is downgraded.

d. Indications (F/O's PFD and / or HUD Combiner) (MMEL 34-20-02B)	C	2	0	Y LMP	N	(M)(O)(DP) May be inoperative provided: a) Associated Radio Altimeter Receiver / Transmitter is verified to be operative, and b) Approach minimums or operating procedures do not require its use.
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**(M) PROCEDURES**

- A. Perform the Low Range Radio Altimeter (LRRA) Operational Test (AMM 34-33-00-501).
- B. Downgrade HUD LMP status in accordance with MEL item 22-89b.
- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Ensure that weather minimums or operating procedures are not dependent upon its use.

**(DP) PROCEDURES**

- A. LMP status is downgraded.



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## 737 NG Minimum Equipment List

Item 34-23.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 34	NAVIGATION					

34-14	True Airspeed Indication (MMEL 34-23)	C	2	0	N	Y
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
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## 737 NG Minimum Equipment List

Item 34-25.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 34					NAVIGATION		
34-15	Altitude Alerting System a. Complete System (MMEL 34-25)	A	1	0	Y	N	<b>(M)(O)(DP)</b> May be inoperative provided: a) Autopilot with Altitude Hold and Altitude Capture is operative, b) Enroute operations, i.e. RVSM, do not require its use, c) Airplane does not depart from an airport where repair or replacement can be made, and d) Repairs are made within three flight days.

**(M) PROCEDURES**

- A. May not depart MIA, ORD, DFW, or LAX until repairs are made.
- B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Do not operate flight in RVSM airspace.
- B. At least one autopilot is operative and that altitude hold and altitude capture are operative.
- C. Use the autopilot and altitude hold for all operations for which it is appropriate.
- D. Cross-check Captain's and First Officer's altitude displays upon reaching and departing assigned altitude.  
Periodically cross-check altitude indications when maintaining an assigned altitude.
- E. Pilot not flying should call out approaching and departing assigned altitudes.
- F. Flight Deck Crew must be aware that the usual alerts for altitude deviations will not occur.

**(DP) PROCEDURES**

- A. Do not dispatch flight into RVSM airspace (FL 290 - FL 410).
- B. Remove W (denoting RVSM capability) from NAV code filed with ATC.
- C. Flight may not depart MIA, ORD, DFW, or LAX until repairs are made.
- D. Verify aircraft routing terminates at a maintenance station within THREE flight days of initial placard.

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b. Aural Alert (MMEL 34-25-01)	C	1	0	N	Y	<b>(M)(O)</b> May be inoperative provided: a) Visual alert is operative, and b) Autopilot with Altitude Hold and Altitude Capture are operative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

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c. Visual Alert (MMEL 34-25-02)	C	-	0	N	Y	<b>(M)(O)</b> May be inoperative provided: a) Aural alert is operative, and b) Autopilot with Altitude Hold and Altitude Capture are operative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.



## 737 NG Minimum Equipment List

Item 34-26.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 34				NAVIGATION		
34-16	Terrain Awareness and Warning System (TAWS)  a. Ground Proximity Warning System (GPWS) - Complete System (MMEL 34-26-01)	A	1	0	Y	(M)(O)(DP) May be inoperative provided: a) Procedures below are used, and b) Repairs are made within two flight days.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Operate flight during Non-night operations only.  
B. Prior to takeoff, the ceiling and visibility must be at or above 3000 feet / 5 statute miles at both the departure airport and, at the ETA for the destination and alternate airports listed on the flight plan. Once in flight, standard landing and alternate minimums apply.

**• NOTE •**

*This criteria applies to all airports and alternates planned for the operation being flown.*

- C. During departure briefing and descent / approach briefing, emphasize necessity to be more aware of terrain avoidance due to lack of GPWS.  
D. Make standard callouts for all takeoffs, descents, approaches and landings, as contained in AOM, Approach> Procedures> General> Automatic Callouts.  
E. Maintain awareness of airplane configuration, altitude and flight path. This may include use of all systems available (autopilot, ILS, etc.) and approach altitude callouts.  
F. RNAV (RNP) / RNP (AR) approaches are not authorized.  
G. Takeoffs and landings are not conducted in known or forecast windshear conditions.  
H. Review windshear procedures contained in AOM> Inflight Maneuvers> Windshear.

**(DP) PROCEDURES**

- A. Dispatch flight for Non-night operations only.  
B. Prior to takeoff, the ceiling and visibility must be at or above 3000 feet / 5 statute miles at both the departure airport and at the ETA for the destination and alternate airports listed on the flight plan. Once in flight, standard landing and alternate minimums apply.

**• NOTE •**

*This criteria applies to all airports and alternates planned for the operation being flown.*

- C. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.  
D. PBN code T1 must be removed.  
E. Do not plan flight for takeoff or landing into known or forecast windshear conditions.  
F. Verify aircraft routing terminates at a maintenance station within TWO flight days of initial placard.

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(Continued)



## 737 NG Minimum Equipment List

Item 34-26.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 34		NAVIGATION					
34-16	Terrain Awareness and Warning System (TAWS)  b. Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions (EGPWS) (MMEL 34-26-02)	B	1	0	Y	Y	(M)(O)(DP) May be inoperative provided procedures below are used.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Operate flight during Non-night operations only.  
B. Prior to takeoff, the ceiling and visibility must be at or above 3000 feet / 5 statute miles at both the departure airport and, at the ETA for the destination and alternate airports listed on the flight plan. Once in flight, standard landing and alternate minimums apply.

**• NOTE •**

*This criteria applies to all airports and alternates planned for the operation being flown.*

- C. Published RNAV (RNP) / RNP (AR) approaches are not authorized.  
D. Do not select the TERRAIN display (TERR) on the EFIS control panel.

**• NOTE •**

*With the TERR display inhibited, the GPWS Basic Modes are not affected.*

**(DP) PROCEDURES**

- A. Dispatch flight for Non-night operations only.  
B. Prior to takeoff, the ceiling and visibility must be at or above 3000 feet / 5 statute miles at both the departure airport and at the ETA for the destination and alternate airports listed on the flight plan. Once in flight, standard landing and alternate minimums apply.

**• NOTE •**

*This criteria applies to all airports and alternates planned for the operation being flown.*

- C. Do not dispatch flight on published RNAV (RNP) / RNP (AR) approaches.  
D. PBN code T1 must be removed.

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(Continued)



## 737 NG Minimum Equipment List

Item 34-26.3

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 34</b>	<b>NAVIGATION</b>

34-16	Terrain Awareness and Warning System (TAWS)	C	2	1	N	Y	(M)(O) One may be inoperative.
	c. Terrain Displays - One Inoperative (MMEL 34-26-03A)						

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

d. Terrain Displays - Both Inoperative (MMEL 34-26-03B)	B	2	0	Y	Y	(M)(O)(DP) Both may be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Published RNAV (RNP) / RNP (AR) approaches are not authorized.

**(DP) PROCEDURES**

- A. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.  
B. PBN code T1 must be removed.

e. Reactive Windshear Warning and Flight Guidance Mode - Option 1 (MMEL 34-26-01-05B)	C	1	0	Y	Y	(M)(O)(DP) May be inoperative provided: a) Procedures below are used, and b) Predictive Windshear Detection and Avoidance System is operative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Do not operate flight out of the 48 contiguous states to Mexico, Central or South American destinations. If outside the 48 contiguous states enroute operations and return are authorized.  
B. Takeoffs and landings are not conducted in known or forecast windshear conditions.  
C. Review windshear procedures contained in AOM> Inflight Maneuvers> Windshear.

**(DP) PROCEDURES**

- A. Do not dispatch flight out of the 48 contiguous states to Mexico, Central or South American destinations. If outside the 48 contiguous states enroute operations and return are authorized.  
B. Do not plan flight for takeoff or landing into known or forecast windshear conditions.

(Continued)



## 737 NG Minimum Equipment List

Item 34-26.4

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 34			NAVIGATION				
34-16	Terrain Awareness and Warning System (TAWS)  f. Reactive Windshear Warning and Flight Guidance Mode - Option 2 (MMEL 34-26-01-05A)	B	1	0	Y	Y	<b>(M)(O)(DP)</b> May be inoperative provided procedures below used.  NOTE: <i>Review windshear avoidance and windshear recovery procedures.</i>

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Do not operate flight out of the 48 contiguous states to Mexico, Central or South American destinations. If outside the 48 contiguous states enroute operations and return are authorized.  
B. Takeoffs and landings are not conducted in known or forecast windshear conditions.  
C. Review windshear procedures contained in AOM> Inflight Maneuvers> Windshear.

**(DP) PROCEDURES**

- A. Do not dispatch flight out of the 48 contiguous states to Mexico, Central or South American destinations. If outside the 48 contiguous states enroute operations and return are authorized.  
B. Do not plan flight for takeoff or landing into known or forecast windshear conditions.



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# 737 NG Minimum Equipment List

Item 34-32.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 34		NAVIGATION				
34-17	Instrument Transfer Switching System (MMEL 34-32)	C	1	0	N	Y

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Check that associated instruments function properly from isolated sources.
-



## 737 NG Minimum Equipment List

Item 34-35.1

NUMBER REQUIRED FOR DISPATCH				DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED				FLIGHT CREW PLACARDING			
REPAIR CATEGORY				REMARKS AND EXCEPTIONS			
SYSTEM 34				NAVIGATION			
34-18	Inertial Reference Systems  a. System (MMEL 34-35)	B	2	1	Y LMP	Y	(M)(O)(DP) One may be inoperative provided: a) Remaining IRS is operative and is used for both Attitude Indications and both HSI's, b) Flight is restricted to Non-Night VMC, c) Standby Magnetic Compass is operative, d) Standby Horizon Indicator or ISFD attitude display is operative, e) Both Vertical Speed Indications are switched to remaining IRS, if required, and f) Autopilots (any mode) are not used.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the A/P ENGAGE switches to read: DO NOT USE A/P.
- B. Downgrade HUD LMP status in accordance with MEL item 22-89a.
- C. **Placard the associated ADS-B System inoperative in accordance with MEL item 34-28a.**
- D. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Flight plan must not exceed 3.5 hours OFF to ON.
- B. Published RNAV (RNP) / RNP (AR) approaches are not authorized.
- C. Do not operate flight in RVSM airspace.
- D. Operate flight in Non-Night VMC only.
- E. Place the IRS mode selector switch for the inoperative IRS to OFF.
- F. Use the remaining IRS for attitude, heading and vertical speed indications. Select IRS NAVIGATION switch to BOTH ON \_\_\_\_ (operational IRU)
- G. Verify that remaining IRS is operative by observing attitude and heading flags are out of view on the Captain's and F/O's PFD and ND.
- H. Verify that standby magnetic compass is operative.
- I. With one IRS inoperative, do not use the autopilots in any mode.
- J. Do not use TO/GA mode of Flight Director.

**(DP) PROCEDURES**

- A. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.
- B. Flight plan must not exceed 3.5 hours.
- C. Do not dispatch flight into RVSM airspace (FL 290 - FL 410).
- D. Nav code W must be removed.
- E. Plan flight for Non-Night VMC only.
- F. LMP status is downgraded.
- G. PBN code T1 must be removed.

(Continued)



## 737 NG Minimum Equipment List

Item 34-35.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 34				NAVIGATION			
34-18	Inertial Reference Systems  b. IRS Data Display (Aft Overhead Panel) (MMEL 34-35-01)	C	1	0	N	Y	(M)(O) May be inoperative provided one FMCS CDU is operative.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's ND to read: IRU DATA DISPLAY INOP.
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c. IRS Ground Crew Call Horn (MMEL 34-35-01)	C	1	0	N	Y	(M)(O) May be inoperative.
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**(M) or (O) PROCEDURES**

- A. A Flight Crewmember or Mechanic monitors the flight deck continuously and takes the following actions:
1. If L or R IRS ON DC Light illuminates verify loss of AC power and, if not available, position the associated IRS Mode Selector switch on the IRS Mode Selector Unit panel to OFF.
  2. If EQUIP COOLING SUPPLY and / or EXHAUST OFF Light(s) illuminate position the associated SUPPLY or EXHAUST switch to ALTN.
- B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Use authorized ramp signals per FOM, Gen Ops, Communications, Ramp.
-



## 737 NG Minimum Equipment List

Item 34-36-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 34		NAVIGATION				
34-19	Flight Management Computer System (FMCS)	C	2	1	Y	N
	a. Computers (MMEL 34-36-02-02)					(M)(O)(DP) May be inoperative provided enroute operations do not require its use.

**(M) PROCEDURES**

- A. Deactivate the affected Flight Management Computer by opening and collaring the associated circuit breaker:
  1. For the No.1 system, the FMCS CMPTR 1 c-b (A6) located on the P18-2 panel.
  2. For the No.2 system, the FMCS CMPTR 2 c-b (D16) located on the P6-1 panel.
- B. **Placard the associated ADS-B System inoperative in accordance with MEL item 34-28a.**
- C. Install a placard adjacent to the Captain's PFD to read: FMC COMPUTER INOP.

**(O) PROCEDURES**

- A. Do not operate flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operations and return are authorized.
- B. Select the FMC source select switch to the operational FMC (BOTH ON L or BOTH ON R) to accomplish all flight management computing tasks.
- C. RNAV (RNP) / RNP (AR) approaches are not authorized.

**(DP) PROCEDURES**

- A. Do not dispatch flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operations and return are authorized.
- B. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.
- C. PBN code T1 must be removed.

b. CDU / MCDU (MMEL 34-36-02-03B)	C	2	1	Y	Y	(M)(O)(DP) May be inoperative provided: a) IRS Display Unit (on aft overhead panel) is operative, and b) Enroute operations do not require its use.
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: CDU / MCDU INOP.

**(O) PROCEDURES**

- A. Select the FMC source select switch to the operational FMC (BOTH ON L or BOTH ON R) to accomplish all flight management computing tasks.
- B. RNAV (RNP) / RNP (AR) approaches are not authorized.

**(DP) PROCEDURES**

- A. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.
- B. PBN code T1 must be removed.



# 737 NG Minimum Equipment List

Item 34-36-02.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
<b>SYSTEM 34</b>				<b>NAVIGATION</b>		
34-19	Flight Management Computer System (FMCS)  c. FMC Alert Lights One Inoperative (MMEL 34-36-02-01A)	C	2	1	Y	(M)(O)(DP) One may be inoperative provided FMC is not used for autopilot guidance during approach.

#### **(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: FMC ALERT LIGHT INOP.

#### **(O) PROCEDURES**

- A. Do not use the FMC for autopilot guidance during approach.
- B. RNAV(GPS) / RNP, RNAV(RNP) / RNP(AR) or NDB approaches are not authorized.
- C. VOR approaches may be flown if one VOR is operative and raw data is displayed on ND.

#### **(DP) PROCEDURES**

- A. Do not dispatch flight based on RNAV(GPS) / RNP, RNAV(RNP) / RNP(AR) or NDB approaches.
- B. PBN code S2 and T1 must be removed.

d. FMC Alert Lights Both Inoperative (MMEL 34-36-02-01B)	C	2	0	Y	Y	(M)(O)(DP) May be inoperative provided FMC is not used for autopilot guidance.
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#### **(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: FMC ALERT LIGHTS INOP.

#### **(O) PROCEDURES**

- A. Do not use the FMC for autopilot guidance.
- B. RNAV(GPS) / RNP, RNAV(RNP) / RNP(AR), or NDB approaches are not authorized.
- C. VOR approaches may be flown if one VOR is operative and raw data is displayed on ND.

#### **(DP) PROCEDURES**

- A. Do not dispatch flight based on RNAV(GPS) / RNP, RNAV(RNP) / RNP(AR) or NDB approaches.
- B. PBN code S2 and T1 must be removed.

(Continued)



## 737 NG Minimum Equipment List

Item 34-36-02.3

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 34				NAVIGATION		
34-19	Flight Management Computer System (FMCS)	-	-	-	Y	(M)(O)(DP) May be out of currency provided: a) Procedures specified in Aircraft Operating Manual (AOM) and Dispatch Procedures Manual (DPM) are followed, b) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and c) Repairs are made within (10) flight days.
e.	Navigation Databases - NAV DATA OUT OF DATE (AAL Item)					

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's MCDU to read: NAV DATA BASE OUT OF DATE. EXPIRED ON \_\_\_\_\_. USE ALT PROCEDURES SPECIFIED IN AOM.  
B. Document the expiration date of the navigation database in use in the AML entry.

**(O) PROCEDURES****• NOTE •**

*Refer to procedures in AOM> Supplementary Procedures> Flight Management, NAV> NAV Database Out of Date".*

- A. Prior to Dispatch or Enroute Clearance Change:
1. Use current flight plan or current applicable aeronautical charts to verify required navigation database fixes.
  2. Verify navigation equipment required to navigate in designated airspace is installed and operational.
  3. Verify status and suitability of navigation facilities used to define required navigational fixes:
    - a. Airway routes.
    - b. Off-airway routes predicated on airways navigation facilities.
    - c. Terminal approach procedures using established procedures.
  4. Published RNAV (GPS), RNAV (GNSS), RNAV (RNP) and RNP AR approaches, and RNAV (SIDS / STARS) are only authorized if charted procedure has an effective date prior to the expiration date of the navigation database in use.
  5. RNAV airways without verifiable LAT / LONG coordinates or that cannot be verified by the Flight Crew using their flight plan or enroute charts are not authorized.
  6. AA published Engine Failure procedure containing RNAV fixes are only authorized if the charted procedure has an effective date prior to the expiration date of the navigation database in use.
- B. Raw data must be monitored at all times for conventional (non-RNAV) approach procedures.

**(DP) PROCEDURES****• NOTE •**

*Refer to procedures in Dispatch Procedures Manual (DPM), "NAV DATA OUT OF DATE".*

*Review the aircraft Discrepancy in SAFE to determine the expiration date of the navigation database in use.*

- A. Do not dispatch flight based on published RNAV (GPS), RNAV (GNSS), RNAV (RNP) or RNP AR approaches unless the charted procedure have an effective date prior to the expiration date of the navigation database in use. If unable RNAV or RNP approaches:
1. PBN code(s) S2 (for RNAV) and T1 (RNP AR) must be removed. (FKY = enter EFF CODE)
  2. Do not dispatch flight based on Terminal RNAV (SIDS / STARS) unless the charted procedure have an effective date prior to expiration date of the navigation database in use. If unable Terminal RNAV:
    1. PBN codes D1 and O1 must be removed (FKY= enter EFF CODE).
    2. Update Aircraft restriction Record (FOS = place X in D and A tabs in JV:FKYS = enter EFF CODE) to disallow assignment of terminal RNAV procedures.
  3. Only plan RNAV enroute using routes for which the LAT / LONG coordinates can be verified by the Flight Crew using their flight plan or enroute charts.



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## 737 NG Minimum Equipment List

Item 34-38.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 34	NAVIGATION					

34-20	Pitch Limit Indications (PLI) (MMEL 34-38)	C	2	0	N	Y	(M)(O) One or both may be inoperative.
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### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.



## 737 NG Minimum Equipment List

Item 34-40.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 34</b>	<b>NAVIGATION</b>
34-21 Traffic Collision and Avoidance System (TCAS)  a. Resolution Advisory Display System - Option 1 (MMEL 34-40-02A)	C      2      1      N      Y <b>(M)(O)</b> One may be inoperative on non-flying pilot side.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Flight Crewmember with operative display will be the Pilot Flying (PF).  
B. Monitor operative indications and advisories. Respond as appropriate.

b. Resolution Advisory Display System - Option 2 (MMEL 34-40-02B)	C	2	0	Y	Y	<b>(M)(O)(DP)</b> One or both may be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by Flight Crew, and c) Enroute or approach procedures do not require its use.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Do not operate flight to destinations outside the 48 contiguous states. If outside the 48 contiguous states, enroute operations are authorized including return to the 48 contiguous states (as authorized by the country of departure or overflight).  
B. Select TA only mode.  
C. Monitor operative indications and advisories. Respond as appropriate.

**(DP) PROCEDURES**

- A. Do not dispatch flight to destinations outside the 48 contiguous states. If outside the 48 contiguous states, enroute operations are authorized including return to the 48 contiguous states (as authorized by the country of departure or overflight).  
B. Flight Operations procedures do not require TCAS for approach procedures.

(Continued)



## 737 NG Minimum Equipment List

Item 34-40.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 34		NAVIGATION				
34-21	Traffic Collision and Avoidance System (TCAS)  c. Traffic Alert (TA) Display System(s) (MMEL 34-40-03)	C	2	0	Y	(M)(O)(DP) One or both may be inoperative provided: a) RA Visual Display and Audio Functions are operative, and b) Enroute or approach procedures do not require its use.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Do not operate flight to destinations outside the 48 contiguous states. If outside the 48 contiguous states, enroute operations are authorized including return to the 48 contiguous states (as authorized by the country of departure or overflight).  
B. Monitor operative indications and advisories. Respond as appropriate.

**(DP) PROCEDURES**

- A. Do not dispatch flight to destinations outside the 48 contiguous states. If outside the 48 contiguous states, enroute operations are authorized including return to the 48 contiguous states (as authorized by the country of departure or overflight).  
B. Flight Operations procedures do not require TCAS for approach or enroute procedures.

d. TCAS System (MMEL 34-40A)	B	1	0	Y	Y	(M)(O)(DP) Complete system may be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
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**(M) or (O) PROCEDURES**

- A. Open and collar the TCAS c-b (B6) located on the P18-1 panel.  
B. **Placard ADS-B In Function (If installed) in accordance with MEL item 34-28e.**  
C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Do not operate flight to destinations outside the 48 contiguous states. If outside the 48 contiguous states, enroute operations are authorized including return to the 48 contiguous states (as authorized by the country of departure or overflight).  
B. FLT OPS procedures do not require TCAS for approach procedures.  
C. Do not operate flight if the airspace surrounding the departure or destination station(s) is uncontrolled or expected to be uncontrolled at the time of departure / arrival.

**• NOTE •**

*This MEL does not restrict RVSM operations.*

**(DP) PROCEDURES**

- A. Do not dispatch flight to destinations outside the 48 contiguous states. If outside the 48 contiguous states, enroute operations are authorized including return to the 48 contiguous states (as authorized by the country of departure or overflight).  
B. FLT OPS procedures do not require TCAS for approach procedures.  
C. Do not dispatch flight if the airspace surrounding the departure or destination station(s) is uncontrolled or expected to be uncontrolled at the time of departure / arrival.



## 737 NG Minimum Equipment List

Item 34-44.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 34			NAVIGATION				
34-22	Head-Up Display System (HUD) a. Pre EO 3422J020 BAE and Collins HGS 4000 HUD Complete System (MMEL 34-44)	C	1	0	Y LMP	Y	(M)(O)(DP) May be inoperative. NOTE: <i>Any mode which is operative may be used.</i>

**(M) or (O) PROCEDURES**

- A. Downgrade HUD LMP status in accordance with MEL item 22-89b.
- B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Low visibility takeoff below 500 RVR (150 meters) is not authorized.
- B. Refer to FOM, Approach, General, ILS Approaches to determine if RVR visibility at the departure airport is below that which requires HUD to be operational and used.
- C. Less than CAT 1 approaches are not authorized.

**• NOTE •**

*Use of the HUD with inoperative Number 1 Radio Altimeter (RA) is prohibited*

**(DP) PROCEDURES**

- A. LMP status is downgraded.

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b. Post EO 3422J020 Collins HGS 6000 HUD Complete System (STC ST02522SE)	C	1	0	Y LMP	Y	(M)(O)(DP) May be inoperative.
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**(M) or (O) PROCEDURES**

- A. Downgrade HUD LMP status in accordance with MEL item 22-89b.
- B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Low visibility takeoff below 500 RVR (150 meters) is not authorized.
- B. Refer to FOM, Approach, General, ILS Approaches to determine if RVR visibility at the departure airport is below that which requires HUD to be operational and used.
- C. Less than CAT 1 approaches are not authorized.

**• NOTE •**

*Use of the HUD with inoperative Number 1 Radio Altimeter (RA) is prohibited*

**(DP) PROCEDURES**

- A. LMP status is downgraded.

(Continued)



## 737 NG Minimum Equipment List

Item 34-44.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 34			NAVIGATION				
34-22	Head-Up Display System (HUD)  c. Post EO 3422J020 Collins HGS 6000 HUD Low Visibility Takeoff Function (STC ST02522SE)	C	1	0	Y LMP	Y	(M)(O)(DP) May be inoperative provided takeoff minimums do not require its use.

**(M) or (O) PROCEDURES**

- A. Downgrade HUD LMP status in accordance with MEL item 22-89b.
- B. Install INOP placard adjacent to the Captain's PFD.
- D. Low visibility takeoff below 500 RVR (150 meters) is not authorized.
- E. Refer to FOM, Approach, General, ILS Approaches to determine if RVR visibility at the departure airport is below that which requires HUD to be operational and used.
- F. Less than CAT 1 approaches are not authorized.

**• NOTE •**

*Use of the HUD with inoperative Number 1 Radio Altimeter (RA) is prohibited*

**(DP) PROCEDURES**

- A. LMP status is downgraded.

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d. Post EO 3422J020 Collins HGS 6000 HUD Brightness (BRT) Control Brightness (BRT) Control (STC ST02522SE)	C	1	0	N	Y	(M)(O) May be inoperative provided procedures below are used.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Brightness is acceptable to Flight Crew.

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## 737 NG Minimum Equipment List

Item 34-45.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 34				NAVIGATION		
34-23	Global Positioning Systems (GPS) (MMEL 34-45A)	C	2	1	Y	(M)(O)(DP) One may be inoperative.  a. One Inoperative

**(M) or (O) PROCEDURES**

- A. Placard the associated ADS-B system inoperative in accordance with MEL item 34-28a.
- B. Placard the associated Automatic UTC Update Function with MEL item 31-01b.
- C. If GPS 2 is INOP placard WIFI system per NEF 44-30a.
- D. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Associated clock is set manually.
- B. RNAV (RNP) / RNP (AR) approaches are not authorized.

**(DP) PROCEDURES**

- A. Do not dispatch flight based on RNAV (RNP) / RNP (AR) approaches.
- B. PBN code T1 must be removed.

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b. Both Inoperative	B	2	0	Y	Y	(M)(O)(DP) Both may be inoperative.
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**(M) or (O) PROCEDURES**

- A. Placard the both ADS-B systems inoperative in accordance with MEL item 34-28b.
- B. Placard the associated Automatic UTC Update Function with MEL item 31-01b.
- C. Placard WIFI system per NEF 44-30a.
- D. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Clocks are set manually.
- B. Enroute and/or terminal RNAV procedures do not require its use.
- C. Do not operate on Y routes.

**(DP) PROCEDURES**

- A. Do not dispatch flight based on RNAV(GPS / RNP or RNAV(RNP) / RNP(AR) approach(es).
- B. Nav code G must be removed.
- C. Without GPS, published Terminal RNAV operations (RNAV / SIDs / STARs) will be based on scanning DME/IRU as specified on the procedure as DME / DME / IRU navigation. Verify all critical DME are operative for intended Terminal RNAV procedures. [Required (critical) DME are depicted on the published RNAV procedure.]
- D. PBN codes B1, C1, D1, O1, L1 S2 and T1 must be removed.
- E. PBN codes B3, B4, B5, C4 and D4 must be added.
- F. Both ADS-B Systems inoperative. See MEL 34-28b.
- G. Do not dispatch on Y routes.



## 737 NG Minimum Equipment List

Item 34-48.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 34				NAVIGATION		
34-24	EFIS Control Panel Switches	C	2	1	N	Y
a.	POS (MMEL 34-48-04-01)					(M)(O) One may be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

b.	STA (MMEL 34-48-04-02)	C	2	1	N	Y
						(M)(O) One may be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

c.	APRT (MMEL 34-48-04-03)	C	2	1	N	Y
						(M)(O) One may be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

d.	DATA (MMEL 34-48-04-04)	C	2	1	N	Y
						(M)(O) One may be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

e.	WPT (MMEL 34-48-04-05)	C	2	1	N	Y
						(M)(O) One may be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

f.	MINS Selector (First Officer RADIO / BARO) (MMEL 34-48-03)	C	2	1	N	Y
						(M)(O) One may be inoperative provided approach procedures do not require its use.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Departures: Prior to engine start the engine out acceleration altitude must be briefed verbally.

**B. Approach:**

1. First Officer Selector inoperative -
  - a. No approach restrictions
  - b. First Officer must include monitoring altimeter for approach minimums.

(Continued)



## 737 NG Minimum Equipment List

Item 34-48.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 34</b>	<b>NAVIGATION</b>
34-24    EFIS Control Panel Switches  g. MINS Selector (Captain RADIO / BARO) (MMEL 34-48-03)	C    2    1    Y LMP    Y  <b>(M)(O)(DP)</b> One may be inoperative provided approach procedures do not require its use.

**(M) or (O) PROCEDURES**

- A. Downgrade HUD LMP status in accordance with MEL item 22-89a unless other MEL placards require a lower setting.
- B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Departures: Prior to engine start the engine out acceleration altitude must be briefed verbally.
- B. Approach:
  - 1. Captain Selector inoperative -
    - a. Captain must include monitoring altimeter for approach minimums.

**• NOTE •**

*With the Captain's MINS Selector inoperative there will be no aural alerting associated with minimums.  
Refer to AOM> Approach> Procedures, Action & Callouts.*

**(DP) PROCEDURES**

- A. LMP status is downgraded.



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09-13-23

## 737 NG Minimum Equipment List

Item 34-49.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 34		NAVIGATION				
34-25	Right IRS DC Power Supply System (R IRS DC FAIL Light) (MMEL 34-49)	B	1	0	N	Y

### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.

### (O) PROCEDURES

#### • NOTE •

*If the left IRS DC FAIL (L IRS DC FAIL) light illuminates during flight, assume that both IRS DC FAIL lights are illuminated.  
Refer to QRH – EMER / ABNORM – NAV – IRS DC FAIL.*

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Rev 59  
07-11-17

## 737 NG Minimum Equipment List

Item 34-AAL.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 34		NAVIGATION				
34-26	Vertical Speed Indications (MMEL AAL Item)	-	2	2	-	Must be operative.



## 737 NG Minimum Equipment List

Item 34-54-01.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 34</b>	<b>NAVIGATION</b>

34-27	Integrated Standby Flight Display (ISFD) System a. Attitude Display (MMEL 34-54-01-01)	B	1	0	Y	Y	(M)(O)(DP) May be inoperative provided: a) Operations are conducted in Non-Night VMC only, and b) Operations are not conducted into known or forecast Over-The-Top conditions.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Operate flight in Non-Night VMC only.  
B. Do not operate flight into known or forecast over-the-top conditions.

**(DP) PROCEDURES**

- A. Plan flight for Non-Night VMC only.  
B. Do not dispatch flight into known or forecast over-the-top conditions.

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b. ILS Indication (MMEL 34-54-01-02)	C	1	0	N	Y	(M)(O) May be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

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c. Heading Display (MMEL 34-54-01-03)	C	1	0	N	Y	(M)(O) May be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

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d. Dedicated Battery (MMEL 34-53-01-05)	C	1	0	N	Y	(M)(O) May be inoperative.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.



## 737 NG Minimum Equipment List

Item 34-53.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 34</b>	<b>NAVIGATION</b>

34-28	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	2	1	N	Y	(M)(O) One may be inoperative provided procedures below are used.  <i>NOTE:</i> <i>Any ADS-B function that operates normally may be used.</i>
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: ADS-B SYS INOP.

**(O) PROCEDURES**

- A. Select transponder to operative side.

**• NOTE •**

- *Any ADS-B function that operates normally may be used.*
- *ADS-B inoperative will illuminate transponder fail light.*

b. Both Systems (MMEL 34-53)	C	2	0	Y	Y	(M)(O)(DP) Both may be inoperative provided: a) Procedures below are used, b) It is not required by regulation, and c) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight.  <i>NOTE:</i> <i>Any ADS-B function that operates normally may be used.</i>
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: ADS-B SYS INOP.

**(O) PROCEDURES**

- A. Do not fly through areas where ADS-B is required without ATC authorization.  
B. Inform ATC that ADS-B capability is not available when approaching areas where ADS-B is used but not required.

**• NOTE •**

- *Any ADS-B function that operates normally may be used.*
- *ADS-B inoperative will illuminate transponder fail light.*

**(DP) PROCEDURES**

- A. SUR and SUR18 fields must be changed and approval from ATC must be obtained for flight into areas where ADS-B Out is required. See Airspace Requirements Quick Reference Guide (Disp Home Page) for flight planning requirements.

(Continued)



## 737 NG Minimum Equipment List

Item 34-53.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 34				NAVIGATION		

34-28	Automatic Dependent Surveillance-Broadcast (ADS-B) System  c. ADS-B Out Extended Squitter - One Inoperative (MMEL 34-18-02B)	C	2	1	N	Y	(M)(O) May be inoperative provided procedures below are used.  NOTE: <i>Any ADS-B Out function that is operative may be used.</i>
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: ADS-B SQUITTER INOP.

**(O) PROCEDURES**

- A. Select transponder to the operative side.

d. ADS-B Out Extended Squitter - Both Inoperative (MMEL 34-18-02C)	C	2	0	Y	Y	(M)(O)(DP) May be inoperative provided: a) Procedures below are used. b) It is not required by regulation, and c) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight.  NOTE: <i>Any ADS-B Out function that is operative may be used.</i>
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: ADS-B SQUITTER INOP.

**(O) PROCEDURES**

- A. Do not fly through areas where ADS-B is required.  
B. Inform ATC that ADS-B capability is not available when approaching areas where ADS-B is used but not required.

**(DP) PROCEDURES**

- A. SUR and SUR18 fields must be changed and approval from ATC must be obtained for flight into areas where ADS-B Out is required. See Airspace Requirements Quick Reference Guide (Disp Home Page) for flight planning requirements.

e. Data Link Receivers (If Installed) (MMEL 34-53-04)	D	1	0	N	Y	(M)(O) May be inoperative.  NOTE: <i>Any ADS-B In function that is operative may be used.</i>
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: ADS-B FUNCTION INOP.

**(O) PROCEDURES**

- A. FLT OPS procedures do not require use of ADS-B In.



# 737 NG Minimum Equipment List

TOC 35-1

SYSTEM 35

OXYGEN

## SYSTEM 35 - Oxygen

- 35-01 Passenger Service Units (PSUs)
- 35-02 Oxygen Pressure Indicators
- 35-03 Portable Oxygen Dispensing Units (Bottle and Mask)
- 35-04 Passenger Oxygen System
- 35-05 Portable Protective Breathing Equipment (PBE) Smoke Hoods



## 737 NG Minimum Equipment List

Item 35-02.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 35				OXYGEN		
35-01	Passenger Service Units (PSUs)	B	-	0	Y	N
	a. Passenger Service Units (PSUs) (MMEL 35-02)					

**(M) PROCEDURES**

- A. A seat harness from the Flight Attendant's Demo bag or from stock (SPN 99-2520-3-0159) with the DO NOT OCCUPY sign attached over the affected seat. If seat harness is not available, use contrasting color tape (SPN 99-2520-3-0094 or equivalent). Install placard on the affected seat to read: DO NOT OCCUPY.
- B. If PSU door(s) are inoperative, close affected PSU door(s) and secure using adhesive tape.
- C. If a Flight Attendant seat is affected, placard the associated seat inoperative in accordance with MEL item 25-02a, 25-02b, 25-02c or 25-02d as appropriate.**
- D. Use MEL item(s) 35-01b / c for inoperative lavatory oxygen modules.
- E. Install INOP placard adjacent to the Captain's PFD.

**(DP) PROCEDURES**

- A. Flight Attendant oxygen module (PSU) may be inoperative. See MEL item 25-02a, 25-02b, 25-02c or 25-02d as appropriate.

b. Forward Lavatory Oxygen Module (MMEL 35-02)	B	1	0	Y	Y	<b>(M)(O)(DP)</b> May be inoperative provided associated Lavatory Door is locked CLOSED and placarded INOPERATIVE - DO NOT ENTER. <b>NOTE:</b> <i>These provisos are not intended to prohibit lavatory inspections by Crewmembers.</i>
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**(M) or (O) PROCEDURES**

- A. Secure the lavatory door closed and install a placard to read: LAVATORY INOPERATIVE - DO NOT ENTER (pre-printed placard SPN 99-1130-3-0309 may be used for this purpose).
- B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to each flight, if the forward or multiple lavatories are inoperative; consider flight duration, routing and passenger load. Contact MOC and Dispatch if passenger / crew comfort is unacceptable.

**(DP) PROCEDURES**

- A. See DPM for company lavatory policy and confer with Captain.

(Continued)



## 737 NG Minimum Equipment List

Item 35-02.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 35				OXYGEN		
35-01	Passenger Service Units (PSUs)  c. Aft Lavatory Oxygen Modules (MMEL 35-02)	B	2	0	Y	(M)(O)(DP) One or both may be inoperative provided associated Lavatory Door is locked CLOSED and placarded INOPERATIVE - DO NOT ENTER.  <u>NOTE:</u> <i>These provisos are not intended to prohibit lavatory inspections by Crewmembers.</i>

**(M) or (O) PROCEDURES**

- A. Secure the affected lavatory door(s) closed and install a placard to read: LAVATORY INOPERATIVE - DO NOT ENTER (pre-printed placard SPN 99-1130-3-0309 may be used for this purpose).
- B. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to each flight, if multiple lavatories are inoperative; consider flight duration, routing and passenger load. Contact MOC and Dispatch if passenger / crew comfort is unacceptable.

**(DP) PROCEDURES**

- A. See DPM for company lavatory policy and confer with Captain.

d. Automatic Presentation (MMEL 35-02-01)	C	1	0	Y	N	(M)(O)(DP) May be inoperative provided: a) Alternate deployment system is verified to be operative, and b) Airplane remains at or below FL 300.
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**(M) PROCEDURES**

- A. Accomplish the Passenger Oxygen System Manual Deploy Test (AMM 35-22-00-501).
- B. Install a placard adjacent to the Captain's PFD to read: PSGR O2 AUTO SYS INOP. MAX ALT FL300.

**(O) PROCEDURES**

- A. Be prepared to deploy passenger masks manually using the PASS OXYGEN Switch.
- B. Remain at or below FL 300.

**(DP) PROCEDURES**

- A. Plan flight at or below FL 300.

(Continued)



## 737 NG Minimum Equipment List

Item 35-02.3

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 35		OXYGEN					
35-01	Passenger Service Units (PSUs)  e. Door Latches (MMEL 35-02-02)	B	-	0	Y	N	(M)(O)(DP) Automatic opening feature of door latch(es) may be inoperative unlatched, and taped CLOSED provided: a) PSU Oxygen System is operative, b) Flight remains at or below FL 250, and c) Passenger(s) occupying seat(s) with inoperative door latch(es) are briefed on oxygen mask procedure.

**(M) PROCEDURES**

- A. Verify that associated Oxygen Generator has not been expended. The color band will be black if generator has been expended and generator must be replaced.
- B. Tape the affected door closed. Fashion the tape so that a non-adhesive handle is approximately 4 inches long, is left pendant. This handle will be used in case of need by the passenger to strip the securing tape down, thus allowing the door to fall open.
- C. Install a placard adjacent to the Captain's PFD to read: PSGR OXY DOOR LATCH AT SEAT \_\_ INOP. MAX ALT FL 250.

**(O) PROCEDURES**

- A. Captain briefs the First Flight Attendant to instruct passenger in affected seat(s) on how to deploy oxygen masks.
- B. Remain at or below FL 250.

**(DP) PROCEDURES**

- A. Plan flight at or below FL 250.



## 737 NG Minimum Equipment List

Item 35-03.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 35				OXYGEN		
35-02	Oxygen Pressure Indicators  a. Flight Deck Crew Oxygen Indicator (MMEL 35-03-01)	C	1	0	N	(M)(O) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.

**(M) PROCEDURES****• NOTE •**

*In lieu of measuring the bottle temperature, it is permissible to use the Flight Deck or Outside Ambient Temperature (whichever is higher).*

**Reference Figure 1**

- A. At initial placarding and prior to each departure check the Oxygen Bottle Pressure Indicator. Ensure oxygen supply is above minimum required for flight; replace bottle if required.
- B. AAL requires oxygen bottle to be safety wired in the open position on installation. Verify that the wire is not broken.
- C. A Verification and Maintenance eAML entry signifying accomplishment is required prior to each departure until restoration is made.**
- D. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to departure.**

b. Overpressure Discharge Indication Disk (MMEL 35-03-05)	C	1	0	N	Y	(M)(O) May be damaged or missing.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. When dispatching with the overpressure discharge indication disk damaged or missing, verify that oxygen pressure is adequate for dispatch by observing system pressure using the Flight Crew oxygen pressure indicator on the aft overhead panel.



## 737 NG Minimum Equipment List

Item 35-04.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 35			OXYGEN			
35-03	Portable Oxygen Bottles or Units (Including Masks and Hoses)  a. Portable Oxygen Bottles or Units (Including Masks and Hoses) (MMEL 35-04)	C	5	4	N	Y
						<p><b>(M)(O)</b> One may be unserviceable or removed provided:</p> <p>a) Required distribution of serviceable bottles is maintained throughout aircraft, and</p> <p>b) An inoperative or not properly serviced portable oxygen bottle / unit remains in a certified location until removed or serviced at the next suitable maintenance facility, and</p> <p>c) Location placarding is removed or obscured,</p> <p><b>NOTE:</b></p> <p><i>Inoperative portable oxygen bottles / units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.</i></p> <p><b>NOTE:</b></p> <p><i>One serviceable bottle is required for flight attendants that comprise the minimum crew.</i></p>

**(M) or (O) PROCEDURES**

- A. The out-of-service unit will remain where it is, until it can be removed from the airplane at the next AA- staffed Maintenance station.
1. Inoperative unit is tagged INOPERATIVE, so it cannot be mistaken for a functional unit.
  2. Associated location placard is covered with tape or a blank adhesive label.

**• NOTE •***If another functional unit is installed in the same location do not cover the location placard.*

- B. Ensure an operative unit is available in the cabin for each required Flight Attendant on duty.
- C. Install a placard adjacent to the Captain's PFD to read: PORTABLE O2 INOP.

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b. Tamper Seals or Tags (MMEL 35-04-01)	C	5	0	N	Y	<b>(M)(O)</b> May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: PORTABLE O2 BOTTLE SEAL INOP.
- B. Verify the associated oxygen bottle/unit, mask, or hose is properly installed and serviced before each flight.



## 737 NG Minimum Equipment List

Item 35-05.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 35		OXYGEN				
35-04	Passenger Oxygen System  a. Complete System (Flights above 10,000 feet to FL 250) (MMEL 35-05A)	-	-	-	-	Reserved for future use
	b. Complete System (Flights at or below 10,000 feet MSL) (MMEL 35-05C)	B	1	0	Y	(M)(O)(DP) Any or all components may be inoperative provided flight is conducted at or below 10,000 feet MSL.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: PSGR OXY INOP - MAX ALT 10,000 FT MSL

**(O) PROCEDURES**

- A. Instruct Flight Attendants to delete the oxygen system from the takeoff briefing.  
B. Remain at or below 10,000 ft. MSL.

**(DP) PROCEDURES**

- A. Plan flight at or below 10,000 ft. MSL.

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## 737 NG Minimum Equipment List

Item 35-06.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 35				OXYGEN		
35-05	Portable Protective Breathing Equipment (PBE) Smoke Hoods a. Flight Deck (MMEL 35-06)	-	1	1	-	Must be operative for dispatch.
	b. Cabin (MMEL 35-06)	-	3	3	-	Must be operative for dispatch.
	c. Tamper Seals or Tags (MMEL 35-06-01)	C	4	0	N	(M)(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.

### (M) or (O) PROCEDURES

- Install a placard adjacent to the Captain's PFD to read: PBE SEAL INOP.

### (O) PROCEDURES

- Verify Portable Protective Breathing Equipment (PBE) are properly installed before each flight.

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## 737 NG Minimum Equipment List

Figure 35.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 35	OXYGEN

Bottle Temperature		Bottle Pressure - PSI (KPA) Number of Crew Members Using Oxygen		
°C	°F	2	3	4
-10	14	430 (2970)	600 (4140)	770 (5310)
-5	23	440 (3030)	610 (4210)	785 (5410)
0	32	445 (3070)	620 (4280)	800 (5520)
5	41	455 (3140)	635 (4380)	815 (5620)
10	50	460 (3170)	645 (4450)	830 (5720)
15	59	470 (3240)	655 (4520)	840 (5790)
20	68	480 (3310)	670 (4620)	860 (5930)
25	77	485 (3340)	680 (4690)	870 (6000)
30	86	495 (3410)	690 (4760)	885 (6100)
35	95	505 (3480)	700 (4830)	900 (6210)
40	104	510 (3520)	715 (4930)	915 (6310)
45	113	520 (3590)	725 (5000)	930 (6410)
50	122	530 (3650)	735 (5070)	945 (6520)

Figure 1  
Minimum Crew Oxygen Pressure  
MEL item 35-02a

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# 737 NG Minimum Equipment List

TOC 36-1

SYSTEM 36

PNEUMATIC

## SYSTEM 36 - Pneumatic

- 36-01 Manifold Isolation Shutoff Valve
- 36-02 Ground Pneumatic Connector Check Valve
- 36-03 Precooler Control Valves
- 36-04 Pneumatic Pressure Indication Systems
- 36-05 Engine Bleed Air Shutoff Valves (PRSOV)
- 36-06 DUAL BLEED Light System
- 36-07 Engine BLEED TRIP OFF Lights
- 36-08 High Stage Valves



## 737 NG Minimum Equipment List

Item 36-01-03.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 36		PNEUMATIC				
36-01	Manifold Isolation Shutoff Valve (MMEL 36-01-03)	C	1	0	Y	N
						(M)(O)(DP) May be inoperative provided: a) Valve remains CLOSED except for engine start, and b) Airplane is not operated in known or forecast icing conditions.

**(M) PROCEDURES**

- A. Deactivate the bleed air isolation valve in accordance with AMM 36-00-00/901.
- B. Install a placard at the Manifold ISOLATION VALVE switch to read: INOP CLOSED.
- C. Prior to each engine start manually OPEN the Isolation Valve as follows:
  - 1. Position both engine 1 and 2 BLEED switches to OFF.
  - 2. Position the APU BLEED switch to OFF.
  - 3. Position both L and R PACK switches to OFF.
  - 4. Open and collar the BLEED AIR VALVE ISOLATION c-b (A5) located on the P6-4 panel.
  - 5. Gain access to the manifold isolation valve through the left air conditioning bay door. If necessary, remove the air conditioning duct segment located in front of keel beam access hole.

**• NOTE •**

*To preclude having to manually open the manifold isolation valve prior to each engine start, two pneumatic sources can be used (APU and external) for starting each individual engine.*

- D. At each engine start coordinate with the Flight Crew as follows:
  - 1. Manually move valve to the OPEN position by using the manual override handle.
  - 2. After confirmation from the Flight Crew that the engine was started manually move valve to the CLOSED position by using the manual override handle.
- E. After each engine start replace the air conditioning duct segment and close the access door opened in Step C.5.
- F. Advise the Captain via interphone that valve is closed and access is secured.

**(O) PROCEDURES**

- A. Do not operate flight into known or forecast icing conditions.

**(DP) PROCEDURES**

- A. Do not dispatch flight into known or forecast icing conditions.



## 737 NG Minimum Equipment List

Item 36-02.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 36				PNEUMATIC		
36-02	Ground Pneumatic Connector Check Valve	C	1	0	Y	N
	a. Inoperative Closed (MMEL 36-02B)					(M)(O)(DP) May be inoperative CLOSED provided APU is available for engine start.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**• NOTE •**

*With the Ground Pneumatic Connector Check Valve inoperative CLOSED, engines cannot be started from ground source. APU must be available as an air source for starting engines.*

**(O) PROCEDURES**

- A. Carriage of dry ice must not exceed 880lbs.

**(DP) PROCEDURES**

- A. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.

b. Inoperative Open (MMEL 36-02A)	C	1	0	Y	N	(M)(O)(DP) May be inoperative provided: a) Right pneumatic manifold remains depressurized after starting right engine, b) Airplane is not operated in known or forecast icing conditions, and c) Altitude remains at or below FL 250.
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**(M) PROCEDURES**

- A. At initial placarding install the placards as follows:
1. Adjacent to the Captain's PFD to read: DO NOT USE RIGHT PACK. MAX ALT FL 250.
  2. On the Air Conditioning Panel to read: GRD AIR CONNECTION VALVE INOP OPEN.
  3. On the inside of the ground pneumatic access door (192DR) to read: GRD AIR CONNECTION VALVE INOP OPEN.
- B. At each engine start use a ground pneumatic source for starting the right engine.
- C. Prior to removing the ground pneumatic source after engine start, verify with the Flight Crew that the right pneumatic duct is depressurized:
1. Position the Engine BLEED 2 switch to OFF.
  2. Position the Bleed ISOLATION VALVE switch to CLOSE.
  3. Position the R PACK switch to OFF.
  4. Verify the right manifold duct pressure is zero psi on the dual duct pressure indicator.

**WARNING**

**DO NOT GO NEAR THE ENGINE WHEN THE ENGINE OPERATES ABOVE MINIMUM IDLE.  
THERE ARE NO SAFE AREAS AROUND AN ENGINE WHEN THE ENGINE SPEED IS ABOVE MINIMUM IDLE. SERIOUS INJURY OR DEATH AND DAMAGE TO EQUIPMENT COULD OCCUR.**

- D. If it is necessary to be near the engine during an engine operation (idle operation only, such as during an idle leak check or to disconnect the ground air cart), use the entry / exit corridor to enter and exit the fan inlet areas.
- E. Install INOP placard adjacent to the Captain's PFD.

(Continued)



## 737 NG Minimum Equipment List

Item 36-02.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 36	PNEUMATIC

## (O) PROCEDURES (Continued from MEL Item 36-02b)

## • NOTE •

*Takeoff performance should be based on packs AUTO.*

- A. Remain at or below FL 250.
- B. Do not operate flight into known or forecast icing conditions.
- C. Following engine start, depressurize the right pneumatic duct prior to removing the ground pneumatic source.  
Operate airplane with:
  1. Right bleed OFF.
  2. Right pack OFF.
  3. Isolation valve CLOSE.
- D. Operate the left pack using the left engine bleed or APU bleed with isolation valve CLOSE.

## • NOTE •

• At altitudes 17,000 feet and below, increased airflow will occur when flaps are extended (takeoff and landing) and the APU is used instead of engine bleed to supply bleed air to the operating pack. Refer to AOM> Supplementary Procedures> Air Systems> Engine Bleed Off Takeoff and Engine Bleed Off Landing.

- With the PACK switch in AUTO, the pack will operate in the high flow mode when the APU is used as the bleed source.
- E. Carriage of dry ice must not exceed 880lbs.

## (DP) PROCEDURES

- A. Plan flight at or below FL 250.
- B. Do not dispatch flight into known or forecast icing conditions.
- C. Verify ground pneumatics are available at destination and alternate airport(s).
- D. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.



## 737 NG Minimum Equipment List

Item 36-03-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 36		PNEUMATIC					
36-03	Precooler Control Valves	C	1	0	Y	Y	(M)(O)(DP) May be inoperative in any position provided: a) Left Engine Bleed Shutoff Valve remains CLOSED, and b) Airplane is not operated in known or forecast icing conditions.
a.	Left Valve (MMEL 36-03-02A)						

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: ENG NO. 1 PRECOOLER VALVE INOP. MAX ALT FL 250. REFER TO MEL 36-03 FOR PACK OPERATION.

**(O) PROCEDURES**

- A. Do not operate flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.  
B. Do not operate flight into known or forecast icing conditions.

**• NOTE •**

- Use of the APU bleed air is limited to 17,000 feet. One air conditioning pack will be unusable when dispatching with the left engine bleed unusable and flight altitude greater than 17,000 feet.
- Takeoff performance should be based on AC packs AUTO.

C. Position the left engine BLEED switch to OFF.

D. Left engine bleed unusable:

1. At altitudes 17,000 feet and below, operate the left pack using the APU bleed air, the right pack using the right engine bleed and the isolation valve CLOSE.
2. At altitudes above 17,000 feet, operate with the APU bleed air OFF.
  - a. Limit altitude to FL 250.
  - b. Operate the left pack using the right engine bleed, the right pack OFF and isolation valve OPEN.

E. Carriage of dry ice must not exceed 880lbs.

**(DP) PROCEDURES**

- A. Do not dispatch flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.  
B. Do not dispatch flight into known or forecast icing conditions.  
C. Plan flight at or below FL 250.  
D. Add additional fuel at rate of 200 lbs per hour from block out to 17,000 ft for APU usage (If flight is expected to remain at 17,000 ft or below, plan 200 lbs per hour block to block) (FOS = APU/HR in MEL< of JR: FKY = enter EFF CODE).  
E. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.

(Continued)



## 737 NG Minimum Equipment List

Item 36-03-02.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 36		PNEUMATIC					
36-03	Precooler Control Valves b. Right Valve (MMEL 36-03-02A)	C	1	0	Y	Y	(M)(O)(DP) May be inoperative in any position provided: a) Right Engine Bleed Shutoff Valve remains CLOSED, and b) Airplane is not operated in known or forecast icing conditions.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: ENG NO. 2 PRECOOLER VALVE INOP. MAX ALT FL 250. REFER TO MEL 36-03 FOR PACK OPERATION.

**(O) PROCEDURES**

- A. Do not operate flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.  
B. Do not operate flight into known or forecast icing conditions.

**• NOTE •**

- Use of the APU bleed air is limited to 17,000 feet. One air conditioning pack will be unusable when dispatching with the right engine bleed unusable.  
• Takeoff performance should be based on AC packs AUTO.

C. Position the right engine BLEED switch to OFF.

D. Right engine bleed unusable:

1. Limit altitude to FL 250.

2. Operate the left pack using the left engine bleed, right pack OFF, and isolation valve CLOSE.

**• NOTE •**

At altitudes 17,000 feet and below, increased air flow will occur when flaps are extended (takeoff and landing) and the APU is used instead of engine bleed to supply bleed air to the operating pack. Refer to AOM> Supplementary Procedures> Air Systems> Engine Bleed Off Takeoff and Engine Bleed Off Landing.

E. Carriage of dry ice must not exceed 880lbs.

**(DP) PROCEDURES**

- A. Do not dispatch flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.  
B. Do not dispatch flight into known or forecast icing conditions.  
C. Plan flight at or below FL 250.  
D. Increase minimum takeoff fuel by 200 lbs for the time the APU may be operated by Flight Crew during takeoff / landing (FOS = 2 in MEL< of JR: FKY = Automated).  
E. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.

(Continued)



## 737 NG Minimum Equipment List

Item 36-03-02.3

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 36			PNEUMATIC				
36-03	Precooler Control Valves	C	2	0	Y	Y	(M)(O)(DP) Both may be inoperative in any position provided: a) Both Engine Bleed Shutoff Valves remain CLOSED, and b) Airplane is not operated in known or forecast icing conditions.
c.	Both Valves (MMEL 36-03-02A)						

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: BOTH PRECOOLER VALVES INOP. MAX ALT 17,000 FT MSL. REFER TO MEL 36-03 FOR PACK OPERATION.

**(O) PROCEDURES**

- A. Do not operate flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.  
B. Do not operate flight into known or forecast icing conditions.

**• NOTE •**

- Use of the APU bleed air is limited to 17,000 feet. One air conditioning pack will be unusable when dispatching with both engine bleeds unusable.
  - Takeoff performance should be based on AC packs AUTO.

- C. Position both engine BLEED switches to OFF.  
D. Both engine bleeds unusable:
  1. Limit altitude to 17,000 feet.
  2. Operate the left pack using APU bleed and isolation valve CLOSE. Refer to AOM> Supplementary Procedures> Air Systems> Engine Bleed Off Takeoff and Engine Bleed Off Landing.

- E. Carriage of dry ice must not exceed 880lbs.

**(DP) PROCEDURES**

- A. Do not dispatch flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.  
B. Do not dispatch flight into known or forecast icing conditions.  
C. Plan flight at or below 17,000 ft.  
D. Add additional fuel at rate of 200 lbs per hour (block to block) for APU usage. (FOS = APU / HR MEL< of JR:  
FKY = Automated)  
E. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.

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## 737 NG Minimum Equipment List

Item 36-04.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 36		PNEUMATIC				
36-04	Pneumatic Pressure Indication Systems (MMEL 36-04)	C	2	0	N	Y

### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.

### (O) PROCEDURES

- A. The Flight Crew normally uses the pneumatic pressure indication system to verify minimum recommended pneumatic pressure for engine start during engine starts.
- B. With an inoperative pneumatic pressure indication system, confirmation of minimum recommended pneumatic pressure is not required for engine start.
- C. Verify engine start valve has closed by noting that the START VALVE OPEN lights have extinguished.



## 737 NG Minimum Equipment List

Item 36-05-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 36		PNEUMATIC					
36-05	Engine Bleed Air Shutoff Valves (PRSOV) (MMEL 36-05-02A)	C	1	0	Y	N	<b>(M)(O)(DP)</b> Left valve may be inoperative provided: a) Valve is secured CLOSED before engine start, and b) Airplane is not operated in known or forecast icing conditions. c) Flight altitude remains at or below FL 250.
a. Left Valve							

**(M) PROCEDURES**

- A. Lock the LEFT PRSOV in the closed position in accordance with AMM 36-00-00/901.
- B. Install a placard adjacent to the Captain's PFD to read: ENG. NO. 1 BLEED VALVE INOP. MAX ALT FL 250

**(O) PROCEDURES**

- A. Do not operate flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.
- B. Do not operate flight into known or forecast icing conditions.
- C. Limit altitude to FL250

**• NOTE •**

- Use of the APU bleed air is limited to 17,000 feet. One air conditioning pack will be unusable when dispatching with the left engine bleed inoperative and flight altitude greater than 17,000 feet.
- Takeoff performance should be based on AC packs AUTO (This may create a permissible N1 difference of greater than 0.5% compared to TPS).

D. Left engine bleed switch is selected to the OFF position.

E. Left engine bleed inoperative:

1. At altitudes at and below 17,000 feet:
  - a. Operate the left pack using the APU bleed air.
  - b. Operate the right pack using the right engine bleed and the isolation valve CLOSE.
2. At altitudes above 17,000 feet, up to and including FL250:
  - a. Operate with the APU bleed air OFF.
  - b. Operate the left pack using the right engine bleed, the right pack OFF and isolation valve OPEN.

F. Carriage of dry ice must not exceed 880lbs.

**(DP) PROCEDURES**

- A. Do not dispatch flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.
- B. Do not dispatch flight into known or forecast icing conditions.
- C. Plan flight at or below FL 250.
- D. Add additional fuel at rate of 200 lbs. per hour from block out to 17,000 ft for APU usage (If flight is expected to remain at 17,000 ft or below, plan 200 lbs per hour block to block) (FOS = APU/HR in MEL< of JR: FKY = enter EFF CODE).
- E. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.

(Continued)



## 737 NG Minimum Equipment List

Item 36-05-02.2

NUMBER REQUIRED FOR DISPATCH				DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED				FLIGHT CREW PLACARDING			
REPAIR CATEGORY				REMARKS AND EXCEPTIONS			
SYSTEM 36				PNEUMATIC			
36-05	Engine Bleed Air Shutoff Valves (PRSOV)  b. Right Valve (MMEL 36-05-02A)	C	1	0	Y	N	<b>(M)(O)(DP)</b> Right valve may be inoperative provided: a) Valve is secured CLOSED before engine start, and b) Airplane is not operated in known or forecast icing conditions. c) Flight altitude remains at or below FL 250.

**(M) PROCEDURES**

- A. Lock the RIGHT PRSOV in the closed position in accordance with AMM 36-00-00/901.
- B. Install a placard adjacent to the Captain's PFD to read: ENG. NO. 2 BLEED VALVE INOP. MAX ALT FL 250.

**(O) PROCEDURES**

- A. Do not operate flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.
- B. Do not operate flight into known or forecast icing conditions.
- C. Limit altitude to FL 250.

**• NOTE •**

- Use of the APU bleed air is limited to 17,000 feet. One air conditioning pack will be unusable when dispatching with the right engine bleed inoperative.
- Takeoff performance should be based on AC packs AUTO (This may create a permissible N1 difference of greater than 0.5% compared to TPS).

D. Right engine bleed switch is selected to the OFF position.

E. Right engine bleed inoperative:

1. Operate the left pack using the left engine bleed, right pack OFF, and isolation valve CLOSE.

**• NOTE •**

At altitudes 17,000 feet and below, increased air flow will occur when flaps are extended (takeoff and landing) and the APU is used instead of engine bleed to supply bleed air to the operating pack. Refer to AOM> Supplementary Procedures> Air Systems> Engine Bleed Off Takeoff and Engine Bleed Off Landing.

F. Carriage of dry ice must not exceed 880lbs.

**(DP) PROCEDURES**

- A. Do not dispatch flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.
- B. Do not dispatch flight into known or forecast icing conditions.
- C. Plan flight at or below FL 250.
- D. Increase minimum takeoff fuel by 200 lbs for the time the APU may be operated by Flight Crew during takeoff / landing (FOS = 2 in MEL< of JR: FKY = Automated).
- E. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.

(Continued)



## 737 NG Minimum Equipment List

Item 36-05-02.3

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 36				PNEUMATIC			
36-05	Engine Bleed Air Shutoff Valves (PRSOV)  c. Both Valves (MMEL 36-05-02B)	C	2	0	Y	N	<b>(M)(O)(DP)</b> Both valves may be inoperative provided: a) Valves are secured CLOSED before engine start, and b) Airplane is not operated in known or forecast icing conditions. c) APU bleed air system operates normally, and d) Flight altitude remains at or below 17,000ft.

**(M) PROCEDURES**

- A. Lock BOTH PRSOVs in the closed position in accordance with AMM 36-00-00/901.
- B. Install a placard adjacent to the Captain's PFD to read: BOTH ENG BLEED VALVES INOP. MAX ALT 17,000 FT MSL.

**(O) PROCEDURES**

- A. Do not operate flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.
- B. Do not operate flight into known or forecast icing conditions.

**• NOTE •**

- Use of the APU bleed air is limited to 17,000 feet. One air conditioning pack will be unusable when dispatching with both engine bleeds inoperative.
- Takeoff performance should be based on AC packs AUTO.

C. Both engine bleed switches are selected to the OFF position.

D. Both engine bleeds inoperative:

1. Limit altitude to 17,000 feet.
2. Operate the left pack using APU bleed and isolation valve CLOSE. Refer to AOM> Supplementary Procedures> Air Systems> Engine Bleed Off Takeoff and Engine Bleed Off Landing.

E. Carriage of dry ice must not exceed 880lbs.

**(DP) PROCEDURES**

- A. Do not dispatch flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.
- B. Do not dispatch flight into known or forecast icing conditions.
- C. Plan flight at or below 17,000 ft.
- D. Add additional fuel at rate of 200 lbs per hour (block to block) for APU usage (FOS = APU/HR in MEL< of JR: FKY = Automated).
- E. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.



## 737 NG Minimum Equipment List

Item 36-06.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 36	PNEUMATIC
36-06 DUAL BLEED Light System (MMEL 36-06)	C 1 0 N Y <b>(M)(O)</b> May be inoperative provided: a) APU bleed air is not used in flight, and b) APU Bleed Valve is verified CLOSED before each departure.

**(M) or (O) PROCEDURES**

- A. Prior to takeoff verify that the APU Bleed Valve is CLOSED as follows:
  1. Position the ISOLATION VALVE switch to CLOSE.
  2. With the APU running, position the APU BLEED switch to OFF.
  3. Position the L PACK and Engine 1 BLEED switches to OFF.
  4. Observe that left pneumatic duct pressure decreases to 10 PSI or less.
  5. Return airplane to its required configuration.
- B. Install INOP placard adjacent to the Captain's PFD.

**• NOTE •***If Bleed Valve can not be verified CLOSED, use MEL item 49-01.*



## 737 NG Minimum Equipment List

Item 36-08.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 36			PNEUMATIC				
36-07	Engine BLEED TRIP OFF Lights (MMEL 36-08)  a. Left Light	C	1	0	Y	Y	(M)(O)(DP) Left light may be inoperative provided: a) Left Engine Bleed is not used except for engine start, and b) Airplane is not operated in known or forecast icing conditions.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: ENG. NO. 1 BLEED UNUSABLE EXCEPT FOR ENGINE START. MAX ALT FL 250. REFER TO MEL ITEM 36-07 FOR PACK OPERATION.

**(O) PROCEDURES**

- A. Do not operate flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.  
B. Do not operate flight into known or forecast icing conditions.

**• NOTE •**

- Use of the APU bleed air is limited to 17,000 feet. One air conditioning pack will be unusable when dispatching with the left engine bleed unusable and flight altitude greater than 17,000 feet.
- Takeoff performance should be based on packs AUTO.

C. After engine start, position the left engine BLEED switch to OFF.

D. Left engine bleed unusable:

1. At altitudes 17,000 feet and below, operate the left pack using the APU bleed air, the right pack using the right engine bleed and the isolation valve CLOSE.
2. At altitudes above 17,000 feet, operate with the APU bleed air OFF.
  - a. Limit altitude to FL 250.
  - b. Operate the left pack using the right engine bleed, the right pack OFF and isolation valve OPEN.

E. Carriage of dry ice must not exceed 880lbs.

**(DP) PROCEDURES**

- A. Do not dispatch flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.  
B. Do not dispatch flight into known or forecast icing conditions.  
C. Plan flight at or below FL 250.  
D. Add additional fuel at rate of 200 lbs per hour from block out to 17,000 ft for APU usage (If flight is expected to remain at 17,000 ft or below, plan 200 lbs per hour block to block) (FOS = APU/HR in MEL< of JR: FKY = enter EFF CODE).  
E. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.

(Continued)



## 737 NG Minimum Equipment List

Item 36-08.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 36					PNEUMATIC		
36-07	Engine BLEED TRIP OFF Light  b. Right Light	C	1	0	Y	Y	(M)(O)(DP) Right light may be inoperative provided: a) Right Engine Bleed is not used except for engine start, and b) Airplane is not operated in known or forecast icing conditions.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: ENG. NO. 2 BLEED UNUSABLE EXCEPT FOR ENGINE START. MAX ALT FL 250. REFER TO MEL ITEM 36-07 FOR PACK OPERATION.

**(O) PROCEDURES**

- A. Do not operate flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.  
B. Do not operate flight into known or forecast icing conditions.

**• NOTE •**

• Use of the APU bleed air is limited to 17,000 feet. One air conditioning pack will be unusable when dispatching with the left engine bleed unusable.

- Takeoff performance should be based on packs AUTO.

C. After engine start, position the right engine BLEED switch to OFF.

D. For right engine bleed unusable:

1. Limit altitude to FL 250.

2. Operate the left pack using the left engine bleed, right pack OFF, and isolation valve CLOSE.

**• NOTE •**

At altitudes 17,000 feet and below, increased air flow will occur when flaps are extended (takeoff and landing) and the APU is used instead of engine bleed to supply bleed air to the operating pack. Refer to AOM> Supplementary Procedures> Air Systems> Engine Bleed Off Takeoff and Engine Bleed Off Landing.

E. Carriage of dry ice must not exceed 880lbs.

**(DP) PROCEDURES**

- A. Do not dispatch flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.  
B. Do not dispatch flight into known or forecast icing conditions.  
C. Plan flight at or below FL 250.  
D. Add additional fuel at rate of 200 lbs per hour from block out to 17,000 ft for APU usage (If flight is expected to remain at 17,000 ft or below, plan 200 lbs per hour block to block) (FOS = APU/HR in MEL< of JR: FKY = enter EFF CODE).  
E. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.

(Continued)



## 737 NG Minimum Equipment List

Item 36-08.3

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 36				PNEUMATIC		
36-07	Engine BLEED TRIP OFF Light  c. Both Lights	C	2	0	Y	(M)(O)(DP) Both lights may be inoperative provided: a) Both Engine Bleeds are not used except for engine start, and b) Airplane is not operated in known or forecast icing conditions.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: BOTH ENG. BLEEDS UNUSABLE EXCEPT FOR ENGINE START. MAX ALT 17,000 FT MSL. REFER TO MEL ITEM 36-07 FOR PACK OPERATION.

**(O) PROCEDURES**

- A. Do not dispatch flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.  
B. Do not operate flight into known or forecast icing conditions.

**• NOTE •**

*Use of the APU bleed air is limited to 17,000 feet. One air conditioning pack will be unusable when dispatching with both engine bleeds unusable.*

- C. After engine start, position the both engine BLEED switches to OFF.  
D. Both engine bleeds unusable:  
1. Limit altitude to 17,000 feet.  
2. Operate the left pack using APU bleed and isolation valve CLOSE. Refer to AOM> Supplementary Procedures> Air Systems> Engine Bleed Off Takeoff and Engine Bleed Off Landing.  
E. Carriage of dry ice must not exceed 880lbs.

**(DP) PROCEDURES**

- A. Do not dispatch flight out of the 48 contiguous states to South American destinations south of 5° N. If outside the 48 contiguous states enroute operation and return are authorized.  
B. Do not dispatch flight into known or forecast icing conditions.  
C. Plan flight at or below 17,000 ft.  
D. Add additional fuel at rate of 200 lbs per hour (block to block) for APU usage (FOS = APU/HR in MEL< of JR: FKY = Automated).  
E. Notify Central Load Planning (CLP) that dry ice must NOT exceed 880 lbs.



## 737 NG Minimum Equipment List

Item 36-09.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 36		PNEUMATIC					
36-08	High Stage Valves (MMEL 36-09)	C	2	1	Y	N	<b>(M)(O)(DP)</b> One may be inoperative locked CLOSED provided a minimum of 60% N1 is maintained on associated engine during flight in icing conditions.

**EFFECTIVITY:**

- A/C 3AA thru 3MR are equipped with Engine Start Levers.
- A/C 3MS and subsequent are equipped with Engine Start Switches.

**(M) PROCEDURES**

- A. Lock the affected High Stage Valve CLOSED in accordance with AMM 36-00-00/901.
- B. Install a placard at the affected engine 1 or 2 BLEED switch to read: HIGH STAGE VALVE LOCKED CLOSED.

**(O) PROCEDURES**

- A. Maintain a minimum of 60% N1 on the affected engine during flight in icing conditions.

**• NOTE •**

*Landing weights below 145,000 lbs may require flaps 40 to maintain minimum required N1 (60%) on approach. Landing weights below 118,000 lbs may not be able to maintain minimum required N1 (60%) on approach.*

**(DP) PROCEDURES**

- A. For flights dispatched in icing conditions: (Per Boeing: Less fuel add is required for longer flights due to different climb / descent burn ratios.)
  1. For trip distances less than or equal to 1000 nautical miles, increase minimum takeoff fuel an additional 2.0%. (FOS = 2.0 in JV: FKY = enter EFF CODE)
  2. For trip distances greater than 1000 nautical miles, increase minimum takeoff fuel an additional 1.0%. (FOS = 1.0 in JV: FKY = enter EFF CODE)

**• NOTE •**

*Per Boeing less fuel add is required for longer flights due to different climb / descent burn ratios. This additional fuel for dispatch into icing conditions is not cumulative with the same fuel requirement of MEL 30-03b.*

- B. Landing flaps 40 may be required to maintain desired N1 on approach in icing conditions.
- C. If icing conditions at destination are expected, confer with Captain for any situation that may preclude the use of Flaps 40 for landing or if landing weight is expected to be at or below 118,000 lbs. (See (O) Procedure NOTE above.)



# 737 NG Minimum Equipment List

TOC 38-1

SYSTEM 38

WATER / WASTE

## SYSTEM 38 - Water / Waste

- 38-01 Potable Water Systems
- 38-02 Water Supply Systems
- 38-03 Water Drain Systems
- 38-04 Lavatory Waste Systems



# 737 NG Minimum Equipment List

Item 38-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 38		WATER / WASTE				
38-01	Potable Water Systems	C	1	0	N	(M)(O) May be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. <i>NOTE:</i> <i>Any portion of system which is operative may be used.</i>
a.	Potable Water System Compressor (MMEL 38-01A)					

## (M) PROCEDURES

- A. Open and collar the POT WATER COMPRESSOR c-b (A18 or D11) on the P91 panel.
- B. Verify associated system components do not have leaks.
- C. Install INOP placard adjacent to the Captain's PFD.

## (O) PROCEDURES

• NOTE •

*Galley and Lavatory water supplies may be degraded / unusable on the ground if the aircraft engines or APU are not operating.*

b. Complete System (MMEL 38-01B)	C	1	0	Y	N	(M)(O)(DP) May be inoperative provided: a) System is drained, and b) Procedures below are use to ensure that system is not serviced.
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## (M) PROCEDURES

Reference Figure 1

- A. Placard all Galley Water Supplies inoperative in accordance with MEL item 38-02a.
- B. Placard all Lavatories inoperative in accordance with MEL 38-04a and 38-04b.
- C. Deactivate all lavatory hot water heaters as follows:
  1. If the water heaters are equipped with a power switch, position to OFF.
  2. If the water heaters are NOT equipped with a power switch, open and collar the associated circuit breakers located on the P18-3 panel:
    - a. LAVATORY WATER HEATER A (F13)
    - b. LAVATORY WATER HEATER D (F14)
    - c. LAVATORY WATER HEATER E (F15)
  3. Document in the AML balancing entry which deactivation method was used.
- D. Drain the potable water system. (Reference AMM 38-00-00-608-801)
- E. Install lock-wire on water tank fill fitting located on water service panel.
- F. Position servicing cap (if installed) so as not to interfere with the closing of the service panel door.
- G. Install a placard on the water servicing panel to read: WATER SYSTEM INOP - DO NOT SERVICE.
- H. Install INOP placard adjacent to the Captain's PFD.

## (O) PROCEDURES

- A. Prior to each flight with all lavatories inoperative, consider flight duration, routing and passenger load. Contact MOC and Dispatch if passenger / crew comfort level is unacceptable.

• NOTE •

*In order to comply with DOT regulations the Captain will notify the First Flight Attendant that in case of ground delay, designated lavatories must be made available for passenger use. The lavatory doors must be relocked prior to takeoff.*

(Continued)



## 737 NG Minimum Equipment List

Item 38-01.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 38	WATER / WASTE

**(DP) PROCEDURES (Continued from MEL Item 38-01b)**

- A. See DPM for company lavatory policy and confer with Captain.
- B. Notify Passenger Service to provide additional bottled water for Crew and Passenger consumption.
- C. Unless departing on the first flight of the day from a maintenance station where overnight repairs could have been made (refer to MEL Introduction Section 2.1.G), the aircraft may depart.

38-01	Potable Water Systems  c. Potable Water Fill / Overflow Valve / Handle (MMEL 38-01A)	C	1	0	N	N	<b>(M)(O)</b> May be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.  <u>NOTE:</u> <i>Any portion of system which is operative may be used.</i>
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**(M) PROCEDURES**

Reference Figure 2

- A. At initial placarding and at each potable water tank servicing, gain access to Potable Water Fill / Overflow Valve by opening the aft cargo compartment and removing the aft bulkhead liner.
- B. Service potable water using OPTION 1 or OPTION 2 below:
  1. **OPTION 1.** Using a common screwdriver position fill / overflow valve to the open position. Begin to fill tank and when finished filling tank, return valve to closed position.
  2. **OPTION 2.** Remove bolts that attach control cable to valve. Secure the cable with tie-raps to surrounding structure making certain the cable will not interfere with aircraft operation. Reinstall cable mounting hardware in the cable mount holes and tighten the bolts. Service potable water by tuning the valve's drive stub as necessary and make sure the valve is closed after servicing. The valve is clocked so it can only be turned 90 degrees from closed to open.
- C. Pressurize system and check for leaks.
- D. Reinstall aft bulkhead liner.
- E. Document in the AML balancing entry that the valve cable was removed.
- F. Install a placard on the Water Service Panel to read: FILL VALVE INOP (DEACTIVATED). VERIFY VALVE IS CLOSED AFTER EACH WATER TANK SERVICING.
- G. **A Verification and Maintenance eAML entry signifying accomplishment is required each time water tank is serviced until restoration is made.**
- H. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry each time water tank is serviced.



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05-29-24

## 737 NG Minimum Equipment List

Item 38-01.3

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 38		WATER / WASTE				
38-01	Potable Water Systems  d. Potable Water Drain Valve and Handle (MMEL 38-01A)	C	1	0	N	(M) May be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.  <u>NOTE:</u> <i>Any portion of system which is operative may be used.</i>

### (M) PROCEDURES

- A. Verify associated system components do not have leaks.
  - B. Install INOP placard adjacent to the Captain's PFD.
-



# 737 NG Minimum Equipment List

Item 38-01.4

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 38</b>	<b>WATER / WASTE</b>
38-02      Water Supply Systems a. Galley (MMEL 38-01A)	C      2      0      Y      N <b>(M)(O)(DP)</b> Water supply to affected galley may be shut off provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. <b>NOTE:</b> <i>Any portion of system which is operative may be used.</i>

### **(M) PROCEDURES**

- A. Open the Fill / Overflow Valve on the Potable Water Service Panel. This will decrease pressure in the water system.
- B. Turn off water to the appropriate galley at the shutoff valve.
- C. Close the Fill / Overflow Valve on the potable water service panel to re-pressurize the potable water system.
- D. Verify associated system components do not have leaks.
- E. Install INOP placard adjacent to the Captain's PFD.

### **(O) PROCEDURES**

- A. Prior to each flight with a galley water supply inoperative the Captain must consider flight duration, routing and passenger load. Contact MOC and Dispatch if passenger / crew comfort is unacceptable.

### **(DP) PROCEDURES**

- A. Notify Passenger Service to provide additional bottled water for Crew and Passenger consumption.

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(Continued)



## 737 NG Minimum Equipment List

Item 38-01.5

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 38		WATER / WASTE				
38-02	Water Supply Systems b. Lavatory (MMEL 38-01A)	C	3	0	Y	N
		<p><b>(M)(O)(DP)</b> Individual components may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Associated components are deactivated or isolated, and</li> <li>b) Associated system components are verified not to have leaks.</li> </ul> <p><b>NOTE:</b> <i>Any portion of system that is operative may be used.</i></p>				

**(M) PROCEDURES**

Reference Figure 3

- A. Open the Fill / Overflow Valve on Potable Water Service Panel. This will decrease pressure in the water system.

**• NOTE •**

*If the affected component is associated with the lavatory flush system use MEL items MEL 38-04c or MEL 38-04d as appropriate.*

- B. Turn off water to the affected faucet as follows:
1. Open door underneath sink.
  2. Locate and turn shutoff valve to TOILET ONLY position.
  3. Close access opened in Step B.1.
- C. Close the Fill / Overflow Valve on the potable water service panel to re-pressurize the potable water system.
- D. Verify associated system components do not have leaks.
- E. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to each flight the Captain considers flight duration, routing, and passenger load. Contact MOC and Dispatch if passenger / crew comfort is unacceptable.

**(DP) PROCEDURES**

- A. Notify Passenger Service to provide hand sanitizer in the affected lavatory.

c. Lavatory Water Tank Heater (MMEL 38-02A)	C	3	0	N	N	<p><b>(M)</b> Any or all may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Associated components are deactivated or isolated, and</li> <li>b) Associated system components are verified not to have leaks.</li> </ul> <p><b>NOTE:</b> <i>Any portion of system which is operative may be used.</i></p>
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**(M) PROCEDURES**

- A. Deactivate the affected lavatory hot water heaters as follows:
1. If the water heaters are equipped with a power switch, position to OFF.
  2. If the water heaters are NOT equipped with a power switch, open and collar the associated circuit breakers located on the P18-3 panel:
    - a. LAVATORY WATER HEATER A (F13)
    - b. LAVATORY WATER HEATER D (F14)
    - c. LAVATORY WATER HEATER E (F15)
  3. Document in the AML balancing entry which deactivation method was used.
- B. Verify the associated system components do not have leaks.
- C. Install INOP placard adjacent to the Captain's PFD.



## 737 NG Minimum Equipment List

Item 38-01.6

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 38		WATER / WASTE				
38-03	Water Drain Systems a. Galley (MMEL 38-01A)	C	2	0	N	Y
						<b>(M)(O)</b> One or both may be inoperative provided associated drain(s) are verified not to have leaks. <b>NOTE:</b> <i>Any portion of system that is operative may be used.</i>

**(M) or (O) PROCEDURES**

- A. Verify associated system components do not have leaks.
  - B. Install a placard over the affected Galley Drain to read: DRAIN INOPERATIVE - DO NOT USE.
  - C. Install INOP placard adjacent to the Captain's PFD.
- 

b. Lavatory (MMEL 38-01A)	C	3	0	Y	N	<b>(M)(O)(DP)</b> May be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. <b>NOTE:</b> <i>Any portion of system which is operative may be used.</i>
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**(M) PROCEDURES**

Reference Figure 3

- A. Open the Fill / Overflow Valve on Potable Water Service Panel. This will decrease pressure in the water system.
- B. Turn off water to the affected faucet as follows:
  1. Open door underneath sink.
  2. Locate and turn shutoff valve to TOILET ONLY position.
  3. Close access opened in Step B.1.
- C. Close the Fill / Overflow Valve on the potable water service panel to re-pressurize the potable water system.
- D. Verify the associated system components do not have leaks.
- E. Install a placard over the affected Lavatory Drain to read: DRAIN INOPERATIVE - DO NOT USE.
- F. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to each flight the Captain considers flight duration, routing, and passenger load. Contact MOC and Dispatch if passenger / crew comfort is unacceptable.

**(DP) PROCEDURES**

- A. Notify Cabin Service to provide hand sanitizer in the affected lavatory.
-



## 737 NG Minimum Equipment List

Item 38-02.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 38			WATER / WASTE				
38-04	Lavatory Waste Systems a. Aft Lavatory Blocked Off - No Leakage (MMEL 38-02A)	C	2	0	Y	Y	(M)(O)(DP) One or both aft lavatory(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door(s) is secured CLOSED and placarded INOPERATIVE – DO NOT ENTER. <u>NOTE:</u> <i>These provisions are not intended to prohibit inspections by Crewmembers.</i>

**(M) or (O) PROCEDURES**

- A. Secure the lavatory door(s) CLOSED and install a placard to read: INOPERATIVE - DO NOT ENTER (pre-printed placard SPN 99-1130-3-0309 may be used for this purpose).
- B. Verify associated system components do not have leaks.
- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to each flight with multiple lavatories inoperative, the Captain must consider flight duration, routing and passenger load. Contact MOC and Dispatch if passenger / crew comfort level is unacceptable.

**(DP) PROCEDURES**

- A. See DPM for company lavatory policy and confer with Captain.

(Continued)



## 737 NG Minimum Equipment List

Item 38-02.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 38		WATER / WASTE				
38-04	Lavatory Waste Systems  b. Forward lavatory Blocked Off - No Leakage (MMEL 38-02B)	C	1	0	Y	Y  <b>(M)(O)(DP)</b> Forward lavatory may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured CLOSED and placarded INOPERATIVE – DO NOT ENTER.  <u>NOTE:</u> <i>These provisions are not intended to prohibit inspections by Crewmembers.</i>

**(M) or (O) PROCEDURES**

- A. Secure the lavatory door CLOSED and install a placard to read: INOPERATIVE - DO NOT ENTER (pre-printed placard SPN 99-1130-3-0309 may be used for this purpose).
- B. Verify associated system components do not have leaks.
- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to each flight with the first class or multiple lavatories inoperative, the Captain must consider flight duration, routing and passenger load. Contact MOC and Dispatch if passenger / crew comfort level is unacceptable.

**• NOTE •**

*If forward lavatory is unusable for Flight Crewmembers, the most forward operable lavatory should be used.*

**(DP) PROCEDURES**

- A. See DPM for company lavatory policy and confer with Captain.

(Continued)



## 737 NG Minimum Equipment List

Item 38-02.3

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 38		WATER / WASTE					
38-04	Lavatory Waste Systems  c. Aft Lavatory Blocked Off - Leakage Internal to Cabin (MMEL 38-02B)	C	2	0	Y	N	<b>(M)(O)(DP)</b> One or both aft lavatory(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door(s) is secured CLOSED and placarded INOPERATIVE – DO NOT ENTER. <b>NOTE:</b> <i>These provisions are not intended to prohibit inspections by Crewmembers.</i>

**(M) PROCEDURES**

Reference Figure 3

- A. Open the Fill / Overflow Valve on Potable Water Service Panel. This will decrease pressure in the water system.
- B. Turn off water to the affected aft lavatory as follows:
  1. Open door underneath sink.
  2. Locate and turn shutoff valve to OFF position.
  3. Close the access opened in Step B.1.
- C. Close the Fill / Overflow Valve on the potable water service panel to re-pressurize the potable water system.
- D. Secure the lavatory door(s) CLOSED and install a placard to read: INOPERATIVE - DO NOT ENTER (pre-printed placard SPN 99-1130-3-0309 may be used for this purpose).
- E. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to each flight with multiple lavatories inoperative, the Captain must consider flight duration, routing and passenger load. Contact MOC and Dispatch if passenger / crew comfort level is unacceptable.

**(DP) PROCEDURES**

- A. See DPM for company lavatory policy and confer with Captain.

(Continued)



## 737 NG Minimum Equipment List

Item 38-02.4

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 38		WATER / WASTE					
38-04	Lavatory Waste Systems  d. Forward Lavatory Blocked Off - Leakage Internal to Cabin (MMEL 38-02B)	C	1	0	Y	N	<b>(M)(O)(DP)</b> Forward lavatory may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured CLOSED and placarded INOPERATIVE – DO NOT ENTER. <b>NOTE:</b> <i>These provisions are not intended to prohibit inspections by Crewmembers.</i>

**(M) PROCEDURES**

Reference Figure 3

- A. Open the Fill / Overflow Valve on Potable Water Service Panel. This will decrease pressure in the water system.
- B. Turn off water to the forward lavatory as follows:
  1. Open door underneath sink.
  2. Locate and turn shutoff valve to OFF position.
  3. Close access opened in Step B.1.
- C. Close the Fill / Overflow Valve on the potable water service panel to re-pressurize the potable water system.
- D. Secure the lavatory door CLOSED and install a placard to read: INOPERATIVE - DO NOT ENTER (pre-printed placard SPN 99-1130-3-0309 may be used for this purpose).
- E. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Prior to each flight with the first class or multiple lavatories inoperative, the Captain must consider flight duration, routing and passenger load. Contact MOC and Dispatch if passenger / crew comfort level is unacceptable.

**• NOTE •***If forward lavatory is unusable for Flight Crewmembers, the most forward operable lavatory should be used.***(DP) PROCEDURES**

- A. See DPM for company lavatory policy and confer with Captain.

(Continued)



## 737 NG Minimum Equipment List

Item 38-02.5

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 38		WATER / WASTE				
38-04	Lavatory Waste Systems  e. Lavatory Waste Tank Requires Manual Dump and / or Charge (MMEL 38-02A)	C	1	0	N	(M) Lavatory Dump Valve Handle or Cable may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.  <u>NOTE:</u> <i>Any portion of system which is operative may be used.</i>

**(M) PROCEDURES**

- A. Manually dump and/or fill waste tank waste tank.
- B. Verify the dump valve does not have leaks.
- C. Install a placard on the lavatory service door to read: MANUALLY OPERATE DUMP VALVE TO DRAIN WASTE TANKS. AFTER DUMP - VERIFY VALVE IS CLOSED AND NO LEAKS PRESENT.
- D. Contact MOC if additional information is required.
- E. Install INOP placard adjacent to the Captain's PFD.

(Continued)



## 737 NG Minimum Equipment List

Item 38-02.6

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 38		WATER / WASTE					
38-04	Lavatory Waste Systems f. Toilet Vacuum Generator System (MMEL 38-02-01)	C	1	0	Y	N	(M)(O)(DP) May be inoperative provided: a) Vacuum Generator is deactivated, and b) Procedures below are used to only allow use of the associated lavatory at or above 16,000 ft. MSL.

**(M) PROCEDURES**

- A. Open and collar the VACUUM WASTE BLOWER C/B (F2). It is located inside the P91 panel and is painted WHITE.
- B. Access the lavatory and operate the toilet flush handle. Verify that a "splash" of rinse water enters the toilet bowl. If there is no rinse water use MEL item 38-04a or 38-04b as appropriate.
- C. Install a placard on each lavatory door to read: INOP - DO NOT USE IN FLIGHT BELOW 16,000 FEET.
- D. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. The affected lavatories may not be used while on the ground and must be locked closed (see NOTES below). Notify the First Flight Attendant that the lavatories must not be used on the ground without approval from the Captain.
- B. The doors may be unlocked for use in flight above 16,000 feet MSL. Notify the First Flight Attendant when the lavatories may be unlocked and used.
- C. The lavatories must be closed and relocked prior to descending through 16,000 feet MSL. Notify the First Flight Attendant when the lavatories must be relocked and not used.

**• NOTE •**

- The affected lavatory toilets will not flush on the ground or in flight below 16,000 feet. To comply with DOT regulations, the Captain will notify the First Flight Attendant in case of ground delay, designated lavatories must be made available for passenger use.  
The lavatory doors must be relocked prior to takeoff.
- These provisions are not intended to prevent lavatory inspections or use by Crewmembers.

**(DP) PROCEDURES**

- A. Lavatory toilets will not flush on the ground or in flight below 16,000 feet. Unless departing on the first flight of the day from a maintenance station where overnight repairs could have been made (refer to MEL Introduction Section 2.G.2), the aircraft may depart (subject to the NOTES in (O) Procedures above).
- B. Unless required for the continuation of a flight leg or segment (e.g. diversion recovery), due to non-flushable lavatories at lower altitudes, do not plan on short duration flights where it is anticipated that the aircraft will not be above 16,000 feet MSL.

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06-07-16

# 737 NG Minimum Equipment List

Figure 38.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 38	WATER / WASTE

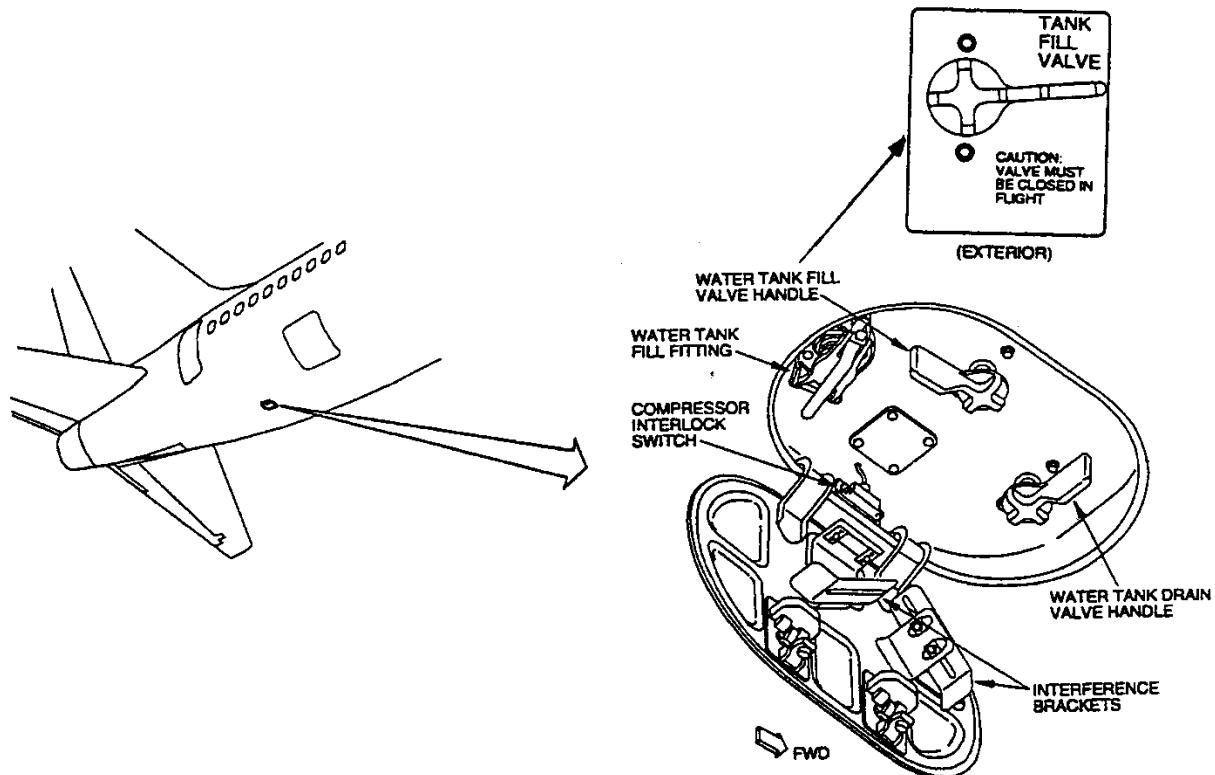


Figure 1  
Potable Water Service Panel  
MEL item 38-01b

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06-07-16



## 737 NG Minimum Equipment List

Figure 38.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 38	WATER / WASTE

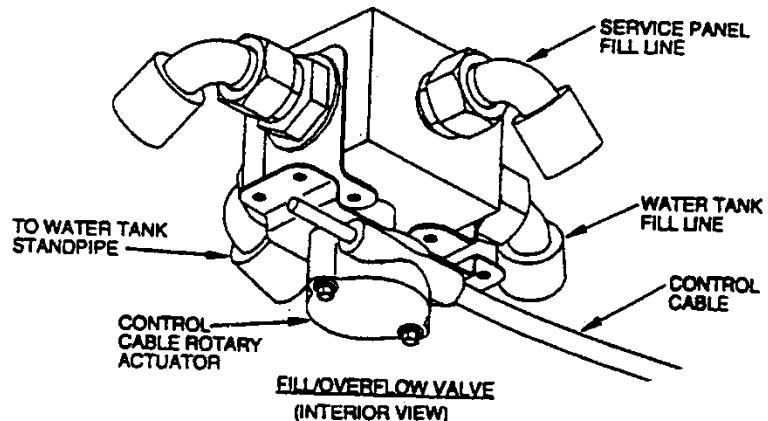
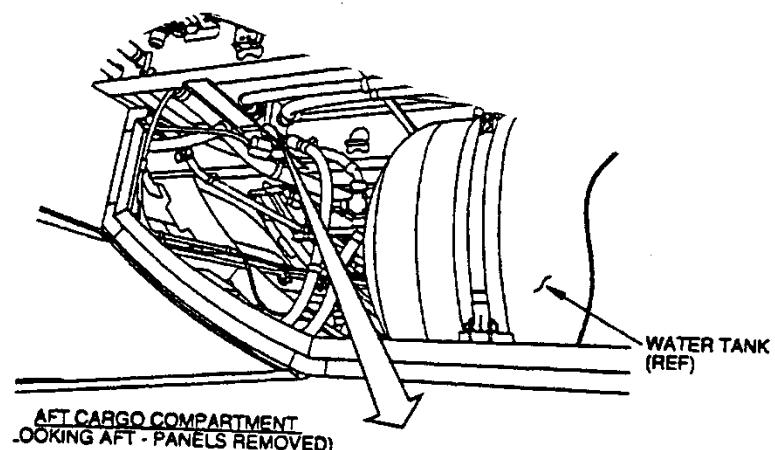


Figure 2  
Potable Water Fill / Overflow Valve  
MEL item 38-01c

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06-07-16

# 737 NG Minimum Equipment List

Figure 38.3

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 38	WATER / WASTE

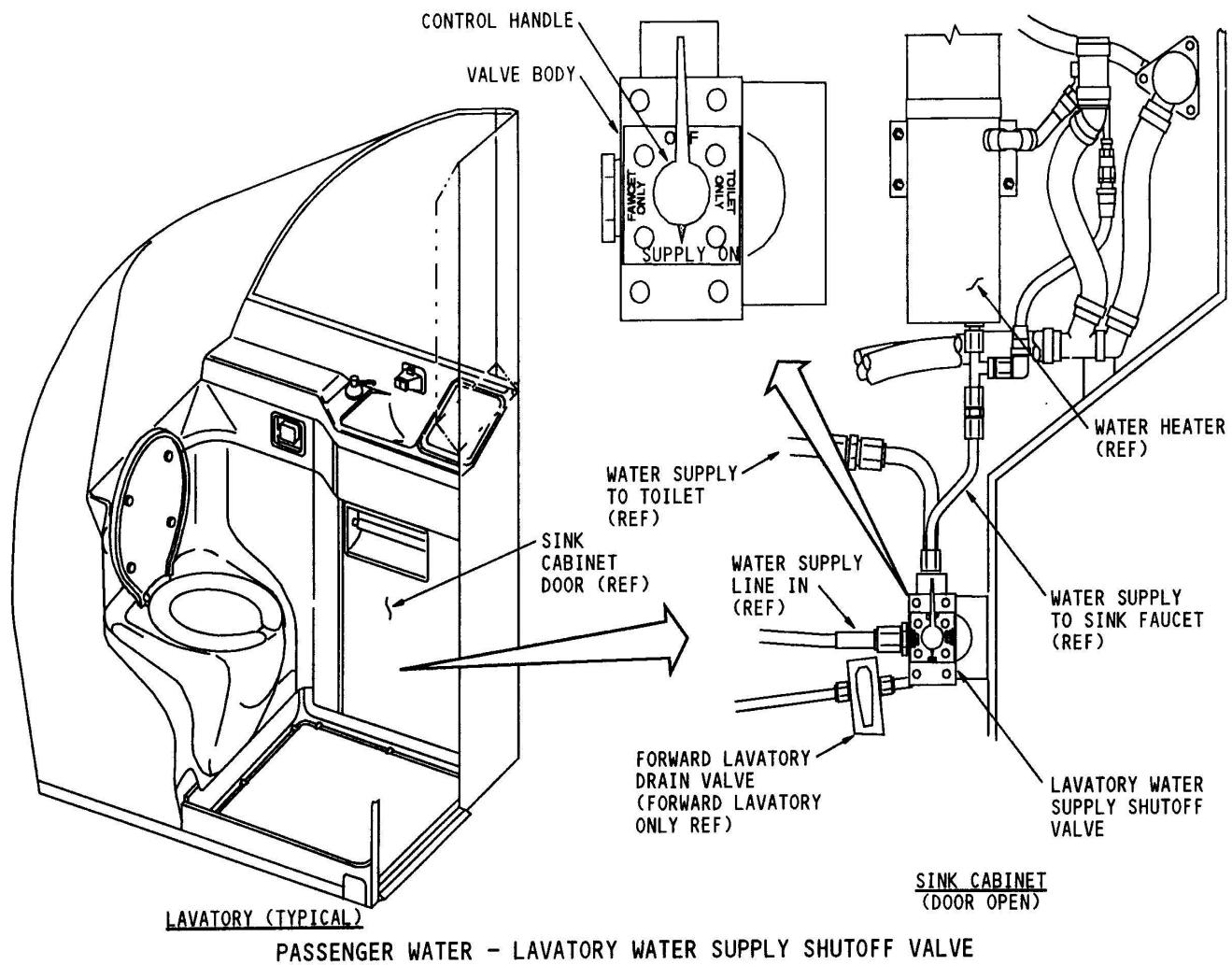


Figure 3  
Lavatory Installation  
MEL item 38-02b, 38-03b, 38-04c, and 38-04d



# 737 NG Minimum Equipment List

TOC 46-1

SYSTEM 46

INFORMATION SYSTEM

## SYSTEM 46 - Information System

- 46-01 Electronic Fight Bag (EFB)- Data Connectivity (Class 2)
- 46-02 Electronic Fight Bag (EFB)- Power Connection (Class 1 & 2)
- 46-03 Onboard Network System (ONS)



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09-13-23

## 737 NG Minimum Equipment List

Item 46-01.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 46	ELECTRONIC FLIGHT BAG					
46-01      Electronic Fight Bag (EFB)- Data Connectivity (Class 2) (MMEL 46-01-04B)	D	-	0	N	Y	(M)(O) May be inoperative provided procedures below are used.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Use FOM Electronic Flight Bag procedures.
-



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03-13-23

## 737 NG Minimum Equipment List

Item 46-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 46		ELECTRONIC FLIGHT BAG					
46-02	Electronic Fight Bag (EFB)- Power Supply / Power Connection (Class 1) (MMEL 46-01-05A)	C	1	0	N	Y	(M)(O) May be inoperative provided procedures below are used.

### (M) or (O) PROCEDURES

- A. Use FOM Electronic Flight Bag procedures.
  - B. Install a placard adjacent to the Captain's PFD to read: EFB POWER INOP.
-



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## 737 NG Minimum Equipment List

Item 46-02.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 46	INFORMATION SYSTEM					
46-03 Onboard Network System (ONS) (MMEL 46-02B)	D	1	0	N	N	(M)(O) May be inoperative.

**EFFECTIVITY:**

- A/C 3MK and subsequent

**(M) or (O) PROCEDURES**

- Flight Operations or Maintenance procedures do not require its use.
- Install INOP placard adjacent to the Captain's PFD.



# 737 NG Minimum Equipment List

TOC 47-1

SYSTEM 47

INERT GAS SYSTEM

## SYSTEM 47 - Inert Gas System

47-01 Nitrogen Generation System (NGS)



## 737 NG Minimum Equipment List

Item 47-01.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 47</b>	<b>INERT GAS SYSTEM</b>

47-01	Nitrogen Generation System (NGS)	A	1	0	N	N	(M) May be inoperative provided: a) NGS Shutoff Valve is deactivated CLOSED, and b) Repairs are made within ten flight days.
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**(M) PROCEDURES**

- A. Deactivate the Nitrogen Generation System (NGS) as in accordance with AMM 47-00-00/901.
- B. Install INOP placard adjacent to the Captain's PFD.

b. Nitrogen Generation Degraded (MMEL 47-01-01)	C	1	0	N	Y	(M)(O) Nitrogen Generation System may be degraded.
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**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**• NOTE •**

*The blue DEGRADED Light indicates that the system is serviceable but at a decreased capacity.*



# 737 NG Minimum Equipment List

TOC 49-1

SYSTEM 49	AUXILIARY POWER UNIT
-----------	----------------------

## SYSTEM 49 - Auxiliary Power Unit

- 49-01 Auxiliary Power Unit
- 49-02 APU Annunciator LOW OIL PRESSURE and OVERSPEED Lights
- 49-03 APU Annunciator MAINT Light
- 49-04 APU EGT Indicator
- 49-05 APU Inlet Door
- 49-06 APU Bleed Air Valve
- 49-07 APU Surge Control System
- 49-08 APU Annunciator FAULT Light
- 49-09 Start Power Unit
- 49-10 Start Converter Unit



## 737 NG Minimum Equipment List

Item 49-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 49		AUXILIARY POWER UNIT				
49-01	Auxiliary Power Unit (MMEL 49-01)	C	1	0	Y	N
						(M)(O)(DP) May be inoperative provided: a) Both engine driven generator systems are operative, and b) Perform a visual inspection of the tail cone area and adjacent control surfaces to confirm that there is no evidence of heat damage or delamination.

**(M) PROCEDURES**

- Position the APU start switch to OFF.
- Check the recent operational history of both engine IDGs in the AML to verify system reliability. Contact MOC for any additional history if necessary
- Perform a visual inspection of the tail cone area and adjacent control surfaces to confirm that there is no evidence of heat damage or delamination.
- Install a placard adjacent to the APU start switch to read: DO NOT USE.

**• NOTE •**

- If APU is serviceable as a pneumatic source, but cannot be used to provide electrical power, use MEL item 24-02.
- If APU is serviceable as an electrical power source, but cannot be used for pneumatics, use MEL item 49-06a.

**(O) PROCEDURES**

- Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs.
- If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

**(DP) PROCEDURES**

- Verify ground pneumatics and electrical services are available at destination and alternate airport(s).
- Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs.
- If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.



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## 737 NG Minimum Equipment List

Item 49-02.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 49	AUXILIARY POWER UNIT					
49-02 APU Annunciator LOW OIL PRESSURE and OVERSPEED Lights (MMEL 49-02)	C	2	0	N	Y	(M)(O) One or both may be inoperative provided APU Auto Shutdown System is operative.

### (M) or (O) PROCEDURES

- A. Accomplish check of the APU Auto Shutdown System by starting, then shutting down, the APU using normal procedures.
  - B. Install INOP placard adjacent to the Captain's PFD.
-



## 737 NG Minimum Equipment List

Item 49-04.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 49		AUXILIARY POWER UNIT					
49-03	APU Annunciator MAINT Light (MMEL 49-04)	C	1	0	N	N	(M)(O) May be inoperative and APU used provided oil quantity is checked once each flight day.

**(M) PROCEDURES**

- A. At initial placarding and prior to the first flight of each day, check the APU oil quantity using **OPTION 1** or **OPTION 2** as follows:
  1. **OPTION 1.** Accomplish the APU ECU BITE check (FIM Task 49-60-00-810-801). Verify the OIL QUANTITY REPORT page indicates FULL.
  2. **OPTION 2.** Check and service the APU oil level. Enter added oil into the Oil Servicing Program (OSP) and verify authorization code is displayed. Contact MOC for additional history if unable to obtain authorization code.
- B. Accomplish the APU ECU BITE check (FIM Task 49-60-00-810-801). If rotating diode fault code 49-41244 is present, contact MOC.
- C. **A Verification and Maintenance eAML entry signifying accomplishment is required prior to first flight of each day until restoration is made.**
- D. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. **Ensure Maintenance eAML entry prior to first flight each day.**



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## 737 NG Minimum Equipment List

Item 49-05-02.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 49	AUXILIARY POWER UNIT					
49-04 APU EGT Indicator (MMEL 49-05-02)	C	1	0	N	Y	(M)(O) May be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
-

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
<b>SYSTEM 49</b>				<b>AUXILIARY POWER UNIT</b>		
49-05	APU Inlet Door a. Inoperative Full Open - APU Usable (MMEL 49-06A)	C	1	0	Y	N
<b>(M) PROCEDURES</b>						

**Reference Figure 1, Figure 2**

A. Deactivate the APU Air Inlet Door to FULL OPEN as follows:

1. Position the APU start switch to OFF.
2. Open and tag the APU FIRE SW POWER c-b (B19) located on the P6-2 panel.
3. Open and tag the AUX POWER UNIT CONT c-b (A14) located on the P6-4 panel.
4. Gain access to the APU inlet door actuator by opening the stabilizer trim access door, 311BL.
5. Disconnect, cap and stow the electrical connector from the inlet door actuator.
6. Remove the nuts, washers and bolts that attach the two push rods to the inlet door actuator.
7. Remove the nuts, washers and bolts that attach the inlet door actuator to the aircraft.
8. Remove the inlet door actuator being careful not to misplace the laminated shims, if installed.
9. Remove the bolts, lock washers and washers from the inlet door actuator arms.
10. Reposition the inlet door actuator arms to the door open position which is 32° inboard from the centerline of the inlet door actuator.
11. Install the bolts, lock washers and washers removed from the inlet door actuator arms.
12. Install the inlet door actuator using the removed nuts, washers, bolts and laminated shims in the correct locations.
13. Attach the previously removed inlet actuator push rods using the removed nuts, washers and bolts.
14. Measure the position of the air inlet door in the fully open position. The distance from above or below the inlet door housing to the top of the air inlet door must be less than 0.06 inch.
15. If the APU inlet door gap is not within limits adjust the door (AMM 49-15-00 APU Air Inlet - Adj / Test).
16. Close the access opened in Step A.4.
17. Remove tags and close the circuit breakers opened in Steps A.2 and A.3.

B. Install a placard adjacent to the APU start switch to read: APU INLET DOOR INOP OPEN.

**(O) PROCEDURES**

A. All performance limited weight adjustments are accomplished by Dispatch.

**(DP) PROCEDURES**

- A. Increase minimum takeoff fuel by 2.8% (FOS = 2.8 in JV: FKY = Automated) to account for the open APU air inlet door.
- B. Apply enroute weight penalty of 900 lbs, (FOS = 9 in JV: FKY = Automated).
- C. Adjust takeoff weights by TPAS or manually as follows: Adjust landing weights manually as follows:

Weight Limit Reduction (x 1000 lbs.)	
Runway Limited Takeoff Weight	0.5
Climb Limited Takeoff Weight	0.5
Climb Limited Landing Weight	0.5
Runway Limited Landing Weight	0.5

(Continued)



## 737 NG Minimum Equipment List

Item 49-06.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 49		AUXILIARY POWER UNIT					
49-05	APU Inlet Door b. Inoperative Fully Closed - APU Unusable (MMEL 49-06B)	C	1	0	Y	N	(M)(O)(DP) May be inoperative in the fully CLOSED position if APU is not used.

**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the APU start switch to read: DO NOT USE.

**(O) PROCEDURES**

- A. Dispatch is not allowed if the APU is required by other procedures.
- B. Do not start the APU.
- C. Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs.
- D. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

**(DP) PROCEDURES**

- A. Verify ground pneumatics and electrical services are available at destination and alternate airport(s).
- B. Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs.
- C. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

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(Continued)



## 737 NG Minimum Equipment List

Item 49-06.3

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 49		AUXILIARY POWER UNIT				
49-05	APU Inlet Door c. Inoperative Partially Open - APU Unusable (MMEL 49-06B)	C	1	0	Y	N
						(M)(O)(DP) May be inoperative in ANY position if APU is not used.

**(M) PROCEDURES**

- A. Deactivate the APU Air Inlet Door as follows:
  1. Position the APU start switch to OFF.
  2. Open and collar the APU FIRE SW POWER c-b (B19) located on the P6-2 panel.
  3. Open and collar the AUX POWER UNIT CONT (A14) and SCU FAN POWER (B14) c-bs located on the P6-4 panel.
  4. Open and collar the APU START CONVERTER c-b (A11) located on the P91 panel.
- B. Install a placard adjacent to the APU start switch to read: DO NOT USE.

**(O) PROCEDURES**

- A. Dispatch is not allowed if the APU is required by other procedures.
- B. Do not start the APU.
- C. All performance limited weight adjustments are accomplished by Dispatch.
- D. Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs.
- E. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

**(DP) PROCEDURES**

- A. Increase minimum takeoff fuel by 2.8% (FOS = 2.8 in JV: FKY = Automated) to account for the open APU air inlet door.
- B. Apply enroute weight penalty of 900 lbs, (FOS = 9 in JV: FKY = Automated).
- C. Verify ground pneumatics and electrical services are available at destination and alternate airport(s).
- D. Adjust takeoff weights by TPAS or manually as follows: Adjust landing weights manually as follows:

Weight Limit Reduction (x 1000 lbs.)	
Runway Limited Takeoff Weight	0.5
Climb Limited Takeoff Weight	0.5
Climb Limited Landing Weight	0.5
Runway Limited Landing Weight	0.5

- E. Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs.
- F. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.



## 737 NG Minimum Equipment List

Item 49-07.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 49		AUXILIARY POWER UNIT				
49-06	APU Bleed Air Valve	C	1	0	Y	N
a.	Bleed Air Valve Closed (MMEL 49-07A)					
		(M)(O)(DP) May be inoperative CLOSED. <i>NOTE:</i> <i>APU may be used to provide electrical power.</i>				

**(M) PROCEDURES**

Reference Figure 3

A. Verify APU Bleed Air Valve is CLOSED using **OPTION 1** or **OPTION 2** as follows:

1. **OPTION 1.** Accomplish APU ECU BITE check (AMM 49-61-00-201). On the INPUT MONITORING pages verify the BLEED AIR VALVE parameter indicates CLOSED.
2. **OPTION 2.** Check the bleed air valve position indicator.
  - a. Position the APU BLEED switch to OFF.
  - b. Gain access to the APU bleed air valve by opening the APU access door, 315A.
  - c. Visually verify the valve indication shows CLOSED.
  - d. Close the access door opened in Step A.2.b.

B. Install INOP placard adjacent to affected system's switch, gauge, indicator, etc.

**(O) PROCEDURES****• NOTE •***APU may be used to provide electrical power in flight or on the ground.*

A. Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs.

B. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

**(DP) PROCEDURES**

A. Verify ground pneumatics is available for engine start at destination / departure station.

B. Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs.

C. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

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b. Bleed Air Valve Not Closed - APU Unusable (MMEL 49-07B)	C	1	0	Y	Y	(M)(O)(DP) May be inoperative provided: a) APU Bleed Air Check Valve is operative, and b) APU is not operated.
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**(M) or (O) PROCEDURES**

A. Install a placard adjacent to the APU start switch to read: DO NOT USE.

**(O) PROCEDURES**

A. Dispatch is not allowed if the APU is required by other procedures.

B. APU must not be started.

C. Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs.

D. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

**(DP) PROCEDURES**

A. Verify ground pneumatic air and electrical services are available at destination / departure and alternate airport(s).

B. Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs.

C. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.



## 737 NG Minimum Equipment List

Item 49-09-02.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 49			AUXILIARY POWER UNIT				
49-07	APU Surge Control System  a. Surge Control Valve Open (MMEL 49-09-02A)	C	1	0	Y	Y	(M)(O)(DP) May be inoperative in OPEN position provided APU bleed air is not used.  <i>NOTE:</i> <i>APU may be used to provide electrical power.</i>

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to affected system's switch, gauge, indicator, etc.

**(O) PROCEDURES**

- A. APU bleed air is not used.  
 B. Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs.  
 C. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

**(DP) PROCEDURES**

- A. Verify available ground pneumatic air is available for engine start at destination / departure station and alternate airports.  
 B. Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs.  
 C. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

b. Surge Control Valve Closed (MMEL 49-09-02B)	C	1	0	Y	Y	(M)(O)(DP) May be inoperative in CLOSED position provided APU is not used.
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**(M) or (O) PROCEDURES**

- A. Install a placard adjacent to the APU start switch to read: DO NOT USE.

**(O) PROCEDURES**

- A. Dispatch is not allowed if the APU is required by other procedures.  
 B. APU must not be started.  
 C. Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs.  
 D. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

**(DP) PROCEDURES**

- A. Verify ground pneumatics and electrical services are available at destination / departure and alternate airport(s).  
 B. Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs.  
 C. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.



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## 737 NG Minimum Equipment List

Item 49-12.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 49	AUXILIARY POWER UNIT					
49-08 APU Annunciator FAULT Light (MMEL 49-12)	C	1	0	N	Y	(M)(O) May be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

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# 737 NG Minimum Equipment List

Item 49-15.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 49		AUXILIARY POWER UNIT					
49-09	Start Power Unit a. Complete Unit (MMEL 49-15)	C	1	0	Y	N	(M)(O)(DP) May be inoperative provided procedures do not require use of APU.

## (M) PROCEDURES

- Deactivate the APU Start Power Unit (SPU) as follows:
  - Position the APU start switch to OFF.
  - Open and collar the APU FIRE SW POWER c-b (B19) on the P6-2 panel.
  - Open and collar the AUX POWER UNIT CONT (A14) and AUX POWER UNIT SCU FAN POWER (B14) c-bs on the P6-4 panel.
  - Open and collar the APU START CONV c-b (A11) on the P91 panel.
  - Gain access to the start power unit by opening the E&E bay access door, 117A.
  - Disconnect, cap and stow the battery type connector to the SPU located on the E2-2 shelf.
  - Close the access door opened in Step A.5.
- Install a placard adjacent to the APU Start switch to read: DO NOT USE.

## (O) PROCEDURES

- Dispatch is not allowed if the APU is required by other procedures.
- Do not start the APU.
- Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs.
- If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

## (DP) PROCEDURES

- Verify ground pneumatics and electrical services are available at destination and alternate airport(s).
- Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs.
- If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

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b. AC / DC Start Systems (MMEL 49-15-01)	C	2	1	N	N	(M)(O) May be inoperative.
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## (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.
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## 737 NG Minimum Equipment List

Item 49-16.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 49		AUXILIARY POWER UNIT				
49-10	Start Converter Unit a. Complete Unit (MMEL 49-16)	C	1	0	Y	N
		(M)(O)(DP) May be inoperative provided procedures do not require use of APU.				

**(M) PROCEDURES**

- A. Deactivate the APU Start Converter Unit (SCU) as follows:
  1. Position the APU start switch to OFF.
  2. Open and collar the APU FIRE SW POWER c-b (B19) located on the P6-2 panel.
  3. Open and collar the AUX POWER UNIT CONT (A14) and AUX POWER UNIT SCU FAN POWER (B14) c-bs located on the P6-4 panel.
  4. Open and collar the APU START conv c-b (A11) located on the P91 panel.
- B. Install a placard adjacent to the APU start switch to read: DO NOT USE.

**(O) PROCEDURES**

- A. Dispatch is not allowed if the APU is required by other procedures.
- B. Do not start the APU.
- C. Do not operate flight out of the 48 contiguous states if dry ice exceeds 880 lbs.
- D. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

**(DP) PROCEDURES**

- A. Verify ground pneumatics and electrical services are available at destination and alternate airport(s).
- B. Do not dispatch flight out of the 48 contiguous states if dry ice exceeds 880 lbs.
- C. If the aircraft is outside the 48 contiguous states, enroute operations and return to the 48 contiguous states is permitted with excess of 880 lbs of dry ice.

b. Voltage Regulator Function (MMEL 49-16-01)	C	1	0	Y	Y	(M)(O)(DP) May be inoperative provided APU Generator is not used for electrical power.  <u>NOTE:</u> <i>APU may be used as a pneumatic source.</i>
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**(M) or (O) PROCEDURES**

- A. Placard the APU Generator inoperative in accordance with MEL item 24-02.
- B. Install INOP placard adjacent to the Captain's PFD.

**(DP) PROCEDURES**

- A. APU Generator inoperative. See MEL item 24-02.

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# 737 NG Minimum Equipment List

Figure 49.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 49	AUXILIARY POWER UNIT

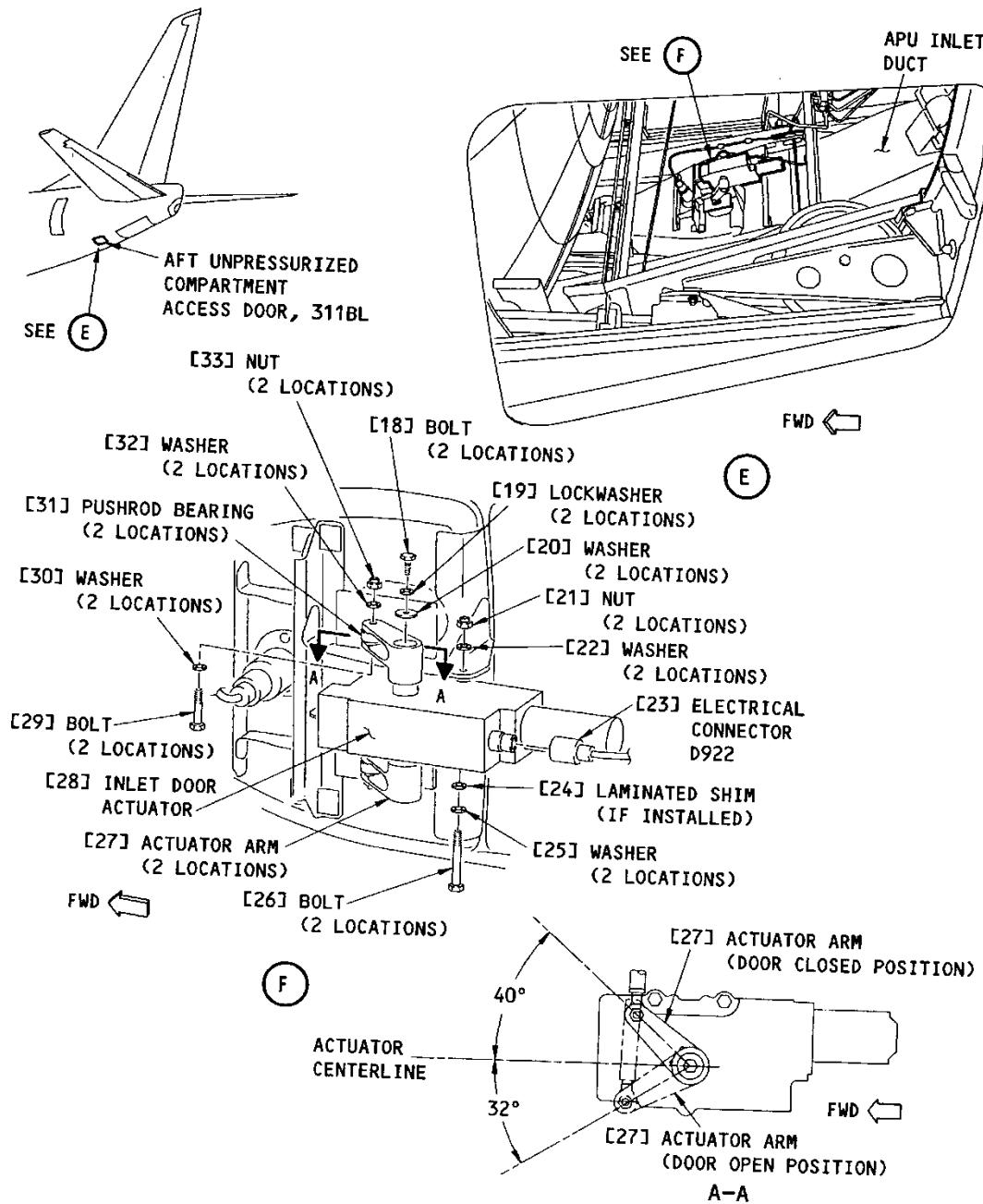


Figure 1  
APU Inlet Door Actuator  
MEL item 49-05a

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# 737 NG Minimum Equipment List

Figure 49.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 49	AUXILIARY POWER UNIT

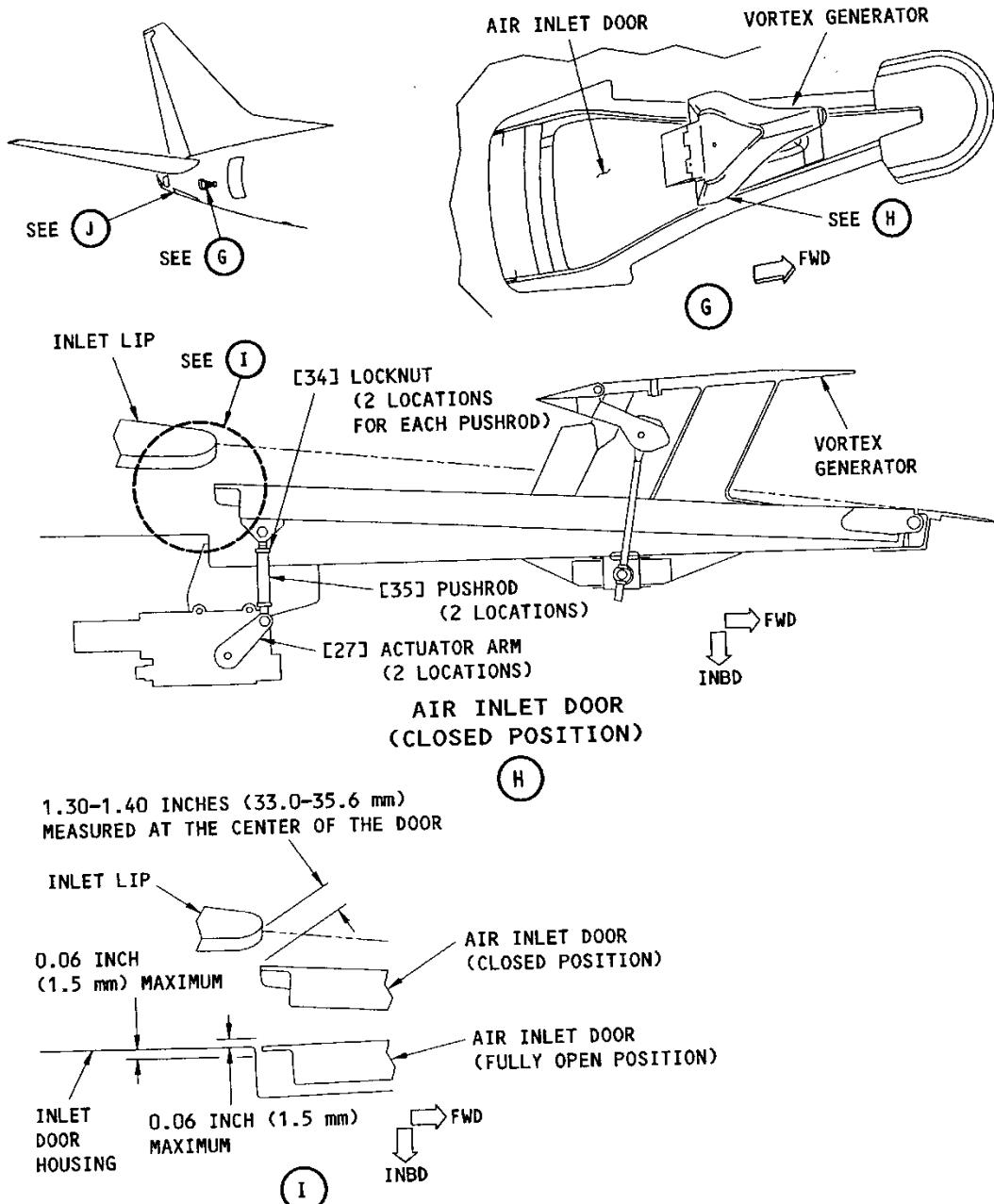


Figure 2  
APU Inlet Door Actuator  
MEL item 49-05a

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## 737 NG Minimum Equipment List

Figure 49.3

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 49	AUXILIARY POWER UNIT

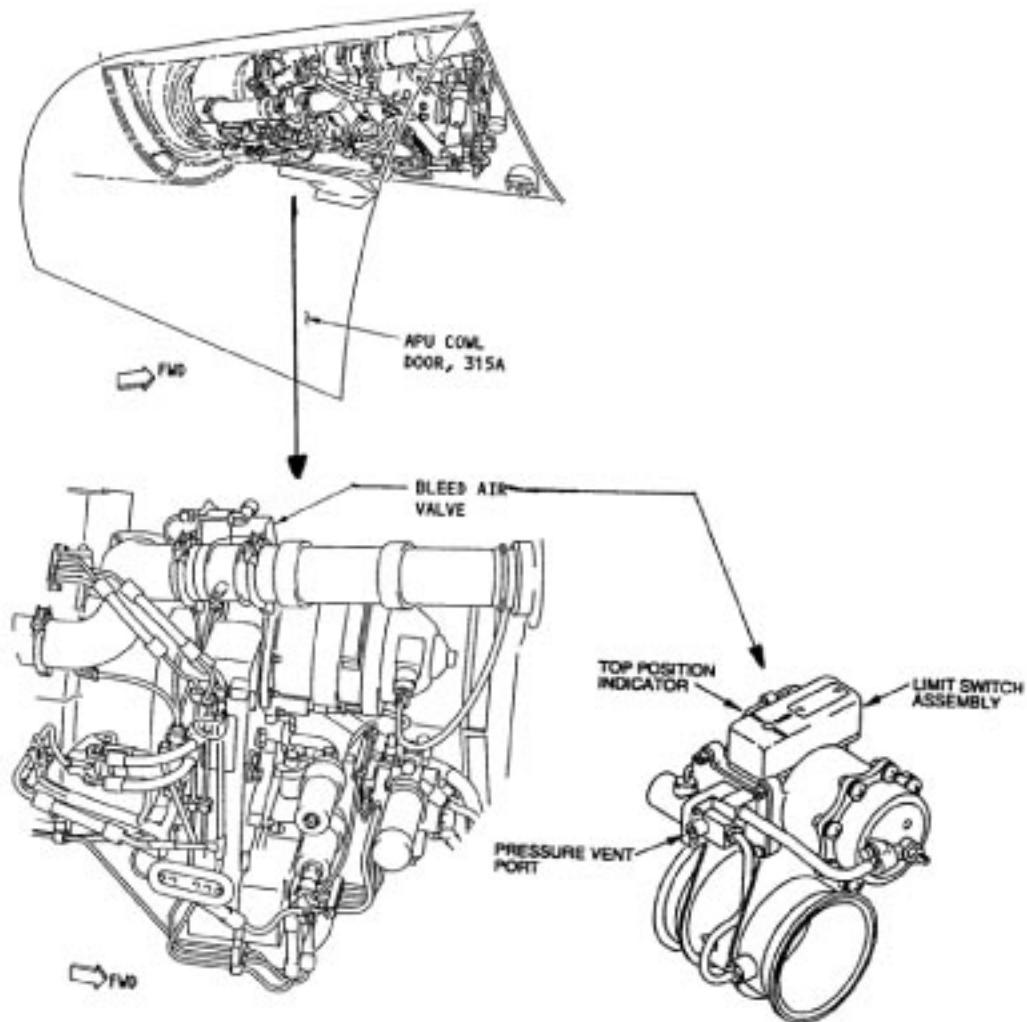


Figure 3  
APU Bleed Air Valve  
MEL Item 49-06a



# 737 NG Minimum Equipment List

TOC 52-1

SYSTEM 52

DOORS

## SYSTEM 52 - Doors

- 52-01 Door Warning Light System
- 52-02 Left Main Cabin Door Pressure Stop Fittings
- 52-03 Lower Cargo Doors Pressure Stop Fittings
- 52-04 Entry / Service Door Hold-Open Latch Assemblies
- 52-05 Lower Cargo Doors - Door Balance Mechanism
- 52-06 Flight Lock System - Overwing Exit
- 52-07 Enhanced Flight Deck Security Door Automatic Locking System
- 52-08 Enhanced Flight Deck Security Door Dead Bolt
- 52-09 Flight Deck Door Pressure Relief Panels
- 52-10 Flight Deck Door Hold Open Device (Foot Plunger)
- 52-11 Cargo Door Exterior Handle Recess / Hinge Spring Assemblies



# 737 NG Minimum Equipment List

Item 52-03.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 52		DOORS				
52-01	Door Warning Light System  a. Entry / Service / Cargo / Equipment - Option 1 (MMEL 52-03-01)	C	7	6	N	(M)(O) One may be inoperative provided associated door is verified CLOSED and LOCKED before each departure.

## (M) or (O) PROCEDURES

### • NOTE •

*The required door CLOSED and LOCKED verification will normally be accomplished by Maintenance; however the verification may be accomplished by a Flight or Cabin Crewmember familiar with the operation of the affected door. If the verification is not accomplished by Maintenance, the Flight Crew must make an INFO ENTRY in the AML.*

### • NOTE •

*If Equipment Door Warning System is inoperative both forward and aft Equipment Doors are associated. Verify both doors are closed.*

## (M) PROCEDURES

- A. At initial placarding install a placard adjacent to the associated light to read: \_\_\_ DOOR LIGHT INOP.
- B. At initial placarding and prior to each departure verify the associated door(s) is CLOSED and LOCKED.
- C. A Verification and Maintenance eAML entry signifying accomplishment is required prior to each departure until restoration is made.**

## (O) PROCEDURES

- A. Ensure Maintenance eAML entry prior to departure.**

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(Continued)



# 737 NG Minimum Equipment List

Item 52-03.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 52				DOORS		
52-01	Door Warning Light System  b. Entry / Service / Cargo / Equipment - Option 2 (MMEL 52-03-01)	C	7	0	Y	N
						(M)(O)(DP) Two or more may be inoperative provided associated door is verified CLOSED and LOCKED before each departure.  <u>NOTE:</u> <i>If two or more Entry / Service Door Warning Lights are inoperative due to failed door sensors, Overwing Exit Flight Lock System will not function properly.</i>

## (M) or (O) PROCEDURES

### • NOTE •

The required door CLOSED and LOCKED verification will normally be accomplished by Maintenance; however the verification may be accomplished by a Flight or Cabin Crewmember familiar with the operation of the affected door. If the verification is not accomplished by Maintenance, the Flight Crew must make an INFO ITEM entry in the AML.

### • NOTE •

If Equipment Door Warning System is inoperative both forward and aft Equipment Doors are associated. Verify both doors are closed.

## (M) PROCEDURES

- A. At initial placarding placard the associated Overwing Exit Flight Lock System inoperative in accordance with MEL item 52-06.
- B. At initial placarding install a placard adjacent to the associated lights to read: \_\_\_\_ DOORS LIGHT INOP.
- C. At initial placarding and prior to each departure, verify the associated doors are CLOSED and LOCKED.
- D. A Verification and Maintenance eAML entry signifying accomplishment is required prior to each departure until restoration is made.

## (O) PROCEDURES

- A. Ensure Maintenance eAML entry prior to departure.

## (DP) PROCEDURES

- A. Overwing Exit Flight Lock System inoperative. See MEL item 52-06.

(Continued)



## 737 NG Minimum Equipment List

Item 52-03.3

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 52		DOORS				
52-01	Door Warning Light System  c. Overwing (MMEL 52-03-02)	C	4	0	N	(M)(O) Any or all may be inoperative provided: a) Associated door is verified CLOSED and LATCHED before each departure, and b) Associated Flight Lock is verified to be operative.

**(M) PROCEDURES**

- A. At initial placarding install a placard adjacent to the associated light to read: LH (RH) FWD (AFT) OVERWING EXIT DOOR LIGHT INOP.
- B. At initial placarding and prior to each departure verify that the affected exit(s) are CLOSED and LATCHED as follows:
  - 1. Door exterior flush with fuselage skin.
  - 2. Vent panel(s) closed and faired.
  - 3. Door liner faired with cabin interior.
  - 4. Inside handle(s) rotated to the latched position.
  - 5. Handle covers installed.
- C. At initial placarding and prior to each departure verify the associated Overwing Exit Flight Lock System is operative as follows:
  - 1. Gain access to the PSEU by opening the forward access door, 112A.
  - 2. Accomplish PSEU BITE procedure. If any of the following faults are present use MEL item 52-06.
    - a. L FL SW FAULT (52-72005, 52-72007, 52-72107).
    - b. L FWD FL SW FAULT (52-72006, 52-72106).
    - c. R FL SW FAULT (52-72008, 52-72108).
    - d. R FWD FL SW FAULT (52-72009, 52-72109).
  - 3. Close the access door opened in Step C.1.
- D. A Verification and Maintenance eAML entry signifying accomplishment is required prior to each departure until restoration is made.

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to departure.



## 737 NG Minimum Equipment List

Item 52-05.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 52				DOORS			
52-02	Left Main Cabin Door Pressure Stop Fittings  a. Forward Entry Door (MMEL 52-05-01B)	B	18	17	Y	N	(M)(O)(DP) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated door, b) Pressure differential does not exceed 6.0 psi, and c) Procedures below are used.

## (M) or (O) PROCEDURES

## • NOTE •

- This item provides dispatch relief for only the forward main entry door on the left side of the airplane.
- A door pressure stop consists of two mating stop fittings, one being attached to the door and the other attached to the fuselage.
  - Either or both stop fittings may be broken or missing at a single door pressure stop location.

## (M) PROCEDURES

- Visually inspect remaining fittings for possible defects on affected doors, body frames, and sills. Look for cracks, corrosion, or unwanted particles on stop pins. Ensure retaining springs are installed where applicable.
- Install a placard on the Cabin Pressurization Panel to read: DO NOT EXCEED 6.0 PSI PRESSURE DIFFERENTIAL.

## (O) PROCEDURES

## • NOTE •

- Do not exceed the maximum pressure differential of 6.0 psi.
- Limit flight altitude to 27,000 feet or lower to maintain a cabin altitude of less than 8,000 feet.

- Select a landing altitude of 8,000 feet MSL on the cabin pressure control panel. Cabin altitude will ascend to slightly less than 8,000 feet during climb to cruise altitude.

## • NOTE •

*Actual landing airport altitude may be selected if flight altitude is limited to 13,000 feet.*

- Monitor differential pressure indicator during climb to ensure maximum pressure differential of 6.0 psi is not exceeded.
- Select actual landing airport altitude after initiating descent. If required to hold during descent, it may be necessary to increase the landing altitude in accordance with the Differential Pressure Schedule below.

(Continued)



# 737 NG Minimum Equipment List

Item 52-05.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 52	DOORS

**(O) PROCEDURES (Continued from MEL Item 52-02a)**

- D. Lower cabin altitudes may be obtained by appropriate selection of flight altitude and cabin / landing altitude in accordance with the Differential Pressure Schedule below.

FLIGHT ALTITUDE (FT)	CABIN ALTITUDE (FT) (6.0 PSI PRESSURE DIFFERENTIAL)
14000	100
15000	800
16000	1400
17000	2000
18000	2700
19000	3300
20000	3900
21000	4500
22000	5000
23000	5600
24000	6200
25000	6700
26000	7300
27000	7800
28000	8300

**(DP) PROCEDURES**

- A. Plan flight at or below FL 270.

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(Continued)



# 737 NG Minimum Equipment List

Item 52-05.3

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 52		DOORS					
52-02	Left Main Cabin Door Pressure Stop Fittings  b. Aft Door (MMEL 52-05-02B)	B	13	12	Y	N	<b>(M)(O)(DP)</b> One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated door, b) Pressure differential does not exceed 3.4 psi, c) Digital Cabin Pressure Control System AUTO or ALTN Control Mode is operative, and d) Procedures below are used.

## (M) or (O) PROCEDURES

### • NOTE •

- This item provides dispatch relief for only the aft main entry door on the left side of the airplane.
- A door pressure stop consists of two mating stop fittings, one being attached to the door and the other attached to the fuselage.
- Either or both stop fittings may be broken or missing at a single door pressure stop location.

## (M) PROCEDURES

- Visually inspect remaining fittings for possible defects on affected doors, body frames, and sills. Look for cracks, corrosion, or unwanted particles on stop pins. Ensure retaining springs are installed where applicable.
- Install a placard on the cabin pressurization panel to read: DO NOT EXCEED 3.4 PSI PRESSURE DIFFERENTIAL.

## (O) PROCEDURES

### • NOTE •

- Do not exceed the maximum pressure differential of 3.4 psi.
- Limit flight altitude to 17,000 feet or lower to maintain a cabin altitude of less than 8,000 feet.

- Select a landing altitude of 8,000 feet MSL on the cabin pressure control panel. Cabin altitude will ascend to slightly less than 8,000 feet during climb to cruise altitude.

### • NOTE •

*Actual landing airport altitude may be selected if flight altitude is limited to 7,000 feet*

- Monitor differential pressure indicator during climb to ensure maximum pressure differential of 3.4 psi is not exceeded.
- Select actual landing airport altitude after initiating descent. If required to hold during descent, it may be necessary to increase the landing altitude in accordance with the Differential Pressure Schedule below.

(Continued)



# 737 NG Minimum Equipment List

Item 52-05.4

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 52	DOORS

**(O) PROCEDURES (Continued from MEL Item 52-02b)**

- D. Lower cabin altitudes may be obtained by appropriate selection of flight altitude and cabin / landing altitude in accordance with the Differential Pressure Schedule below.

FLIGHT ALTITUDE (FT)	CABIN ALTITUDE (FT) (3.4 PSI PRESSURE DIFFERENTIAL)
7000	0
8000	800
9000	1600
10000	2400
11000	3200
12000	4000
13000	4700
14000	5400
15000	6100
16000	7000
17000	7700
18000	8300

**(DP) PROCEDURES**

- A. Plan flight at or below 17,000 feet MSL.
-



## 737 NG Minimum Equipment List

Item 52-06.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 52				DOORS		
52-03	Lower Cargo Doors Pressure Stop Fittings  a. Pressurized Flight (MMEL 52-06-01)	A	24	22	N	<b>(M)(O)</b> One fitting may be broken or missing on each door or frame provided: a) No defects are visible on other fittings for associated door, b) Cabin Pressure Controller AUTO Mode is operative, c) Adjacent Stop Fittings are inspected within 25 flights, and d) Not more than 50 flights are made before completion of repairs or replacements.

**(M) PROCEDURES**

Reference Figure 1 and 2.

**• NOTE •**

- A door pressure stop consists of two mating stop fittings, one being attached to the door and the other attached to the fuselage.
  - The number installed shown in Figure 2, is the number of stop locations.
- For pressurized flight, either or both stop fittings may be broken or missing at a single door pressure stop location.

- A. At initial placarding and within 25 flight cycles, visually inspect remaining fittings for possible defects on affected doors, body frames, and sills. Look for cracks, corrosion, or unwanted particles on stop pins. Verify retaining springs are installed where applicable.
- B. Repairs must be completed within 50 flight cycles.
- C. Create monitor (MON) for every 25 flight cycles.**
- D. A Verification and Maintenance eAML entry signifying accomplishment is required at intervals not to exceed 25 flights until restoration is made.**
- E. Install INOP placard adjacent to the Captain's PFD.
- F. Close the monitor (MON) on restoration of MEL.

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry each 25 flight cycles.**

(Continued)



## 737 NG Minimum Equipment List

Item 52-06.2

NUMBER REQUIRED FOR DISPATCH				DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED				FLIGHT CREW PLACARDING			
REPAIR CATEGORY				REMARKS AND EXCEPTIONS			
SYSTEM 52				DOORS			
52-03	Lower Cargo Doors Pressure Stop Fittings  b. Unpressurized Flight (MMEL 52-06-04)	C	24	20	Y	N	<b>(M)(O)(DP)</b> Two may be broken or missing on each door or frame provided: a) Airplane is operated in an unpressurized configuration only, and b) Procedures below are used to ensure lower cargo compartments remain empty.

**(M) or (O) PROCEDURES**

- A. Prior to each departure, verify the cargo compartments are empty.

**(M) PROCEDURES**

Reference Figure 1 and 2.

**• NOTE •**

- A door pressure stop consists of two mating stop fittings, one being attached to the door and the other attached to the fuselage.
- The number installed shown in Figure 2 is the number of stop locations.
- For unpressurized flight, either or both stop fittings may be missing at two door pressure stop locations.

- A. Position the Outflow Valve to FULL OPEN as follows:

1. Position the pressurization mode selector to MAN.
2. Position and hold the outflow valve switch to OPEN for 30 seconds or until the valve reaches the full open position.

- B. Install the placards as follows:

1. Adjacent to the Captain's PFD to read: CARGO DOOR PRESS STOP FITTINGS BROKEN. OPERATE UNPRESSURIZED. MAX ALTITUDE 10000 FT MSL.
2. Adjacent to both cargo doors to read: DO NOT LOAD CARGO COMPARTMENT. Pre-printed placard SPN 99-2517-3-0014 may be used for this purpose.

**(O) PROCEDURES**

- A. Conduct flight unpressurized. Flight with Passengers / Cargo is not authorized. Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
- B. Remain at or below 10,000 feet MSL.
- C. Remain within 50 nm of land.
- D. Except for ditching, keep the outflow valve in the FULL OPEN position.
- E. Use only one pack inflight.
- F. When dispatching with one operating pack supplied by engine bleed air on takeoff determine takeoff performance based on packs AUTO.
- G. Limit climb and descent rates to 500 FPM to avoid passenger discomfort.
- H. Refer to QRH – EMER / ABNORM – AIR – Pressurization – Manual Mode Operation.

**(DP) PROCEDURES**

- A. Carrying Passengers / Cargo is not authorized. See Refer to AOM> Supplementary Procedures> Air Systems> Unpressurized Flight.
- B. Plan flight at or below 10,000 ft. MSL.
- C. Plan flight to remain with 50 nm of land.
- D. Notify Load Planner that cargo compartments must remain empty.

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# 737 NG Minimum Equipment List

Item 52-07.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 52				DOORS		
52-04	Entry / Service Door Hold-Open Latch Assemblies  a. Hold-Open Assemblies (MMEL 52-07)	-	4	4	-	This item must be operative for dispatch.
	b. Latch Release Levers (MMEL 52-07-01)	C	4	0	N	Y/N <b>(M)(O)</b> One or all may be inoperative.

## **(M) or (O) PROCEDURES**

- A. Any appropriate method may be used to safely release the door for operation. If the door cannot be released by the Flight Crew, the door must be released using the **(M) Procedure** below, and the item is not eligible for Flight Crew placarding.
- B. Install INOP placard adjacent to the Captain's PFD.

## **(M) PROCEDURES**

- A. Manually actuate the affected Door Latch Release Lever using the appropriate tooling and release the door for operation.



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# 737 NG Minimum Equipment List

Item 52-09.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 52		DOORS				
52-05	Lower Cargo Doors - Door Balance Mechanism (MMEL 52-09)	C	2	0	N	(M) May be inoperative, provided a Safety Hold-Open Device is used when door is in OPEN position.

## (M) PROCEDURES

- A. Install a placard adjacent to the affected Door Handle to read: BALANCE MECHANISM INOP.
  - B. Install INOP placard adjacent to the Captain's PFD.
-



## 737 NG Minimum Equipment List

Item 52-15.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 52		DOORS					
52-06	Flight Lock System - Overwing Exit (MMEL 52-15)	B	4	0	Y	N	<b>(M)(O)(DP)</b> One or more may be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, b) A person employed by Operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi, c) Inoperative flight lock(s), inputs to associated flight deck indications are deactivated, d) Airplane is not dispatched out of MIA, LAX, ORD or DFW unless repair was attempted and was not successful, and e) If repairs are attempted but not successful, the airplane may be dispatched with the Overwing Exit Flight Lock System inoperative on a flight or series of flights until reaching MIA, LAX, ORD or DFW where repair must be accomplished prior to further dispatch.

**EFFECTIVITY:**

- Airplanes with Engine Start Levers are 3AA thru 3MR.
- Airplanes with Engine Start Switches are 3MS and subsequent.

**(M) PROCEDURES**

Reference Figure 2

A. At initial placarding, deactivate the affected Flight Lock including input to MASTER CAUTION system.

1. Disconnect, cap and stow the associated PSEU connector wire and jumper the connector as indicated in the table below:

**• NOTE •***20 AWG jumper wire has to be spliced into the existing wire at pin 40 or 53 as applicable.*

AFFECTED EXIT DOOR	ASSOCIATED CONNECTOR	REMOVE WIRE TO PIN NUMBER	PIN NUMBERS TO BE JUMPERED
Left Aft	D10986	Pin 20	Pin 40 to Pin 20
Left Forward	D10986	Pin 53	Pin 40 to Pin 53
Right Aft	D10988	Pin 02	Pin 53 to Pin 02
Right Forward	D10988	Pin 52	Pin 53 to Pin 52

(Continued)



# 737 NG Minimum Equipment List

Item 52-15.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 52	DOORS

## (M) PROCEDURES (Continued from MEL Item 52-06)

- B. At initial placarding deactivate the Flight Lock input to MASTER CAUTION as follows:

**CAUTION**

DO NOT PERFORM THIS TEST WITH ENGINES RUNNING.

1. Supply electrical power to airplane.
2. Open and tag the OVERWING FLIGHT LOCK LEFT and RIGHT c-bs (D1 and D2) located on the P6-2 panel.
3. Open and tag the FUEL SPAR VALVE ENG 1 and 2 (B3 and B4) located on the P6-3 panel.
4. Open and tag the WEATHER RADAR RT c-b (D13) located on the P6-1 panel.
5. Position both ENGINE START switches to AUTO.
6. Position both engine start levers to IDLE (or start switches to RUN).
7. Verify that at least 3 of the 4 cabin entry and service doors are closed.
8. Verify that all of the overwing exit doors are closed.

**• NOTE •**

*Start levers must be in IDLE (or start switches must be in RUN) position for at least five minutes prior to advancing thrust levers before proceeding to Step B.9.*

9. Advance fully both thrust levers.
10. Verify that the OVERWING annunciator light(s) associated with the inoperative flight lock system(s) are extinguished
11. Retard fully both thrust levers.
12. Remove tags and close circuit breakers opened in Step B.2.
13. Advance fully both thrust levers.
14. Verify that all the OVERWING annunciator lights are extinguished.
15. Press MASTER CAUTION recall.
16. Verify that the PSEU Light is extinguished.
17. Retard fully both thrust levers.
18. Position both engine start levers (or start switches) to CUTOFF.
19. Remove tags and close circuit breakers opened in Steps B.3 and B.4.
- C. At initial placarding install a placard adjacent to the Captain's PFD to read: OVERWING EXIT FLT LOCK SYS INOP. A DESIGNATED COMPANY EMPLOYEE MUST BE BRIEFED BY A FLIGHT CREW MEMBER AND BE SEATED IN PASSENGER SEAT ADJACENT TO EACH AFFECTED EXIT DOOR WHENEVER PSI LESS THAN 4.0 PSI.
- D. Block the designated passenger seat by obtaining a seat harness (SPN 99-2520-3-0154) from the Flight Attendant's Demo bag or from stock. If seat harness not available, use contrasting color tape (SPN 99-2520-3-0094 or equivalent) and install a placard on the affected seat to read: COMPANY EMPLOYEE USE ONLY.
- E. Notify Dispatch as early as possible of the Company employee occupied seat requirement.

**(Continued)**



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# 737 NG Minimum Equipment List

Item 52-15.3

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 52	DOORS

## (M) PROCEDURES (Continued from MEL Item 52-06)

- F. At initial placarding and prior to each departure verify the associated Overwing Exit is capable of being unlatched and opened as follows:

• NOTE •

*The PSEU may indicate a nuisance non-dispatchable flight lock switch fault after using the aircraft battery to power up the aircraft.*

*Fault codes 52-72106, 52-72107, 52-72108 and / or 52-72109 may appear depending on which door flight lock system is deactivated.*

*The fault(s) may be cleared by returning the aircraft to the ground mode and resetting the PSEU faults (AMM 32-09-00-201).*

1. Open the door:
  - a. Pull down on the door handle to open the door.
  - b. Verify the door opens smoothly and moves out and up from the door opening.
  - c. Verify the snubber slows the door when it is almost open.
  - d. Verify the hinge arm is in the extended position and the lock pawl is locked.
2. Close the door:
  - a. Verify the door handle moves freely to the open position.
  - b. Move the door into the fuselage opening.
  - c. Hold the door handle in the open position and pull the door into the opening using the lifting strap attached to the door.
  - d. Verify the lock pawl engages the lock pawl depressor and releases the door trigger.
  - e. Verify the door does not hit the rub strips located on the lower stop tracks and the lock rollers smoothly engage the lock receivers.
  - f. Release the door handle and ensure the door handle moves automatically to the closed position.

**G. A Verification and Maintenance eAML entry signifying accomplishment is required prior to each departure until restoration is made.**

## (O) PROCEDURES

**A. Ensure Maintenance eAML entry prior to departure.**

- B. Captain will brief First Flight Attendant when cabin differential pressure is less than 4.0 psi, a Company employee must be seated in passenger seat(s) adjacent to affected exit, to ensure door handle is not operated by passengers; flight may not depart without affected seat occupied.
- C. The Flight Crew is to inform Cabin Crew when monitoring is required.
- D. A member of the Flight Crew will brief the Company employee on their responsibility at the exit.

• NOTE •

*A Flight Attendant that is part of the minimum crew MAY NOT fulfill this requirement.*

*Any Flight Attendant in excess of minimum crew may sit in the affected seat.*

**(Continued)**



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## 737 NG Minimum Equipment List

Item 52-15.4

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 52	DOORS

### (DP) PROCEDURES (Continued from MEL Item 52-06)

- A. Flights dispatched with a Flight Lock System Overwing Exit inop may only depart MIA, LAX, ORD or DFW once. Repair is mandatory prior to any subsequent departures from MIA, LAX, ORD or DFW.
- B. Whenever differential psi is less than 4.0 psi, the flight may NOT depart without a designated company employee seated adjacent to the affected exit.
- C. Coordinate with station/gate agent personnel regarding the requirement and availability of a company employee at departure AND down line station. Availability of company employee to sit in affected seat (down line) must be determined prior to dispatch to avoid possible AOG at next station.

• NOTE •

*Station personnel / gate agent personnel are responsible for ensuring that the passenger seat(s) adjacent to affected exit(s) are available for required company employee(s) use.*

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## 737 NG Minimum Equipment List

Item 52-17.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 52				DOORS			
52-07	Enhanced Flight Deck Security Door Automatic Locking System  a. Flight Deck Access Panel System (Keypad, Door Chime and Control Selector) (MMEL 52-17)	C	1	0	N	Y	(M)(O) May be inoperative provided: a) Automatic Locking System is deactivated, b) Door Dead Bolt is operative and is used to lock door, and c) Procedures below are used for locking and unlocking door using dead bolt.

**(M) or (O) PROCEDURES**

- A. Position flight deck door POWER CUTOFF switch OFF (guard extended) to deactivate the automatic locking system.
- B. Install a placard on the flight deck side of the door to read: AUTO LOCKING SYSTEM INOP.

**• NOTE •**

*The LOCK FAIL light will remain illuminated when the flight deck door POWER CUTOFF switch is in the OFF position (guard extended).*

**(O) PROCEDURES**

- A. Flight deck door is locked with the dead bolt in the Locked Key Inoperable position prior to departure.
- B. Captain will brief the First Officer and First Flight Attendant that dead bolt will be used to lock the flight deck door in flight and access keypad will not be operative for emergency access to the flight deck from the cabin.

b. Keypad LEDs (MMEL 52-17-01-01)	C	3	0	N	Y	(M)(O) any or all may be inoperative provided procedures below are used.
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**(M) or (O) PROCEDURES**

- A. Install a placard on the flight deck side of the door to read: ACCESS PANEL LED(S) INOP.

**(O) PROCEDURES**

- A. Captain will brief the First Officer and First Flight Attendant that access panel keypad is operative for emergency access to the flight deck from the cabin without the LED indication.

(Continued)



## 737 NG Minimum Equipment List

Item 52-17.2

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 52				DOORS			
52-07	Enhanced Flight Deck Security Door Automatic Locking System  c. Flight Deck Door LOCK FAIL Light (MMEL 52-17-02)	C	1	0	N	Y	(M)(O) May be inoperative provided Automatic Lock Controls are verified to be operative.

**(M) or (O) PROCEDURES**

- A. Verify the Automatic Lock Controls (electric locking solenoid) are operative as follows:
1. With the flight deck door open, supply electrical power to the airplane.
  2. Position Flight Deck Door POWER CUTOFF switch to NORM.
  3. Position the FLT DK DOOR selector to AUTO. Verify the door electric strike is in the locked (solenoid pin extended) position.
  4. Enter the correct keypad access code and verify the door chime sounds.
  5. Position the FLT DK DOOR selector to DENY.
  6. Before the DENY time delay has expired, enter the correct keypad access code and verify the door chime does not sound.
  7. Position and hold the FLT DK DOOR selector to UNLKD. Verify the door electric strike is in the unlocked (solenoid pin retracted) position.
  8. Position the FLT DK DOOR selector to AUTO. Verify the door electric strike is in the locked (solenoid pin extended) position.
  9. Position the POWER CUTOFF switch to OFF.
- B. Install a placard adjacent to the light to read: LOCK FAIL LIGHT INOP.

d. Flight Deck Door AUTO UNKL Light (MMEL 52-17-03)	C	1	0	N	Y	(M)(O) May be inoperative provided: a) Automatic Lock Controls are verified to be operative, and b) Door chime is operative.
-----------------------------------------------------	---	---	---	---	---	------------------------------------------------------------------------------------------------------------------------------------

**(M) or (O) PROCEDURES**

- A. Verify the Automatic Lock Controls (electric locking solenoid) are operative as follows:
1. With the flight deck door open, supply electrical power to the airplane.
  2. Position Flight Deck Door POWER CUTOFF switch to NORM.
  3. Position the FLT DK DOOR selector to AUTO. Verify the door electric strike is in the locked (solenoid pin extended) position.
  4. Enter the correct keypad access code and verify the door chime sounds.
  5. Position the FLT DK DOOR selector to DENY.
  6. Before the DENY time delay has expired, enter the correct keypad access code and verify the door chime does not sound.
  7. Position and hold the FLT DK DOOR selector to UNLKD. Verify the door electric strike is in the unlocked (solenoid pin retracted) position.
  8. Position the FLT DK DOOR selector to AUTO. Verify the door electric strike is in the locked (solenoid pin extended) position.
  9. Position the POWER CUTOFF switch to OFF.
- B. Install a placard adjacent to the light to read: AUTO UNLK LIGHT INOP.

(Continued)

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## 737 NG Minimum Equipment List

Item 52-17.3

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 52		DOORS					
52-07	Enhanced Flight Deck Security Door Automatic Locking System  e. Switch Guard (Flight Deck Door POWER CUTOFF Switch) (MMEL 52-17-01-03)	C	1	0	N	Y	(M)(O) May be inoperative or missing, provided flight deck door LOCK FAIL light is operative.

### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.



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## 737 NG Minimum Equipment List

Item 52-18.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 52	DOORS

52-08 Enhanced Flight Deck Security Door Dead Bolt (MMEL 52-18) C 1 0 N Y (M)(O) May be inoperative provided automatic lock controls are operative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.



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# 737 NG Minimum Equipment List

Item 52-20-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 52		DOORS				
52-09	Flight Deck Door Pressure Relief Panels (MMEL 52-20-02)	A	2	0	Y	(M)(O)(DP) One or both may be inoperative provided: a) Panels are in the latched position, and b) Repairs are made within two flight days.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(DP) PROCEDURES**

- A. Verify aircraft routing terminates at a maintenance station within TWO flight days of initial placard.



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## 737 NG Minimum Equipment List

Item 52-22.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 52	DOORS					
52-10      Flight Deck Door Hold Open Device (Foot Plunger) (MMEL 52-22)	D	1	0	N	Y	(M)(O) May be inoperative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
-



# 737 NG Minimum Equipment List

Item 52-25.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 52		DOORS				
52-11	Cargo Door Exterior Handle Recess / Hinge Spring Assemblies (MMEL 52-25)	C	2	0	N	(M)(O) May be inoperative or missing provided : a) The affected cargo door exterior handle is secured in a recessed position flush with the fuselage, and b) Normal operation of the cargo door is not impaired.

## (M) PROCEDURES

- A. Make an appropriate entry in the AML at initial issue.
- B. Verify the affected cargo door is CLOSED and LOCKED.
- C. Secure the affected cargo door exterior handle in a recessed position flush with the fuselage (AMM 52-00-00/901).
  - 1. Clean area to facilitate application of tape.
  - 2. Apply three overlapping layers of metallic tape over the door handle after stowage each time the door is closed.
- D. A Verification and an eAML entry signifying accomplishment is required after each closure of affected door or after the re-application of metallic tape that was found missing or loose.**
- E. Install a placard adjacent to the Captain's PFD to read: CARGO DOOR HANDLE INOP.

### • NOTE •

- A separate TAC item for speed tape application is NOT required.

• This MEL item may be applied to an inoperative exterior handle recess spring / spring assembly and / or to an inoperative flapper door hinge spring assembly.

## (O) PROCEDURES

- A. Ensure Maintenance eAML entry prior to each departure for each closure of affected door or after the re-application of metallic tape that was found missing or loose.**

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# 737 NG Minimum Equipment List

Figure 52-1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 52	DOORS

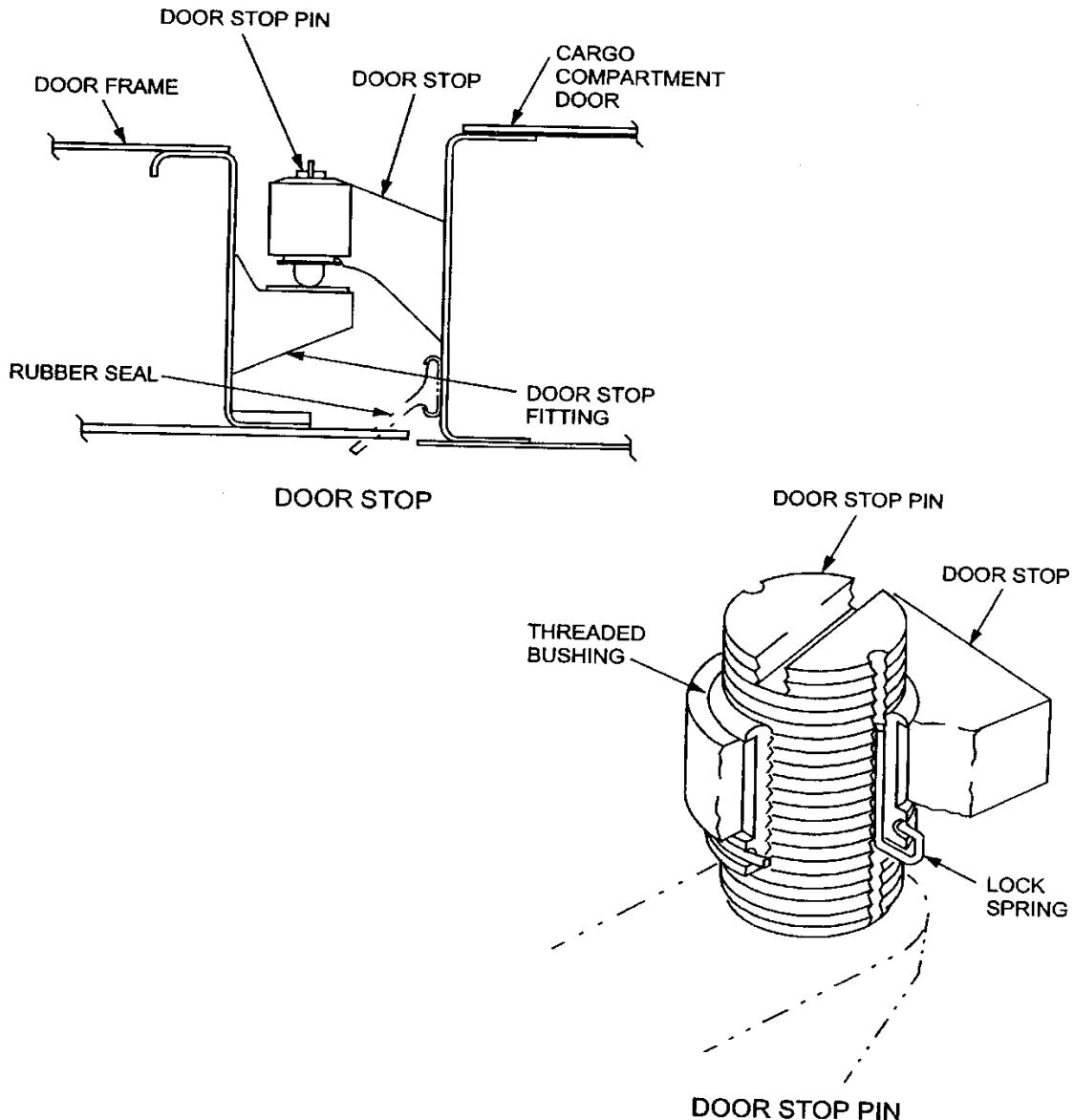


Figure 1  
Lower Cargo Door Stop Fittings  
MEL item 52-03a, 52-03b

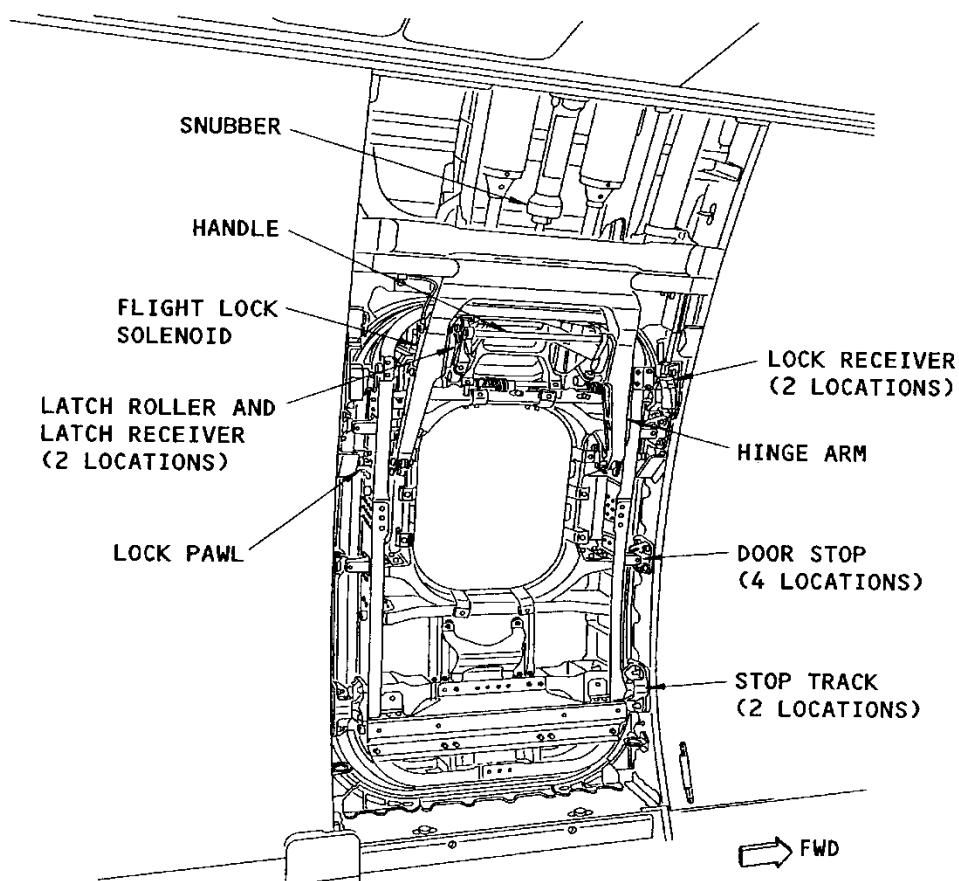
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## 737 NG Minimum Equipment List

Figure 52-2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 52	DOORS



EMERGENCY EXIT DOOR  
(DOOR IN THE CLOSED POSITION  
WITH DOOR LINING REMOVED)  
(EXAMPLE)

Figure 2  
Overwing Exit Door  
MEL item 52-06



# 737 NG Minimum Equipment List

TOC 73-1

SYSTEM 73

ENGINE FUEL AND CONTROL

## SYSTEM 73 - Engine Fuel and Control

- 73-01 Fuel Filter Differential Pressure Warning Systems (Filter Bypass Light)
- 73-02 Fuel Flow Indication Systems
- 73-03 Fuel Used Indicators
- 73-04 Fuel Control ENG VALVE CLOSED Indicating System
- 73-05 EEC (Electronic Engine Control) Normal (ON) Mode
- 73-06 ENGINE CONTROL Lights
- 73-07 Electronic Engine Control (EEC) Alternate Power Supply System



## 737 NG Minimum Equipment List

Item 73-04-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 73		ENGINE FUEL AND CONTROL				
73-01	Fuel Filter Differential Pressure Warning Systems (Filter Bypass Light) (MMEL 73-04-02)	C	2	1	N	(M)(O) One may be inoperative provided malfunction is verified to be in Warning System.

**(M) PROCEDURES**

- A. Verify that the fault is in the associated Fuel Filter Bypass Warning System as follows:
1. If the FILTER BYPASS light is illuminated with the engine shut down, either with the EEC powered (Start Switch in CONT) or EEC not powered (Start Switch in AUTO), the warning system is faulty. Proceed to Step B.
  2. If the FILTER BYPASS light is illuminated with the engine operating but is extinguished after engine shutdown, accomplish the EEC BITE and check RECENT FAULTS (AMM 73-21-00-501). If the FUEL FILTER SIGNALS DISAGREE message is displayed, proceed to Step B.

**• NOTE •**

*Other EEC fault message may need to be addressed prior to dispatch.*

3. Check the DEU for fault messages. A CDS MAINT message may indicate a DEU fault that affects the fuel filter bypass indication.

**• NOTE •**

*A CDS FAULT must be addressed prior to dispatch.*

4. If the FILTER BYPASS light is inoperative OFF, accomplish the EEC BITE (AMM 73-21-00-501).

**• NOTE •**

*The remaining indication lights in the EEC test should be operative.*

- B. Replace the affected engine fuel filter (AMM 73-11-02-401). If replacement filter is not available, contact MOC. One flight is permitted prior to filter replacement provided fuel drained from filter housing drain plug is free of visible gross contamination. If contamination is found in filter or drained fuel, contact MOC prior to further flight.

- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES****• NOTE •**

- *If the remaining FILTER BYPASS light illuminates, assume both engine fuel filters have an impending bypass condition.*
  - *The MASTER CAUTION lights may continue to illuminate with certain failures of the pressure switch and are not considered cause for further maintenance action.*



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## 737 NG Minimum Equipment List

Item 73-05.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 73		ENGINE FUEL AND CONTROL					
73-02	Fuel Flow Indication Systems (MMEL 73-05)	C	2	1	N	Y	<b>(M)(O)</b> One may be inoperative provided: a) N1, N2 for associated engine is operative, and b) Both Main Tank Fuel Quantity Indicators are operative.

### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.



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## 737 NG Minimum Equipment List

Item 73-06.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 73	ENGINE FUEL AND CONTROL					
73-03 Fuel Used Indicators (MMEL 73-06)	C	2	0	N	Y	(M)(O) May be inoperative

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.
-



## 737 NG Minimum Equipment List

Item 73-10.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 73</b>	<b>ENGINE FUEL AND CONTROL</b>
73-04 Fuel Control ENG VALVE CLOSED Indicating System (MMEL 73-10)	C 2 0 N N <b>(M)</b> One or both may be inoperative provided associated valve is verified to be operative.

**EFFECTIVITY:**

- A/C 3AA thru 3MR are equipped with Engine Start Levers.
- A/C 3MS and subsequent are equipped with Engine Start Switches.

**(M) PROCEDURES**

- A. Open and collar the associated High Pressure Shutoff Valve circuit breaker located on the P6-3 panel:
    1. For the left engine, ENGINE FUEL ENGINE 1 HPSOV IND (E6).
    2. For the right engine, ENGINE FUEL ENGINE 2 HPSOV IND (E4).
  - B. Verify the associated Engine Fuel Shutoff Valve is operative as follows:
    1. Start the affected engine and allow the engine parameters (i.e. EGT, oil pressure, fuel flow, etc). to stabilize before proceeding.
    2. Open and tag the associated Spar Valve circuit breaker located on the P6-3 panel:
      - a. For the left engine, FUEL SPAR VALVE ENG 1 (B4).
      - b. For the right engine, FUEL SPAR VALVE ENG 2 (B3).
    3. Position the associated engine start lever (or start switch) to CUTOFF. Verify the engine immediately decelerates and stops.
    4. Remove tag(s) and close the circuit breaker(s) opened in Step B.2.
  - C. Install INOP placard adjacent to the Captain's PFD.
-



# 737 NG Minimum Equipment List

Item 73-11-01.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 73				ENGINE FUEL AND CONTROL		
73-05 EEC (Electronic Engine Control) Normal (ON) Mode (MMEL 73-11-01)	C	2	0	Y	Y	(M)(O)(DP) Normal ON Mode may be inoperative provided: a) Both engines are operated in ALTN Mode, b) Strut / Wing leading edge over-braided wire bundles are installed per Boeing Service Bulletin or production equivalent, and c) Applicable AFM performance adjustments are applied. <i>NOTE:</i> <i>All AA airplanes have the Strut / Wing leading edge over-braided bundles installed.</i>

#### (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.

#### (O) PROCEDURES

- A. Position both EEC switches to ALTN.
- B. Use 26k maximum takeoff thrust (27k, if planned).
- C. Set takeoff thrust manually.  
(Do not use Autothrottle for takeoff, climb or max continuous thrust operation.)  
(Ensure N1 SET has been moved back to AUTO from BOTH prior to selecting Autothrottles ON)
- D. Ensure TOGA is selected for Takeoff.
- E. MEL performance weight V-speed, and N1adjustments are not provided through TPS. Dispatch will provide a CRC / MEL performance correction message. (Do not use FMC-computed takeoff thrust N1 values)
- F. Set N1 bugs manually, refer AOM> Supplementary Procedures> Engines> 3AA-3PX Setting N1 Bugs with No Operative FMC.

#### • NOTE •

*Maximum rated thrust may be reached at a reduced thrust lever position*

#### (DP) PROCEDURES

- A. Plan 26k thrust rating (or 27k if available and required for lift) (JRR entry).
- B. Obtain the takeoff performance data from CRC / MEL application using the ALT EEC MODE MEL / CDL Performance Option.
- C. Provide the Captain with the CRC / MEL message from the CRC / MEL application (TPS is no longer used for weights and V/speeds, and N1).
- D. If the CRC calculation requires a MTOW reduction, update the flight planning system with the adjusted MTOW from the CRC / MEL application.
- E. Lock out flight plan to ensure Captain will not depart without required CRC / MEL message.



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## 737 NG Minimum Equipment List

Item 73-AA.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 73	ENGINE FUEL AND CONTROL

73-06	ENGINE CONTROL Lights	-	2	2	-	-	Must be operative for dispatch.
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# 737 NG Minimum Equipment List

Item 73-12.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 73		ENGINE FUEL AND CONTROL				
73-07	Electronic Engine Control (EEC) Alternate Power Supply System (MMEL 73-12)	A	4	3	N	(M) May be inoperative deactivated provided repairs are made within 50 flight hours. <i>NOTE:</i> <i>Dispatch is not allowed with ENGINE CONTROL light(s) illuminated or inoperative.</i>

## (M) PROCEDURES

- Deactivate the inoperative EEC Alternate Power Supply System as follows:
  - For the left engine open and collar the associated ENG 1 ALTN PWR CHAN A (A5) or CHAN B (A4) c-b located on the P18-2 panel.
  - For the right engine open and collar the associated ENG 2 ALTN PWR CHAN A (D8) or CHAN B (D7) c-b located on the P6-2 panel.
- Install INOP placard adjacent to the Captain's PFD.



# 737 NG Minimum Equipment List

TOC 74-1

SYSTEM 74

ENGINE IGNITION

## SYSTEM 74 - Ignition

74-01 Ignition Systems



## 737 NG Minimum Equipment List

Item 74-01-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 74		ENGINE IGNITION					
74-01	Ignition Systems a. Left Ignition System (MMEL 74-01-02-01B)	C	2	0	N	Y	<b>(M)(O)</b> One or both may be inoperative provided: a) Ignition Select Switch remains in BOTH position, and b) Associated engine Right Ignition System is operative.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Position Ignition Select Switch to IGN R for starting the associated engine.  
B. After engine start, position Ignition Select Switch to BOTH.

b. Right Ignition System (MMEL 74-01-02-02B)	C	2	0	N	N	<b>(M)(O)</b> One or both may be inoperative provided: a) Ignition Select Switch remains in BOTH position, b) Associated engine Left Ignition System is operative, and c) Associated engine left igniter is connected to AC standby bus by an acceptable configuration.
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**EFFECTIVITY:**

- A/C 3AA thru 3MR are equipped with Engine Start Levers.
- A/C 3MS and subsequent are equipped with Engine Start Switches.

**(M) PROCEDURES**

Reference Figure 1, Figure 2

- A. Connect the affected engine Left Ignition System to the AC standby bus as follows:
1. Open and tag the circuit breakers for the affected engine:
    - a. For the left engine, the ENGINE 1 IGNITION RIGHT (A1) and ENGINE 1 IGNITION LEFT (A3) located on the P18-2 panel.
    - b. For the right engine, the ENGINE 2 IGNITION RIGHT (D4) and ENGINE 2 IGNITION LEFT (D6) located on the P6-2 panel.
  2. Verify both engine start levers (or start switches) are positioned to CUTOFF. Install a DO-NOT-OPERATE tag.
  3. Verify the ENGINE START selector is positioned to AUTO. Install a DO-NOT-OPERATE tag.
  4. Gain access to the ignition unit by opening the affected engine fan cowl panels.

**WARNING**

**MAKE SURE THAT THE IGNITION EXCITERS HAVE BEEN DE-ENERGIZED FOR A MINIMUM OF FIVE MINUTES BEFORE WORKING ON THE IGNITION SYSTEM. DO NOT TOUCH THE IGNITION CONTACTS. THE IGNITION EXCITERS CAN HAVE AN ELECTRICAL CHARGE EVEN WHEN NOT ENERGIZED. FAILURE TO OBEY COULD CAUSE INJURY TO PERSONNEL.**

(Continued)



# 737 NG Minimum Equipment List

Item 74-01-02.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 74	ENGINE IGNITION

## (M) PROCEDURES (Continued from MEL Item 74-01b)

5. Disconnect the left power supply (transfer bus) cable from the left ignition exciter IGN 1.
6. Disconnect the right power supply (standby bus) cable from the right ignition exciter IGN 2.

### CAUTION

DO NOT REMOVE HIGH-TENSION LEADS FROM EXCITER BOX,  
ONLY REMOVE THE WIRING TO THE EXCITER BOXES

7. Connect the left power supply (transfer bus) cable to the right ignition exciter IGN 2 and tighten connector.
  8. Connect the right power supply (standby bus) cable to the left ignition exciter IGN 1 and tighten connector.
  9. Remove tags and close the circuit breakers opened in Step A.1.
  10. Remove the DO-NOT-OPERATE tags from the engine start levers (or start switches) and the ENGINE START selector.
  11. Accomplish the audible test (EEC BITE) of the affected engine ignition system (AMM 74-00-00-501). If an EEC right ignitor fault exists, dispatch is not permitted.
  12. Close fan cowl panels opened in step A.4.
- B. Install a placard on the Ignition Select Switch to read: AFTER ENGINE START, OPERATE IN BOTH ONLY.
- C. Document in the AML balancing entry that the affected engine ignition system cables have been swapped between IGN 1 and IGN 2.

## (O) PROCEDURES

- A. Set the Ignition Select switch to IGN R for starting the associated engine.
- B. After engine start, set the Ignition Select switch to BOTH.

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Figure 74.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 74	ENGINE IGNITION

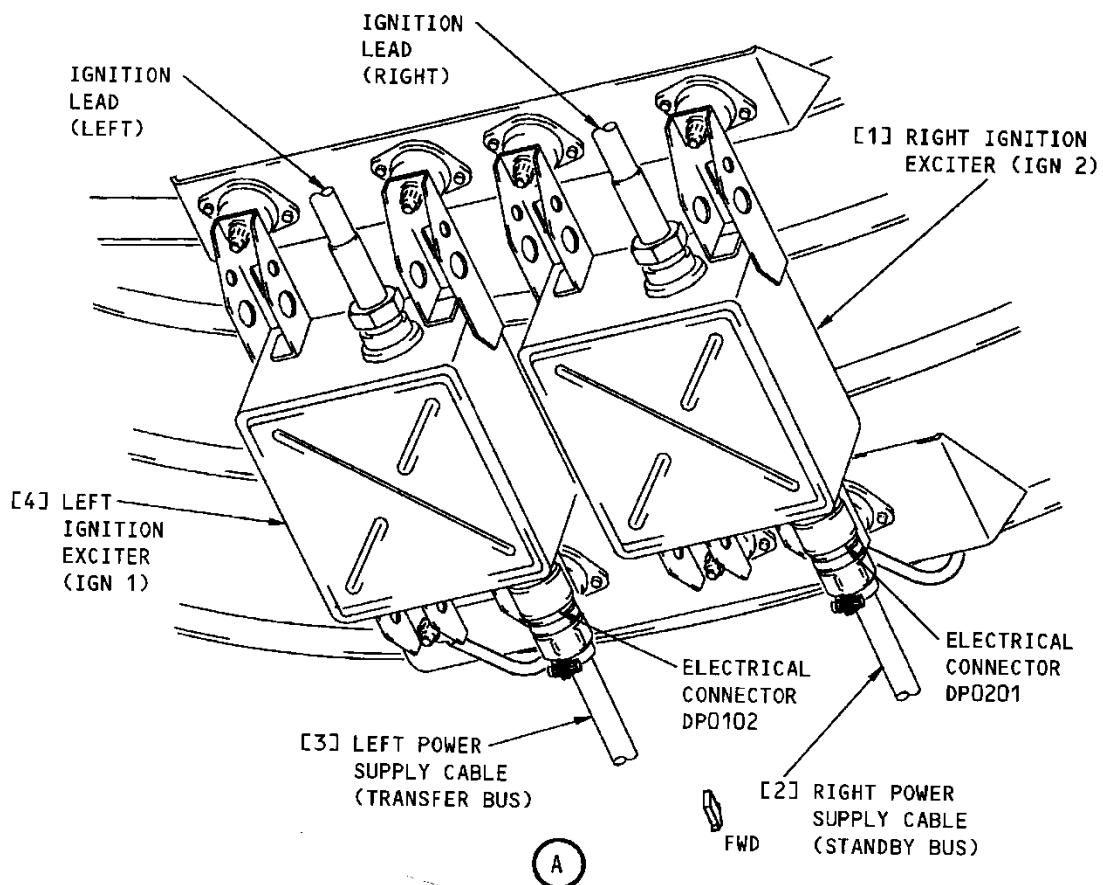
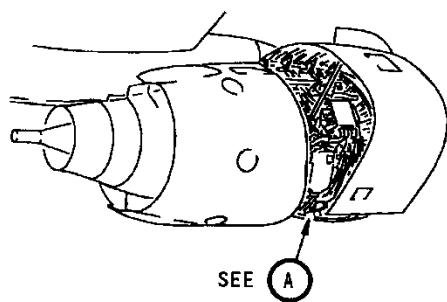


Figure 1  
Configuration Prior to Completion of (M) Procedures  
MEL item 74-01b

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## 737 NG Minimum Equipment List

Figure 74.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 74	ENGINE IGNITION

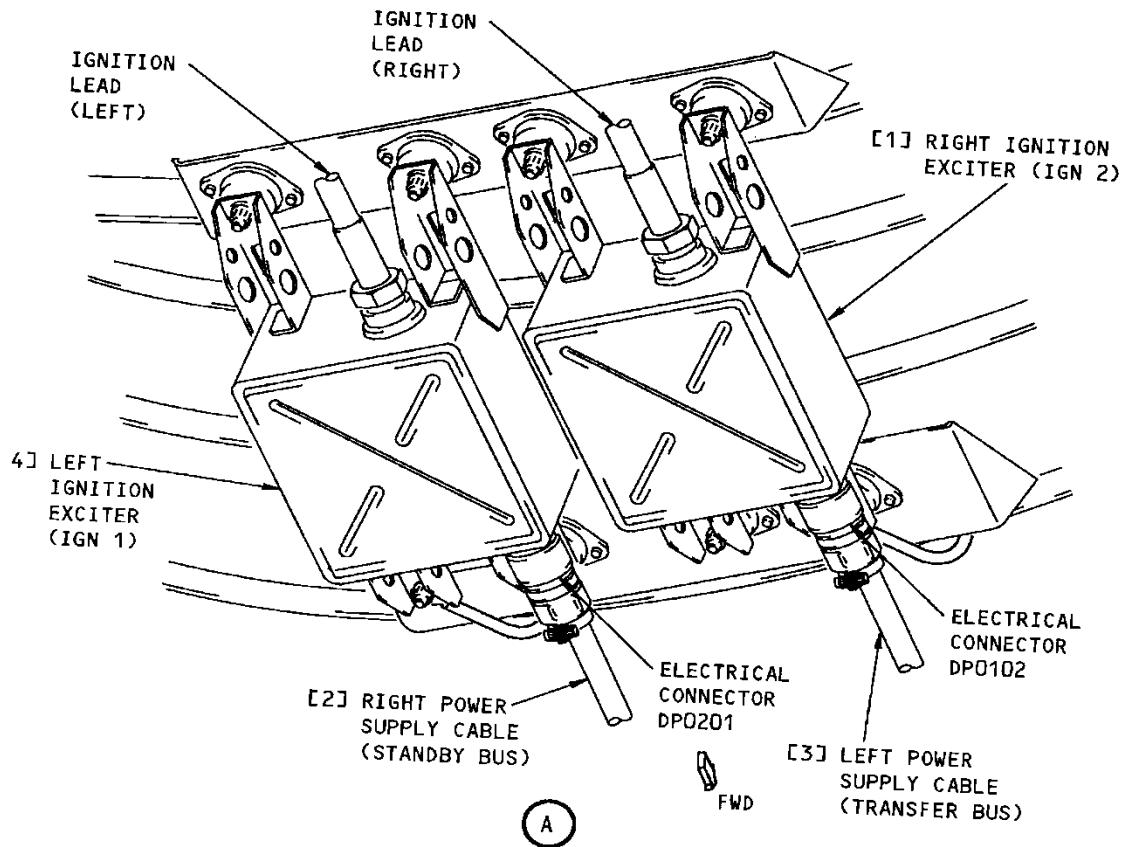
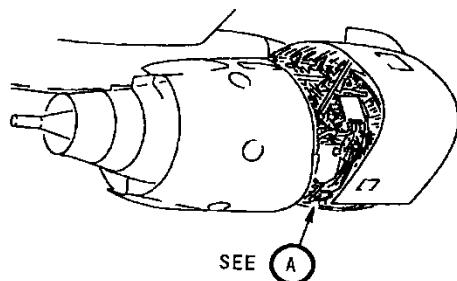


Figure 2  
Configuration After Completing (M) Procedures  
MEL item 74-01b



# 737 NG Minimum Equipment List

TOC 77-1

SYSTEM 77

ENGINE INDICATING

## SYSTEM 77 - Engine Indication

- 77-01 N 1 Tachometers
- 77-02 Vibration Indication Systems
- 77-03 Abnormal Start Indication Systems



## 737 NG Minimum Equipment List

Item 77-02-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 77		ENGINE INDICATING					
77-01	N1 Tachometers a. Digital Counters (MMEL 77-02-02-01)	-	2	2	-	-	(M)(O) This item must be operative for dispatch.

## (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.
- 

b. Reference N1 Bugs (MMEL 77-02-02-02)	C	2	1	N	Y	(M)(O) One may be inoperative.
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## (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.
- 

c. Manual Set Indication (Reference N1 Readout - Green) (MMEL 77-02-02-03)	C	1	0	N	Y	(M)(O) One or both may be inoperative.
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## (M) or (O) PROCEDURES

- A. Install INOP placard adjacent to the Captain's PFD.
-



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## 737 NG Minimum Equipment List

Item 77-05-02.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 77	ENGINE INDICATING					
77-02 Vibration Indication Systems (MMEL 77-05-02)	C	2	1	N	Y	(M)(O) One may be inoperative.

### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.



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## 737 NG Minimum Equipment List

Item 77-09.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 77	ENGINE INDICATING					
77-03 Abnormal Start Indication Systems (MMEL 77-09)	C	2	0	N	Y	(M)(O) One or both may be inoperative.

### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.



# 737 NG Minimum Equipment List

TOC 78-1

SYSTEM 78

ENGINE EXHAUST

## SYSTEM 78 - Engine Exhaust

- 78-01 Thrust Reversers
- 78-02 REVERSER Lights (Aft Overhead Panel)



## 737 NG Minimum Equipment List

Item 78-01-03.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 78		ENGINE EXHAUST				
78-01	Thrust Reversers (MMEL 78-01-03)	C	2	1	Y	N
						(M)(O)(DP) One may be inoperative provided: a) Thrust Reverser is locked in forward thrust position, and b) Appropriate performance adjustments are applied.

**(M) PROCEDURES**

- A. Deactivate and secure the associated thrust reverser in accordance with AMM 78-00-00/901.
- B. Install a placard tag on the inoperative thrust reverser lever to read: REVERSER INOP.

**(O) PROCEDURES**

- A. Flight is not operated to BOG, GUA, JAC, MDE, MEX, SJO, or SNA and these airports are not used as alternate airports.
- B. Reported runway braking action at destination airport is MEDIUM (FAIR) or better at time of arrival.
- C. Runway surface conditions do not require takeoff performance correction for runway contamination other than wet. Refer to AOM> Landing> Performance.
- D. If takeoff runway is wet and V speed was not adjusted by Dispatch using TPAS, reduce V1 by 2 knots.
- E. During landing rollout, differential braking may be required to maintain directional control.
- F. On the thrust lever with the reverse lever secured (lockwired), only use forward thrust.

**• NOTE •**

- *With one reverser inoperative the Captain should consider how the combination of runway length, field elevation, and runway surface conditions may affect the stopping distance.*
- *Thrust reverser deactivation can result in the illumination of the MASTER CAUTION and ENG annunciation when performing a Master Caution recall.*

- G. Reduce maximum crosswind by 5 knots on wet runways with a RCC value of 1 thru 5.

**(DP) PROCEDURES**

- A. Do not dispatch flight to BOG, GUA, JAC, MDE, MEX, SJO, or SNA or use these airports as alternate airports.
- B. Reported runway braking action at destination or alternate(s) must be expected to be MEDIUM (FAIR) or better at time of arrival. (At select airports, BRAG may be required when reverse thrust is inop. Refer to AOM> Landing> Performance> Inflight Landing Data.)
- C. Runway surface conditions must not require takeoff performance correction for runway contamination.
- D. If takeoff runway is wet, reduce Runway Limited Takeoff Weight by 2500 lbs. (by TPAS or manually).

Rev 62-1  
09-13-23



## 737 NG Minimum Equipment List

Item 78-07.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 78		ENGINE EXHAUST					
78-02	REVERSER Lights (Aft Overhead Panel) (MMEL 78-07)	C	2	1	Y	N	<b>(M)(DP)</b> One may be inoperative provided associated reverser is locked in CLOSED (forward thrust) position.

### (M) PROCEDURES

- A. Placard the associated Thrust Reverser inoperative in accordance with MEL item 78-01.
- B. Install INOP placard adjacent to the Captain's PFD.

### (DP) PROCEDURES

- A. Thrust Reverser inoperative. See MEL item 78-01.



# 737 NG Minimum Equipment List

TOC 79-1

SYSTEM 79

ENGINE OIL

## SYSTEM 79 - Engine Oil

- 79-01 Oil Quantity Indication System
- 79-02 OIL FILTER BYPASS Warning System
- 79-03 Oil Temperature Indicators
- 79-04 OIL LOW PRESSURE Warning Systems
- 79-05 Oil Pressure Indicators



## 737 NG Minimum Equipment List

Item 79-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 79		ENGINE OIL				
79-01	Oil Quantity Indication System (MMEL 79-01)	B	2	1	N	<b>(M)(O)</b> One may be inoperative provided: a) Oil tank is filled to maximum recommended capacity at each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Associated Low Oil Pressure Warning System is operative.

**(M) PROCEDURES**

- A. At initial placarding and prior to each departure check and service the associated engine oil level. Enter added oil into the Oil Servicing Program (OSP) and verify authorization code is displayed. Contact MOC for additional history if unable to obtain authorization code.

**• NOTE •**

*If the engine has been shut down for longer than 30 minutes, dry motor the affected engine for one minute to scavenge any drained oil back into the tank.*

- B. A Verification and Maintenance eAML entry signifying accomplishment is required prior to each departure until restoration is made.**

- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to each departure.**



# 737 NG Minimum Equipment List

Item 79-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 79		ENGINE OIL				
79-02	OIL FILTER BYPASS Warning System  a. Option 1 (MMEL 79-02-01)	C	2	1	N	(M)(O) One may be inoperative provided: a) Malfunction is in warning system, and, b) Oil filter is inspected for presence of contaminants once each flight day.

## (M) PROCEDURES

- A. At initial placarding and prior to first flight of each day inspect the oil filter for contamination as follows:
1. Remove the affected engine scavenge oil filter element (AMM 79-21-06-401).

### CAUTION

PRIOR TO FILTER DISASSEMBLY ENSURE THAT A NEW FILTER IS AVAILABLE.  
IF NO FILTER IS AVAILABLE, CONTACT MAINTENANCE CONTROL FOR DISCUSSION WITH  
PPOE GROUP

2. Disassemble the filter and check internally for debris.
    - a. Remove filter ends, using a vise if available.
    - b. Remove external metal screen.
    - c. Peel paper pleats apart.
    - d. Check oil filter element paper for contaminants.
  3. Visually inspect the lube unit supply filter pop-out indicator. If indicator is extended, check engine and starter magnetic chip detectors (AMM 79-00-00-601).
  4. If debris is found in the filter, or if the filter pop-out indicator is extended, contact MOC prior to further flight.
  5. Install the engine scavenge oil filter with a new element (AMM 79-21-06-401).
  6. Accomplish idle leak check of the affected engine.
- B. A Verification and Maintenance eAML entry signifying accomplishment is required prior to first flight of each day until restoration is made.**
- C. Install INOP placard adjacent to the Captain's PFD.

## (O) PROCEDURES

- A. Ensure Maintenance eAML entry prior to first flight each day.**

---

(Continued)



## 737 NG Minimum Equipment List

Item 79-02.2

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 79		ENGINE OIL				
79-02	OIL FILTER BYPASS Warning System  b. Option 2 (MMEL 79-02-02)	C	2	1	N	<b>(M)(O)</b> May be inoperative provided: a) Malfunction is in warning system,  a) All three Magnetic Chip Detectors are inspected for presence of contaminants once each flight day, and b) Oil supply filter pop-out indicator is confirmed not extended once each flight day.

**(M) PROCEDURES**

- A. At initial placarding and prior to first flight of each day, perform the following verification steps:
1. Verify the malfunction is in the bypass warning system:
    - a. Verify presence of fault code 79-n112x on the FMC CDU (AMM 73-21-00-501).
    - b. If fault code 79-n112x is not present, access the CDU INPUT MONITORING / OIL FILTER screen on the FMC CDU and verify FILTER BYPASS state is "CLOGGED", which corresponds to the following FILTER INPUTS displayed on the FMC CDU: Switch 1 (Channels A and B) OPEN, Switch 2 (Channels A and B) CLOSED.
  2. Inspect all three Magnetic Chip Detectors for contaminants (AMM 79-00-00-601).
  3. Verify the oil supply filter pop-out indicator is not extended (AMM 79-00-00-601).
  4. If Magnetic Chip Detectors inspection reveals no contaminants and oil supply filter pop-out indicator is not extended, then the malfunction is in the warning system.
- B. A Verification and Maintenance eAML entry signifying accomplishment is required prior to first flight of each day until restoration is made.**
- C. Install INOP placard adjacent to the Captain's PFD.

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry sign-off prior to first flight each day.**



Rev 59  
07-11-17

## 737 NG Minimum Equipment List

Item 79-03.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 79	ENGINE OIL					
79-03 Oil Temperature Indicators (MMEL 79-03)	-	2	2	-	-	This item must be operative for dispatch.



Rev 62-1  
09-13-23

## 737 NG Minimum Equipment List

Item 79-04.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	FLIGHT CREW PLACARDING					
REPAIR CATEGORY	REMARKS AND EXCEPTIONS					
SYSTEM 79	ENGINE OIL					
79-04      OIL LOW PRESSURE Warning Systems (MMEL 79-04)	B	2	0	N	Y	(M)(O) One or both may be inoperative provided associated oil pressure, oil temperature and oil quantity indicators are operative.

### (M) or (O) PROCEDURES

- Install INOP placard adjacent to the Captain's PFD.



Rev 59  
07-11-17

## 737 NG Minimum Equipment List

Item 79-05.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED	FLIGHT CREW PLACARDING			
REPAIR CATEGORY	REMARKS AND EXCEPTIONS			
SYSTEM 79	ENGINE OIL			
79-05 Oil Pressure Indicators (MMEL 79-05)	-	2	2	- This item must be operative for dispatch.



# 737 NG Minimum Equipment List

TOC 80-1

SYSTEM 80

ENGINE STARTING

## SYSTEM 80 - Engine Starting

- 80-01 START VALVE OPEN Indications
- 80-02 Engine Starter Auto Cutout
- 80-03 Starter Valves



# 737 NG Minimum Equipment List

Item 80-01-02.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 80				ENGINE STARTING		
80-01	START VALVE OPEN Indications (MMEL 80-01-02)	C	2	1	Y	Y/N
						(M)(O)(DP) One may be inoperative provided it is checked after engine start that associated valve is CLOSED.

## EFFECTIVITY:

- A/C 3AA thru 3MR are equipped with Engine Start Levers.
- A/C 3MS and subsequent are equipped with Engine Start Switches.

## (M) or (O) PROCEDURES

- If the START VALVE OPEN light is inoperative extinguished, the item may be placarded by the Flight Crew. If the light is inoperative ON refer to the (M) PROCEDURE below and the item is not eligible for Flight Crew placarding.
- Install INOP placard adjacent to affected system's switch, gauge, indicator, etc.

## (M) PROCEDURES

- If the START VALVE OPEN light is inoperative illuminated, placard the associated Engine Bleed Air Shutoff Valve (PRSOV) inoperative in accordance with MEL item 36-05.

## (O) PROCEDURES

- Use normal start procedures except for the following:
  - Prior to selecting ENGINE START switch to GRD position, note the duct pressure.
  - As ENGINE START switch moves to AUTO, verify that duct pressure returns to the pre-start value or higher.
  - If duct pressure does not return to the prestart value or higher dispatch is not permitted. Shutdown the affected engine as follows:
    - Position the ISOLATION VALVE switch to CLOSE.
    - Position the affected Engine BLEED air switch to OFF.
    - If the affected engine is the left engine OR APU bleed air is being used, position the APU BLEED air switch to OFF.
    - Direct the Ground Person to remove ground air source, if applicable.
    - Position the affected engine start lever (or start switch) to CUTOFF.

## (DP) PROCEDURES

- If the START VALVE OPEN light is inoperative ON, the associated engine (PRSOV) will be inoperative. See MEL item 36-05.



## 737 NG Minimum Equipment List

Item 80-02-03.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 80		ENGINE STARTING					
80-02	Engine Starter Auto Cutout (MMEL 80-02-03)	C	2	0	N	Y	(M)(O) May be inoperative provided Flight Crew manually selects Start Switch to AUTO at 55% N2.

**(M) or (O) PROCEDURES**

- A. Install INOP placard adjacent to the Captain's PFD.

**• NOTE •**

*This item provides relief for the ENGINE START switch holding solenoid not releasing at the N2 cutout speed and / or the solenoid not holding the ENGINE START switch in the GRD position.*

**(O) PROCEDURES**

- A. Position the affected ENGINE START switch to GRD and hold if required.  
B. Position the affected ENGINE START switch to AUTO at 55% N2 RPM.
-



## 737 NG Minimum Equipment List

Item 80-03-03.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 80		ENGINE STARTING				
80-03	Starter Valves (MMEL 80-03-03)	C	2	1	Y	N
						(M)(O)(DP) One may be inoperative provided: a) Associated start valve indication is operative, and: b) Manual override start procedures are used.

**(M) PROCEDURES**

Reference Figure 1

- A. At initial placarding install a placard on the affected ENGINE START switch to read: L (R) START VALVE INOP.

**WARNING**

**BECAUSE OF THE DANGER THAT EXISTS IN THE AREA AROUND AN OPERATING ENGINE,  
MAINTENANCE PERSONNEL MUST BE FAMILIAR WITH POWER PLANT MAINTENANCE  
PRACTICES (OPERATION PROCEDURES) PRIOR TO ACCOMPLISHING THIS PROCEDURE.**

- B. At each engine start manually open and close the affected engine start valve as follows:
1. Establish communications with the Flight Crew.
  2. As directed by the Flight Crew, open the engine start valve.
  3. Open the engine start valve as follows:
    - a. Push a 3/8" square drive extension through the guide port of the start valve manual override.
    - b. Turn the valve 90° clockwise to the OPEN position. Keep the valve in this position until directed by the Flight Crew to release the valve.
  4. As directed by the Flight Crew, close the affected engine start valve when N2 RPM at approximately 56%.
  5. Advise the Flight Crew when the valve is closed, tooling is removed and access is secured.
- C. **Verification and Maintenance eAML entry signifying accomplishment are required prior to each departure until restoration is made.**

**(O) PROCEDURES****• NOTE •**

Maintenance assistance will be needed to accomplish the manual override start procedure.

**A. Ensure Maintenance eAML entry prior to each departure.**

- B. Perform normal start procedure with the following additions:

1. Direct the Ground Person to open the affected start valve when positioning the associated ENGINE START switch to GRD.
2. Notify the Ground Person when N2 is rotating.
3. Direct the Ground Person to close the affected start valve when N2 RPM is at approximately 56%.
4. Verify that the ENGINE START switch moves to AUTO.
5. Obtain notification from Ground Personnel that access is secured.

**• NOTE •**

If an inflight engine start is necessary, a crossbleed start will not be available on the affected engine.  
Ensure that airspeed is sufficient for a windmill start.

**(DP) PROCEDURES**

- A. Ground time may be longer than normal. Maintenance procedure required during each engine start.

Rev 58  
02-23-16

# 737 NG Minimum Equipment List

Figure 80.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 80	ENGINE STARTING

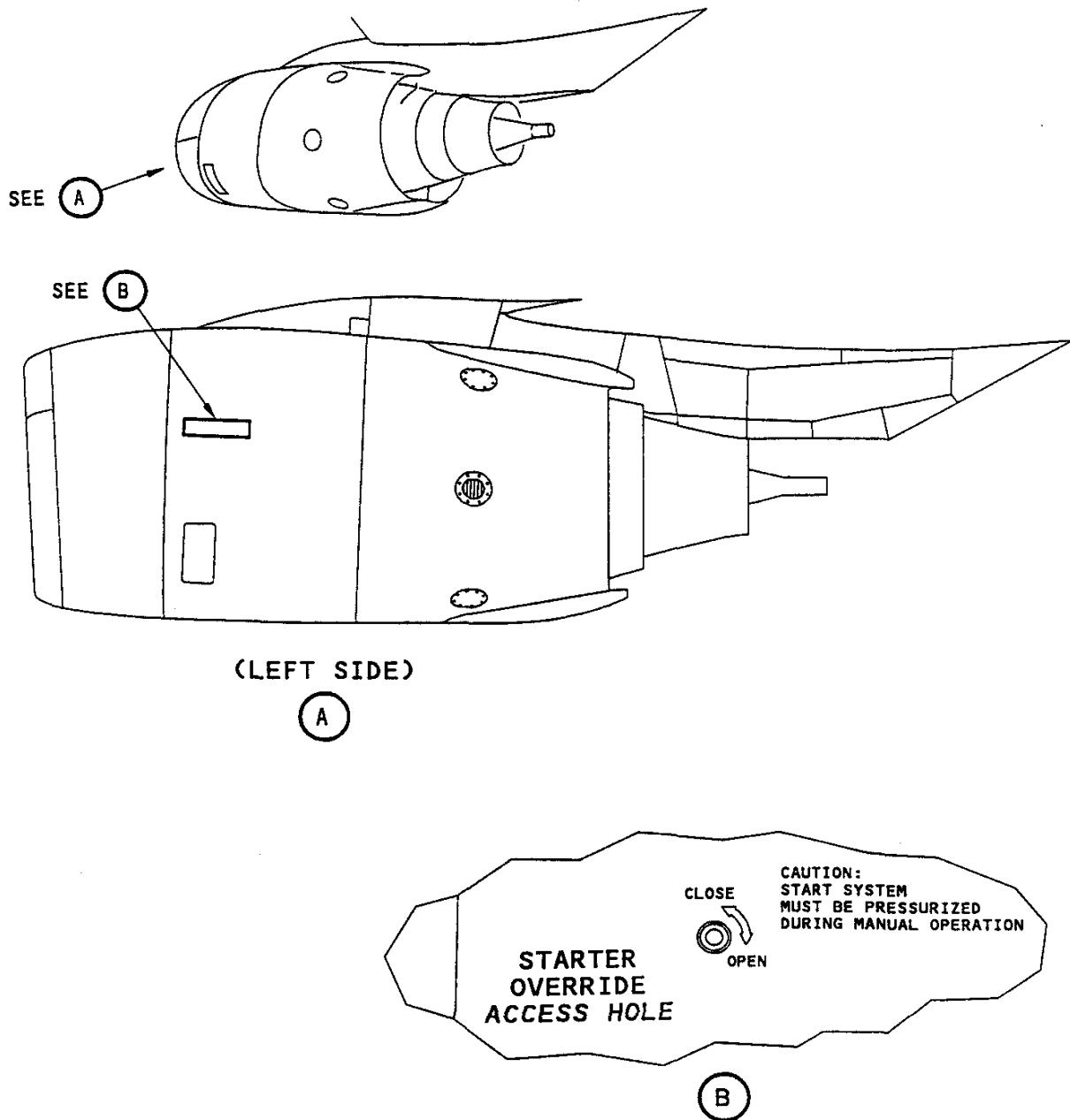


Figure 1  
Engine Start Valve Manual Override Location  
MEL item 80-03

## American Airlines B737 CDL Rev 09-1

MMEL Change		
MEL #	AFM Condition	Description of MEL Change(s)
<b>General</b>		
<b>ATA 21</b>		
<b>ATA 22</b>		
<b>ATA 23</b>		
<b>ATA 28</b>		
<b>ATA 30</b>		
<b>ATA 32</b>		
<b>ATA 33</b>		
33-04	33-43-01	Yellow Placard update
33-05	33-43-02	Yellow Placard update
<b>ATA 38</b>		
38-01	28-17-01	Yellow Placard update
<b>ATA 49</b>		
<b>ATA 52</b>		
<b>ATA 53</b>		
<b>ATA 55</b>		
<b>ATA 57</b>		
<b>ATA 78</b>		
78-09	78-32-02	Yellow Placard update



# 737 NG Configuration Deviation List

## CDL Revision Record

NO.	DATE INSERTED	NO.	DATE INSERTED	NO.	DATE INSERTED
1	03-24-15				
2	06-07-16				
3	07-11-17				
4	07-31-18				
5	05-20-19				
6	06-15-20				
7	01-26-22				
8	08-10-22				
9	08-11-23				
10					
11					
12					
13					
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21					
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23					
24					
25					
26					
27					
28					
29					
30					
31					
32					



# 737 NG Configuration Deviation List

## CDL TABLE OF CONTENTS

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[SYSTEM 28 - Fuel](#)

[SYSTEM 30 - Ice and Rain Protection](#)

[SYSTEM 32 - Landing Gear](#)

[SYSTEM 33 - Lights](#)

[SYSTEM 38 - Water / Waste](#)

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## 737 NG Configuration Deviation List

### CDL List of Effective Items

(AA B-737 NG MEL Rev. 09-1, in compliance with FAA B-737-800 AFM CDL Appendix Rev. Number 45.)

Item	Date	Item	Date	Item	Date	Item	Date
21-01 .....	06-15-20	55-01 .....	08-10-22	57-29 .....	06-15-20		
21-02 .....	06-15-20	55-02 .....	06-15-20	78-01 .....	08-10-22		
23-01 .....	06-15-20	57-01 .....	08-10-22	78-02 .....	06-15-20		
23-02 .....	06-15-20	57-02 .....	08-10-22	78-03 .....	06-15-20		
28-01 .....	06-15-20	57-03 .....	08-10-22	78-04 .....	06-15-20		
30-01 .....	06-15-20	57-04 .....	06-15-20	78-05 .....	06-15-20		
32-01 .....	06-15-20	57-05 .....	06-15-20	78-06 .....	06-15-20		
32-02 .....	08-10-22	57-06 .....	08-10-22	78-07 .....	06-15-20		
32-03 .....	08-10-22	57-07 .....	06-15-20	78-08 .....	06-15-20		
32-04 .....	01-26-22	57-08 .....	06-15-20	78-09 .....	05-29-24		
32-05 .....	08-10-22	57-09 .....	06-15-20				
32-06 .....	06-15-20	57-10 .....	08-10-22				
32-07 .....	06-15-20	57-11 .....	06-15-20				
32-08 .....	08-10-22	57-12 .....	06-15-20				
32-09 .....	01-26-22	57-13 .....	06-15-20				
33-01 .....	06-15-20	57-14 .....	06-15-20				
33-02 .....	01-26-22	57-15 .....	08-10-22				
33-03 .....	06-15-20	57-16 .....	06-15-20				
33-04 .....	05-29-24	57-17 .....	06-15-20				
33-05 .....	05-29-24	57-18 .....	06-15-20				
33-06 .....	06-15-20	57-19 .....	08-10-22				
33-07 .....	01-26-22	57-20 .....	06-15-20				
38-01 .....	05-29-24	57-21 .....	08-10-22				
49-01 .....	06-15-20	57-22 .....	08-10-22				
52-01 .....	06-15-20	57-23 .....	08-10-22				
52-02 .....	06-15-20	57-24 .....	08-10-22				
52-03 .....	06-15-20	57-25 .....	08-10-22				
52-04 .....	06-15-20	57-26 .....	08-10-22				
52-05 .....	06-15-20	57-27 .....	08-10-22				
53-01 .....	06-15-20	57-28 .....	06-15-20				



## CDL General Limitations

### **GENERAL**

This Configuration Deviation List contains additional certificate limitations for operation of the Boeing Model 737 NG Model Airplane without certain airframe and engine parts as listed herein. The Certificate Limitations in the Airplane Flight Manual are applicable except as amended in this appendix. Refer to GPM Sec. 20-08, Procedures for Management of Aircraft Parts Removed Under Authority of the Configuration Deviation List (CDL) or Nonessential Equipment Furnishings (NEF).

### **LIMITATIONS**

The associated limitations must be listed on a placard affixed in the cockpit in clear view of the pilot-in-command and other appropriate crew members.

Operation with those missing parts requiring a reduction of VMO/MMO is permitted only when the airplane has the maximum airspeed limit indication and the Mach airspeed warning system programmed for the altitude/speed schedule specified for the applicable missing part.

The pilot in command will be notified of each operation with a missing parts by listing the missing parts in the flight or dispatch release. The operator will list in the aircraft logbook an appropriate notation covering the missing parts on each flight.

If an additional part is lost in flight the airplane may not depart the airport at which it landed following this event until it again complies with CDL limitations. This, does not preclude the issuance of a ferry permit to allow the airplane to be flown to a point where the necessary repairs or replacements can be made.

No more than one part for any one sub-system in the CDL may be missing unless specifically designated combinations are indicated. Unless otherwise specified, parts from different sub-systems may be missing.

The CDL does not provide information regarding dispatch with missing fasteners. Refer to Structural Repair Manual (SRM) Section 51-10-05 for conditions and limitations which permit operations with fasteners.

### **WEIGHT REDUCTIONS**

The performance penalties are cumulative unless specifically designated penalties for combination of missing parts are indicated. Where performance penalties are listed as negligible, no more than three negligible items may be missing without taking further penalty. For each missing item more than three, reduce the takeoff, landing and enroute climb limits by 100 pounds (46 kilograms). Where performance penalties are listed as no penalty, any accumulative number of items listed as no penalty may be missing without further penalty.

(Continued)

**ENROUTE DIVERSION SPEED EFFECTS**

The enroute climb weight penalties listed are based on operating speeds that approximate the maximum lift-to-drag ratio speed. To account for the difference in level off altitude when operating at other speeds, multiply the enroute climb weight penalty listed by the following appropriate factor:

Diversion Speed	Factor
LRC	1.5
280 KIAS	3.9
290 KIAS	4.5
310 KIAS	5.4
320 KIAS	6.4
330 KIAS	7.5

**ENROUTE FUEL MILEAGE EFFECTS**

The drag effects of many 737 CDL items are so small that the changes in flight planning fuel are negligible. For items that have enroute climb weight penalties listed, an increase in flight planning fuel of 0.15% per 100 lb (46 kg) of enroute climb weight penalty (non-factored penalty) may be used to account for the drag increase.



# 737 NG Configuration Deviation List

TOC 21.1

SYSTEM 21

AIR CONDITIONING AND PRESSURIZATION

## SYSTEM 21 - Air Conditioning and Pressurization

- 21-01 Ram Air Inlet Lip Cover Panel
- 21-02 Ram Air Inlet Lip Seal To Front Spar



# 737 NG Configuration Deviation List

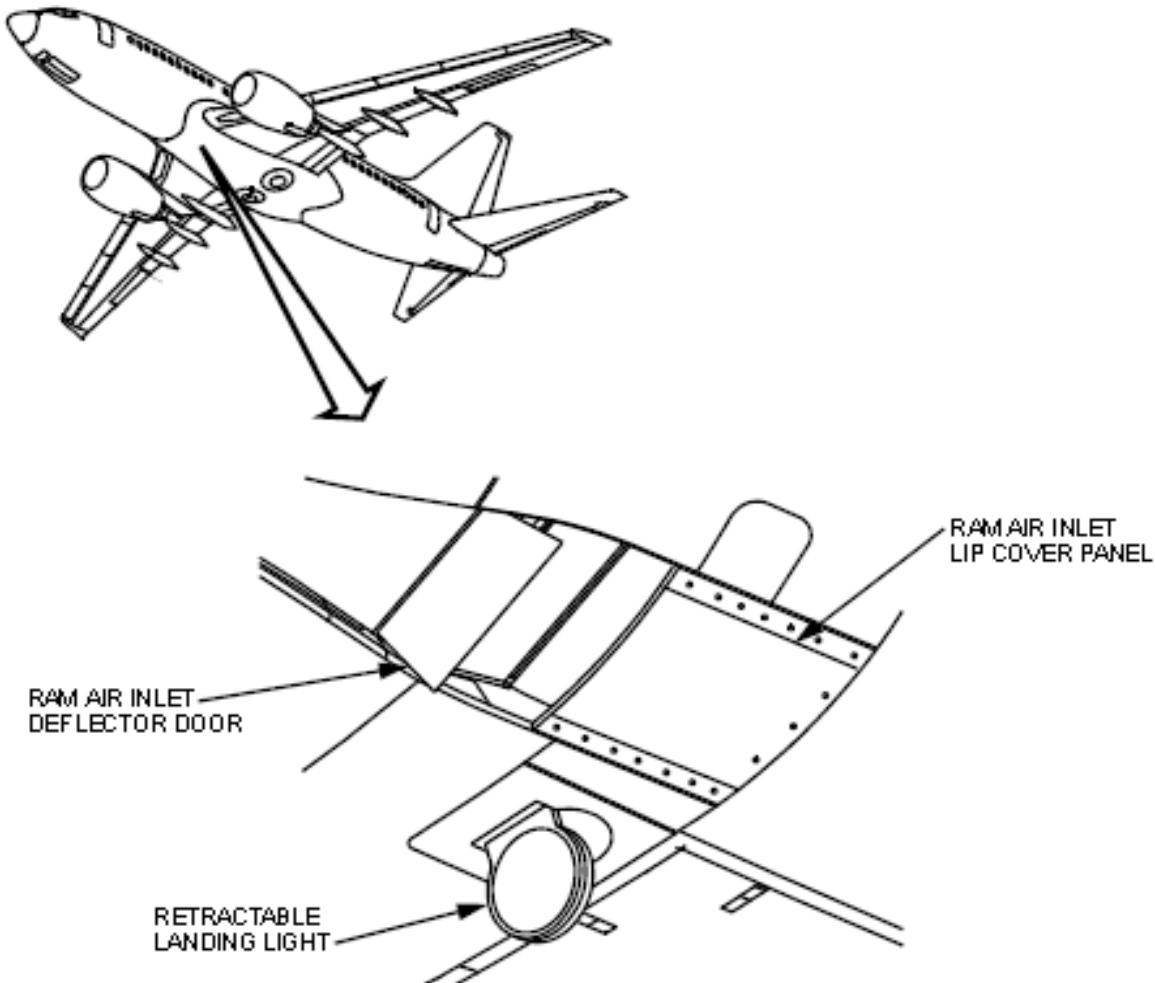
Item 21-51-01.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 21	AIR CONDITIONING & PRESSURIZATION
21-01 Ram Air Inlet Lip Cover Panel (AFM 21-51-01)	<p>- 2 0 Y N</p> <p>(DP) One or both may be missing provided for each missing panel the performance limited weights are reduced by the following:</p> <p>Takeoff ----- Negligible.      Enroute Climb ----- Negligible.      Approach and Landing ----- Negligible.</p>

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





# 737 NG Configuration Deviation List

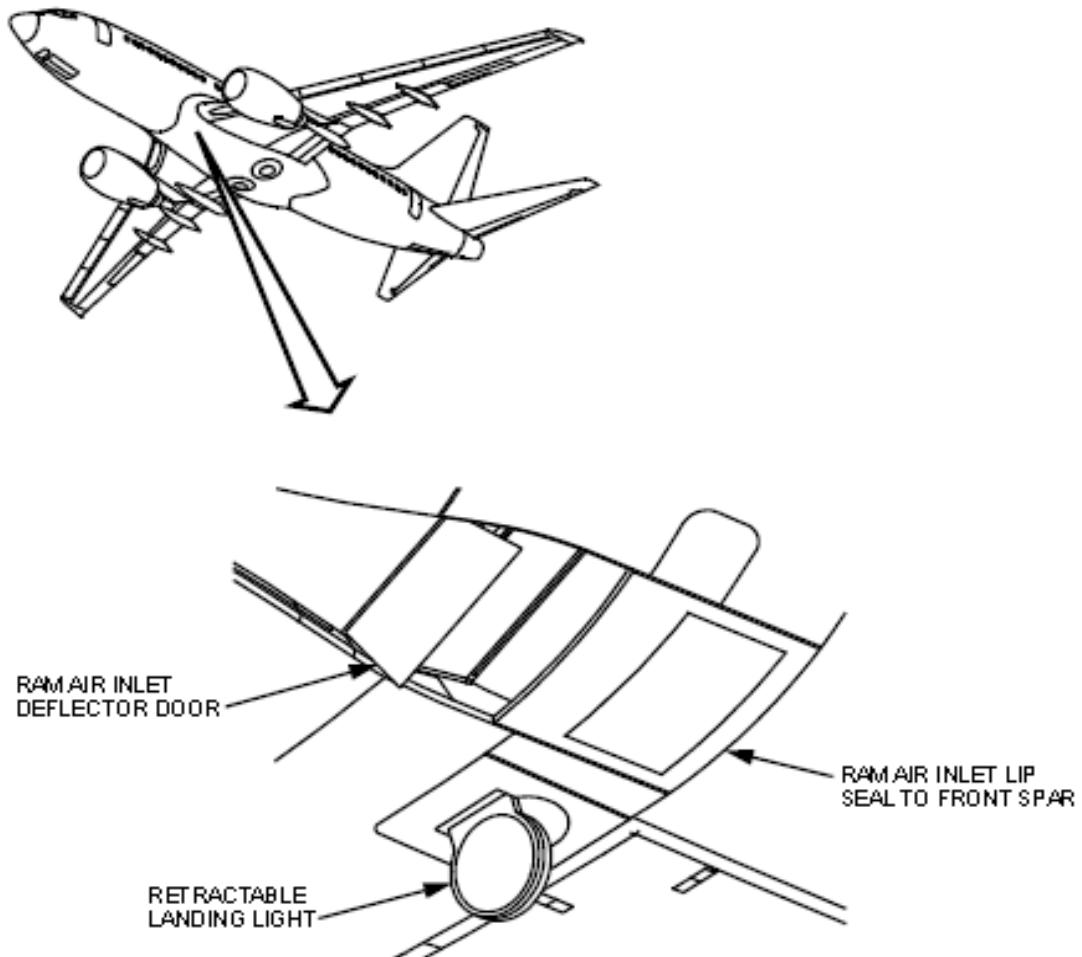
Item 21-51-02.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED						
NUMBER INSTALLED	FLIGHT CREW PLACARDING						
REPAIR CATEGORY	REMARKS AND EXCEPTIONS						
SYSTEM 21	AIR CONDITIONING & PRESSURIZATION						
21-02 Ram Air Inlet Lip Seal To Front Spar (AFM 21-51-02)	<table border="1"> <tr> <td>-</td><td>2</td><td>0</td><td>Y</td><td>N</td><td>(DP) One or both may be missing provided for each missing seal the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.</td></tr> </table>	-	2	0	Y	N	(DP) One or both may be missing provided for each missing seal the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.
-	2	0	Y	N	(DP) One or both may be missing provided for each missing seal the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.		

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





# 737 NG Configuration Deviation List

TOC 23.1

SYSTEM 23

COMMUNICATIONS

## SYSTEM 23 - Communications

- 23-01 Static Dischargers
- 23-02 DME and Marker Beacon Antennas



## 737 NG Configuration Deviation List

Item 23-60-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 23		COMMUNICATIONS					
23-01	Static Dischargers (AFM 23-60-01)	-	14	12	N	Y	<p>A maximum of two dischargers may be missing provided:</p> <ul style="list-style-type: none"> <li>a) At least one discharger is required on each wing. Where there is only one discharger on a wing, it must be in the outermost trailing position,</li> <li>b) At least two dischargers are required on each horizontal stabilizer. Where there are only two dischargers on a horizontal stabilizer, one of the two must be in the tip position or in the outermost trailing position,</li> <li>c) At least two dischargers are required on the vertical stabilizer. Where there are only two dischargers on the vertical fin one must be in the top-most position, and</li> <li>d) Performance limited weights are reduced by the following:</li> </ul> <p>Takeoff ----- No Penalty.      Enroute Climb ----- No Penalty.      Approach and Landing ----- No Penalty.</p>

(Continued)

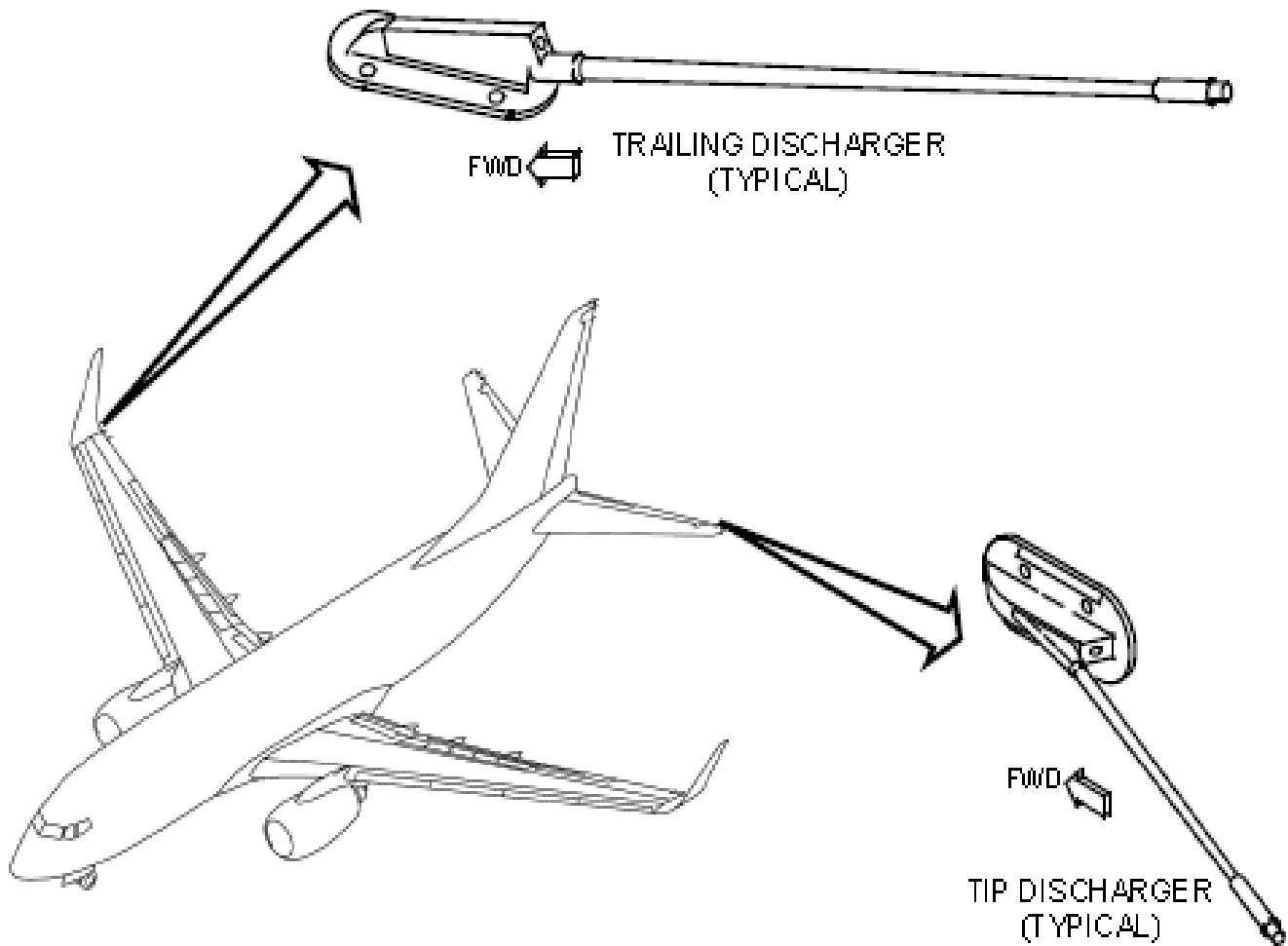


# 737 NG Configuration Deviation List

Item 23-60-01.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 23	COMMUNICATIONS

(Continued from CDL item 23-01)





# 737 NG Configuration Deviation List

Item 23-61-01.1

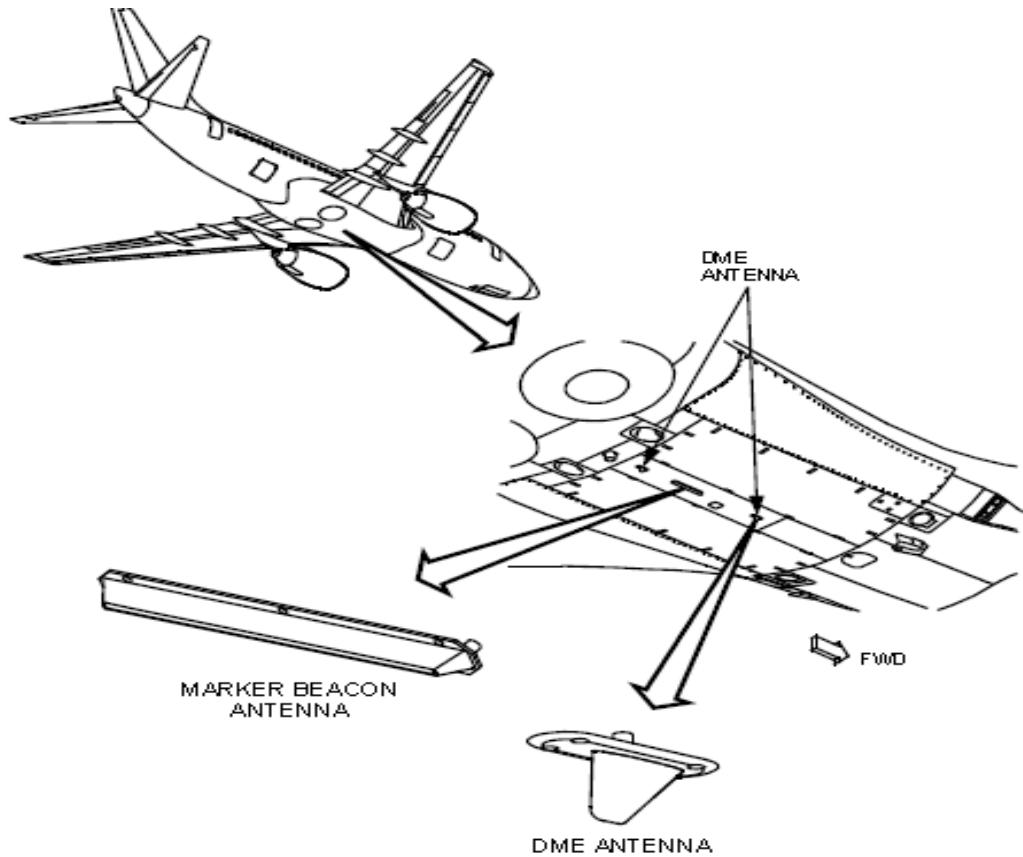
NUMBER REQUIRED FOR DISPATCH				DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED				FLIGHT CREW PLACARDING			
REPAIR CATEGORY				REMARKS AND EXCEPTIONS			
SYSTEM 23				COMMUNICATIONS			
23-02	DME and Marker Beacon Antennas (AFM 23-61-01)	C	3	0	Y	N	<p><b>(M)(DP)</b>One DME and / or Marker Beacon Antenna may be missing provided the performance limited weights are reduced by the following:</p> <p>Takeoff ----- No Penalty. Enroute Climb ----- No Penalty. Approach and Landing ----- No Penalty.</p>

## **(M) PROCEDURES**

- A. If the DME Antenna is missing, placard the associated DME System inoperative in accordance with MEL item 34-08.
  - B. If the Marker Beacon Antenna is missing, placard the Marker Beacon System inoperative in accordance with MEL item 34-09.

## **(DP) PROCEDURES**

- A. DME or Marker Beacon inoperative. See MEL item 34-08 and / or 34-09 as appropriate.





# 737 NG Configuration Deviation List

TOC 28.1

SYSTEM 28

FUEL

## SYSTEM 28 - Fuel

28-01 Fuel Quantity Measuring Stick

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06-15-20



# 737 NG Configuration Deviation List

Item 28-16-01.1

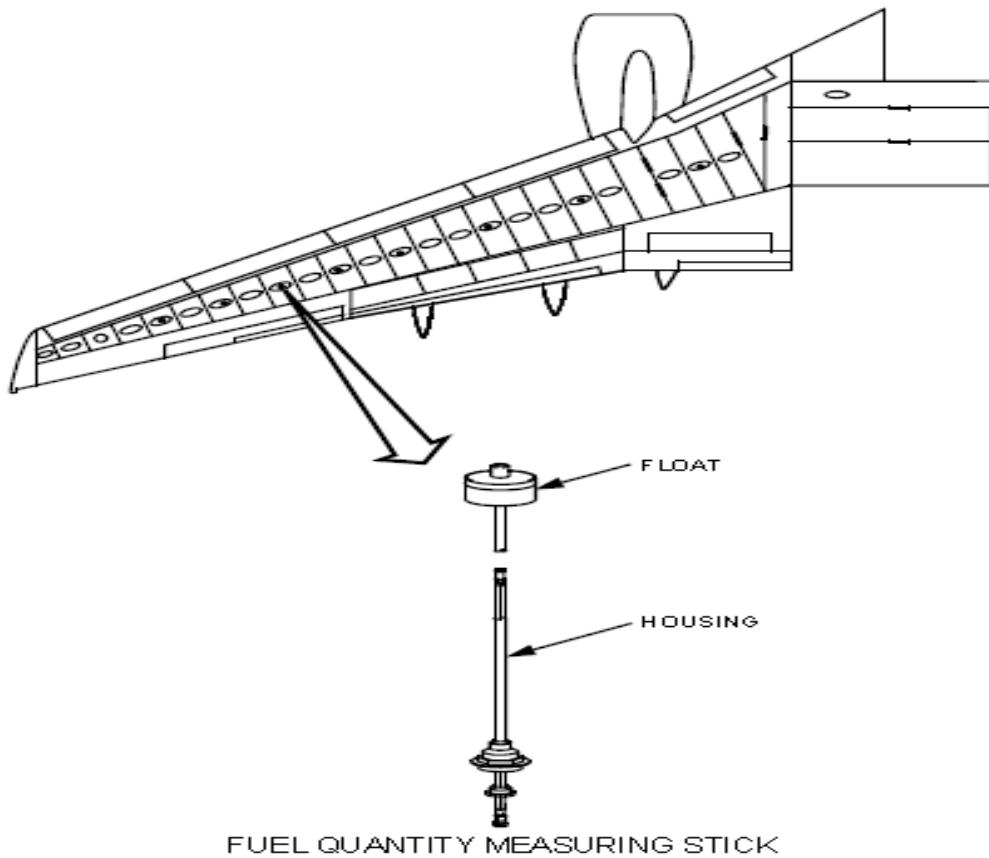
NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 28		FUEL				
28-01	Fuel Quantity Measuring Stick (AFM 28-16-01)	C	16	0	Y	N
		(M)(DP) Any or all may be missing provided the performance limited weights are reduced by the following:  Takeoff ----- No Penalty. Enroute Climb ----- No Penalty. Approach and Landing ----- No Penalty.				

**(M) PROCEDURES**

A. Placard the associated Fuel Measuring Stick in accordance with MEL item 28-12.

**(DP) PROCEDURES**

A. Fuel Measuring Stick may be inoperative. See MEL item 28-12.





# 737 NG Configuration Deviation List

TOC 30.1

SYSTEM 30

ICE AND RAIN PROTECTION

## SYSTEM 30 - Ice and Rain Protection

30-01 TAI Telescoping Duct Door



# 737 NG Configuration Deviation List

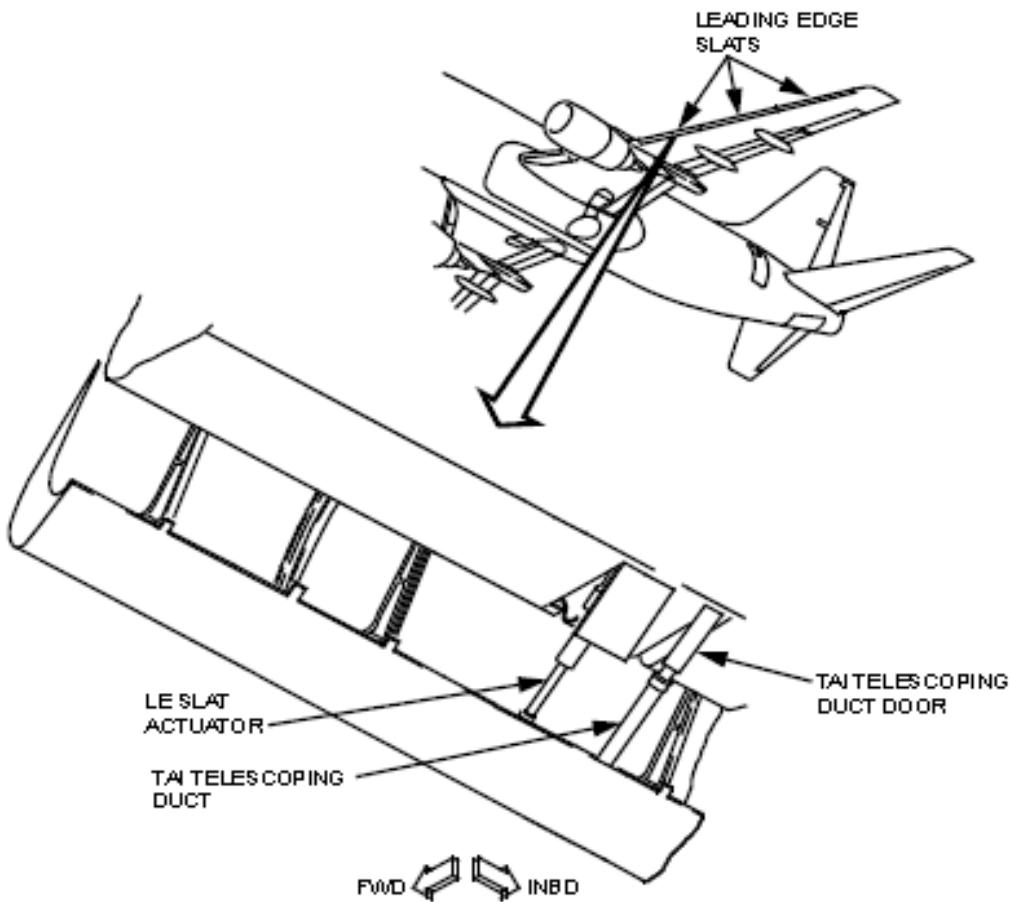
Item 30-10-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 30		ICE & RAIN PROTECTION				
30-01	TAI Telescoping Duct Door (Trombone Fairing Panel) (AFM 30-10-01)	-	6	2	Y	N
		<p><b>(DP)</b> Up to 4 may be missing from slats #2, #3, #6 and #7 provided:</p> <ul style="list-style-type: none"> <li>a) The TAI fairings on slats #4 and #5 are not missing, and</li> <li>b) For each missing door the performance limited weights are reduced by the following:</li> </ul> <p>Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.</p>				

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





# 737 NG Configuration Deviation List

TOC 32.1

SYSTEM 32

LANDING GEAR

## SYSTEM 32 - Landing Gear

- 32-01 Main Gear Doors - Outer
- 32-02 Main Gear Doors - Center and Inner
- 32-03 Main Gear Doors - Inner
- 32-04 Nose Gear Door Seal
- 32-05 Main Landing Gear Door Seal Assembly on Wheel Well
- 32-06 Main Gear Wheel Well Blade Seal Assemblies
- 32-07 Main Gear Wheel Well Ski Jump Fairings
- 32-08 Main Gear Outboard Wheel Hubcap Fairing Assembly
- 32-09 Main Gear Outboard Wheel Hubcap Center Cover Assemblies



# 737 NG Configuration Deviation List

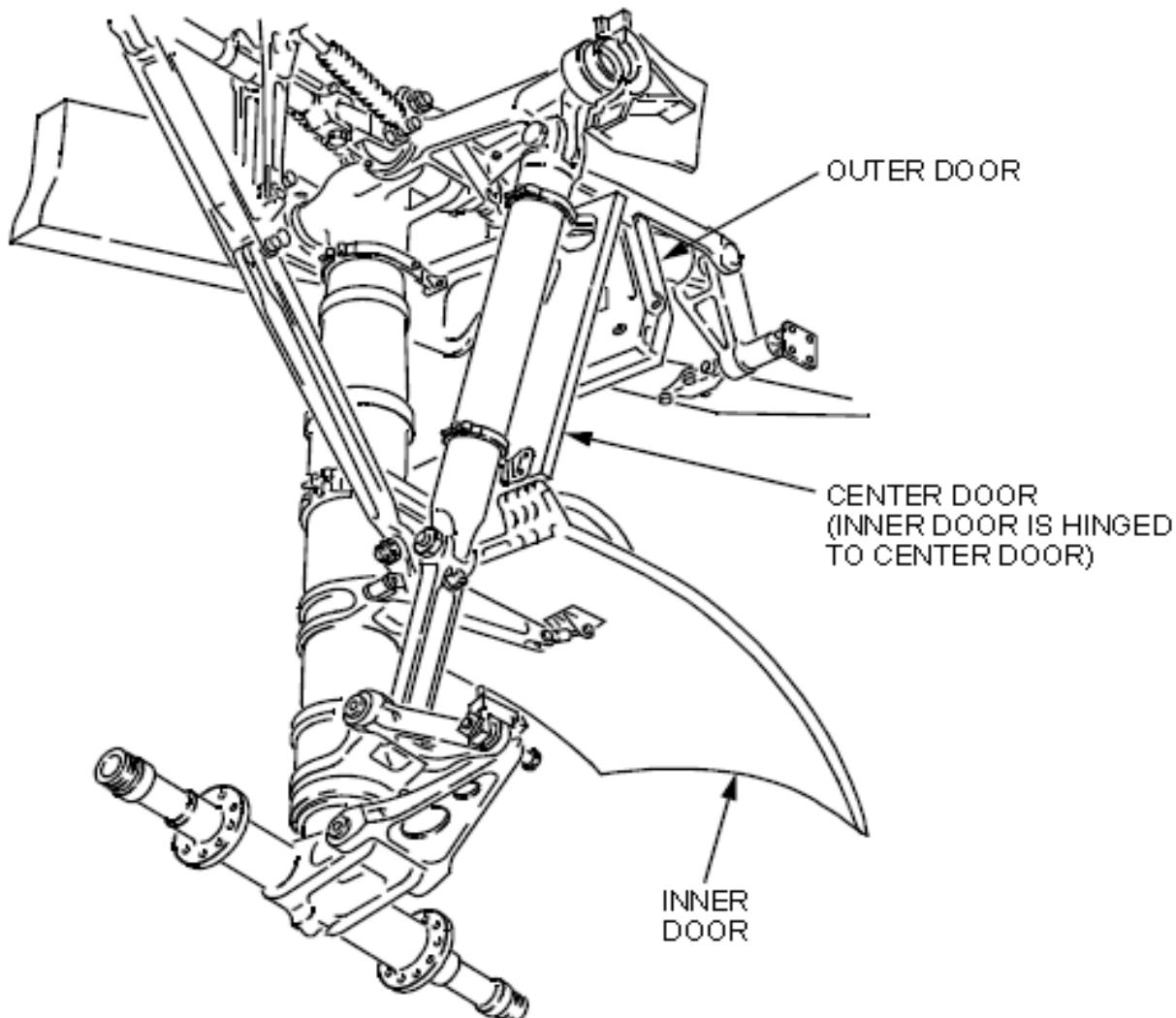
Item 32-10-02.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED						
NUMBER INSTALLED	FLIGHT CREW PLACARDING						
REPAIR CATEGORY	REMARKS AND EXCEPTIONS						
SYSTEM 32	LANDING GEAR						
32-01 Main Gear Doors - Outer (AFM 32-10-02)	<table border="1"> <tr> <td>-</td><td>2</td><td>0</td><td>Y</td><td>N</td><td>(DP) One or both may be missing provided for each missing door the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.</td></tr> </table>	-	2	0	Y	N	(DP) One or both may be missing provided for each missing door the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.
-	2	0	Y	N	(DP) One or both may be missing provided for each missing door the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.		

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





## 737 NG Configuration Deviation List

Item 32-10-03.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED			FLIGHT CREW PLACARDING			
REPAIR CATEGORY			REMARKS AND EXCEPTIONS			
SYSTEM 32				LANDING GEAR		
32-02	Main Gear Doors - Center and Inner (AFM 32-10-03)	-	2 Pairs	0	Y	N
						(M)(DP) One or both pairs of Center and Inner Doors may be missing provided for each missing door pair the performance limited weights are reduced by the following:  Takeoff ----- 200 lbs. Enroute Climb ----- 350 lbs. Approach and Landing ----- 200 lbs.

**(M) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 32-02, REFER TO FLIGHT PLAN.

**• NOTE •**

- This CDL item is for both the center and inner doors removed from the same main gear.  
If only the inner door is removed use CDL item 32-03.
- When the Center and / or Inner Door is removed, hardware must remain in place to secure a bracket reference AMM 32-13-11-401.

**(DP) PROCEDURES**

- A. Increase minimum takeoff fuel by 0.9% (FOS = 0.9 in JV: FKY = Automated) for each missing door pair.  
B. Apply enroute weight penalty of 400 lbs, (FOS = 4 in JV: FKY = Automated) per missing door pair.  
C. Adjust takeoff limited weights by TPAS or manually as specified in the following table:  
D. Adjust landing limited weights as specified in the following table:

**• NOTE •**

If using TPAS, list CDL in TPAS (up to 2 times) for each missing door pair.

Weight Limit Reductions (x 1000 lbs) (For Each Missing Door Pair)	
Runway Limited Takeoff Weight	0.2
Climb Limited Takeoff Weight	0.2
Climb Limited Landing Weight	0.2
Runway Limited Landing Weight	0.2

(Continued)

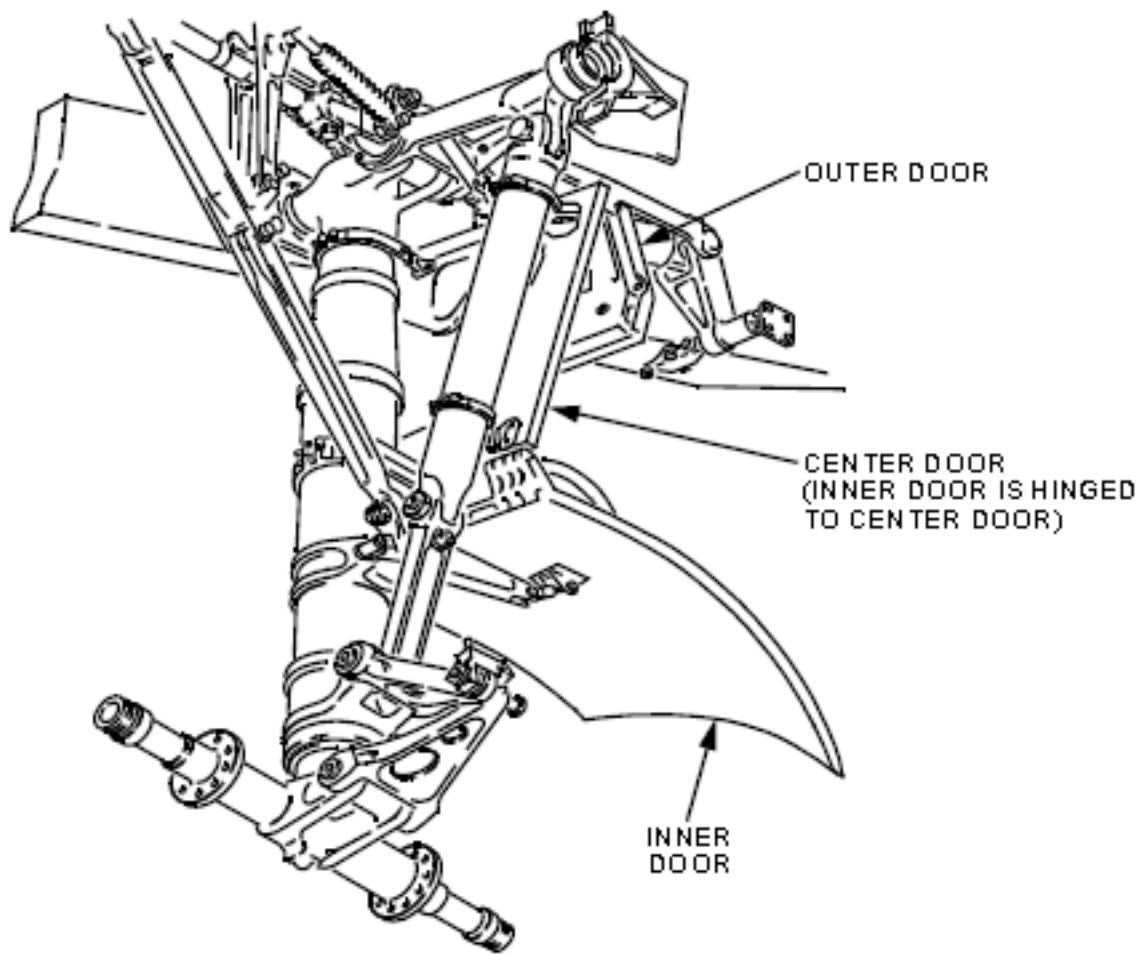


## 737 NG Configuration Deviation List

Item 32-10-03.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 32	LANDING GEAR

(Continued from CDL item 32-02)





## 737 NG Configuration Deviation List

Item 32-10-04.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 32		LANDING GEAR					
32-03	Main Gear Doors - Inner (AFM 32-10-04)	-	2	0	Y	N	<b>(M)(DP)</b> One or both may be missing provided for each missing door the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- 150 lbs. Approach and Landing ----- Negligible.

**(M) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 32-03, REFER TO FLIGHT PLAN.

• NOTE •

*When the inner door is removed, hardware must remain in place to secure a bracket reference AMM 32-13-11-401.*

**(DP) PROCEDURES**

- A. Increase minimum takeoff fuel by 0.4% (FOS = 0.4 in JV; FKY = Automated) for each missing door.  
B. Apply enroute weight penalty of 200 lbs, (FOS = 2 in JV; FKY = Automated) for missing door.

• NOTE •

*If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).*

(Continued)

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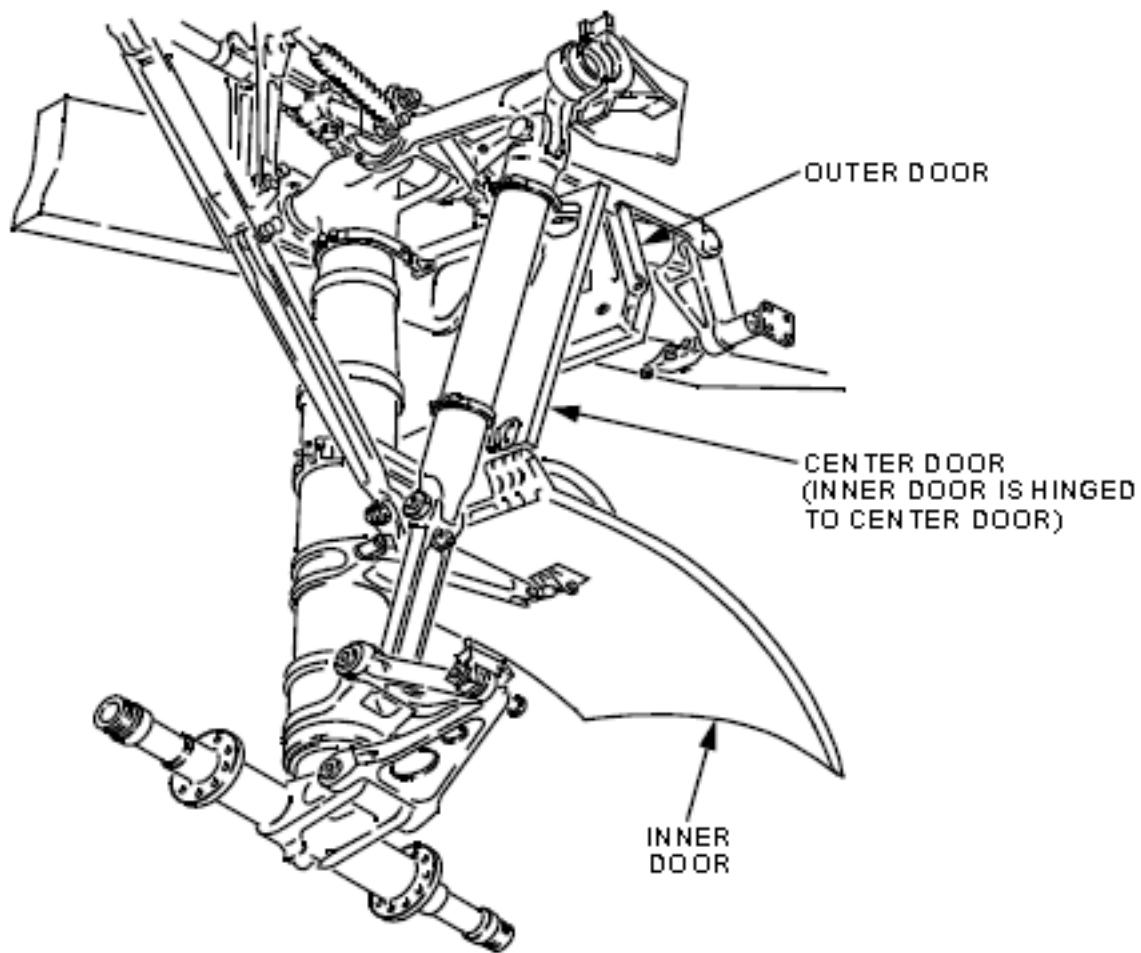


## 737 NG Configuration Deviation List

Item 32-10-04.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 32	LANDING GEAR

(Continued from CDL item 32-03)





# 737 NG Configuration Deviation List

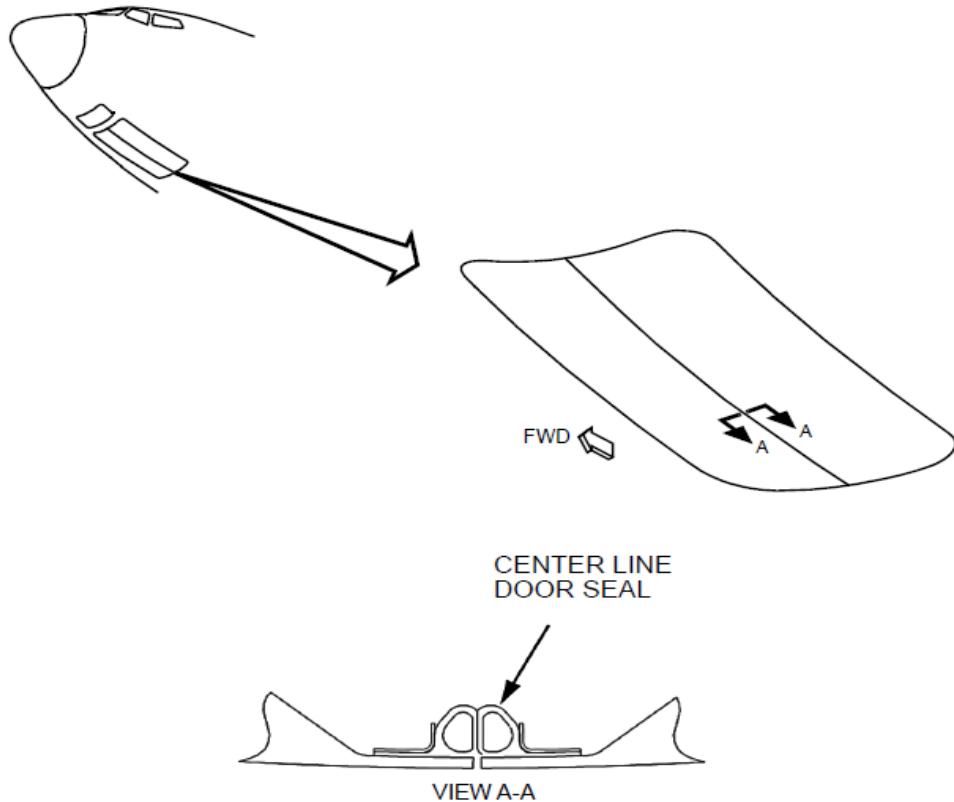
Item 32-10-05.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 32		LANDING GEAR				
32-04	Nose Gear Door Seal (AFM 32-10-05)	-	1	0	Y	N
		<p><b>(DP)</b> Center line seal may be missing provided for each missing seal the performance limited weights are reduced by the following:</p> <p>Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.</p> <p><b>NOTE:</b></p> <ul style="list-style-type: none"> <li>- Two bulb seals make up this entry.</li> <li>- They are treated as one seal for the purpose of this CDL item.</li> <li>- Missing one or both of the seals results in the same penalty.</li> </ul>				

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





## 737 NG Configuration Deviation List

Item 32-10-06.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 32		LANDING GEAR					
32-05	Main Landing Gear Door Seal Assembly on Wheel Well (AFM 32-10-06)	-	4	0	Y	N	<b>(M)(DP)</b> Any combination of seals and retainers may be missing provided for any combination of missing seals the performance limited weights are reduced by the following:  Takeoff ----- 300 lbs. Enroute Climb ----- 550 lbs. Approach and Landing ----- 300 lbs.

**(M) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 32-05, REFER TO FLIGHT PLAN.

**(DP) PROCEDURES**

- A. Increase minimum takeoff fuel by 1.4% (FOS = 1.4 in JV: FKY = Automated) for any combination of missing seals.  
 B. Apply enroute weight penalty of 600 lbs, (FOS = 6 in JV: FKY = Automated) for any combination of missing seals.  
 C. Adjust takeoff limited weights by TPAS or manually as specified in the following table:  
 D. Adjust landing limited weights as specified in the following table:

Weight Limit Reductions (x 1000 lbs) (For Any Combination of Missing Seals)	
Runway Limited Takeoff Weight	0.3
Climb Limited Takeoff Weight	0.3
Climb Limited Landing Weight	0.3
Runway Limited Landing Weight	0.3

(Continued)

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08-10-22

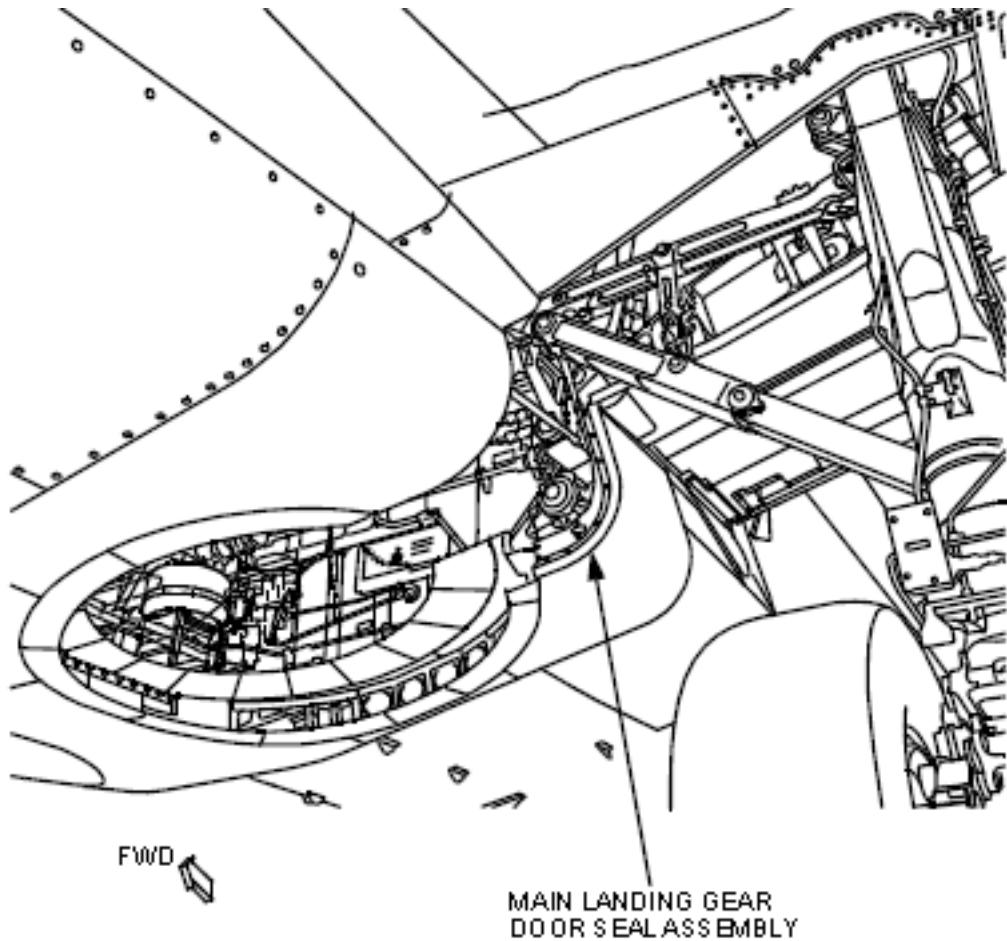


## 737 NG Configuration Deviation List

Item 32-10-06.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 32	LANDING GEAR

(Continued from CDL item 32-05)





# 737 NG Configuration Deviation List

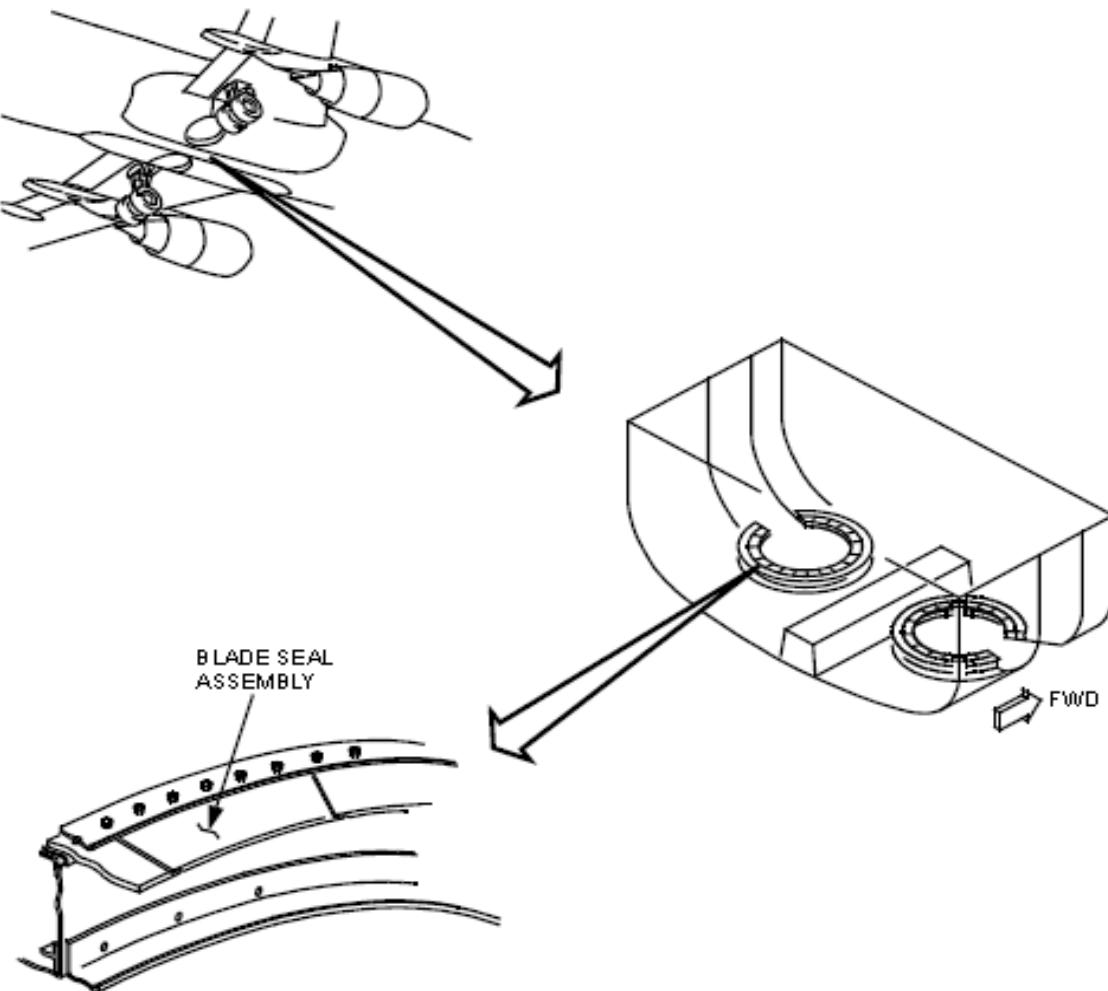
Item 32-10-07.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 32</b>	<b>LANDING GEAR</b>
32-06 Main Gear Wheel Well Blade Seal Assemblies (AFM 32-10-07)	<p>-      32      0      Y      N</p> <p><b>(DP)</b> Any number of seals may be missing provided for each missing seal the performance limited weights are reduced by the following:</p> <p>Takeoff ----- Negligible.      Enroute Climb ----- Negligible.      Approach and Landing ----- Negligible.</p>

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





# 737 NG Configuration Deviation List

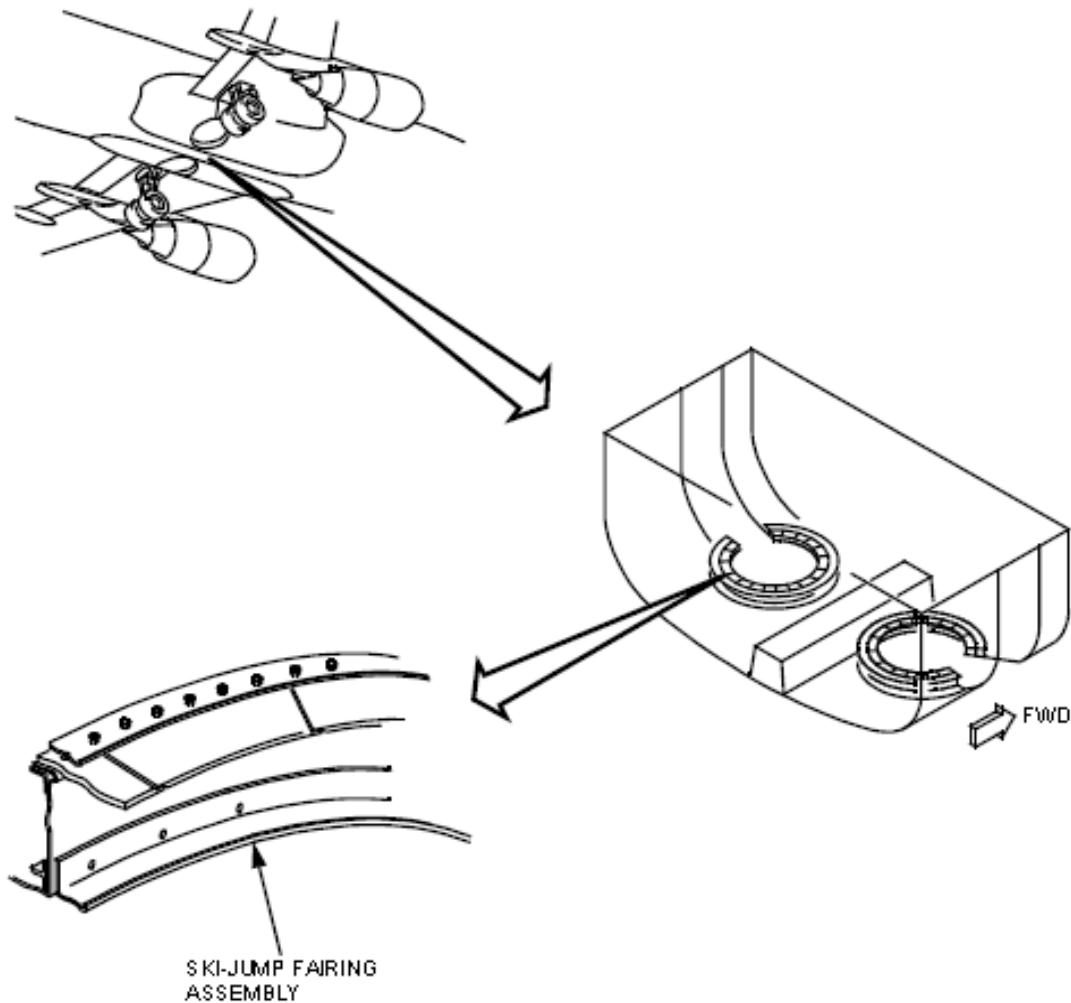
Item 32-10-08.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 32		LANDING GEAR				
32-07	Main Gear Wheel Well Ski Jump Fairings (AFM 32-10-08)	-	16	0	Y	N
		<p><b>(DP)</b> Any number of fairing segments may be missing provided for each missing fairing segment the performance limited weights are reduced by the following:</p> <p>Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.</p>				

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).



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# 737 NG Configuration Deviation List

Item 32-41-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 32		LANDING GEAR				
32-08	Main Gear Outboard Wheel Hubcap Fairing Assembly (AFM 32-41-02)	C	2	0	Y	N

#### (M) PROCEDURES

- A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 32-08, REFER TO FLIGHT PLAN.
- B. Placard the Outboard Antiskid Channel inoperative in accordance with MEL item 32-01a.

#### (DP) PROCEDURES

- A. Increase minimum takeoff fuel by 0.4% (FOS = 0.4 in JV: FKY = Automated) for each missing fairing.
- B. Apply enroute weight penalty of 200 lbs, (FOS = 2 in JV: FKY = Automated) per missing fairing.
- C. One Antiskid Channel inoperative. See MEL item 32-01a,

#### • NOTE •

*If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).*

(Continued)

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08-10-22

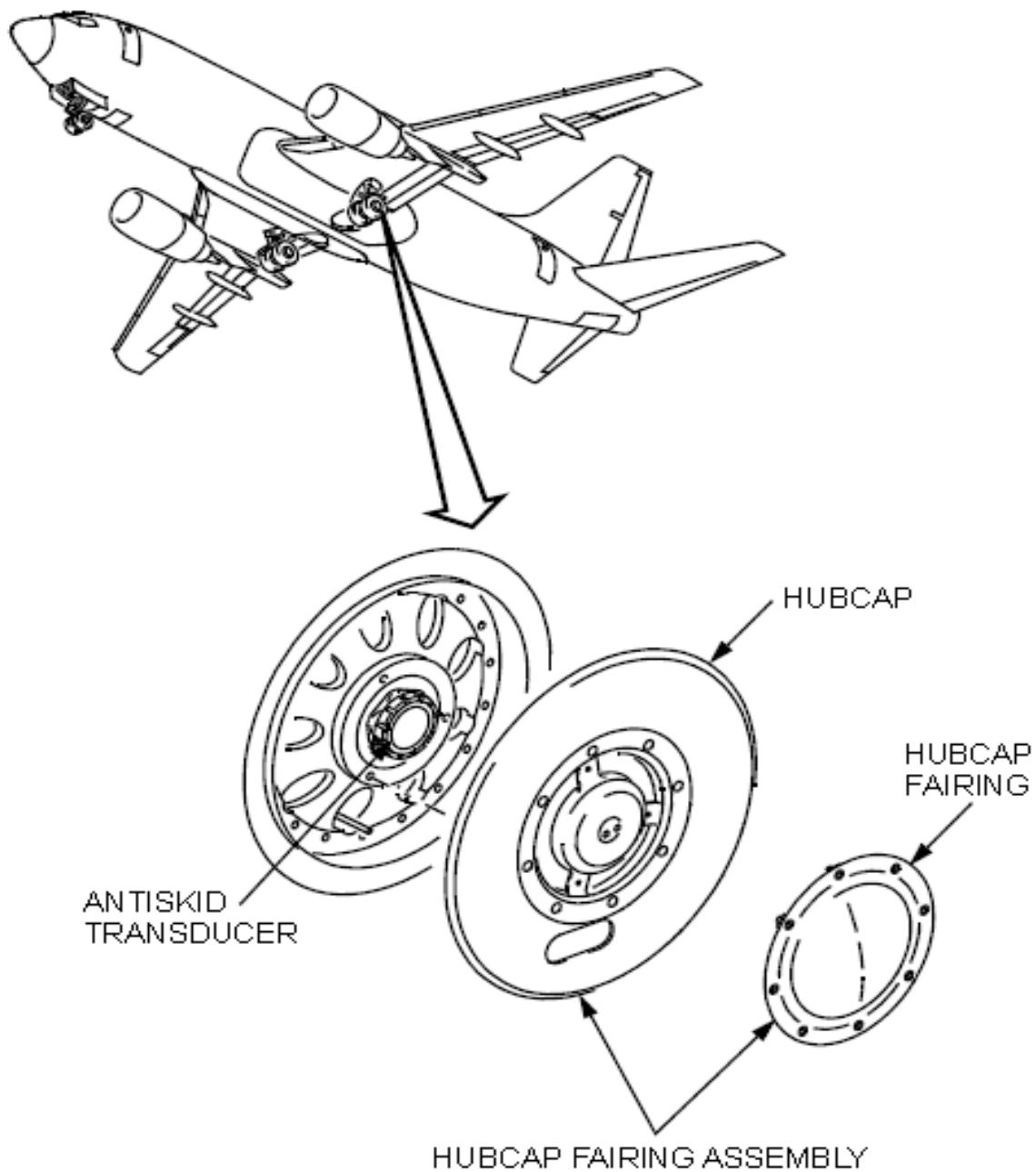


## 737 NG Configuration Deviation List

Item 32-41-02.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 32	LANDING GEAR

(Continued from CDL item 32-08)





## 737 NG Configuration Deviation List

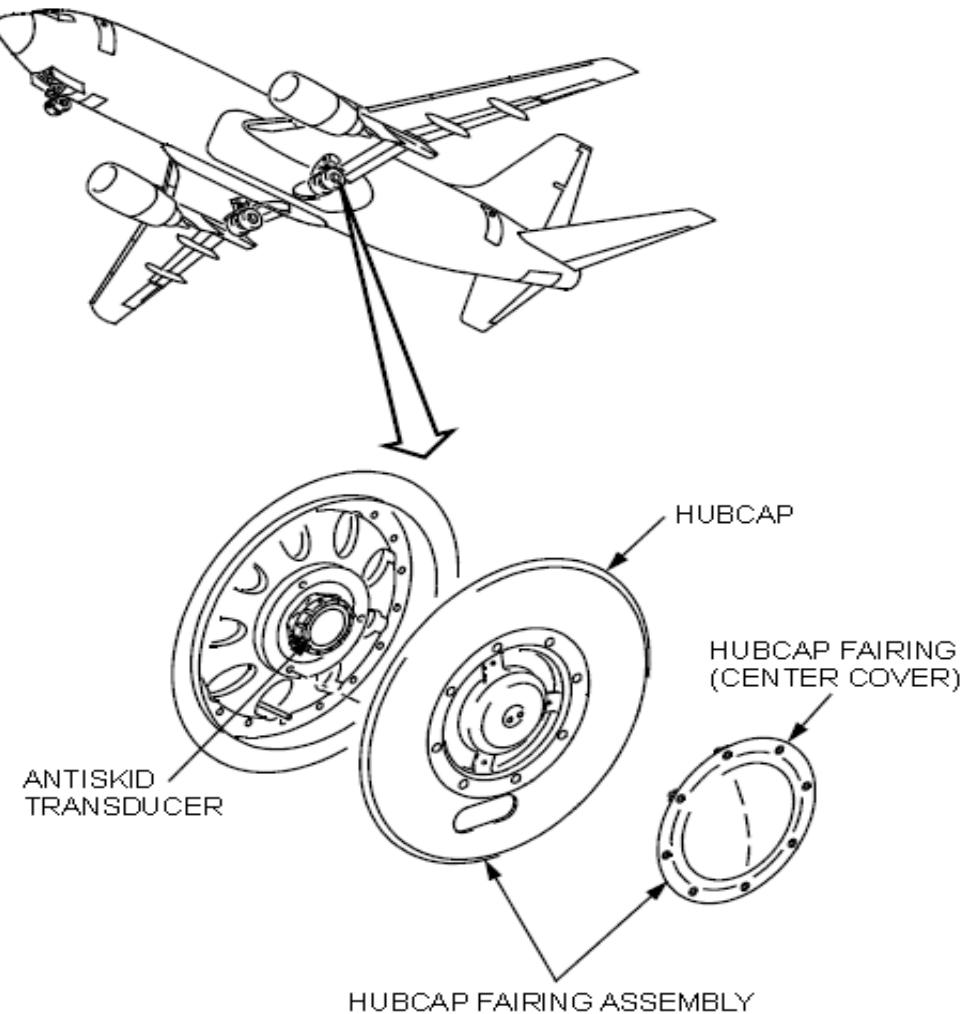
Item 32-41-03.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 32	LANDING GEAR
32-09 Main Gear Outboard Wheel Hubcap Center Cover (AFM 32-41-03)	<p>-      2      0      Y      N</p> <p>(DP) One or both may be missing provided for each missing cover the performance limited weights are reduced by the following:</p> <p>Takeoff ----- Negligible.      Enroute Climb ----- Negligible.      Approach and Landing ----- Negligible.</p>

## (DP) PROCEDURES

## • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





# 737 NG Configuration Deviation List

TOC 33.1

SYSTEM 33

LIGHTS

## SYSTEM 33 - Lights

- 33-01 Retractable Landing Lights
- 33-02 Nose Gear Taxi Light
- 33-03 Wing Illumination Light Covers
- 33-04 Wing Tip Tail Light Lenses
- 33-05 Tail Strobe Light Lens
- 33-06 Beacon Light (Lens) (Upper and Lower)
- 33-07 External Emergency Light Covers



# 737 NG Configuration Deviation List

Item 33-40-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 33		LIGHTS					
33-01	Retractable Landing Lights (AFM 33-40-01)	C	2	0	Y	N	(MI)(DP) One or both lenses or bulbs may be missing provided for each missing lens or bulb the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.

## EFFECTIVITY:

- A/C 3AA Through 3MU.

## **(M) PROCEDURES**

• NOTE •

*Light housing must remain intact.*

- A. If not fully retracted, placard the affected Landing Light Extend / Retract Function(s) inoperative in accordance with MEL item 33-08d.
  - B. Placard the Landing Light inoperative in accordance with MEL item 33-08a.

## **(DP) PROCEDURES**

• NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).

- A. Landing Light Extend / Retract Function(s) may be inoperative. See MEL item 33-08d.

(Continued)

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06-15-20

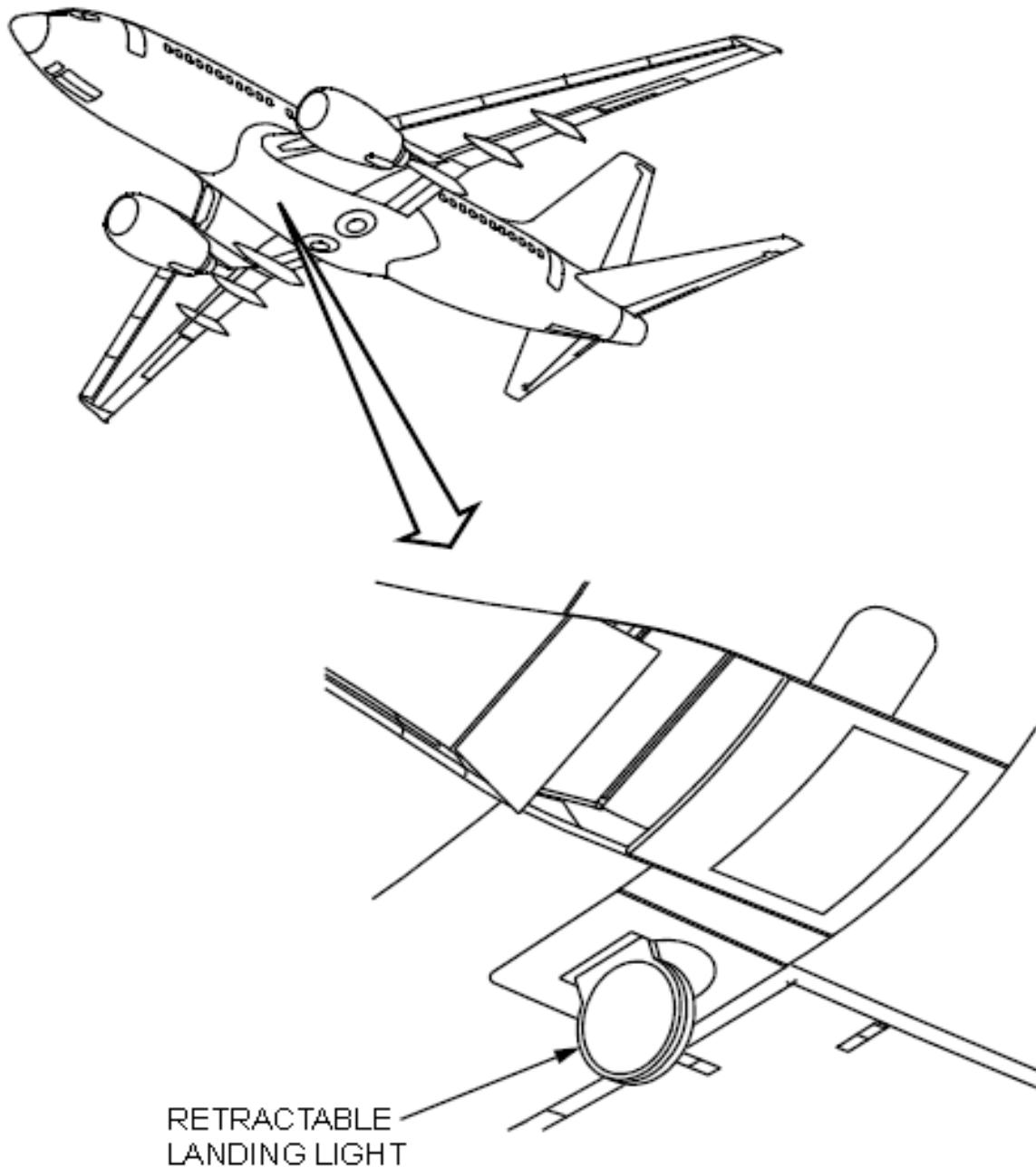


## 737 NG Configuration Deviation List

Item 33-40-01.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 33	LIGHTS

(Continued from CDL item 33-01)



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01-26-22



# 737 NG Configuration Deviation List

Item 33-40-02.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED	
NUMBER INSTALLED	FLIGHT CREW PLACARDING	
REPAIR CATEGORY	REMARKS AND EXCEPTIONS	
SYSTEM 33	LIGHTS	
33-02      Nose Gear Taxi Light (AFM 33-40-02)	C      1      0      N      N	(M) May be missing provided the following performance weights are reduced by the following:  Takeoff ----- No Penalty. Enroute Climb ----- No Penalty. Approach and Landing ----- No Penalty.

**EFFECTIVITY:**

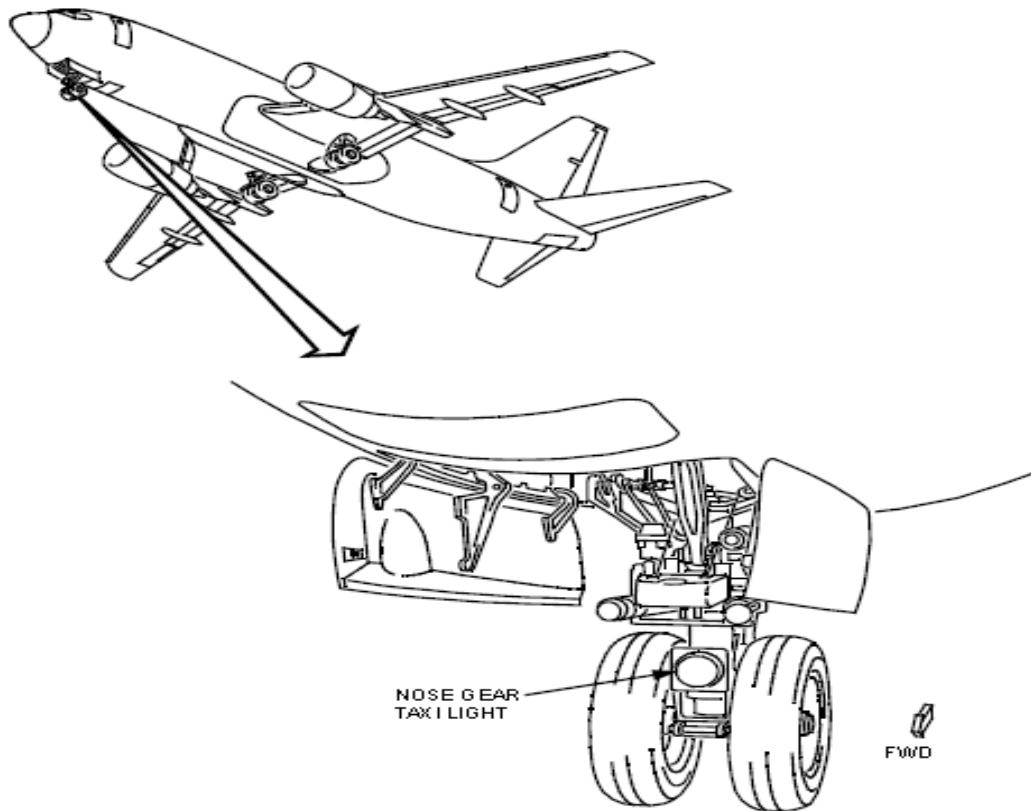
- A/C 3AA Through 3MU.

**(M) PROCEDURES**

- Placard the Taxi Light inoperative in accordance with MEL item 33-09.
- Deactivate Nose Gear Taxi Light IAW SWPM 20-10-11 and AMM 33-45-01.

**• NOTE •**

- This CDL item applies to the Taxi Light assembly or lamp missing or removed.
- If the Taxi Light Lens is cracked use AARD 33-00-00-1.





# 737 NG Configuration Deviation List

Item 33-40-03.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 33</b>	<b>LIGHTS</b>
33-03 Wing Illumination Light Covers (AFM 33-40-03)	C 2 0 Y N <b>(M)(DP)</b> One or both may be missing provided for each missing cover the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.

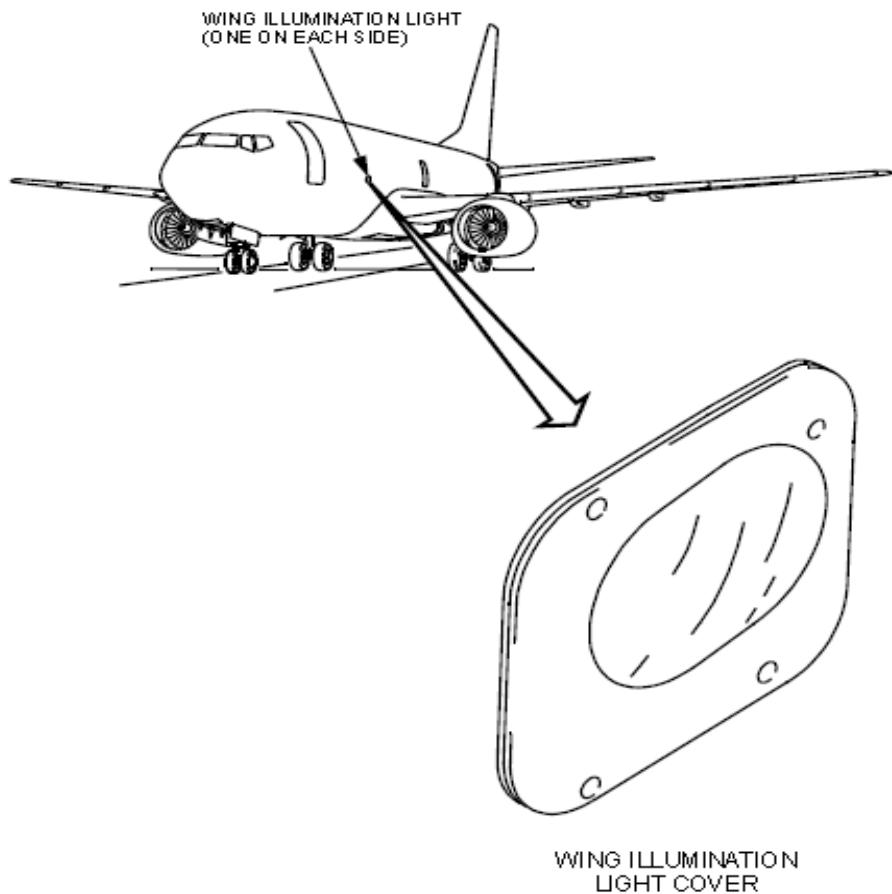
#### (M) PROCEDURES

- A. If light(s) are inoperative, placard the affected Wing Illumination Light inoperative in accordance with MEL item 33-07.

#### (DP) PROCEDURES

• NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





## 737 NG Configuration Deviation List

Item 33-43-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 33		LIGHTS				
33-04	Wing Tip Tail Light Lenses (AFM 33-43-01)	B	2	0	Y	N
						(M)(O)(DP) One or both may be missing provided: a) The open hole is covered with speed tape, and b) The following performance limited weights are reduced by the following:  Takeoff ----- No Penalty. Enroute Climb ----- No Penalty. Approach and Landing ----- No Penalty.

**(M) PROCEDURES**

- A. Placard the affected Wing Tip White Tail Position Light inoperative in accordance with MEL items 33-11a or 33-11b, as appropriate.
- B. At initial placarding apply three layers of high speed tape over the opening.
- C. At initial placarding and prior to each departure verify the speed tape is present and in good condition.
- D. Verification and Maintenance eAML entry signifying accomplishment are required prior to each departure until restoration is made.

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to each departure.

**(DP) PROCEDURES**

- A. Wing Tip Tail light may be inoperative. See MEL item 33-11b.

(Continued)

Rev 09-1  
05-29-24

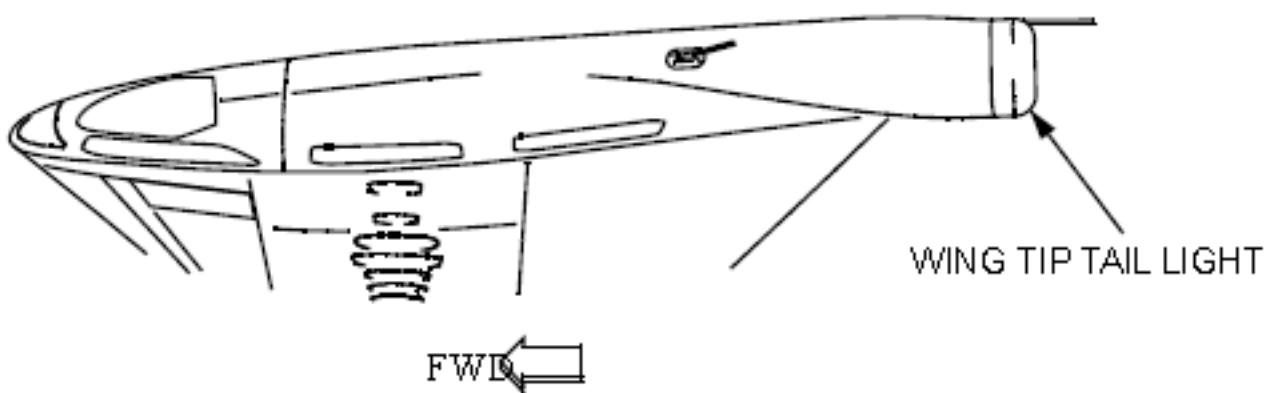
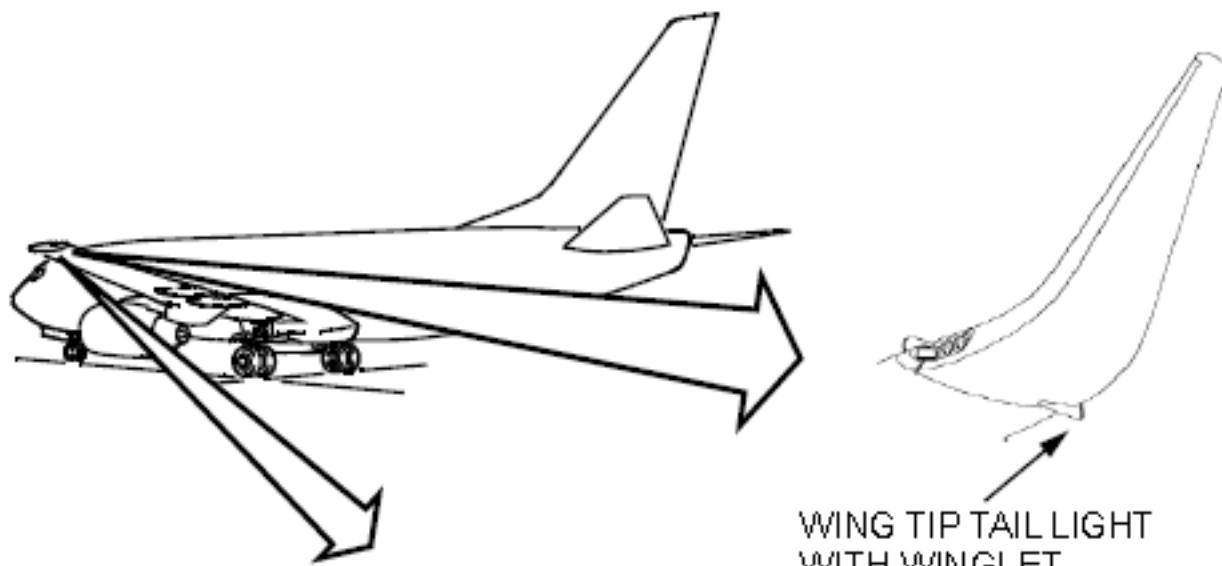


## 737 NG Configuration Deviation List

Item 33-43-01.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 33	LIGHTS

(Continued from CDL item 33-04)



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05-29-24



# 737 NG Configuration Deviation List

Item 33-43-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 33		LIGHTS				
33-05	Tail Strobe Light Lens (AFM 33-43-02)	C	1	0	N	<b>(M)(O)</b> May be missing provided: a) The open hole is covered with speed tape, and b) The following performance limited weights are reduced by the following:  Takeoff ----- No Penalty. Enroute Climb ----- No Penalty. Approach and Landing ----- No Penalty.

## (M) PROCEDURES

### • NOTE •

- When the Tail Strobe Light Lens is missing, the flash tube (lamp), if intact, may be damaged during subsequent flights from air forces.

### A. Placard the Tail Strobe Light inoperative in accordance with MEL item 33-05.

- B. At initial placarding apply three layers of high speed tape over the opening.
- C. At initial placarding and prior to each departure verify the speed tape is present and in good condition.
- D. Verification and Maintenance eAML entry signifying accomplishment are required prior to each departure until restoration is made.

## (O) PROCEDURES

- A. Ensure Maintenance eAML entry prior to each departure.

(Continued)

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05-29-24

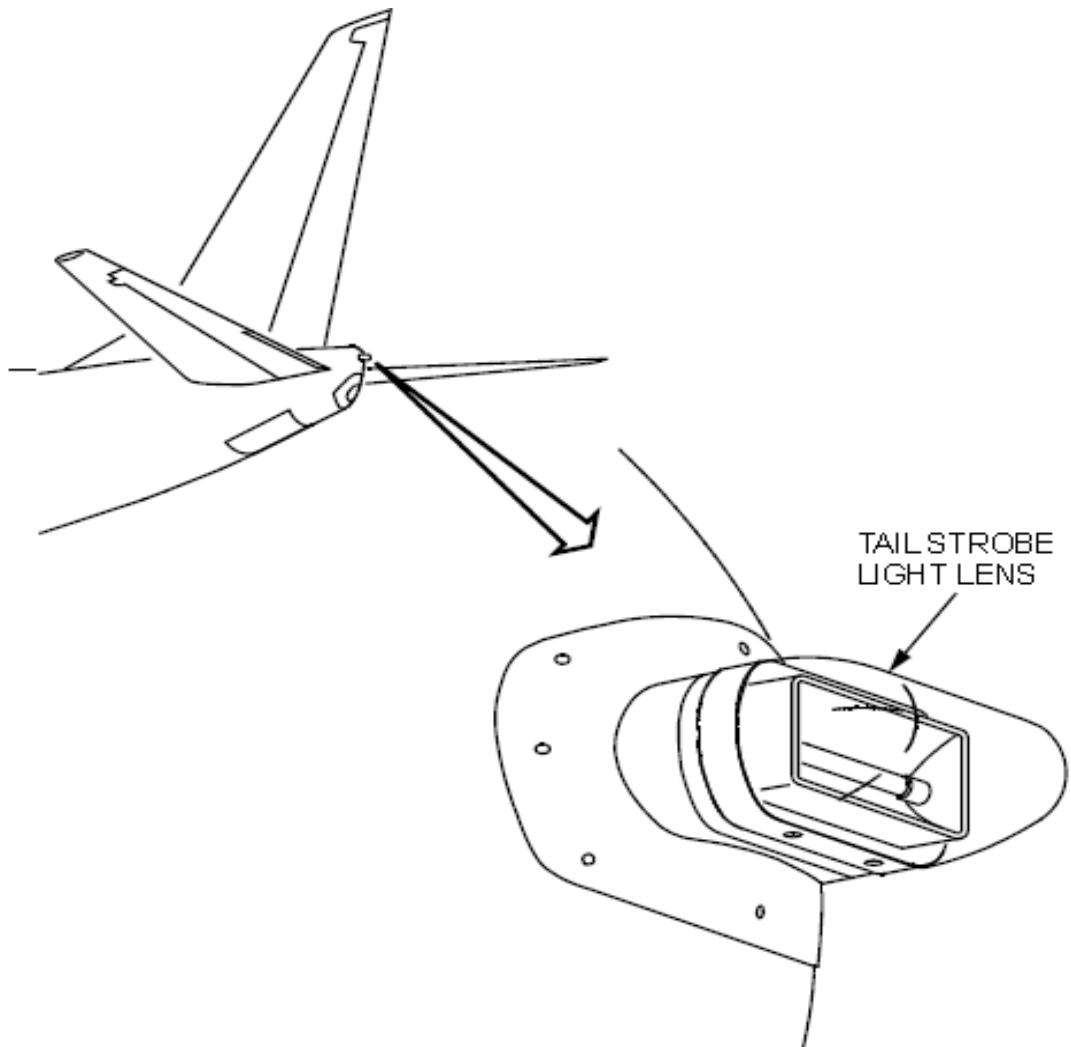


## 737 NG Configuration Deviation List

Item 33-43-02.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 33	LIGHTS

(Continued from CDL item 33-05)





# 737 NG Configuration Deviation List

Item 33-43-03.1

NUMBER REQUIRED FOR DISPATCH				DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED				FLIGHT CREW PLACARDING			
REPAIR CATEGORY				REMARKS AND EXCEPTIONS			
<b>SYSTEM 33</b>				<b>LIGHTS</b>			
33-06	Beacon Light (Lens) (Upper and Lower) (AFM 33-43-03)	C	2	0	Y	N	(M)(DP) May be missing provided: a) The following performance limited weights are reduced by the following:  Takeoff ----- No Penalty. Enroute Climb ----- No Penalty. Approach and Landing ----- No Penalty.

## **(M) PROCEDURES**

• NOTE •

- When the Beacon Light Lens is missing, the flash tube (lamp), if intact, may be damaged during subsequent flights from air forces.

**A. Placard the affected Anti-Collision Beacon inoperative in accordance with MEL item 33-06a or 33-06b, as appropriate.**

## **(DP) PROCEDURES**

A. Beacon light may be inoperative. See MEL item 33-06b.

(Continued)

Rev 9  
08-11-23

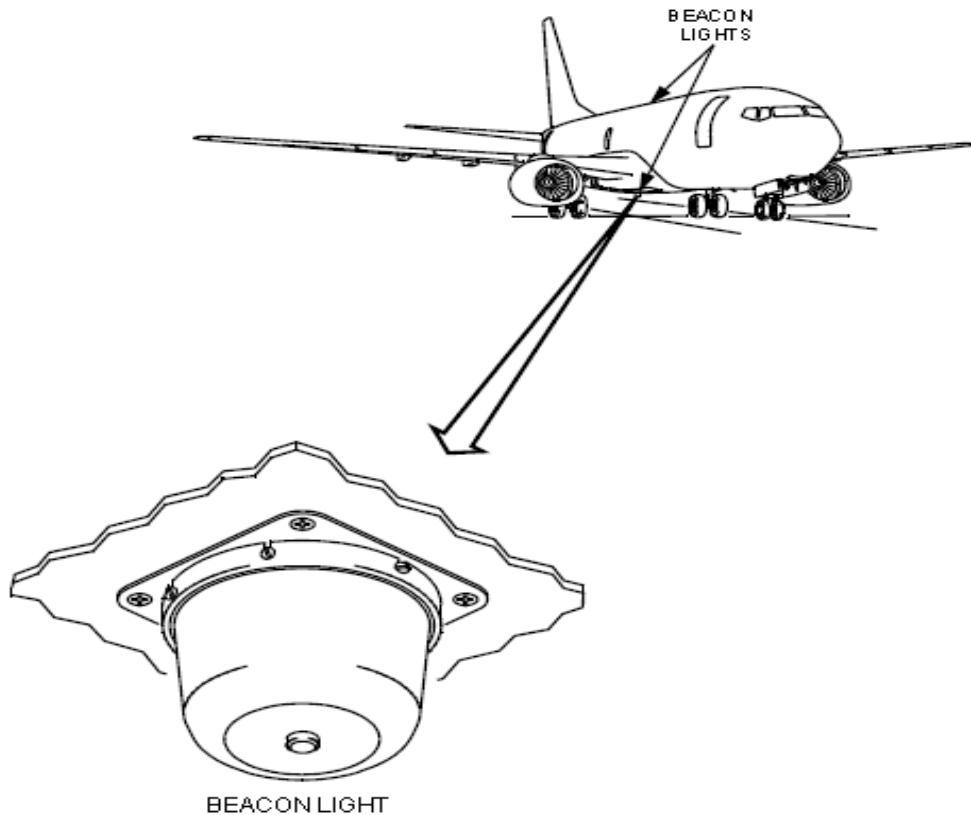


## 737 NG Configuration Deviation List

Item 33-43-03.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 33	LIGHTS

(Continued from CDL item 33-06)





## 737 NG Configuration Deviation List

Item 33-51-01.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 33</b>	<b>LIGHTS</b>
33-07 External Emergency Light Covers (AFM 33-51-01)	B 10 0 Y N <b>(M)(DP)</b> Any or all may be missing provided for each missing cover the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.

**(M) PROCEDURES**

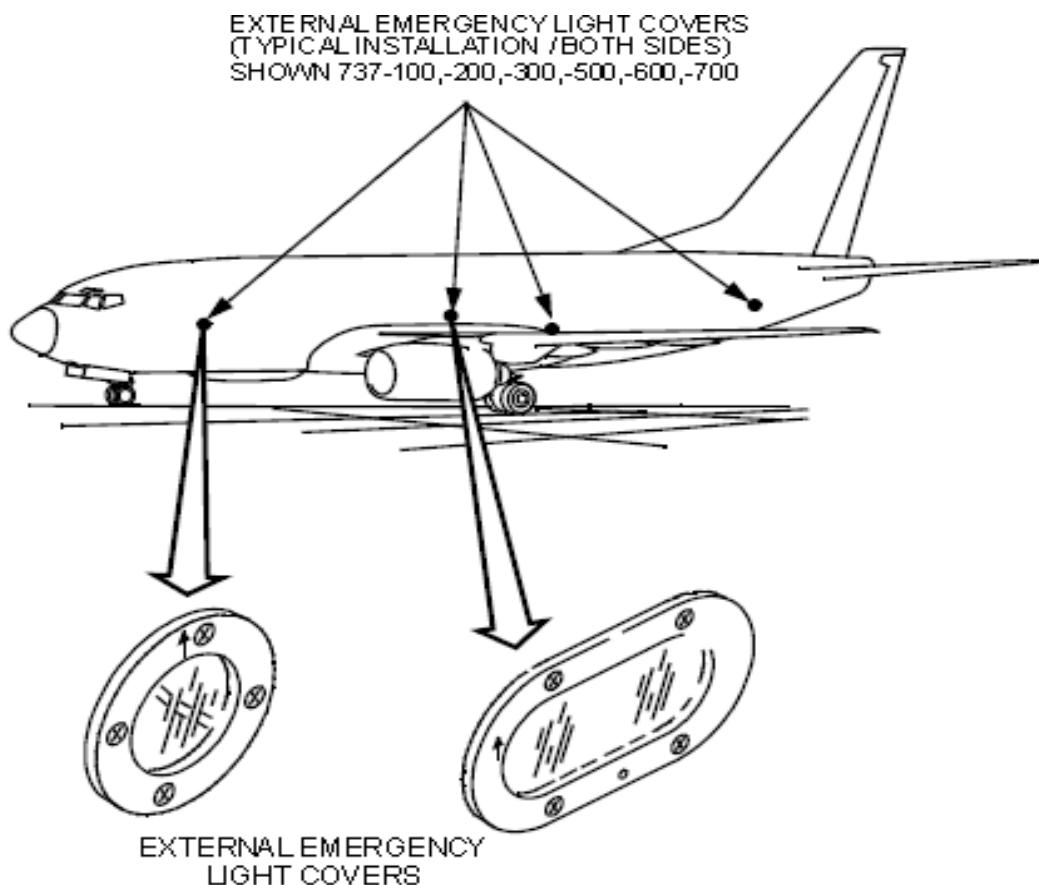
- A. Placard the affected Exterior Emergency Light inoperative in accordance with MEL item 33-13.

**(DP) PROCEDURES**

- A. External Emergency light is inoperative. See MEL item 33-13.

**• NOTE •**

*If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).*





# 737 NG Configuration Deviation List

TOC 38.1

SYSTEM 38

WATER / WASTE

## SYSTEM 38 - Water / Waste

38-01 Aft Gray Water Drain Mast



# 737 NG Configuration Deviation List

Item 38-17-01.1

NUMBER REQUIRED FOR DISPATCH				DISPATCH CONCURRENCE REQUIRED			
NUMBER INSTALLED				FLIGHT CREW PLACARDING			
REPAIR CATEGORY				REMARKS AND EXCEPTIONS			
<b>SYSTEM 38</b>				<b>WATER / WASTE</b>			
38-01	Aft Gray Water Drain Mast (AFM 38-17-01)	C	1	0	Y	N	<p><b>(M)(O)(DP)</b> May be missing provided:</p> <ul style="list-style-type: none"> <li>a) The open hole in the fuselage is covered, and</li> <li>b) The following performance limited weights are reduced by the following:</li> </ul> <p>Takeoff ----- No Penalty.            Enroute Climb ----- No Penalty.            Approach and Landing ----- No Penalty.</p>

## **(M) PROCEDURES**

- A. Placard the Aft Drain Mast Heater inoperative in accordance with MEL item 30-15.**
  - B. Disconnect and stow lines and connectors as applicable.
  - C. At initial placarding apply three layers of high speed tape over the opening.
  - D. At initial placarding and prior to each departure verify the speed tape is present and in good condition.
  - E. Verification and Maintenance eAML entry signifying accomplishment are required prior to each departure until restoration is made.**

## **(O) PROCEDURES**

- #### **A. Ensure Maintenance eAML entry prior to each departure.**

## **(DP) PROCEDURES**

- A. Aft Drain Mast Heater inoperative. See MEL item 30-15.

(Continued)

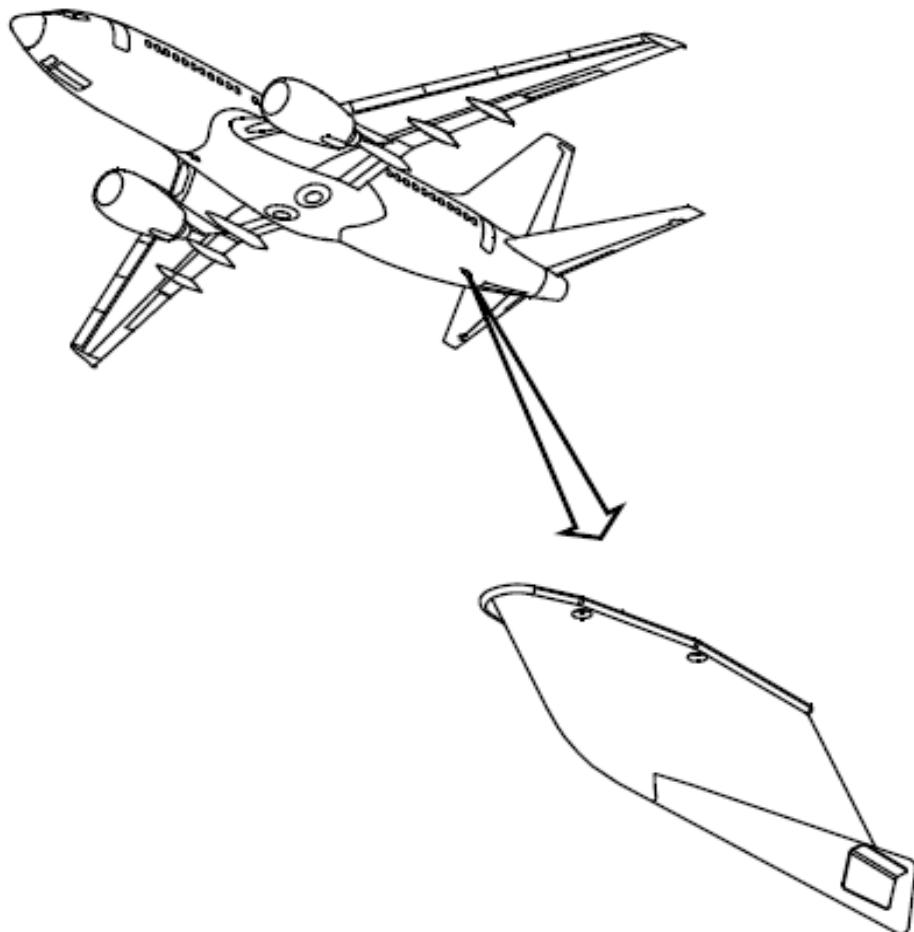
Rev 09-1  
05-29-24



## 737 NG Configuration Deviation List

Item 38-17-01.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 38	WATER / WASTE



AFT GRAY WATER  
DRAIN MAST



# 737 NG Configuration Deviation List

TOC 49.1

SYSTEM 49

AUXILIARY POWER UNIT

## SYSTEM 49 - Airborne Auxiliary Power Unit

49-01 APU Inlet Flow Deflector



# 737 NG Configuration Deviation List

Item 49-15-01.1

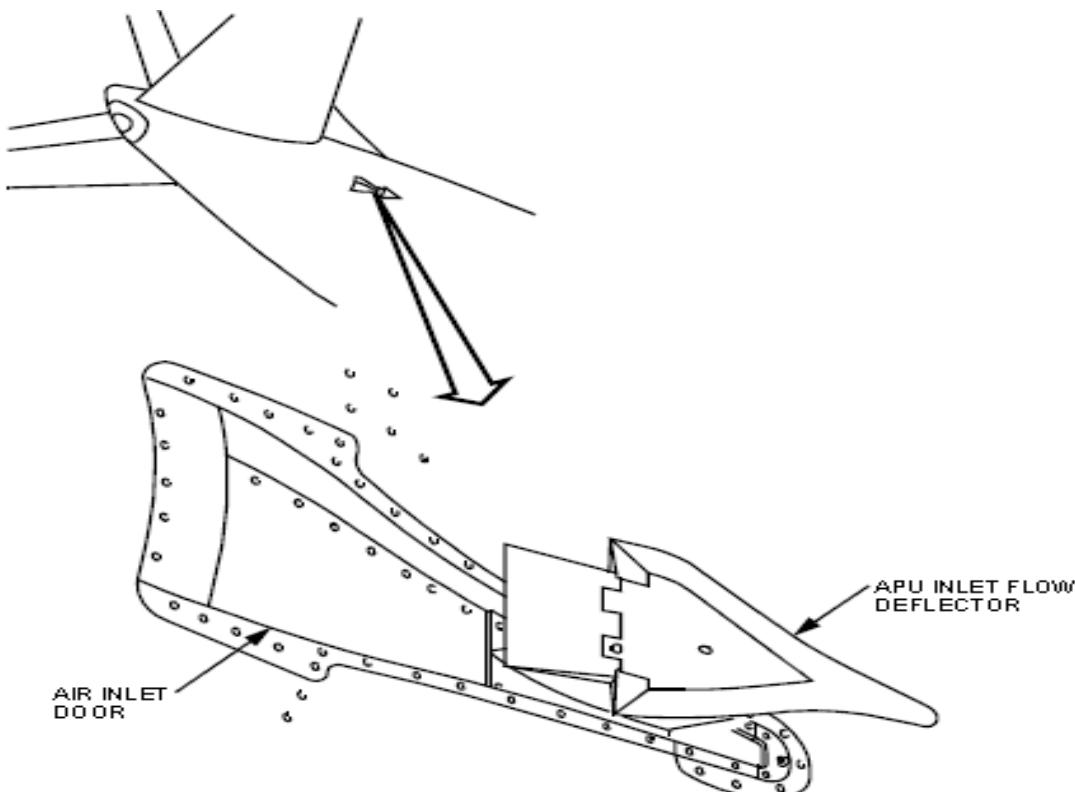
NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 49</b>	<b>AUXILIARY POWER UNIT</b>
49-01 APU Inlet Flow Deflector (AFM 49-15-01)	<p>-      1      0      Y      N</p> <p><b>(O)(DP)</b> May be missing provided the performance limited weights are reduced by the following:</p> <p>Takeoff ----- No Penalty.      Enroute Climb ----- No Penalty.      Approach and Landing ----- No Penalty.</p> <p><b>NOTE:</b>  <i>Due to degraded inflight starting and operating capability of the APU at high altitudes, operations predicated on the use of the APU should not be conducted above FL 250.</i></p>

**(O) PROCEDURES**

- A. Remain at or below FL 250.

**(DP) PROCEDURES**

- A. Plan flight at or below FL 250.





# 737 NG Configuration Deviation List

TOC 52-1

SYSTEM 52

DOORS

## SYSTEM 52 - Doors

- 52-01 Entry Door Hinge Covers
- 52-02 Galley Door Hinge Covers
- 52-03 Toilet Service Door
- 52-04 Water Service Door
- 52-05 Brake Accumulator Access Door Seals and Retainers



# 737 NG Configuration Deviation List

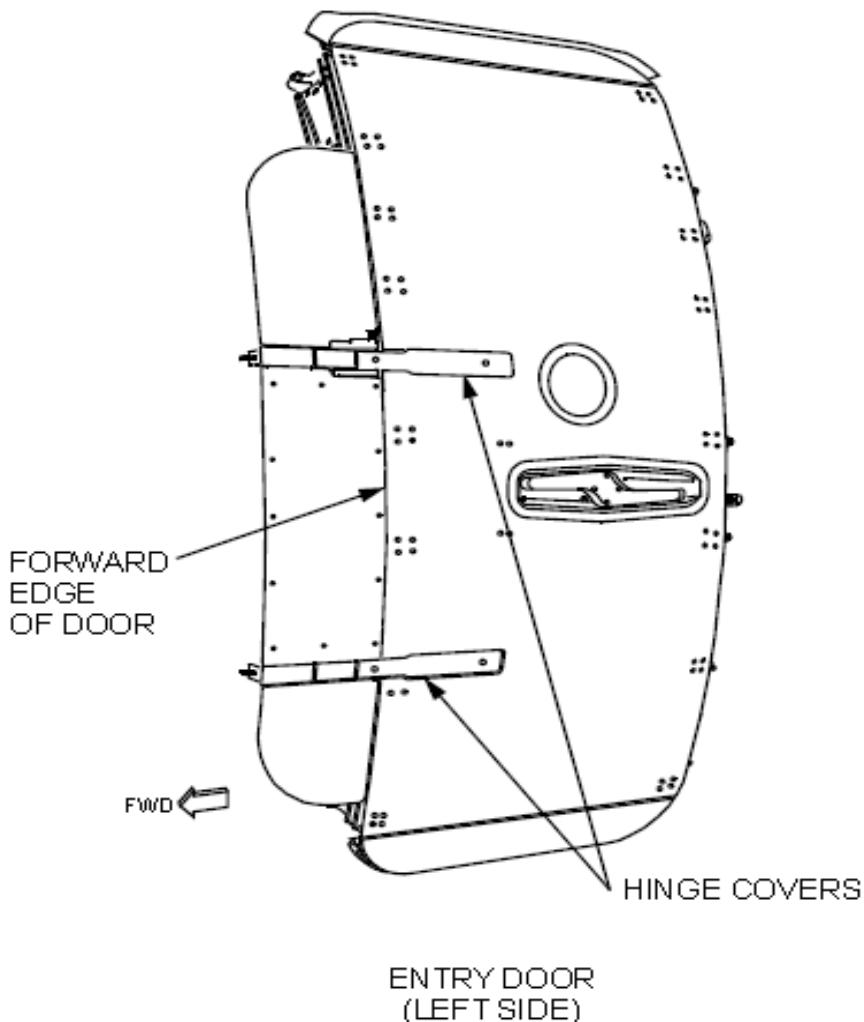
Item 52-10-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 52		DOORS				
52-01	Entry Door Hinge Covers (AFM 52-10-01)	-	4	0	Y	N
		<p><b>(DP)</b> Any number may be missing provided for each missing cover the performance limited weights are reduced by the following:</p> <p>Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.</p>				

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





# 737 NG Configuration Deviation List

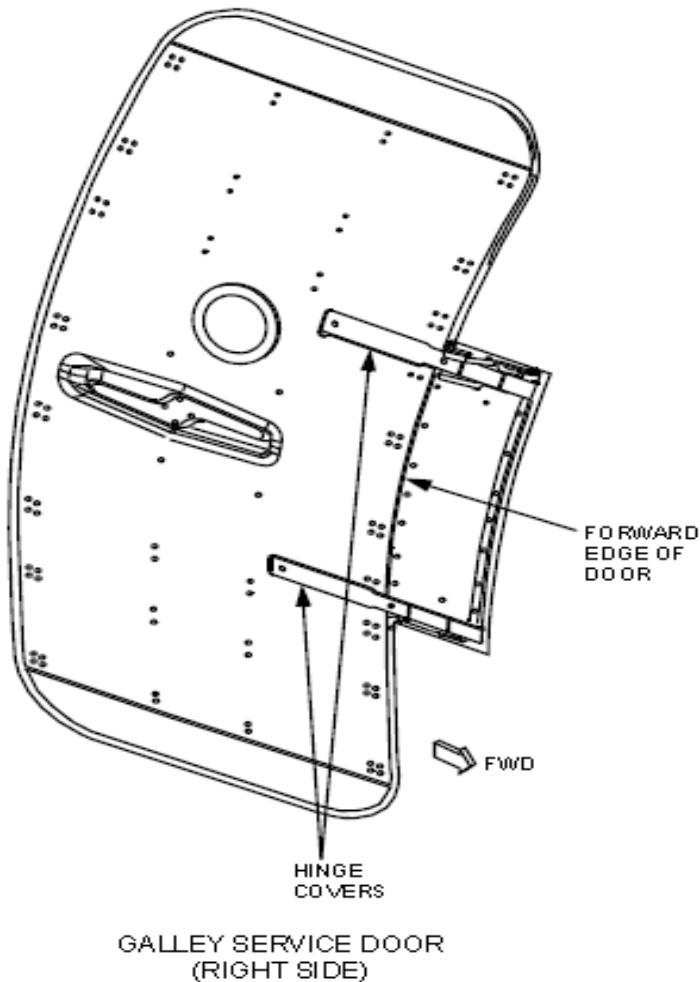
Item 52-40-06.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 52		DOORS				
52-02	Galley Door Hinge Covers (AFM 52-40-06)	-	4	0	Y	N
		<p><b>(DP)</b> Any number may be missing provided for each missing cover the performance limited weights are reduced by the following:</p> <p>Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.</p>				

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).



NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
<b>SYSTEM 52</b>	<b>DOORS</b>
52-03      Toilet Service Door (AFM 52-40-08)	-      1      0      Y      N <b>(M)(DP)</b> May be missing provided the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.

## **(M) PROCEDURES**

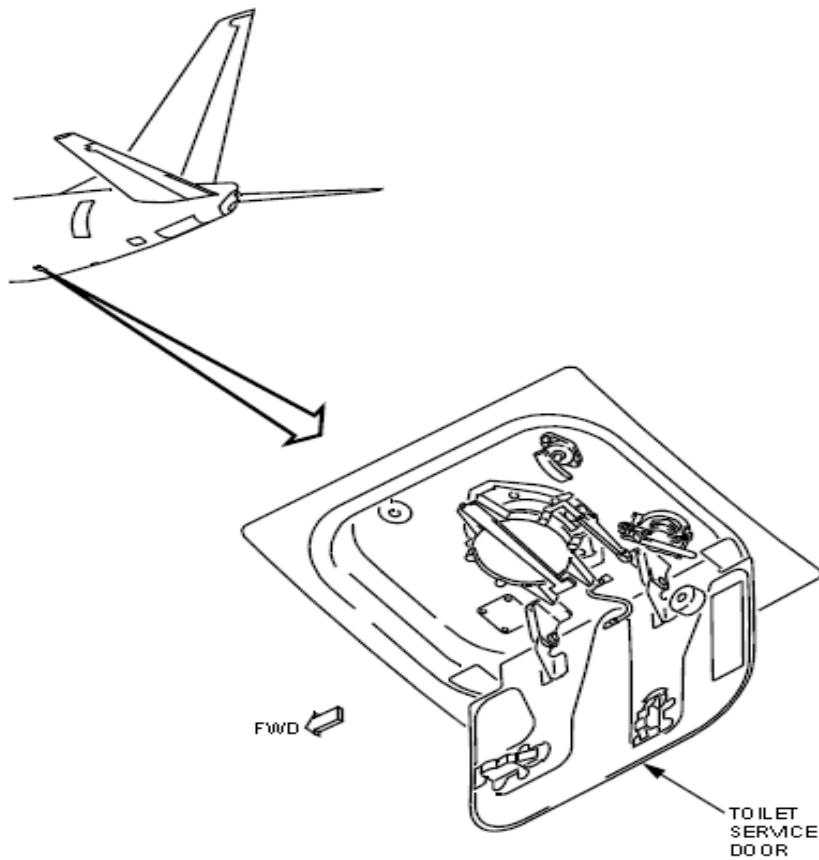
• NOTE •

*CDL items 52-03 and 52-04 may be missing in combination.*

## **(DP) PROCEDURES**

• NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





# 737 NG Configuration Deviation List

Item 52-40-09.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 52		DOORS					
52-04	Water Service Door (AFM 52-40-09)	C	1	0	Y	N	(M)(DP) May be missing provided the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.

## **(M) PROCEDURES**

• NOTE •

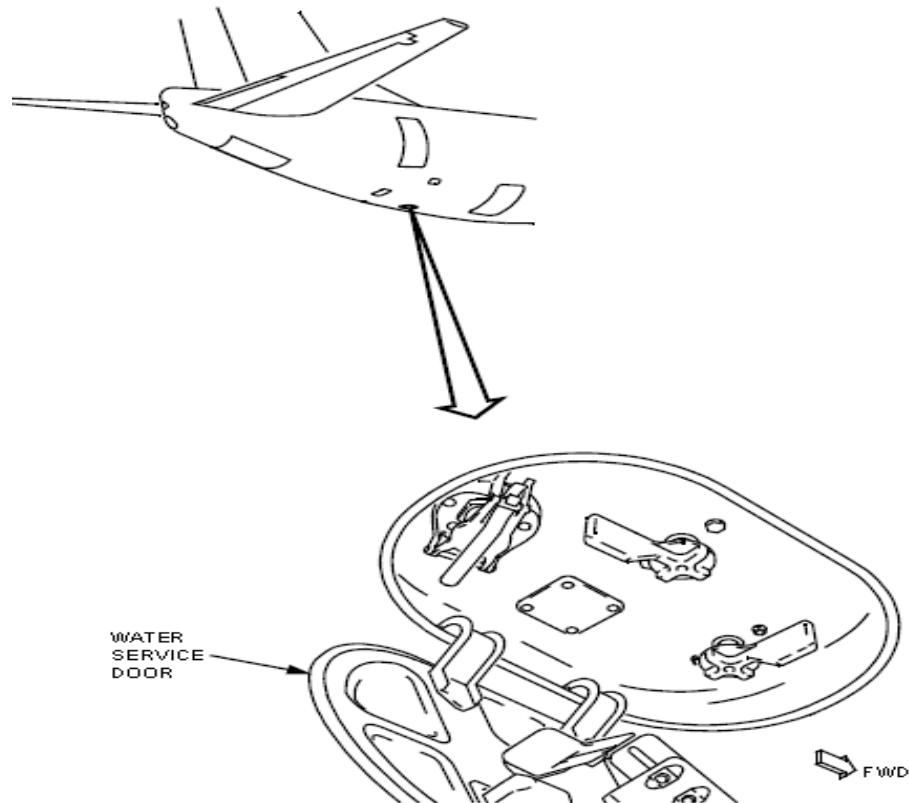
*CDL items 52-03 and 52-04 may be missing in combination.*

**A. Placard the Potable Water Compressor inoperative in accordance with MEL item 38-01a.**

## **(DP) PROCEDURES**

• NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





# 737 NG Configuration Deviation List

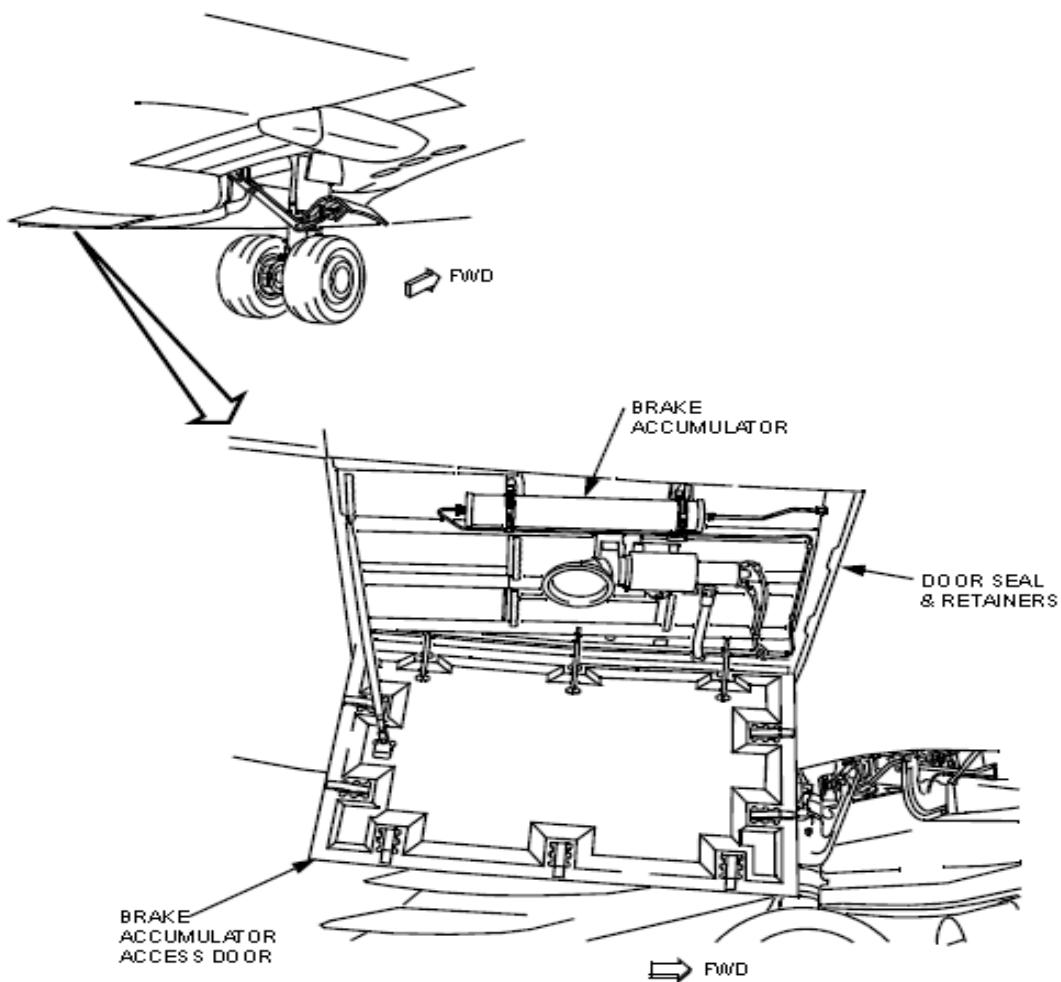
Item 52-40-10.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 52	DOORS
52-05      Brake Accumulator Access Door Seals and Retainers (AFM 52-40-10)	-      4      0      Y      N <b>(DP)</b> Any number of seals and retainers may be missing provided for each missing seal reduce the performance limited weights by:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





# 737 NG Configuration Deviation List

TOC 53-1

SYSTEM 53

FUSELAGE

## SYSTEM 53 - Fuselage

53-01 Cab Vortex Generators

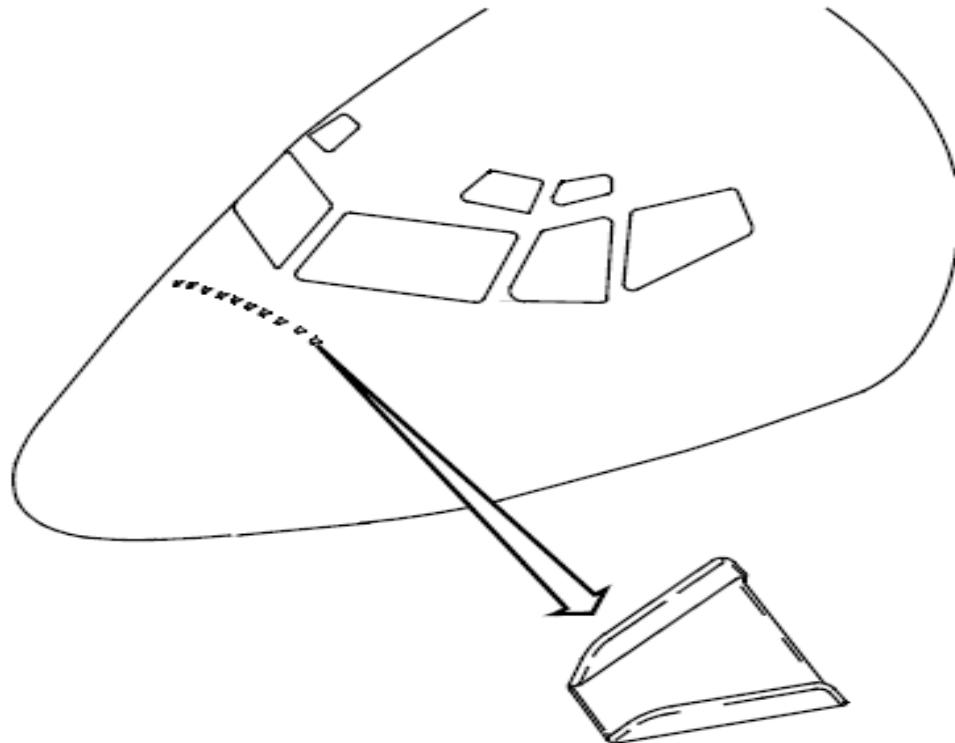
Rev 6  
06-15-20



# 737 NG Configuration Deviation List

Item 53-11-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 53		FUSELAGE					
53-01	Cab Vortex Generators (AFM 53-11-01)	-	10	0	N	Y	Any or all may be missing provided the performance limited weights are reduced by the following:  Takeoff ----- No Penalty. Enroute Climb ----- No Penalty. Approach and Landing ----- No Penalty.





# 737 NG Configuration Deviation List

TOC 55-1

SYSTEM 55

STABILIZERS

## SYSTEM 55 - Stabilizers

- 55-01 Horizontal Stabilizer-to- Body Sliding Seals
- 55-02 Aft Body Vortex Generators



## 737 NG Configuration Deviation List

Item 55-10-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 55		STABILIZERS					
55-01	Horizontal Stabilizer-to-Body Sliding Seals (AFM 55-10-01)	-	4	0	Y	N	(M)(O)(DP) Any number may be missing provided for each missing seal the performance limited weights are reduced by the following:  Takeoff ----- 300 lbs. Enroute Climb ----- 600 lbs. Approach and Landing ----- 300 lbs.

**(M) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 55-01, REFER TO FLIGHT PLAN.
- B. Remove link assembly associated with missing seal to prevent wear damage.

**(O) PROCEDURES****• NOTE •**

*Seals may not be missing during operations requiring the application of ground deicing or anti-icing fluids.*

**(DP) PROCEDURES**

- A. Do not dispatch during operations requiring the application of ground deicing or anti-icing fluids
- B. Increase minimum takeoff fuel by 1.5% (FOS = 1.5 in JV: FKY = Automated) for each missing seal.
- C. Apply enroute weight penalty of 600 lbs, (FOS = 6 in JV: FKY = Automated) for each missing seal.
- D. Adjust takeoff limited weights by TPAS or manually as specified in the following table:
- E. Adjust landing limited weights as specified in the following table:

**• NOTE •**

*If using TPAS, list CDL in TPAS (up to 4 times) for each missing seal.*

Weight Limit Reductions (x 1000 lbs) (For Each Missing Seal)	
Runway Limited Takeoff Weight	0.3
Climb Limited Takeoff Weight	0.3
Runway Limited Landing Weight	0.3
Climb Limited Landing Weight	0.3

(Continued)

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08-10-22

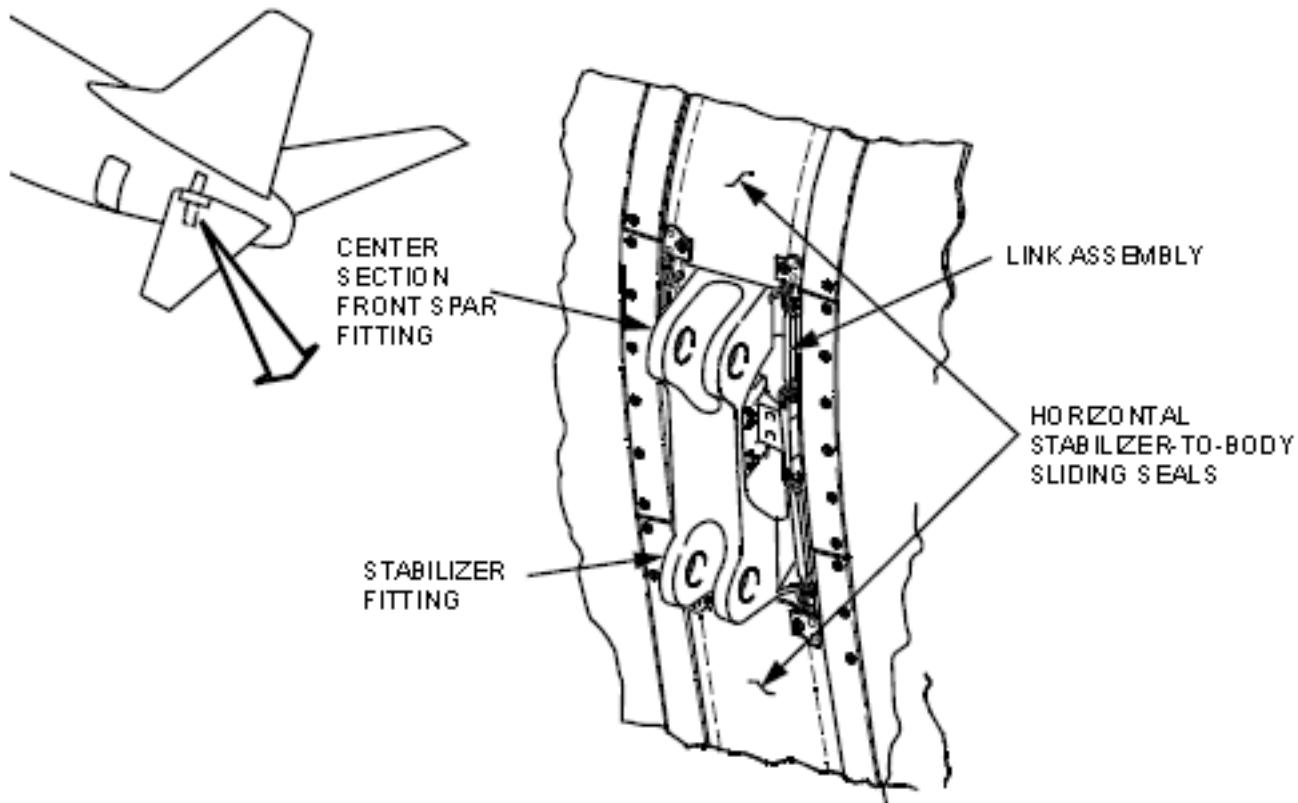


## 737 NG Configuration Deviation List

Item 55-10-01.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 55	STABILIZERS

(Continued from CDL item 55-01)





# 737 NG Configuration Deviation List

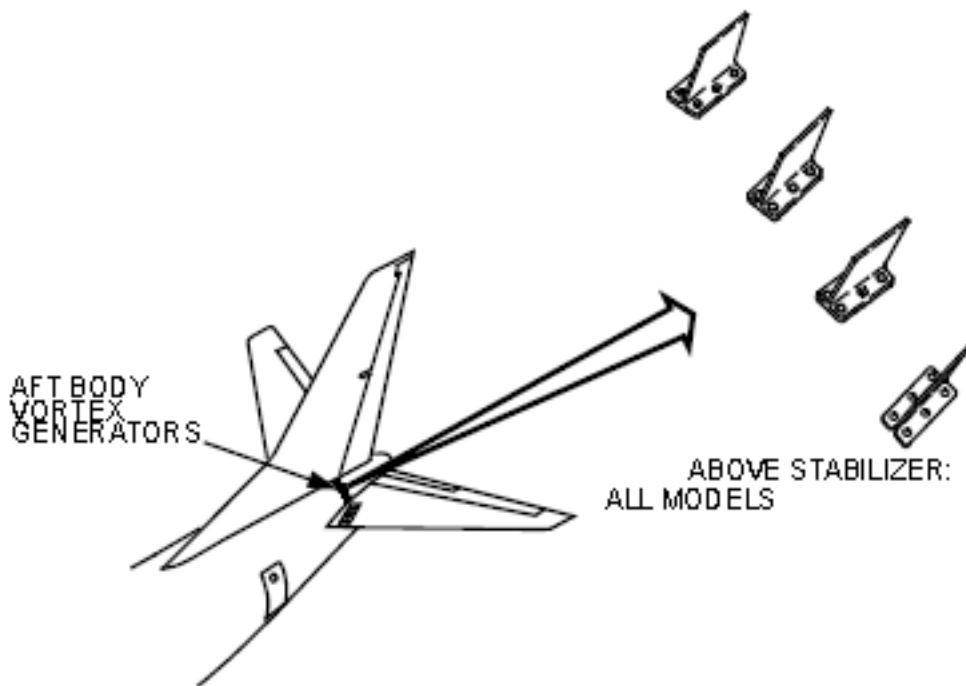
Item 55-30-01.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 55		STABILIZERS				
55-02	Aft Body Vortex Generators (AFM 55-30-01)	-	8	4	N	<b>(M)</b> Up to four on one side may be missing provided the performance limited weights are reduced by the following:  Takeoff ----- No Penalty. Enroute Climb ----- No Penalty. Approach and Landing ----- No Penalty.  <b>NOTE:</b> <i>During cruise flight, occasional vertical motions may be felt which appear to be light turbulence. These motions are characteristic of this airplane and should not be construed as associated with Mach buffet.</i>

## (M) PROCEDURES

### • NOTE •

The four vortex generators on either side are mounted on a common strap which must be removed in order to remove or replace any one vortex generator.





# 737 NG Configuration Deviation List

TOC 57-1

SYSTEM 57

WINGS

## SYSTEM 57 - Wings

- 57-01 Flap Track Fairing Tail Cone - Outboard Flaps
- 57-02 Flap Track Fairing Tail Cones - Inboard Flaps
- 57-03 Flap Support Fairings No.1 and No. 8 - Outboard Flaps
- 57-04 Wing Vortex Generators
- 57-05 Jacking Point Panels
- 57-06 Slat Actuator Fairing Panels
- 57-07 Slat Main Track Seal Doors
- 57-08 Slat Skin Tabs C/T Auxiliary Arms
- 57-09 Slat Sponge Seals
- 57-10 Slat Bulb Seals
- 57-11 Slat End Seals (Outboard End, Slats 1 and 8)
- 57-12 Wing Leading Edge Vortilons
- 57-13 Slat Spanwise Lower Flex Skin
- 57-14 Sponge Rubber Air Dam In Overwing Bolt Cover Cavity
- 57-15 Inboard Flap - Inboard Seal Plate
- 57-16 Inboard Flap, Inboard Flap Track Slot Landing Door Assembly
- 57-17 Inboard Flap, Inboard Flap Track Slot Landing Door Seals
- 57-18 Outboard Flap - Leading Edge Vortex Generators
- 57-19 Flap End Seals
- 57-20 Outboard Aft Flap Aerodynamic Seals
- 57-21 Aerodynamic Seal C/T Krueger Flap (Forward) Inboard Fixed Leading Edge
- 57-22 Aerodynamic Seal C/T Krueger Flap (Aft)
- 57-23 Aerodynamic Seal C/T Krueger Flap (Inboard Fixed Leading Edge)
- 57-24 Aerodynamic Seal Retainer C/T Seal (Krueger Flap - Forward)
- 57-25 Aerodynamic Seal Retainer C/T Seal (Krueger Flap - Aft)
- 57-26 Aerodynamic Seal Retainer Assembly C/T Krueger Flap (Aft)
- 57-27 Bulb Seal C/T Krueger Flap (Aft)
- 57-28 Seal Blade, Inboard Krueger Flap, Spanwise, Aft
- 57-29 Spoiler Seals (1, 2, 3, 10, 11, 12)

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08-10-22



# 737 NG Configuration Deviation List

Item 57-10-03.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-01	Flap Track Fairing Tail Cone - Outboard Flaps (AFM 57-10-03)	-	4	2	Y	N	<b>(M)(DP)</b> One or two tail cones may be missing from any of the 4 cone positions provided for each missing cone the performance limited weights are reduced by the following:  Takeoff ----- 150 lbs. Enroute Climb ----- 300 lbs. Approach and Landing ----- 150 lbs.

## **(M) PROCEDURES**

- Install a placard adjacent to the Captain's PFD to read: INOP CDL 57-01, REFER TO FLIGHT PLAN.

## **(DP) PROCEDURES**

- Increase minimum takeoff fuel by 0.8% (FOS = 0.8 in JV: FKY = Automated) for each missing cone.
- Apply enroute weight penalty of 300 lbs, (FOS = 3 in JV: FKY = Automated) for each missing cone.
- Adjust takeoff limited weights by TPAS or manually as specified in the following table:
- Adjust landing limited weights as specified in the following table:

### **• NOTE •**

*If using TPAS, list CDL in TPAS (up to 2 times) for each missing cone.*

Weight Limit Reductions (x 1000 lbs) (For Each Missing Cone)	
Runway Limited Takeoff Weight	0.2
Climb Limited Takeoff Weight	0.2
Climb Limited Landing Weight	0.2
Runway Limited Landing Weight	0.2

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Rev 08  
08-10-22

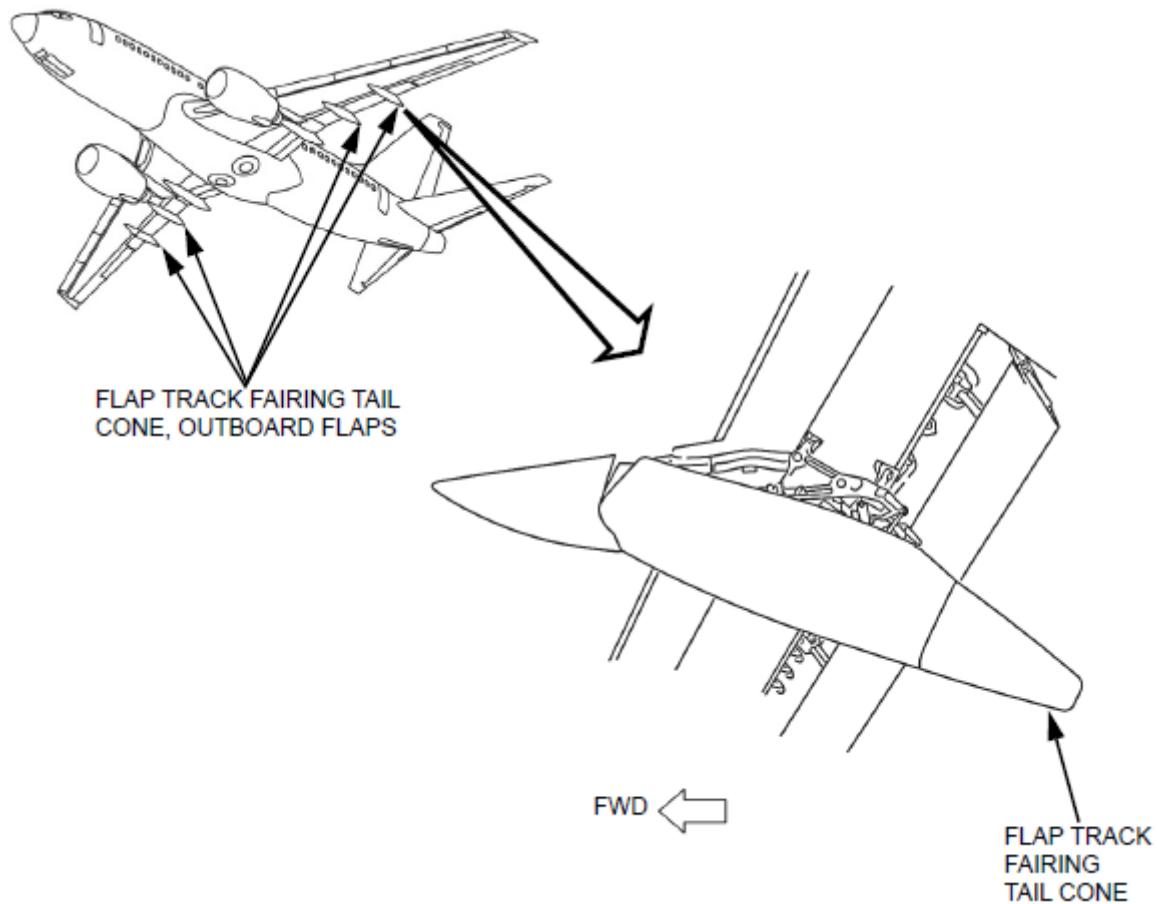


## 737 NG Configuration Deviation List

Item 57-10-03.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL item 57-01)



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# 737 NG Configuration Deviation List

Item 57-10-04.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-02	Flap Track Fairing Tail Cones - Inboard Flaps (AFM 57-10-04)	-	2	0	Y	N	<b>(M)(DP)</b> One or both tail cones may be missing provided for each missing cone the performance limited weights are reduced by the following:  Takeoff ----- 200 lbs. Enroute Climb ----- 350 lbs. Approach and Landing ----- 200 lbs.

## (M) PROCEDURES

- Install a placard adjacent to the Captain's PFD to read: INOP CDL 57-02, REFER TO FLIGHT PLAN.

## (DP) PROCEDURES

- Increase minimum takeoff fuel by 0.9% (FOS = 0.9 in JV: FKY = Automated) for each missing cone.
- Apply enroute weight penalty of 400 lbs, (FOS = 4 in JV: FKY = Automated) for each missing cone.
- Adjust takeoff limited weights by TPAS or manually as specified in the following table:
- Adjust landing limited weights as specified in the following table:

### • NOTE •

If using TPAS, list CDL in TPAS (up to 2 times) for each missing cone.

Weight Limit Reductions (x 1000 lbs) (For Each Missing Cone)	
Runway Limited Takeoff Weight	0.2
Climb Limited Takeoff Weight	0.2
Climb Limited Landing Weight	0.2
Runway Limited Landing Weight	0.2

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08-10-22

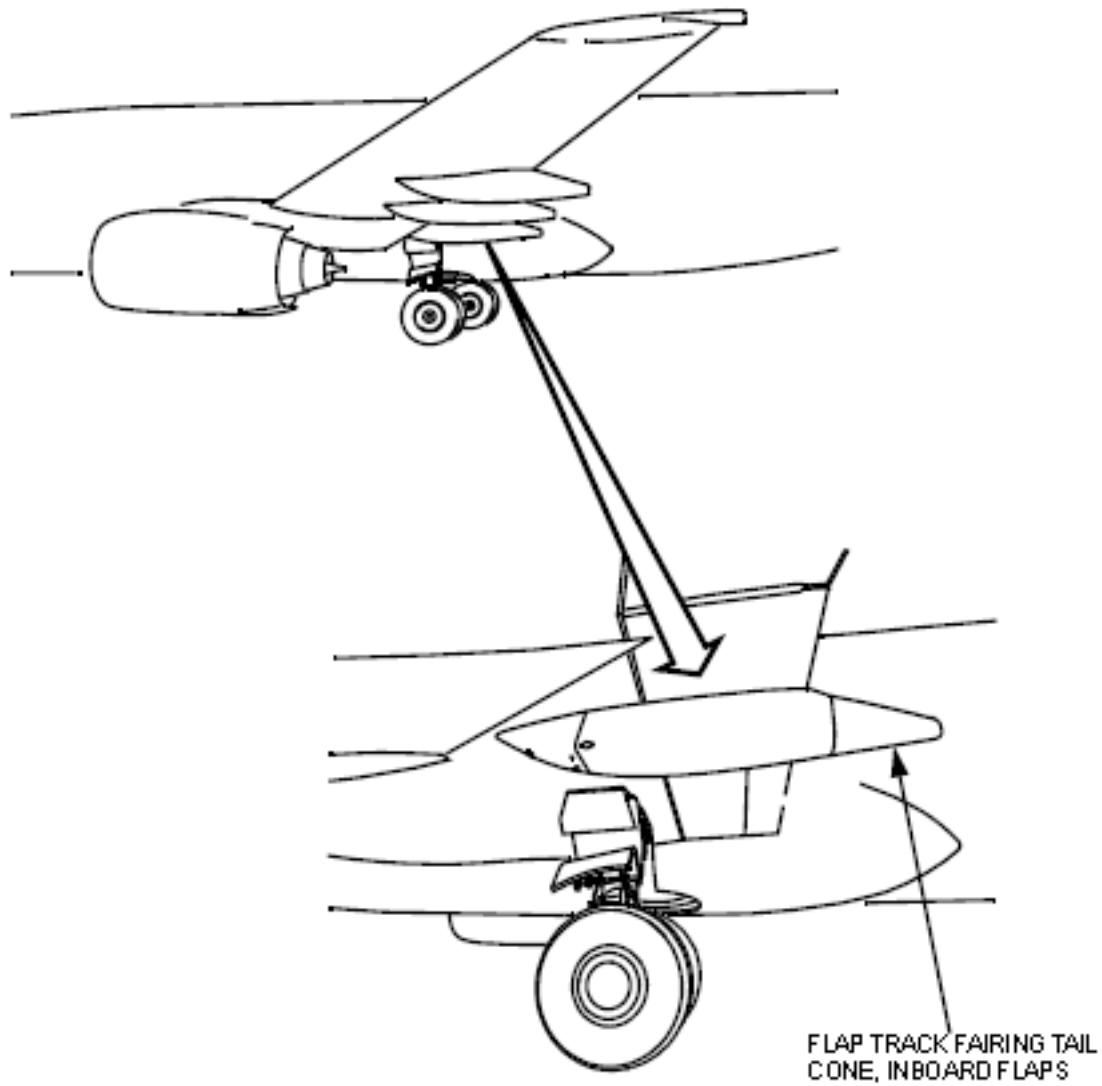


## 737 NG Configuration Deviation List

Item 57-10-04.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL item 57-02)





## 737 NG Configuration Deviation List

Item 57-10-05.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-03	Flap Support Fairings No.1 and No. 8 - Outboard Flaps (AFM 57-10-05)	-	2	0	Y	N	<b>(M)(DP)</b> One or both may be missing provided for each missing fairing the performance limited weights are reduced by the following:  Takeoff ----- 1500 lbs. Enroute Climb ----- 2950 lbs. Approach and Landing ----- 1500 lbs.

**(M) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 57-03, REFER TO FLIGHT PLAN.

**(DP) PROCEDURES**

- A. Increase minimum takeoff fuel by 7.4% (FOS = 7.4 in JV: FKY = Automated) for each missing fairing.  
 B. Apply enroute weight penalty of 3000 lbs, (FOS = 30 in JV: FKY = Automated) for each missing fairing.  
 C. Adjust takeoff limited weights by TPAS or manually as specified in the following table:  
 D. Adjust landing limited weights as specified in the following table:

**• NOTE •**

If using TPAS, list CDL in TPAS (up to 2 times) for each missing fairing.

Weight Limit Reductions (x 1000 lbs) (For Each Missing Fairing)	
Runway Limited Takeoff Weight	1.5
Climb Limited Takeoff Weight	1.5
Runway Limited Landing Weight	1.5
Climb Limited Landing Weight	1.5

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Rev 08  
08-10-22

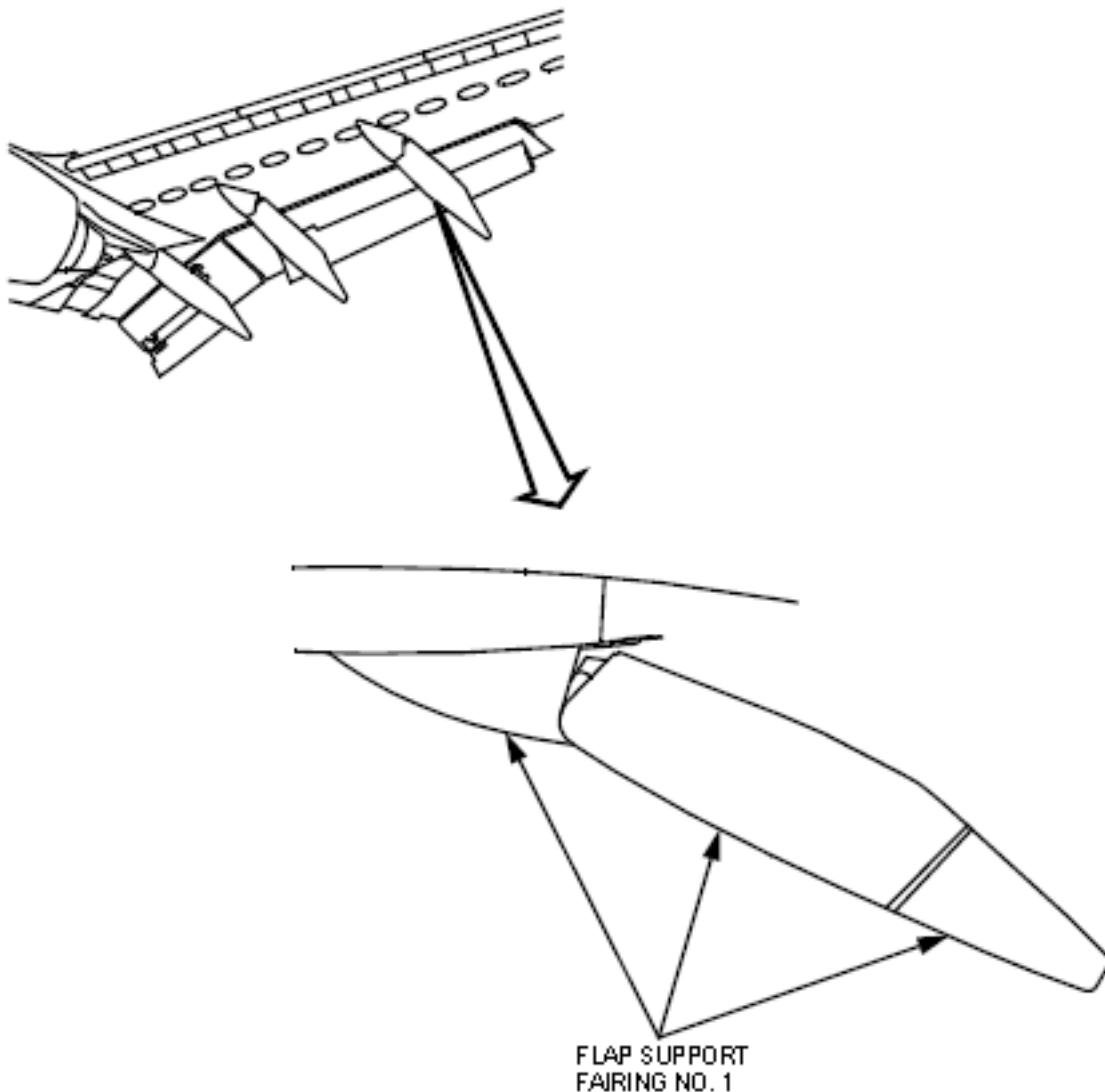


## 737 NG Configuration Deviation List

Item 57-10-05.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL item 57-03)

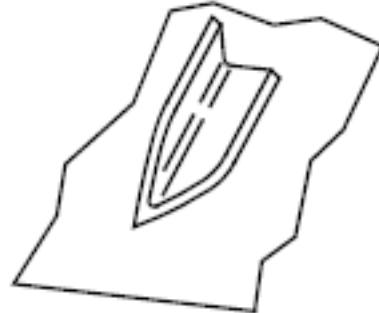
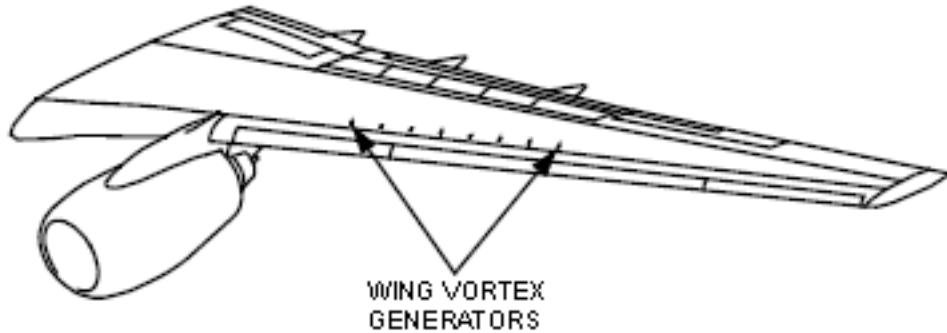




## 737 NG Configuration Deviation List

Item 57-30-06.1

NUMBER REQUIRED FOR DISPATCH	NUMBER INSTALLED	DISPATCH CONCURRENCE REQUIRED					
		FLIGHT CREW PLACARDING					
		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-04	Wing Vortex Generators (AFM 57-30-06)	-	16	14	N	N	A maximum of 1 per wing may be missing provided the performance limited weights are reduced by the following:  Takeoff -----No Penalty. Enroute Climb -----No Penalty. Approach and Landing -----No Penalty.





# 737 NG Configuration Deviation List

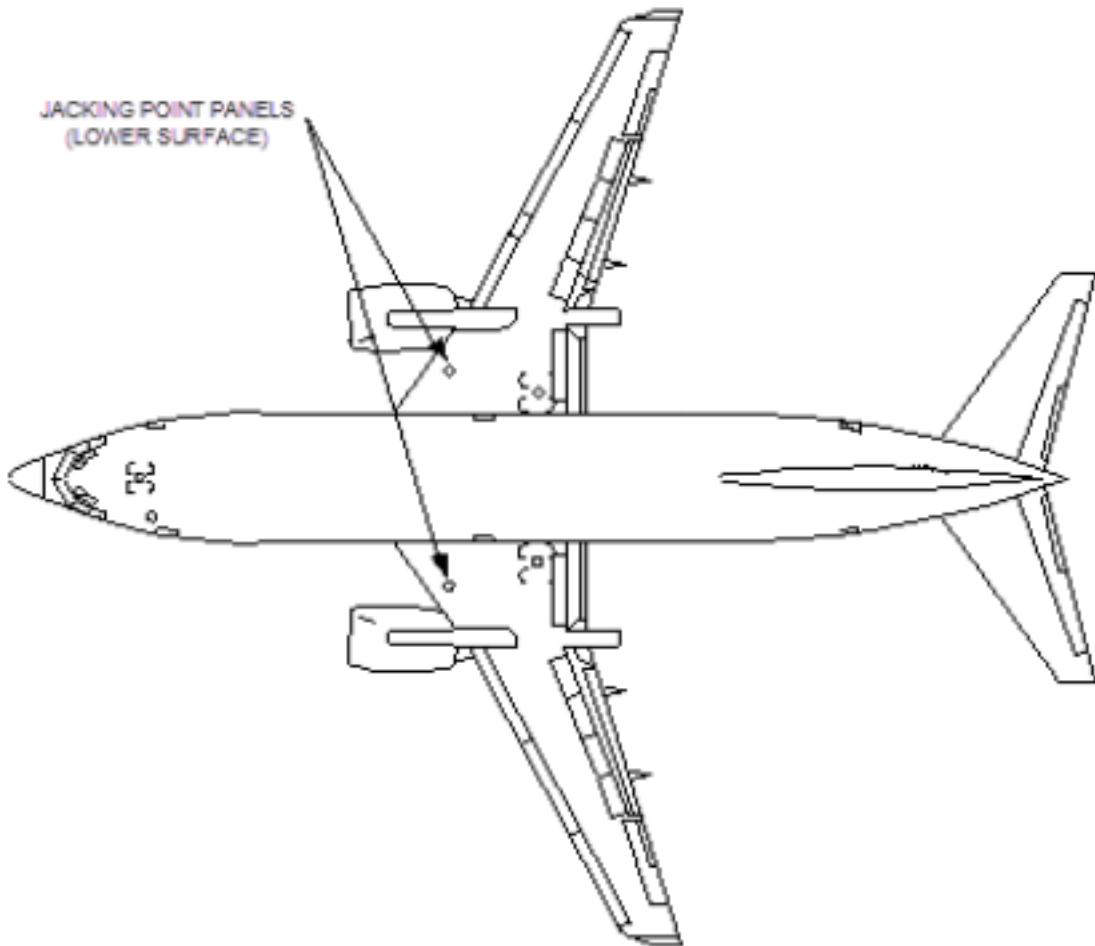
Item 57-30-07.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS
57-05 Jacking Point Panels (AFM 57-30-07)	<p>-      2      0      Y      Y</p> <p>(DP) Any number may be missing provided for each missing panel the performance limited weights are reduced by the following:</p> <p>Takeoff ----- Negligible.      Enroute Climb ----- Negligible.      Approach and Landing ----- Negligible.</p>

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





## 737 NG Configuration Deviation List

Item 57-30-08.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED										
NUMBER INSTALLED		FLIGHT CREW PLACARDING										
REPAIR CATEGORY		REMARKS AND EXCEPTIONS										
SYSTEM 57		WINGS										
57-06	Slat Actuator Fairing Panels (AFM 57-30-08)	-	8	0	Y	N						
		<p><b>(M)(DP)</b> Any number or combination may be missing provided for each missing panel the performance limited weights are reduced by the following:</p> <table> <tr><td>Takeoff -----</td><td>150 lbs.</td></tr> <tr><td>Enroute Climb -----</td><td>250 lbs.</td></tr> <tr><td>Approach and Landing -----</td><td>150 lbs.</td></tr> </table>					Takeoff -----	150 lbs.	Enroute Climb -----	250 lbs.	Approach and Landing -----	150 lbs.
Takeoff -----	150 lbs.											
Enroute Climb -----	250 lbs.											
Approach and Landing -----	150 lbs.											

**(M) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 57-06, REFER TO FLIGHT PLAN.

**(DP) PROCEDURES**

- A. Increase minimum takeoff fuel by 1.3% (FOS = 1.3 in JV: FKY = Automated) for each multiple of two missing panels. (1-2, 3-4, 5-6, 7-8)  
 B. Apply enroute weight penalty of 500 lbs, (FOS = 5 in JV: FKY = Automated) for each multiple of two missing panels. (1-2, 3-4, 5-6, 7-8)  
 C. Adjust takeoff limited weights by TPAS or manually as specified in the following table:  
 D. Adjust landing limited weights as specified in the following table:

**• NOTE •**

*If using TPAS, list CDL in TPAS (up to 4 times) for each multiple of two missing panels.  
(1-2, 3-4, 5-6, 7-8)*

Weight Limit Reductions (x 1000 lbs) (For Each Multiple of Two Missing Panels) (1-2, 3-4, 5-6, 7-8)	
Runway Limited Takeoff Weight	0.3
Climb Limited Takeoff Weight	0.3
Climb Limited Landing Weight	0.3
Runway Limited Landing Weight	0.3

(Continued)

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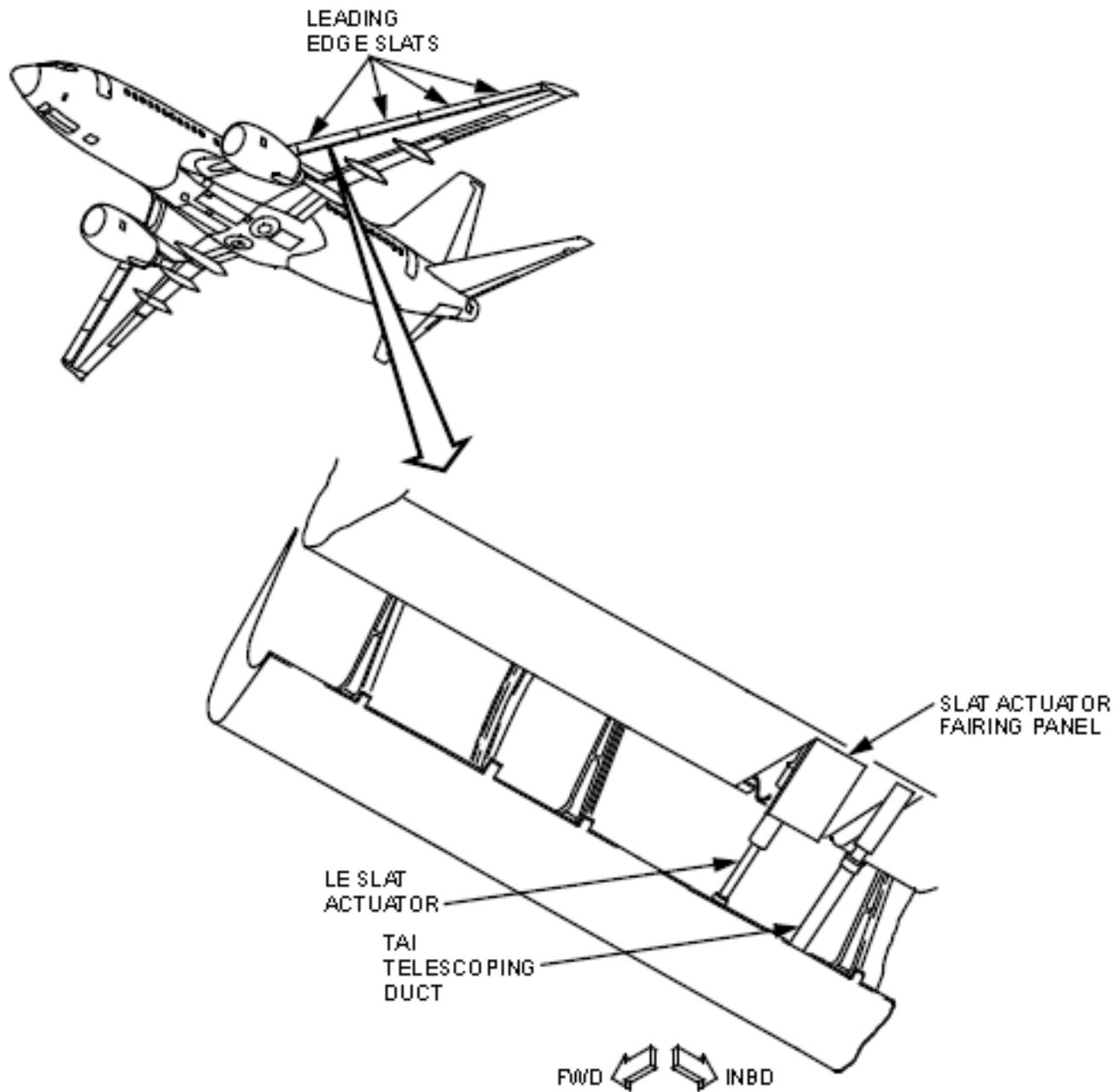


## 737 NG Configuration Deviation List

Item 57-30-08.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL item 57-06)





# 737 NG Configuration Deviation List

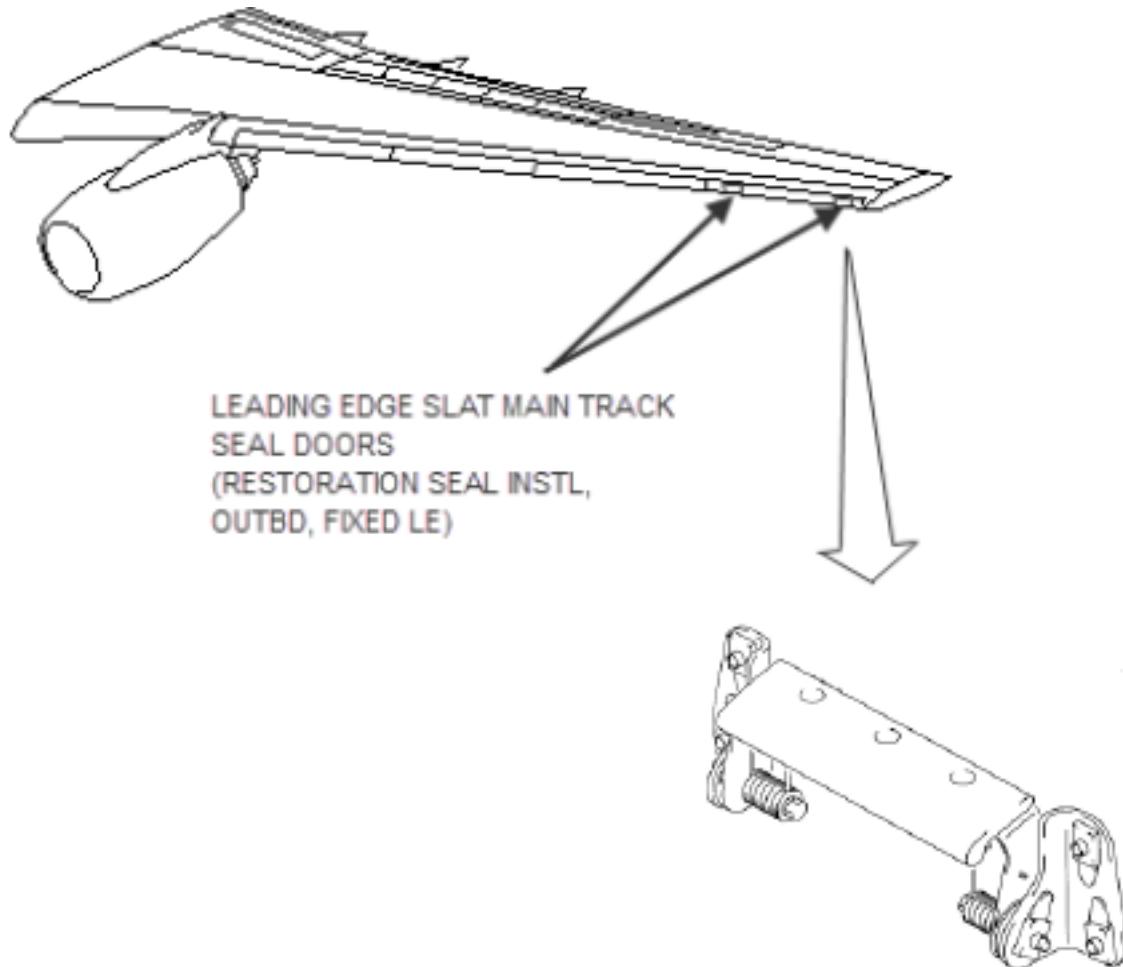
Item 57-41-04.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 57		WINGS				
57-07	Slat Main Track Seal Doors (AFM 57-41-04)	-	4	0	Y	N
		<p><b>(DP)</b> Any number may be missing provided for each missing door the performance limited weights are reduced by the following:</p> <p>Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.</p>				

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





# 737 NG Configuration Deviation List

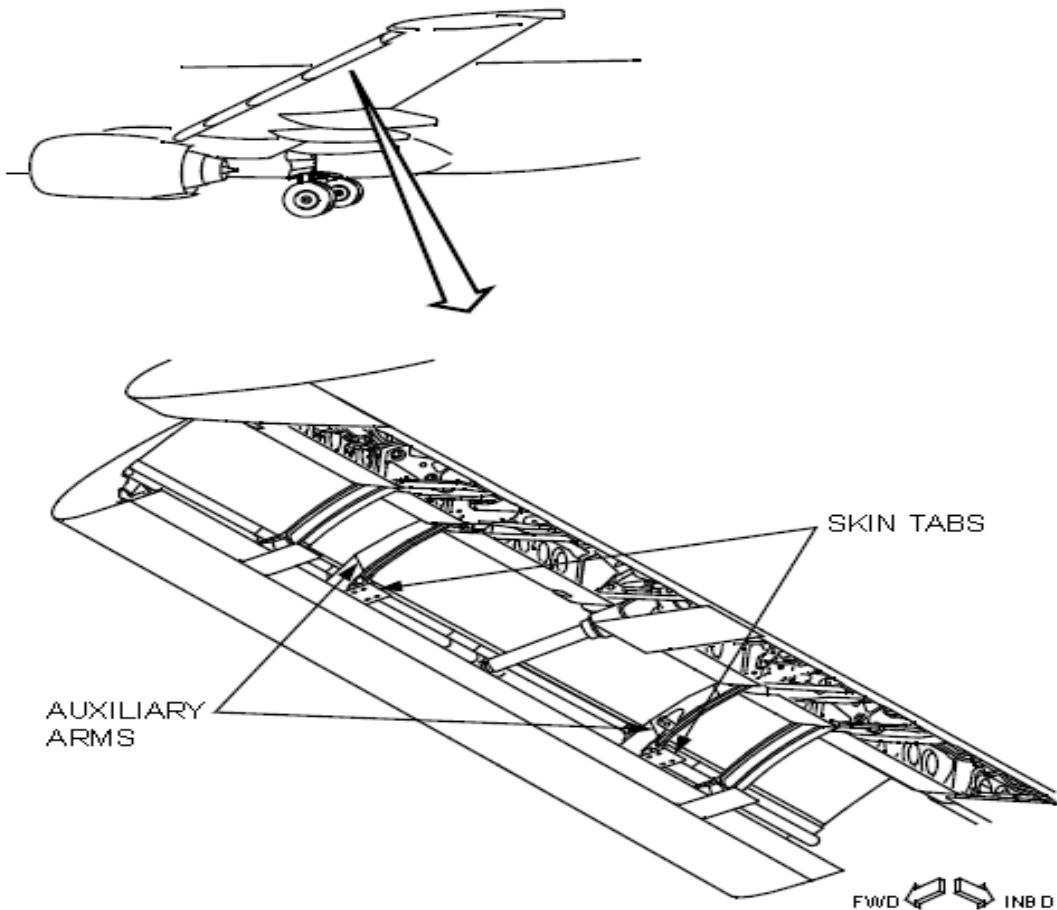
Item 57-41-08.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 57		WINGS				
57-08	Slat Skin Tabs C/T Auxiliary Arms (AFM 57-41-08)	-	12	0	Y	N
		<p><b>(DP)</b> Any number may be missing provided for each missing tab the performance limited weights are reduced by the following:</p> <p>Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.</p> <p><b>NOTE:</b> <i>There are 2 tabs per slat except none on slat #4 and #5.</i></p>				

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





# 737 NG Configuration Deviation List

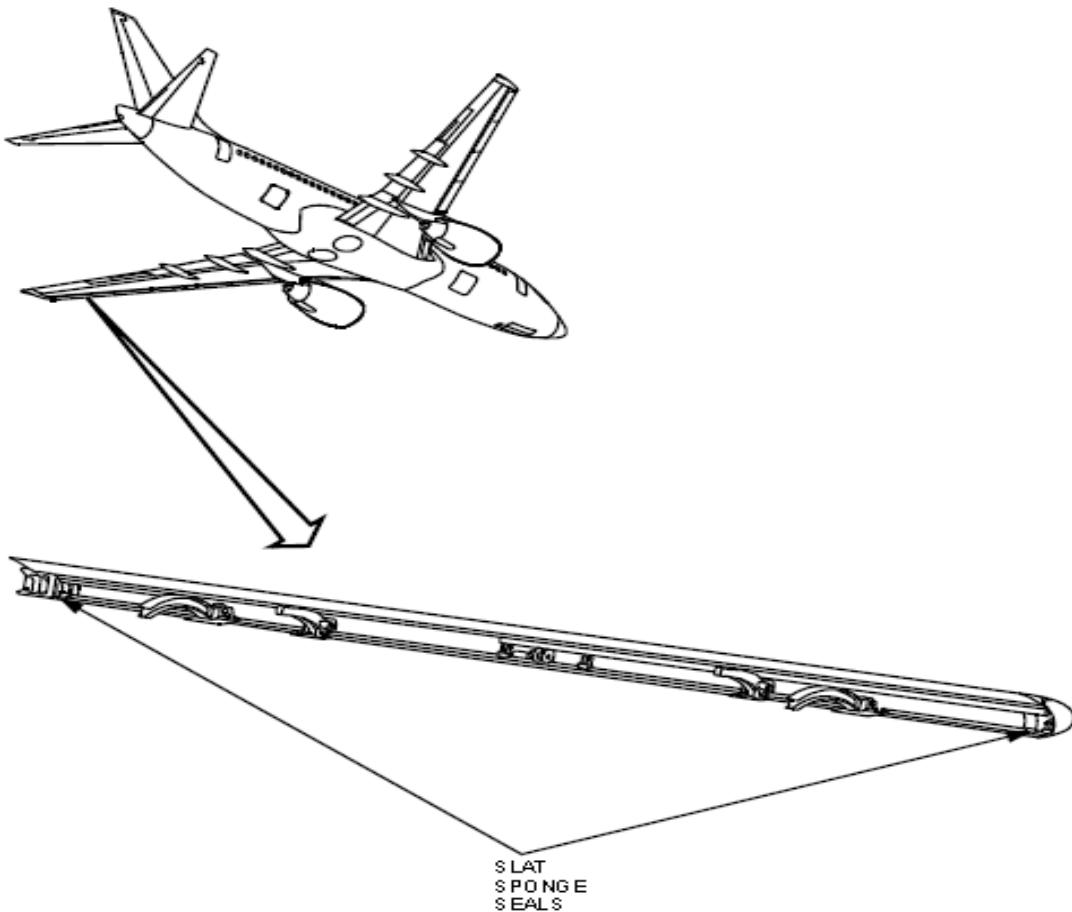
Item 57-41-09.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 57		WINGS				
57-09	Slat Sponge Seals (AFM 57-41-09)	-	16	0	Y	N
		<p><b>(DP)</b> Any number may be missing provided for each missing seal the performance limited weights are reduced by the following:</p> <p>Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.</p> <p>NOTE: <i>There are 2 seals per slat</i></p>				

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





## 737 NG Configuration Deviation List

Item 57-41-10.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-10	Slat Bulb Seals (AFM 57-41-10)	-	76	0	Y	N	<b>(M)(DP)</b> Any number may be missing provided for each slat with missing seals the performance limited weights are reduced by the following:  Takeoff ----- 150 lbs. Enroute Climb ----- 250 lbs. Approach and Landing ----- 150 lbs.

**(M) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 57-10, REFER TO FLIGHT PLAN.

**(DP) PROCEDURES**

- A. Increase minimum takeoff fuel by 1.3% (FOS = 1.3 in JV: FKY = Automated) for multiples of two slats with missing seals. (1-2, 3-4, 5-6, 7-8)
- B. Apply enroute weight penalty of 500 lbs, (FOS = 5 in JV: FKY = Automated) for multiples of two slats with missing seals. (1-2, 3-4, 5-6, 7-8)
- C. Adjust takeoff limited weights by TPAS or manually as specified in the following table:
- D. Adjust landing limited weights as specified in the following table:

**• NOTE •**

If using TPAS, list CDL in TPAS (up to 4 times) for multiples of two slats with missing seals.  
(1-2, 3-4, 5-6, 7-8)

Weight Limit Reductions (x 1000 lbs) (For Multiples of Two Slats With Missing Seals) (1-2, 3-4, 5-6, 7-8)	
Runway Limited Takeoff Weight	0.3
Climb Limited Takeoff Weight	0.3
Climb Limited Landing Weight	0.3
Runway Limited Landing Weight	0.3

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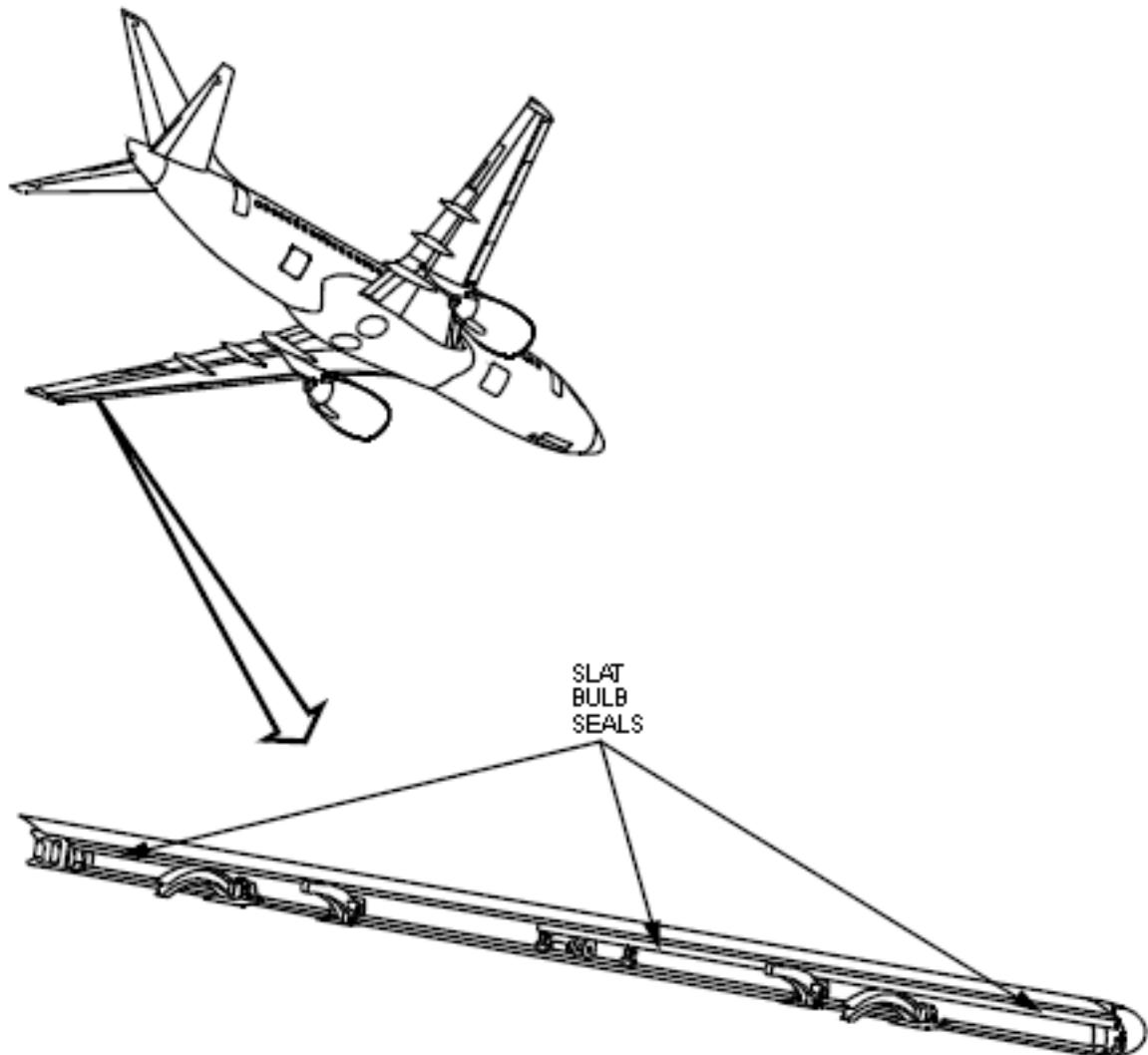


## 737 NG Configuration Deviation List

Item 57-41-10.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL item 57-10)



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# 737 NG Configuration Deviation List

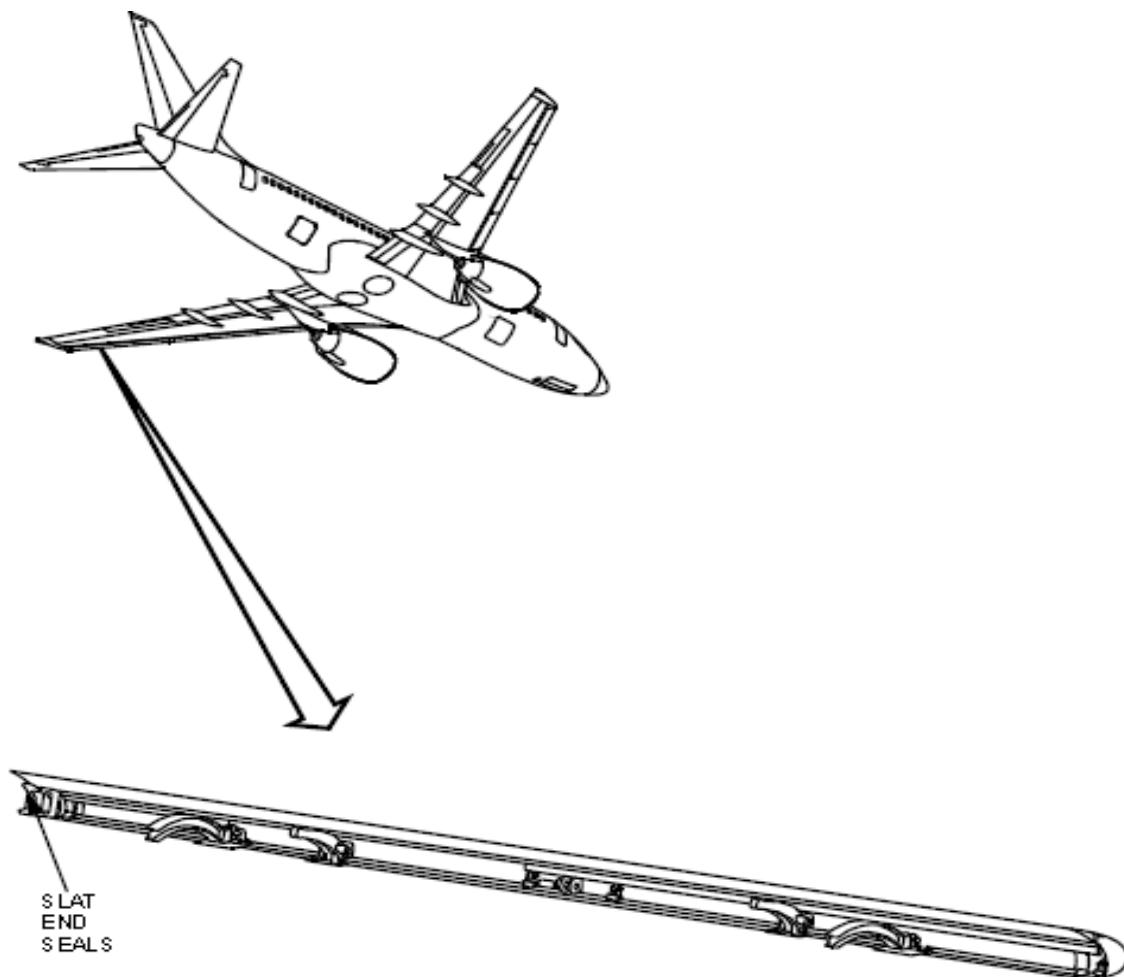
Item 57-41-11.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-11	Slat End Seals (Outboard End, Slats #1 and #8) (AFM 57-41-11)	-	10	8	Y	N	<b>(DP)</b> One or two may be missing provided for each missing seal the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).



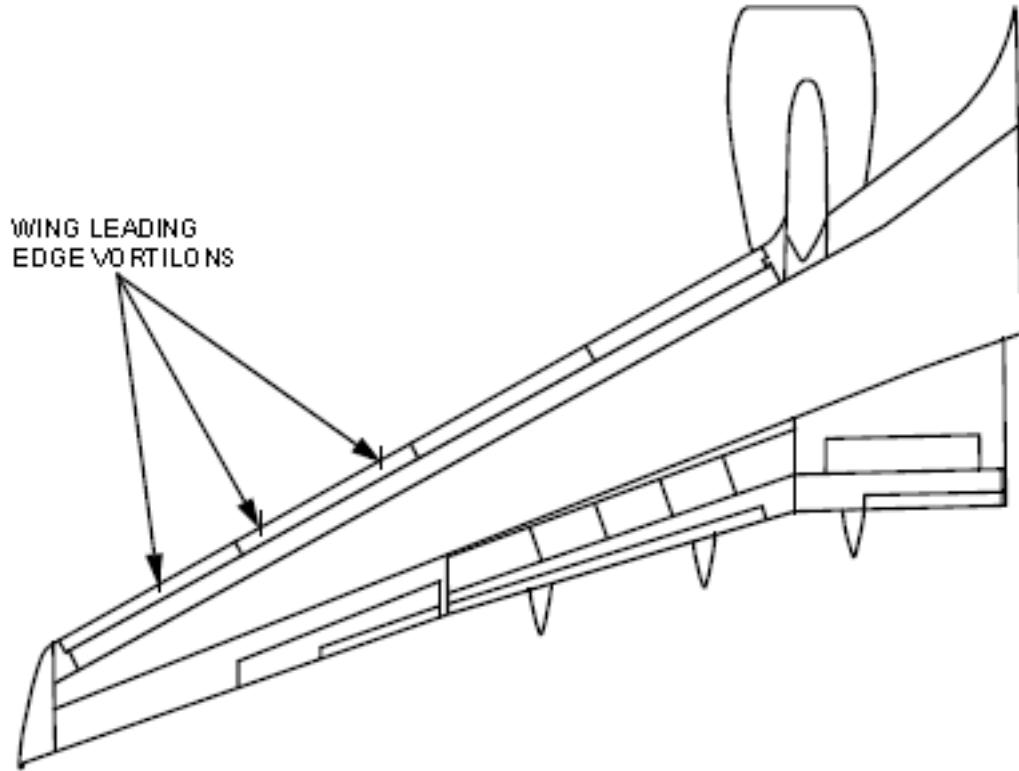
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## 737 NG Configuration Deviation List

Item 57-41-12.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-12	Wing Leading Edge Vortilons (AFM 57-41-12)	-	6	4	N	Y	One per wing may be missing provided the performance limited weights are reduced by the following:  Takeoff ----- No Penalty. Enroute Climb ----- No Penalty. Approach and Landing ----- No Penalty.





# 737 NG Configuration Deviation List

Item 57-41-13.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 57		WINGS				
57-13	Slat Spanwise Lower Flex Skin (AFM 57-41-13)	-	24	22	Y	N
		<b>(M)(DP)</b> One per wing may be missing provided for each missing skin the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.				

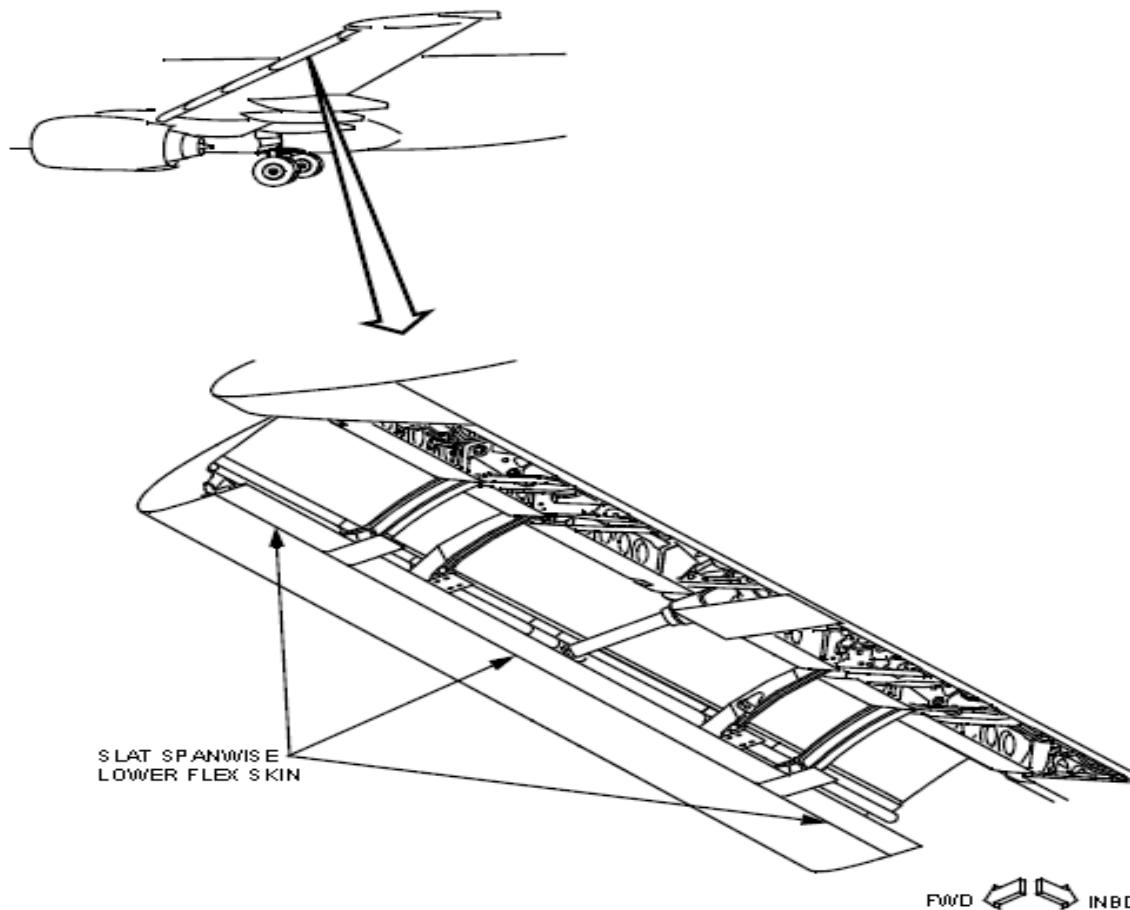
### (M) PROCEDURES

- A. One per wing (only part numbers 114A9201-1 thru 114A9201-20) may be missing.

### (DP) PROCEDURES

#### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).



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# 737 NG Configuration Deviation List

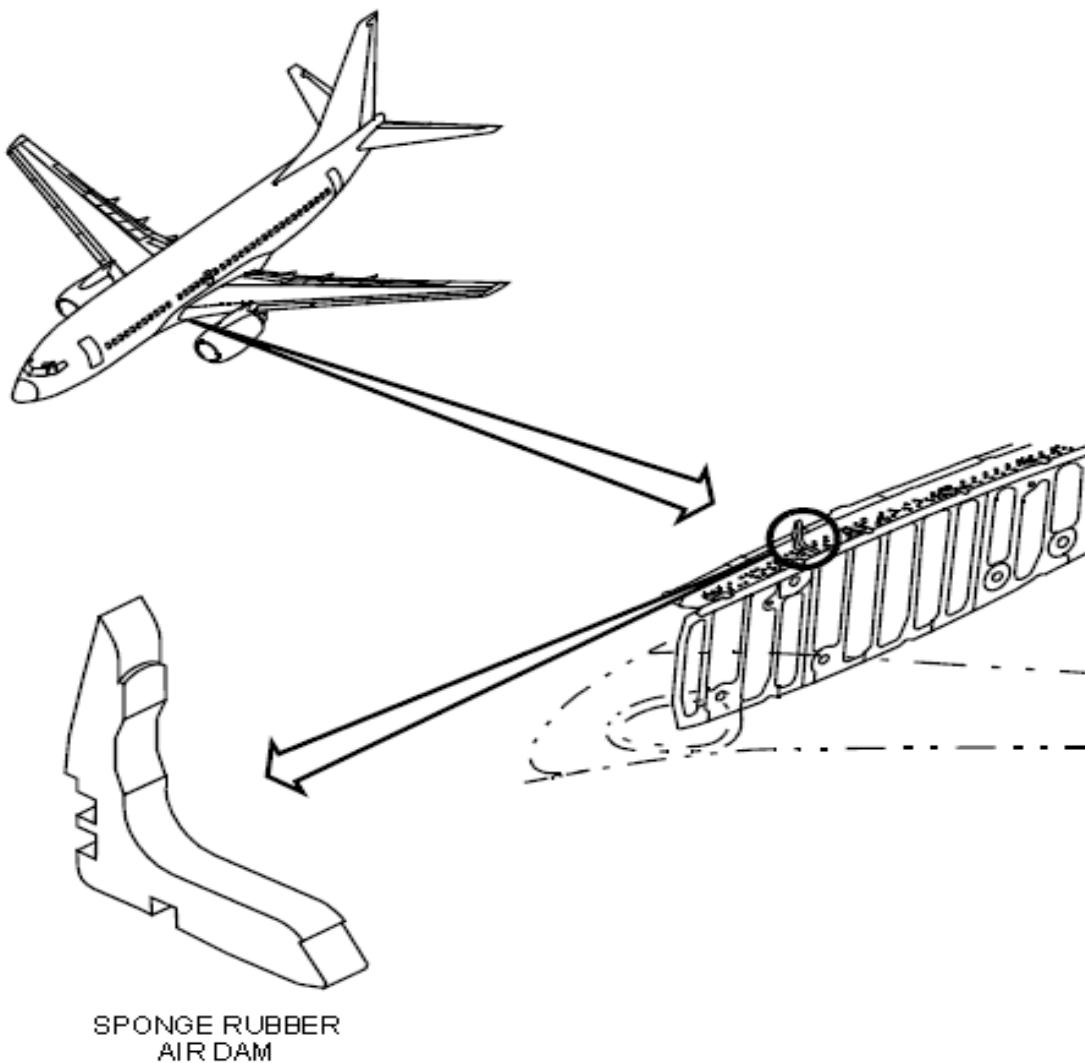
Item 57-51-01.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS
57-14 Sponge Rubber Air Dam In Overwing Bolt Cover Cavity (AFM 57-51-01)	- 2 0 Y N <b>(DP)</b> One or both may be missing provided for each missing sponge the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





## 737 NG Configuration Deviation List

Item 57-53-03.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-15	Inboard Flap - Inboard Seal Plate (AFM 57-53-03)	-	2	0	Y	N	<b>(M)(O)(DP)</b> One or both may be missing for each missing plate the performance limited weights are reduced by the following:  Takeoff ----- 400 lbs. Enroute Climb ----- 750lbs. Approach and Landing ----- 400 lbs.  <u>NOTE:</u> <i>Operation at Flaps 40 prohibited.</i> <u>NOTE:</u> <i>Penalties applicable for Flaps Up and Flaps 1 operation only.</i> <u>NOTE:</u> <i>No penalties for operations at Flaps 5 through 30.</i>

**(M) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 57-15, REFER TO FLIGHT PLAN.

**(O) PROCEDURES**

- A. Do not operate at Flaps 40.

**(DP) PROCEDURES****• NOTE •**

*No penalty for operations at Flaps 5 through 30.*

- A. Increase minimum takeoff fuel by 1.9% (FOS = 1.9 in JV: FKY = enter EFF CODE) for each missing plate.  
 B. Apply enroute weight penalty of 800 lbs, (FOS = 8 in JV: FKY = enter EFF CODE) for each missing plate.  
 C. Do not dispatch based on Landing Flaps 40.  
 D. Adjust takeoff limited weights by TPAS or manually as specified in the following table:  
 E. Adjust landing limited weights as specified in the following table:

**• NOTE •**

*• No penalty for operations at Flaps 5 through 30.*

*• If using TPAS, list CDL in TPAS (up to 2 times) for each missing plate, Flap 0 and Flap 1 only.*

Weight Limit Reductions (x 1000 lbs) (For Each Missing Plate) Flaps Up and Flaps 1 Only	
Runway Limited Takeoff Weight	0.4
Climb Limited Takeoff Weight	0.4
Climb Limited Landing Weight	0.4
Runway Limited Landing Weight	0.4

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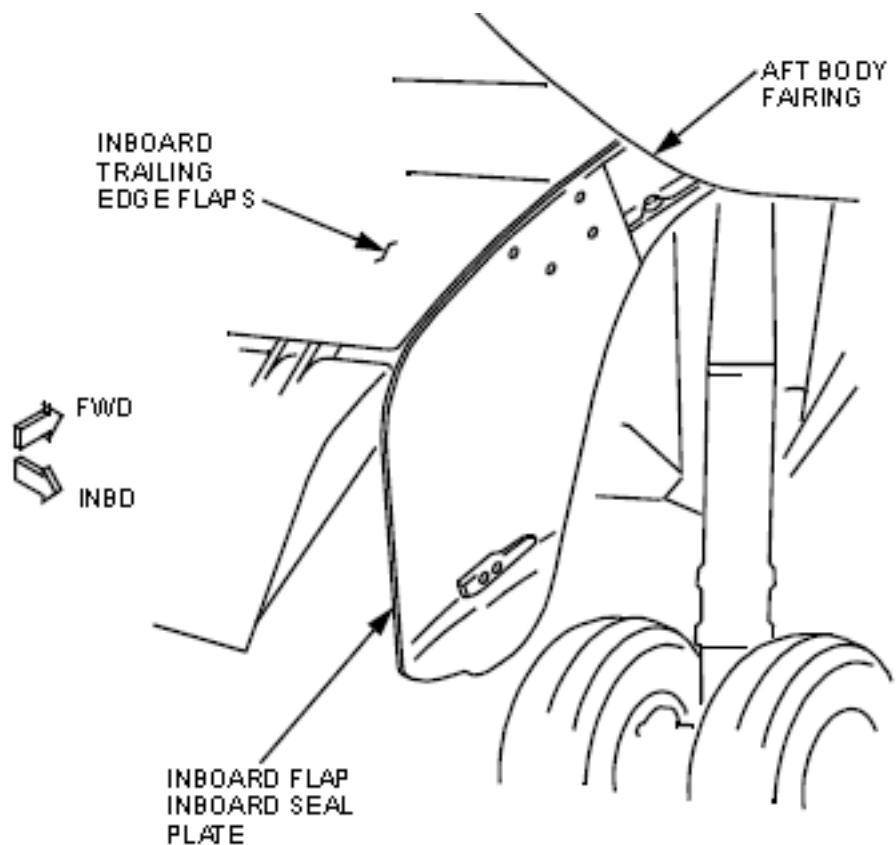


## 737 NG Configuration Deviation List

Item 57-53-03.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL item 57-15)





## 737 NG Configuration Deviation List

Item 57-53-05.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-16	Inboard Flap, Inboard Flap Track Slot Landing Door Assembly (AFM 57-53-05)	-	2	0	Y	N	<b>(M)(O)(DP)</b> One or both may be missing provided: a) The door actuator arm and plate assembly is complete or removed entirely, and b) The performance limited weights are reduced by the following:  Takeoff ----- No Penalty. Enroute Climb ----- No Penalty. Approach and Landing ----- No Penalty.  <u>NOTE:</u> <i>Operation at Flaps 40 prohibited.</i>

**(M) PROCEDURES**

- A. At initial placarding verify the Door Actuator Arm and Plate assembly is complete or removed entirely.

**(O) PROCEDURES**

- A. Do not operate at Flaps 40.

**(DP) PROCEDURES**

- A. Do not dispatch flight based on landing with Flaps 40.

(Continued)

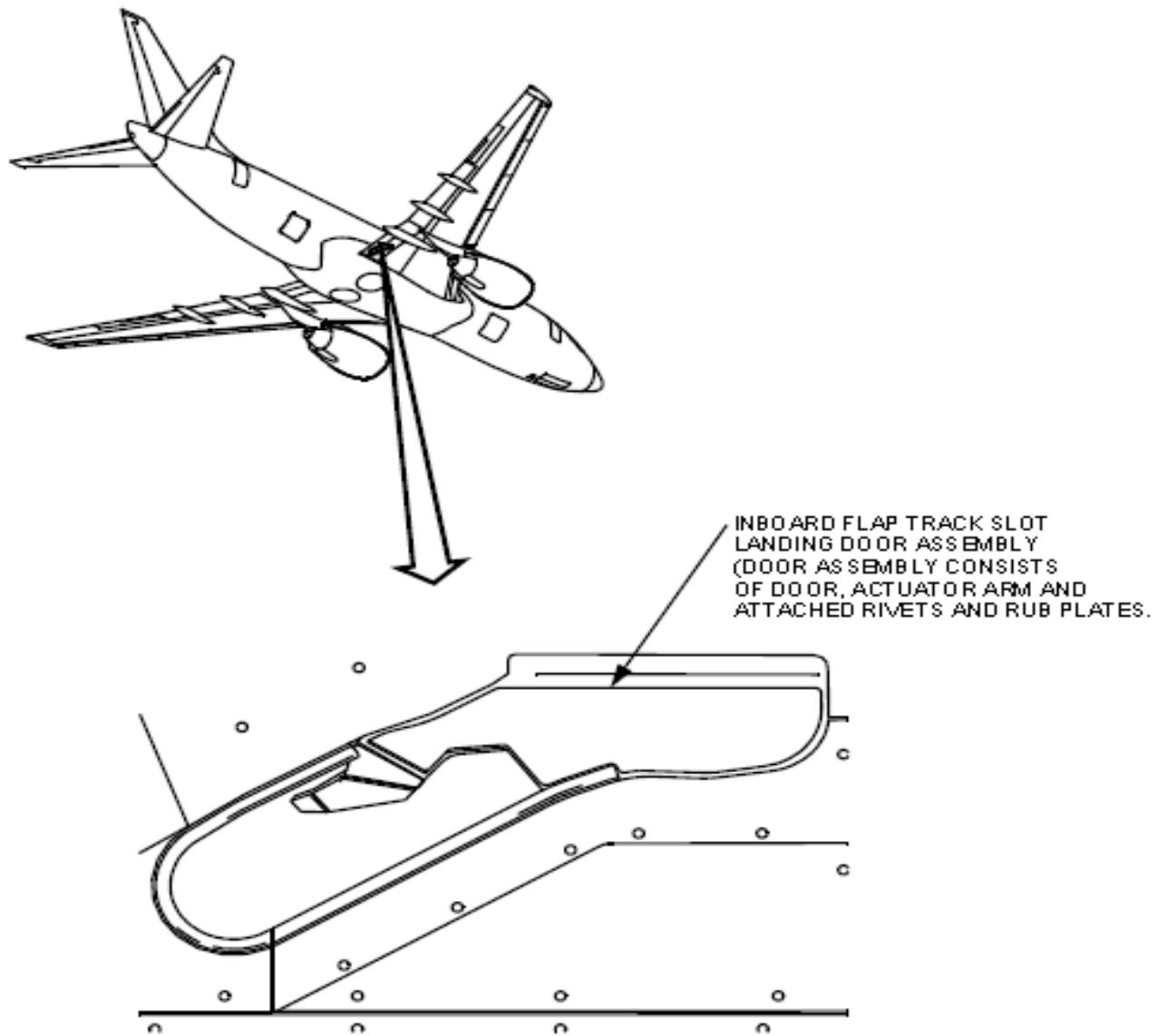


# 737 NG Configuration Deviation List

Item 57-53-05.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL item 57-16)



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# 737 NG Configuration Deviation List

Item 57-53-06.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-17	Inboard Flap, Inboard Flap Track Slot Landing Door Seals (AFM 57-53-06)	-	6	0	Y	N	<p><b>(O)(DP)</b> Any combination of seals and retainers may be missing provided the performance limited weights are reduced by the following:</p> <p>Takeoff ----- No Penalty. Enroute Climb ----- No Penalty. Approach and Landing ----- No Penalty.</p> <p><b>NOTE:</b> <i>Operation at Flaps 40 prohibited.</i></p>

**(O) PROCEDURES**

- A. Do not operate at Flaps 40.

**(DP) PROCEDURES**

- A. Do not dispatch flight based on landing with Flaps 40.

(Continued)

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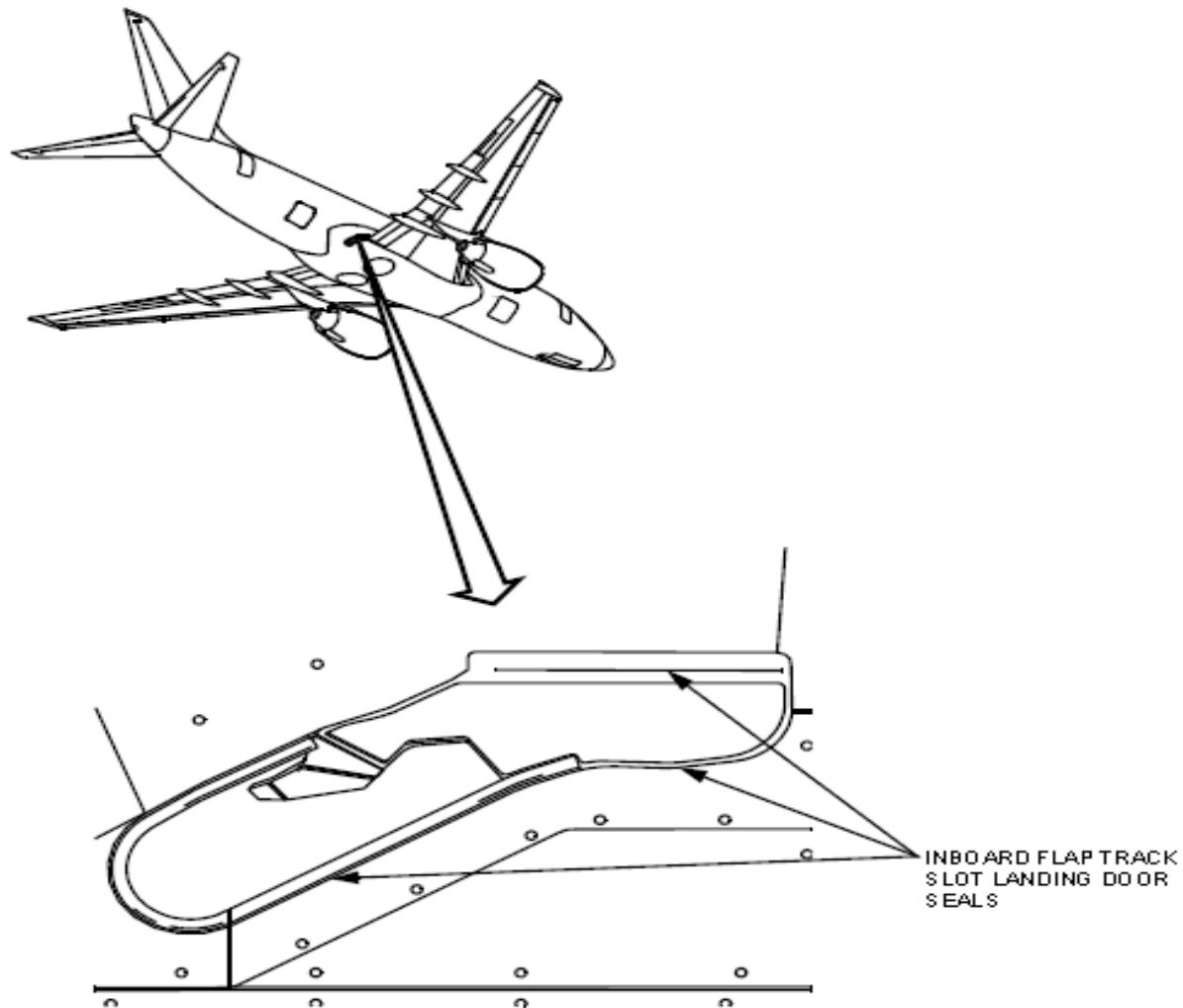


## 737 NG Configuration Deviation List

Item 57-53-06.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL item 57-17)





## 737 NG Configuration Deviation List

Item 57-53-07.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 57		WINGS				
57-18	Outboard Flap - Leading Edge Vortex Generators (AFM 57-53-07)	-	14	8	Y	(O)(DP) Up to 3 non-adjacent per side may be missing provided the performance limited weights are reduced by the following:  Takeoff ----- No Penalty. Enroute Climb ----- No Penalty. Approach and Landing ----- No Penalty.

**(O) PROCEDURES**

- A. Do not operate at Flaps 40.

**(DP) PROCEDURES**

- A. Do not dispatch flight based on landing with Flaps 40.

(Continued)

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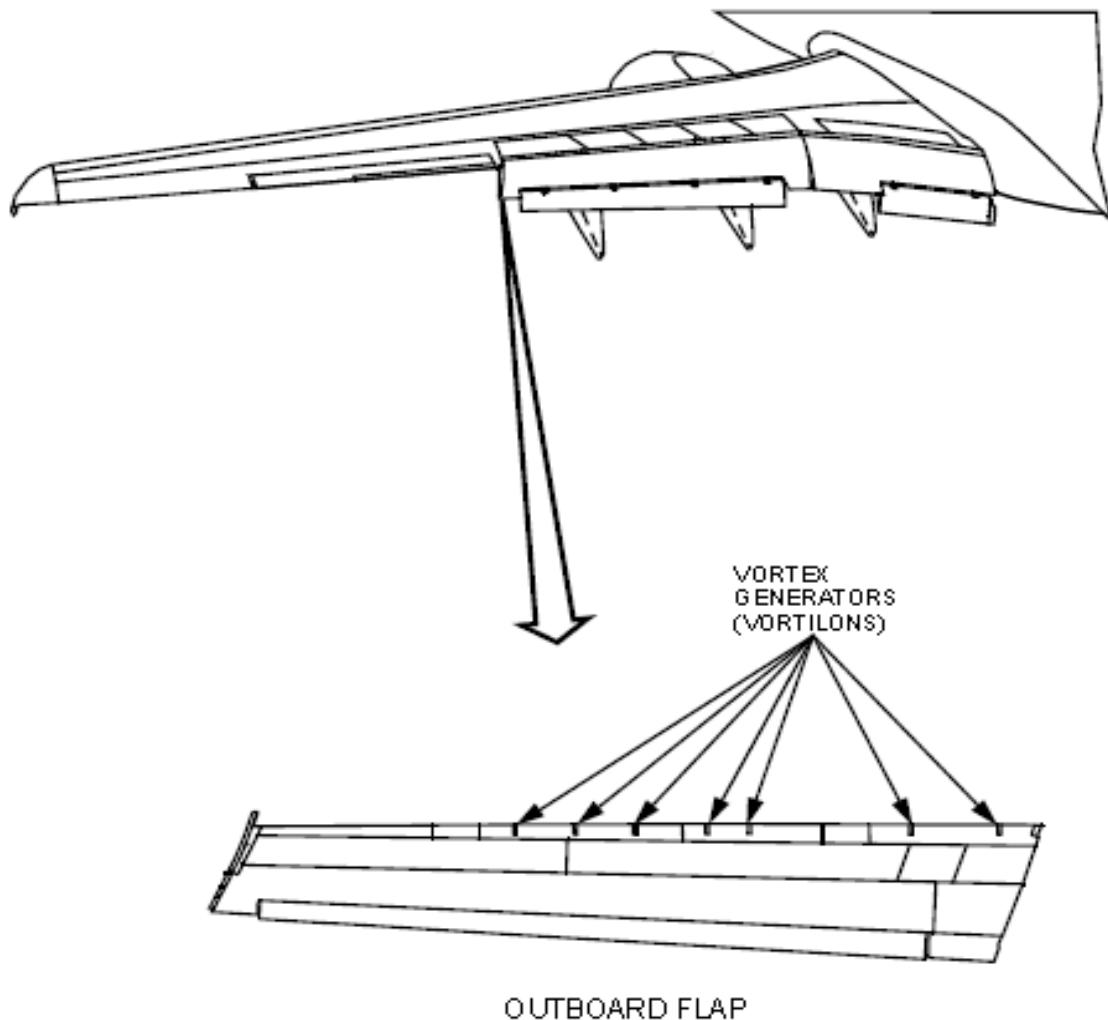


# 737 NG Configuration Deviation List

Item 57-53-07.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL item 57-18)





## 737 NG Configuration Deviation List

Item 57-53-08.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-19	Flap End Seals a. Seal Gap 1 (AFM 57-53-08)	-	14	6	Y	N	<b>(M)(DP)</b> Any or all upper seals may be missing provided for each wing with missing seals the performance limited weights are reduced by the following:  Takeoff ----- 200 lbs. Enroute Climb ----- 200 lbs. Approach and Landing ----- 200 lbs.  <b>NOTE:</b> <i>Includes seals between the inboard and outboard flaps, upper surface only. Lower seals may not be missing from Seal Gap 1. There are four upper seals per wing.</i>

**(M) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 57-19a, REFER TO FLIGHT PLAN.

**(DP) PROCEDURES**

- A. Increase minimum takeoff fuel by 0.5% (FOS = 0.5 in JV: FKY = enter EFF CODE) for each wing with missing seals.  
 B. Apply enroute weight penalty of 200 lbs, (FOS = 2 in JV: FKY = enter EFF CODE) for each wing with missing seals.  
 C. Adjust takeoff limited weights by TPAS or manually as specified in the following table:  
 D. Adjust landing limited weights as specified in the following table:

**• NOTE •**

If using TPAS, list CDL in TPAS (up to 2 times) for each wing with missing seals.

Weight Limit Reductions (x 1000 lbs) (For Each Wing With Missing Seals)	
Runway Limited Takeoff Weight	0.2
Climb Limited Takeoff Weight	0.2
Climb Limited Landing Weight	0.2
Runway Limited Landing Weight	0.2

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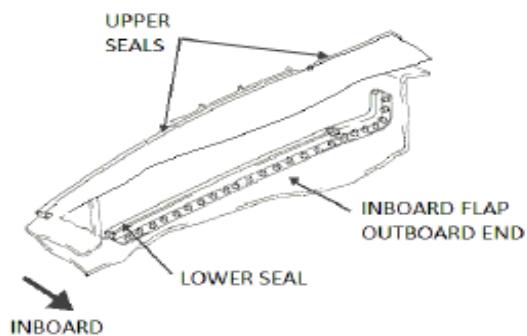
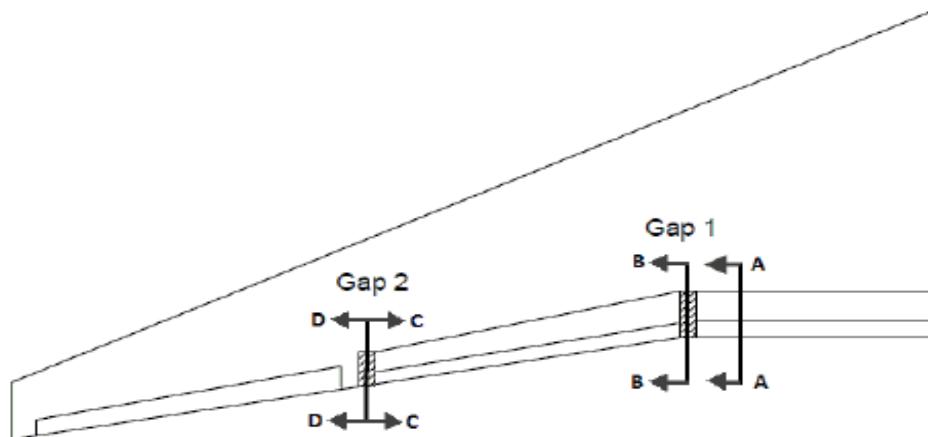


# 737 NG Configuration Deviation List

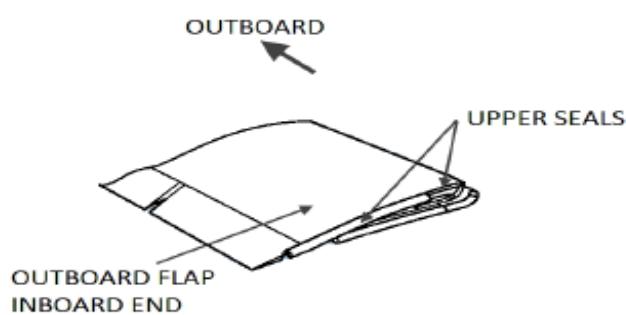
Item 57-53-08.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL item 57-19a)



**A - A**



**B - B**

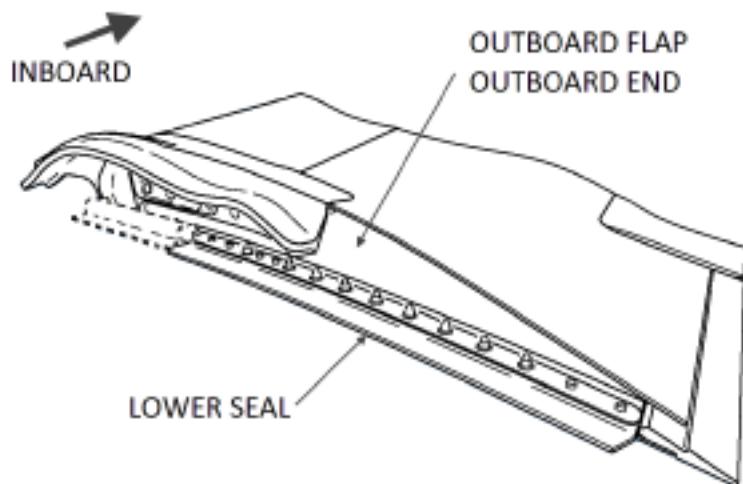


# 737 NG Configuration Deviation List

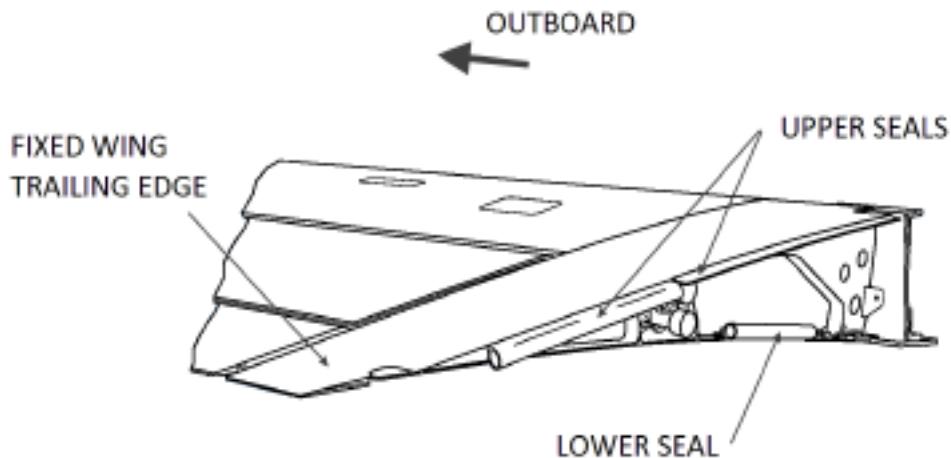
Item 57-53-08.3

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL item 57-19a)



**C - C**



**D - D**

(Continued)



## 737 NG Configuration Deviation List

Item 57-53-08.4

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-19	Flap End Seals  b. Seal Gap 2 (AFM 57-53-08)	-	8	4	Y	N	<b>(DP)</b> Two upper seals or two lower seals may be missing per wing provided for each wing with missing seals the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ---- No penalty.  <u>NOTE:</u> <i>Includes seals between the outboard flaps and the fixed wing trailing edge.</i> <u>NOTE:</u> <i>Two upper seals or two lower seals may be missing per wing at Seal Gap 2.</i> <u>NOTE:</u> <i>Both upper and lower seals on the same wing are not allowed to be missing from Seal Gap 2.</i>

**(DP) PROCEDURES****• NOTE •***The performance penalty is negligible (refer to CDL General Limitations, page CDL-1).*

(Continued)

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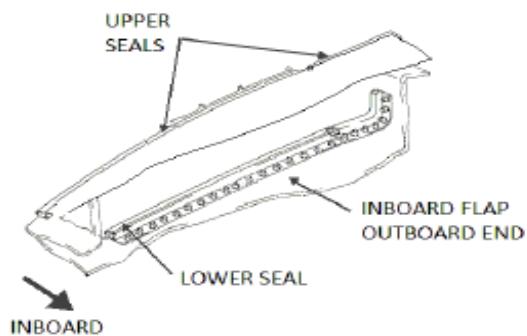
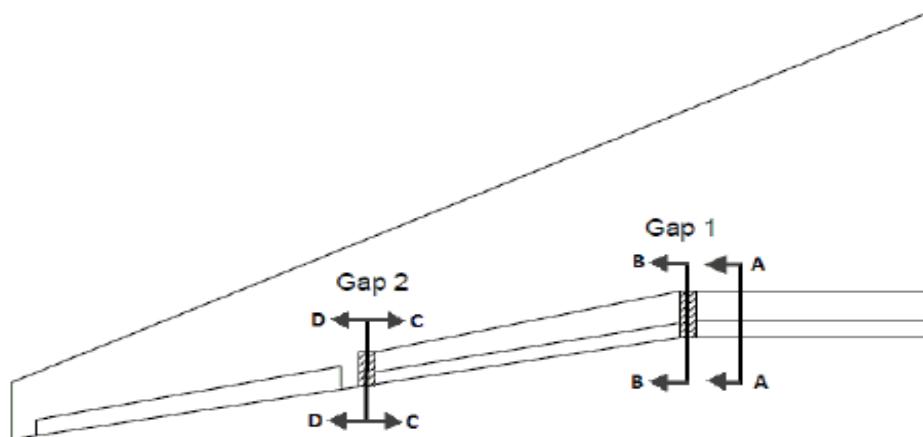


## 737 NG Configuration Deviation List

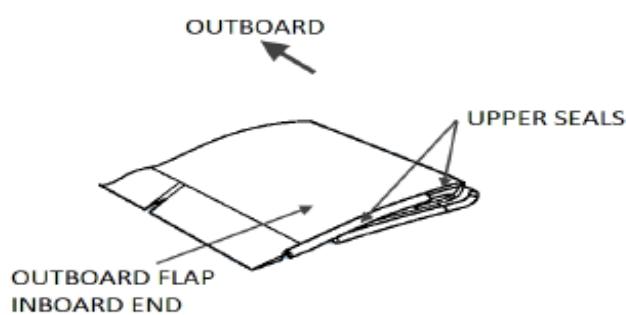
Item 57-53-08.5

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL Item 57-19b)



**A - A**



**B - B**

(Continued)

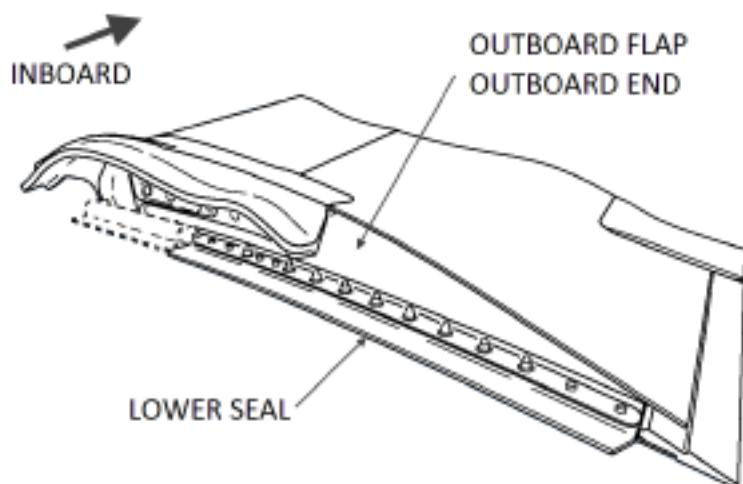


# 737 NG Configuration Deviation List

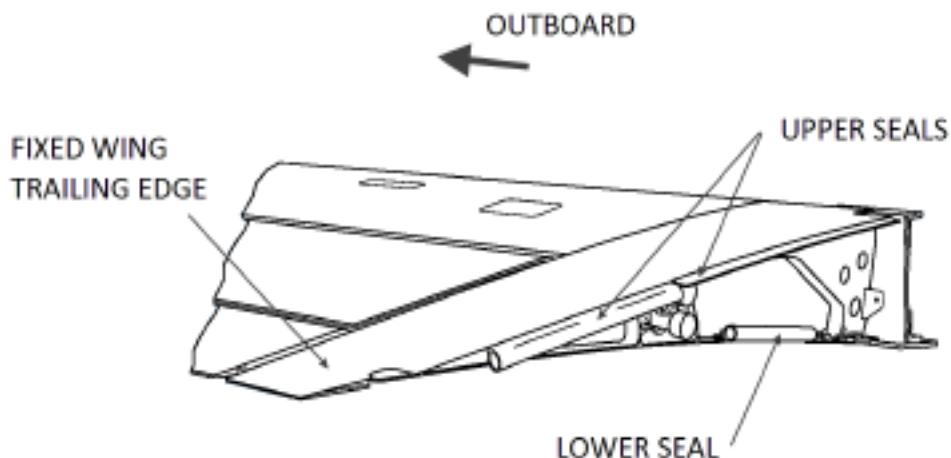
Item 57-53-08.6

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL Item 57-19b)



**C - C**



**D - D**



# 737 NG Configuration Deviation List

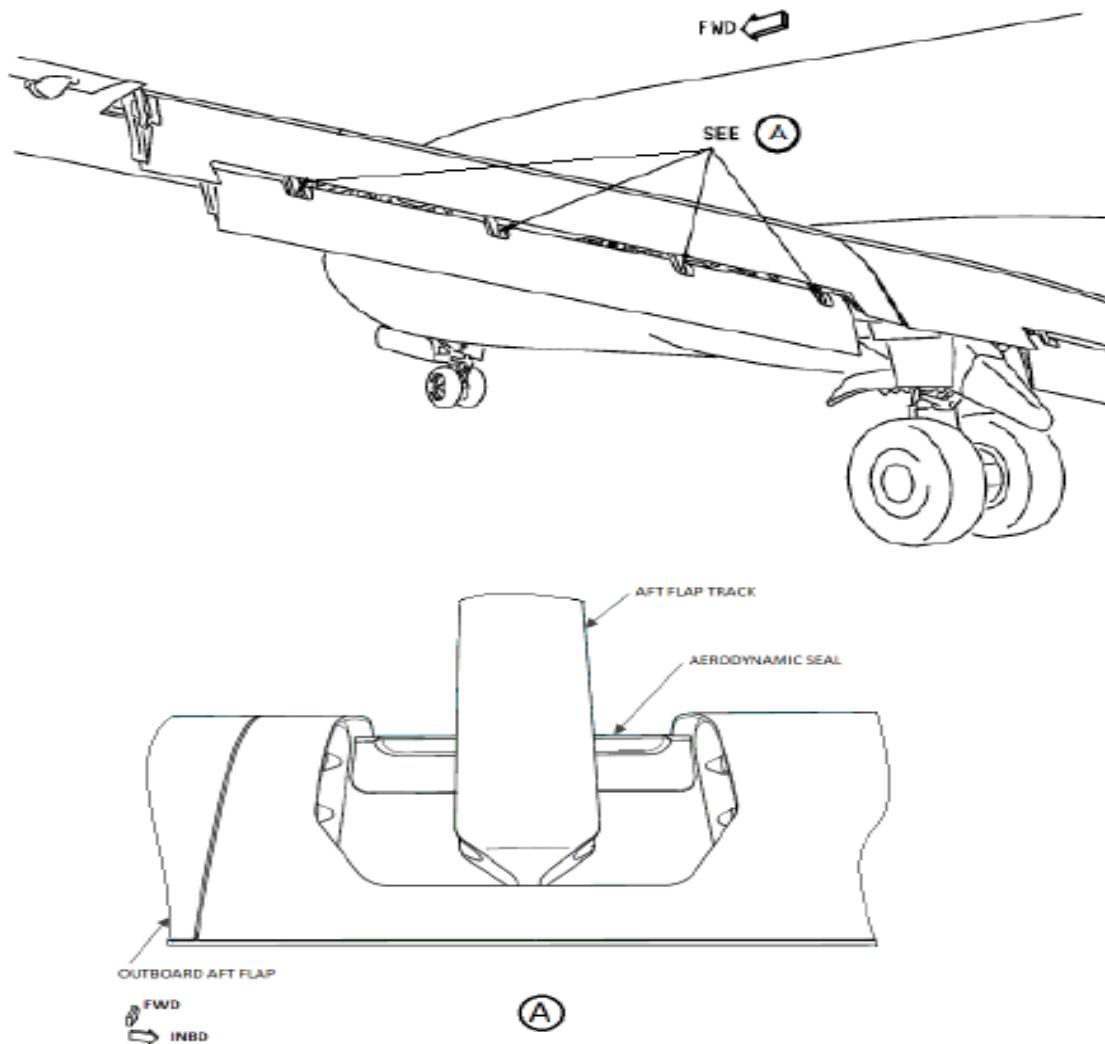
Item 57-53-09.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS
57-20 Outboard Aft Flap Aerodynamic Seals (AFM 57-53-09)	<p>-      8      0      Y      N</p> <p>(DP) Any or all may be missing provided for each missing seal the performance limited weights are reduced by the following:</p> <p>Takeoff ----- Negligible.      Enroute Climb ----- Negligible.      Approach and Landing ----- No penalty.</p>

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





## 737 NG Configuration Deviation List

Item 57-54-03.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-21	Aerodynamic Seal C/T Krueger Flap (Forward) Inboard Fixed Leading Edge (AFM 57-54-03)	-	6	4	Y	N	<p><b>(M)(DP)</b> One per side may be missing provided:</p> <ul style="list-style-type: none"> <li>a) Only the seals and / or seal retainers around the inboard Krueger flap cavities (Krueger flaps #2 and #3) are allowed to be missing,</li> <li>b) Seals that extend partially over the outboard Krueger flap cavities may not be missing, and,</li> <li>c) Any seal retainers that support the seals which extend partially over the outboard Krueger flap cavity may not be missing, even if these seal retainers are located entirely in the inboard Krueger flap cavities,</li> <li>d) For any or all seals / retainers missing the performance limited weights are reduced by the following:</li> </ul> <p>Takeoff ----- 200 lbs. Enroute Climb ----- 350 lbs. Approach and Landing ----- No Penalty.</p>

**(M) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 57-21, REFER TO FLIGHT PLAN.

**• NOTE •**

*CDL items 57-21, 57-22, 57-23, 57-24, 57-25, 57-26, 57-27 may be missing in combination.*

**(DP) PROCEDURES****• NOTE •**

*Performance penalty's for CDL items 57-21, 57-22, 57-23, 57-24, 57-25, 57-26, 57-27 are not cumulative.*

- A. Increase minimum takeoff fuel by 0.9% (FOS = 0.9 in JV: FKY = Automated) for one or two seals / retainers missing.
- B. Apply enroute weight penalty of 400 lbs, (FOS = 4 in JV: FKY = Automated) for one or two seals / retainers missing.
- C. Adjust takeoff limited weights by TPAS or manually as specified in the following table:

Weight Limit Reductions (x 1000 lbs) (For 1 or 2 Seals / Retainers Missing)	
Runway Limited Takeoff Weight	0.2
Climb Limited Takeoff Weight	0.2

(Continued)

Rev 08  
08-10-22

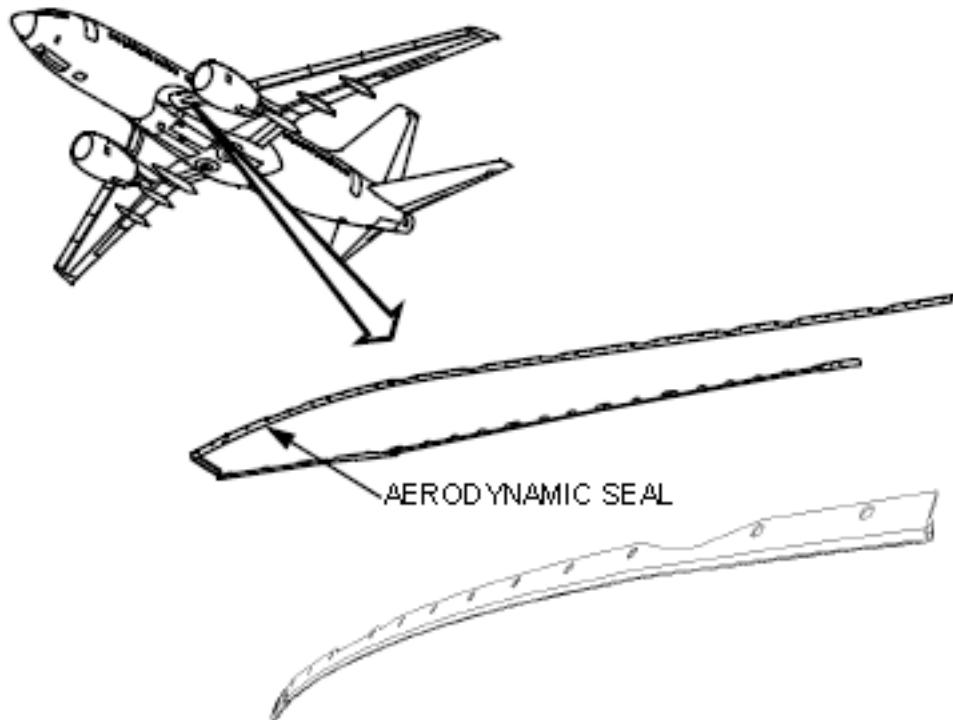


## 737 NG Configuration Deviation List

Item 57-54-03.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL Item 57-21)



<b>NUMBER REQUIRED FOR DISPATCH</b>		<b>DISPATCH CONCURRENCE REQUIRED</b>					
<b>NUMBER INSTALLED</b>		<b>FLIGHT CREW PLACARDING</b>					
<b>REPAIR CATEGORY</b>		<b>REMARKS AND EXCEPTIONS</b>					
<b>SYSTEM 57</b>		<b>WINGS</b>					
57-22	Aerodynamic Seal C/T Krueger Flap (Aft) (AFM 57-54-04)	-	6	2	Y	N	<p><b>(M)(DP)</b> Two per side may be missing provided:</p> <ul style="list-style-type: none"> <li>a) Only the seals and / or seal retainers around the inboard Krueger flap cavities (Krueger flaps #2 and #3) are allowed to be missing,</li> <li>b) Seals that extend partially over the outboard Krueger flap cavities may not be missing, and</li> <li>c) Any seal retainers that support the seals which extend partially over the outboard Krueger flap cavity may not be missing, even if these seal retainers are located entirely in the inboard Krueger flap cavities,</li> <li>d) For one or both seals / retainers missing the performance limited weights are reduced by the following:</li> </ul> <p>Takeoff ----- 200 lbs. Enroute Climb ----- 350 lbs. Approach and Landing ----- No Penalty.</p>

**(M) PROCEDURES**

A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 57-22, REFER TO FLIGHT PLAN.

**• NOTE •**

*CDL items 57-21, 57-22, 57-23, 57-24, 57-25, 57-26, 57-27 may be missing in combination.*

**(DP) PROCEDURES****• NOTE •**

*Performance penalty's for CDL items 57-21, 57-22, 57-23, 57-24, 57-25, 57-26, 57-27 are not cumulative.*

- A. Increase minimum takeoff fuel by 0.9% (FOS = 0.9 in JV: FKY = Automated) for up to four seals / retainers missing.
- B. Apply enroute weight penalty of 400 lbs, (FOS = 4 in JV: FKY = Automated) for up to four seals / retainers missing.
- C. Adjust takeoff limited weights by TPAS or manually as specified in the following table:

<b>Weight Limit Reductions (x 1000 lbs) (For Up to 4 Seals / Retainers Missing)</b>	
Runway Limited Takeoff Weight	0.2
Climb Limited Takeoff Weight	0.2

(Continued)

Rev 08  
08-10-22

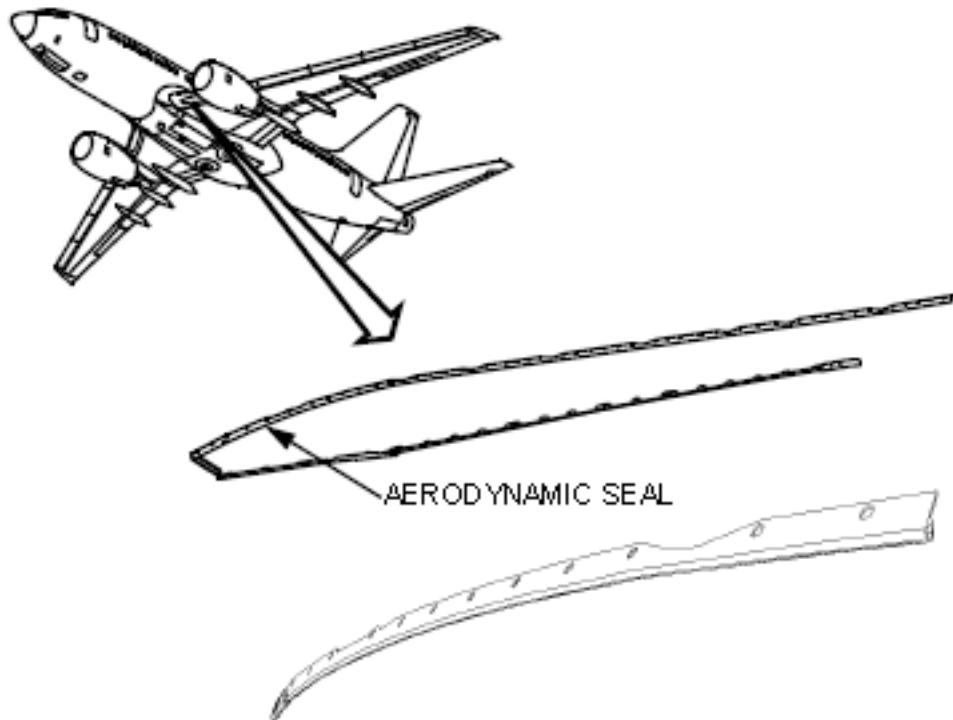


## 737 NG Configuration Deviation List

Item 57-54-04.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL Item 57-22)





## 737 NG Configuration Deviation List

Item 57-54-05.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-23	Aerodynamic Seal C/T Krueger Flap (Inboard Fixed Leading Edge) (AFM 57-54-05)	-	2	0	Y	N	<b>(M)(DP)</b> One or both may be missing provided: a) Only the seals and / or seal retainers around the inboard Krueger flap cavities (Krueger flaps #2 and #3) are allowed to be missing, b) Seals that extend partially over the outboard Krueger flap cavities may not be missing, and, c) Any seal retainers that support the seals which extend partially over the outboard Krueger flap cavity may not be missing, even if these seal retainers are located entirely in the inboard Krueger flap cavities. d) For one or both seals / retainers missing the performance limited weights are reduced by the following:  Takeoff ----- 200 lbs. Enroute Climb ----- 350 lbs. Approach and Landing ----- No Penalty.

**(M) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 57-23, REFER TO FLIGHT PLAN.

**• NOTE •**

*CDL items 57-21, 57-22, 57-23, 57-24, 57-25, 57-26, 57-27 may be missing in combination.*

**(DP) PROCEDURES****• NOTE •**

*Performance penalty's for CDL items 57-21, 57-22, 57-23, 57-24, 57-25, 57-26, 57-27 are not cumulative.*

- A. Increase minimum takeoff fuel by 0.9% (FOS = 0.9 in JV: FKY = Automated) for one or two seals / retainers missing.  
 B. Apply enroute weight penalty of 400 lbs, (FOS = 4 in JV: FKY = Automated) for one or two seals / retainers missing.  
 C. Adjust takeoff limited weights by TPAS or manually as specified in the following table:

Weight Limit Reductions (x 1000 lbs) (For 1 or 2 Seals / Retainers Missing)	
Runway Limited Takeoff Weight	0.2
Climb Limited Takeoff Weight	0.2

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08-10-22

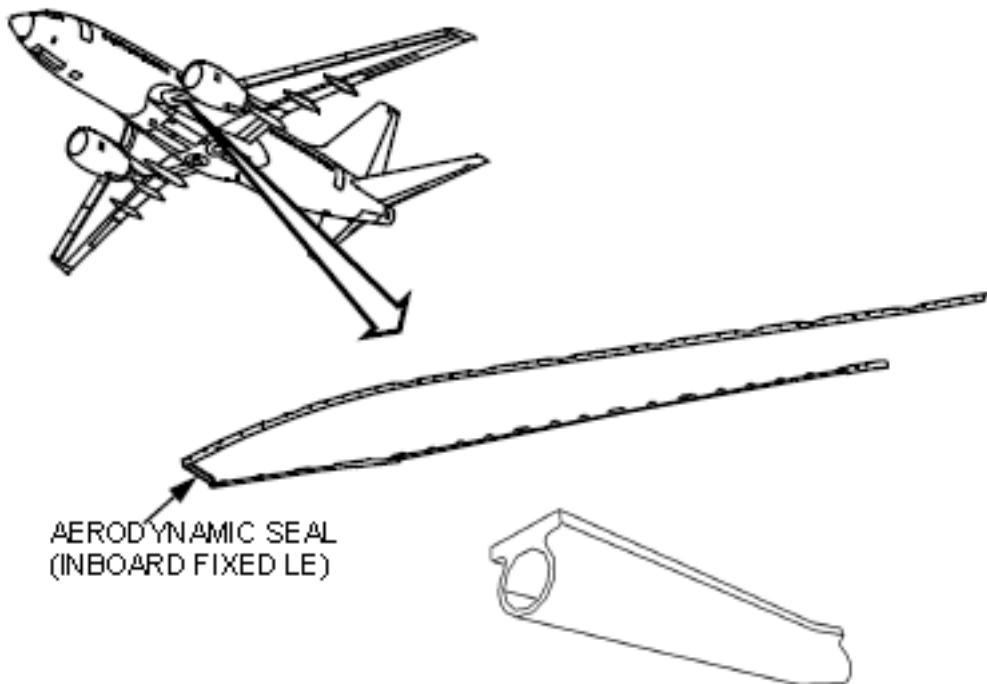


## 737 NG Configuration Deviation List

Item 57-54-05.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL Item 57-23)





## 737 NG Configuration Deviation List

Item 57-54-06.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-24	Aerodynamic Seal Retainer C/T Seal (Krueger Flap - Forward) (AFM 57-54-06)	-	18	12	Y	N	<b>(M)(DP)</b> Up to six may be missing provided: a) Only the seals and / or seal retainers around the inboard Krueger flap cavities (Krueger flaps #2 and #3) are allowed to be missing, b) Seals that extend partially over the outboard Krueger flap cavities may not be missing and, c) Any seal retainers that support the seals which extend partially over the outboard Krueger flap cavity may not be missing, even if these seal retainers are located entirely in the inboard Krueger flap cavities. d) For one or both seals / retainers missing the performance limited weights are reduced by the following:  Takeoff ----- 200 lbs. Enroute Climb ----- 350 lbs. Approach and Landing ----- No Penalty.

**(M) PROCEDURES**

A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 57-24, REFER TO FLIGHT PLAN.

**• NOTE •***CDL items 57-21, 57-22, 57-23, 57-24, 57-25, 57-26, 57-27 may be missing in combination.***(DP) PROCEDURES****• NOTE •***Performance penalty's for CDL items 57-21, 57-22, 57-23, 57-24, 57-25, 57-26, 57-27 are not cumulative.*

- A. Increase minimum takeoff fuel by 0.9% (FOS = 0.9 in JV: FKY = Automated) for one or two seals / retainers missing.
- B. Apply enroute weight penalty of 400 lbs, (FOS = 4 in JV: FKY = Automated) for up to six seals / retainers missing.
- C. Adjust takeoff limited weights by TPAS or manually as specified in the following table:

Weight Limit Reductions (x 1000 lbs) (For Up to 6 Seals / Retainers Missing)	
Runway Limited Takeoff Weight	0.2
Climb Limited Takeoff Weight	0.2

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08-10-22

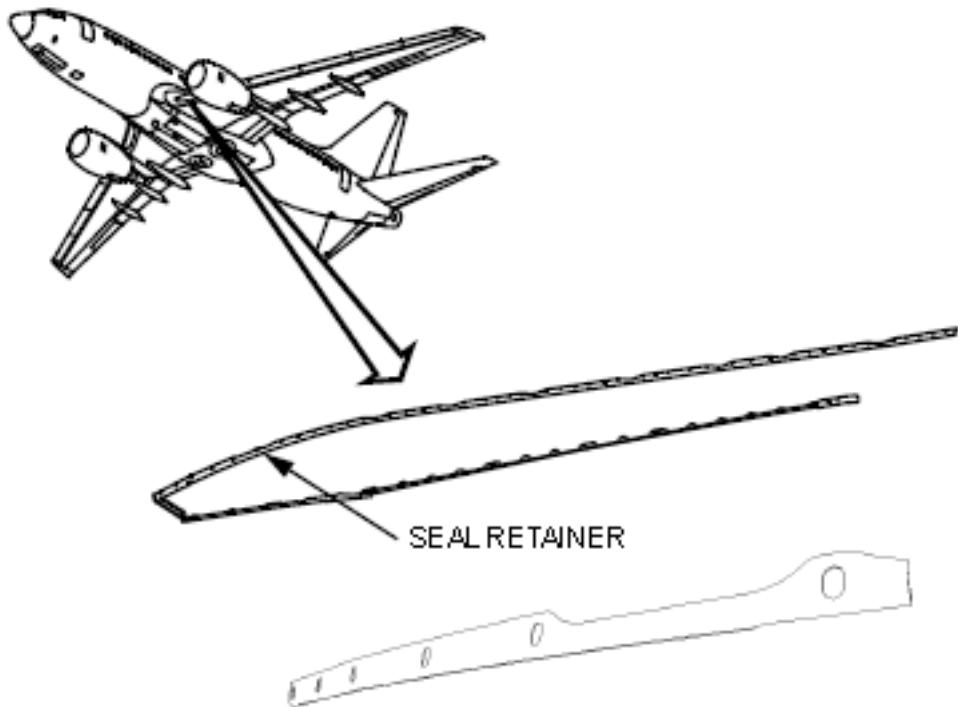


# 737 NG Configuration Deviation List

Item 57-54-06.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL Item 57-24)





## 737 NG Configuration Deviation List

Item 57-54-07.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-25	Aerodynamic Seal Retainer C/T Seal (Krueger Flap - Aft) (AFM 57-54-07)	-	14	8	Y	N	<b>(M)(DP)</b> Up to six may be missing provided: a) Only the seals and / or seal retainers around the inboard Krueger flap cavities (Krueger flaps #2 and #3) are allowed to be missing, b) Seals that extend partially over the outboard Krueger flap cavities may not be missing and, c) Any seal retainers that support the seals which extend partially over the outboard Krueger flap cavity may not be missing, even if these seal retainers are located entirely in the inboard Krueger flap cavities. d) For one or both seals / retainers missing the performance limited weights are reduced by the following:  Takeoff ----- 200 lbs. Enroute Climb ----- 350 lbs. Approach and Landing ----- No Penalty.

**(M) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 57-25, REFER TO FLIGHT PLAN.

**• NOTE •**

*CDL items 57-21, 57-22, 57-23, 57-24, 57-25, 57-26, 57-27 may be missing in combination.*

**(DP) PROCEDURES****• NOTE •**

*Performance penalty's for CDL items 57-21, 57-22, 57-23, 57-24, 57-25, 57-26, 57-27 are not cumulative.*

- A. Increase minimum takeoff fuel by 0.9% (FOS = 0.9 in JV: FKY = Automated) for up to six seals / retainers missing.  
 B. Apply enroute weight penalty of 400 lbs, (FOS = 4 in JV: FKY = Automated) for up to six seals / retainers missing.  
 C. Adjust takeoff limited weights by TPAS or manually as specified in the following table:

Weight Limit Reductions (x 1000 lbs) (For Up to 6 Seals / Retainers Missing)	
Runway Limited Takeoff Weight	0.2
Climb Limited Takeoff Weight	0.2

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08-10-22

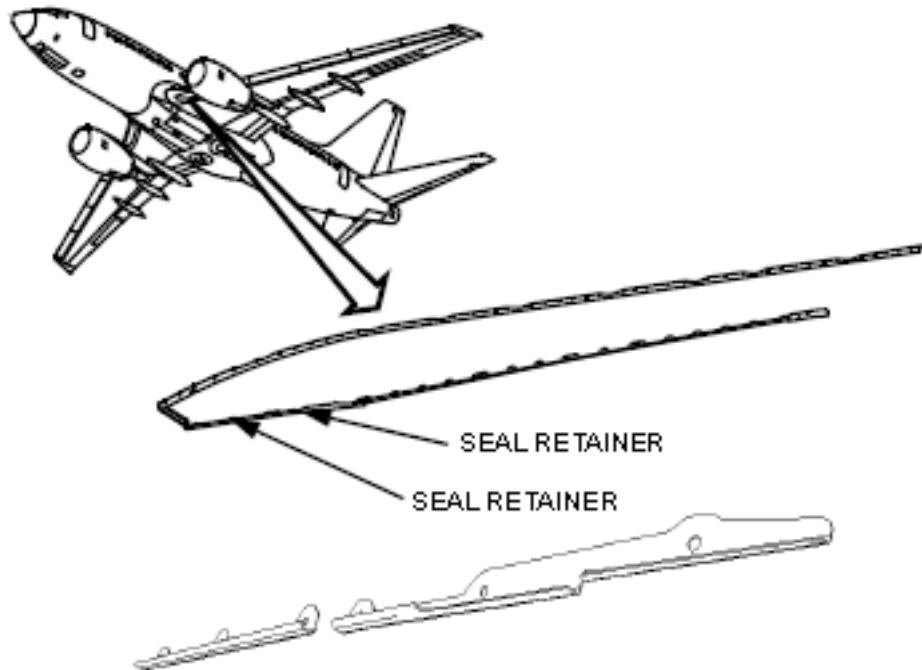


## 737 NG Configuration Deviation List

Item 57-54-07.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL Item 57-25)





## 737 NG Configuration Deviation List

Item 57-54-08.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-26	Aerodynamic Seal Retainer Assembly C/T Krueger Flap (Aft) (AFM 57-54-08)	-	2	0	Y	N	(M)(DP) One or both may be missing provided: a) Only the seals and / or seal retainers around the inboard Krueger flap cavities (Krueger flaps #2 and #3) are allowed to be missing, b) Seals that extend partially over the outboard Krueger flap cavities may not be missing and, c) Any seal retainers that support the seals which extend partially over the outboard Krueger flap cavity may not be missing, even if these seal retainers are located entirely in the inboard Krueger flap cavities. d) For one or both seals / retainers missing the performance limited weights are reduced by the following:  Takeoff ----- 200 lbs. Enroute Climb ----- 350 lbs. Approach and Landing ----- No Penalty.

**(M) PROCEDURES**

A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 57-26, REFER TO FLIGHT PLAN.

**• NOTE •***CDL items 57-21, 57-22, 57-23, 57-24, 57-25, 57-26, 57-27 may be missing in combination.***(DP) PROCEDURES****• NOTE •***Performance penalty's for CDL items 57-21, 57-22, 57-23, 57-24, 57-25, 57-26, 57-27 are not cumulative.*

- A. Increase minimum takeoff fuel by 0.9% (FOS = 0.9 in JV: FKY = Automated) for one or two seals / retainers missing.
- B. Apply enroute weight penalty of 400 lbs, (FOS = 4 in JV: FKY = Automated) for one or two seals / retainers missing.
- C. Adjust takeoff limited weights by TPAS or manually as specified in the following table:

Weight Limit Reductions (x 1000 lbs) (For 1 or 2 Seals / Retainers Missing)	
Runway Limited Takeoff Weight	0.2
Climb Limited Takeoff Weight	0.2

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Rev 08  
08-10-22

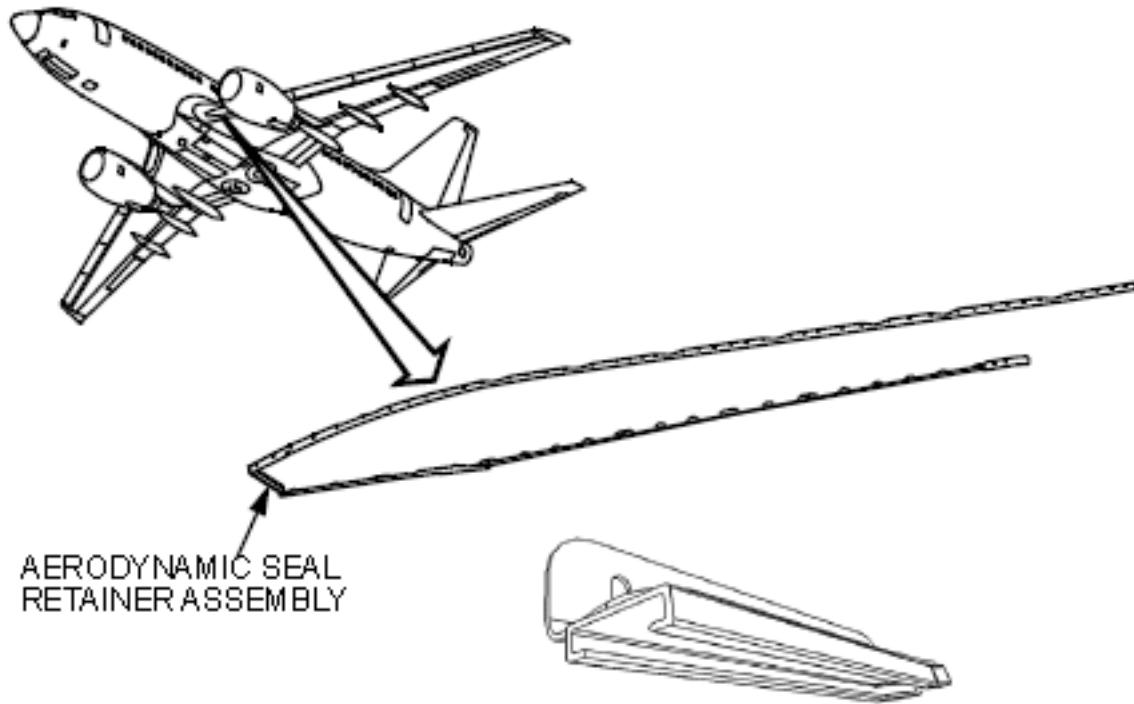


## 737 NG Configuration Deviation List

Item 57-54-08.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL Item 57-26)





## 737 NG Configuration Deviation List

Item 57-54-09.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-27	Bulb Seal C/T Krueger Flap (Aft) (AFM 57-54-09)	-	6	4	Y	N	<p><b>(M)(DP)</b> One per side may be missing provided:</p> <ul style="list-style-type: none"> <li>a) Only the seals and / or seal retainers around the inboard Krueger flap cavities (Krueger flaps#2 and #3) are allowed to be missing,</li> <li>b) Seals that extend partially over the outboard Krueger flap cavities may not be missing, and</li> <li>c) Any seal retainers that support the seals which extend partially over the outboard Krueger flap cavity may not be missing, even if these seal retainers are located entirely in the inboard Krueger flap cavities.</li> <li>d) For one or both seals / retainers missing the performance limited weights are reduced by the following:</li> </ul> <p>Takeoff ----- 200 lbs.      Enroute Climb ----- 350 lbs.      Approach and Landing ----- No Penalty.</p>

**(M) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 57-27, REFER TO FLIGHT PLAN.

**• NOTE •**

*CDL items 57-21, 57-22, 57-23, 57-24, 57-25, 57-26, 57-27 may be missing in combination.*

**(DP) PROCEDURES****• NOTE •**

*Performance penalty's for CDL items 57-21, 57-22, 57-23, 57-24, 57-25, 57-26, 57-27 are not cumulative.*

- A. Increase minimum takeoff fuel by 0.9% (FOS = 0.9 in JV: FKY = Automated) for one or two seals / retainers missing.
- B. Apply enroute weight penalty of 400 lbs, (FOS = 4 in JV: FKY = Automated) for one or two seals / retainers missing.
- C. Adjust takeoff limited weights by TPAS or manually as specified in the following table:

Weight Limit Reductions (x 1000 lbs) (For 1 or 2 Seals / Retainers Missing)	
Runway Limited Takeoff Weight	0.2
Climb Limited Takeoff Weight	0.2

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08-10-22

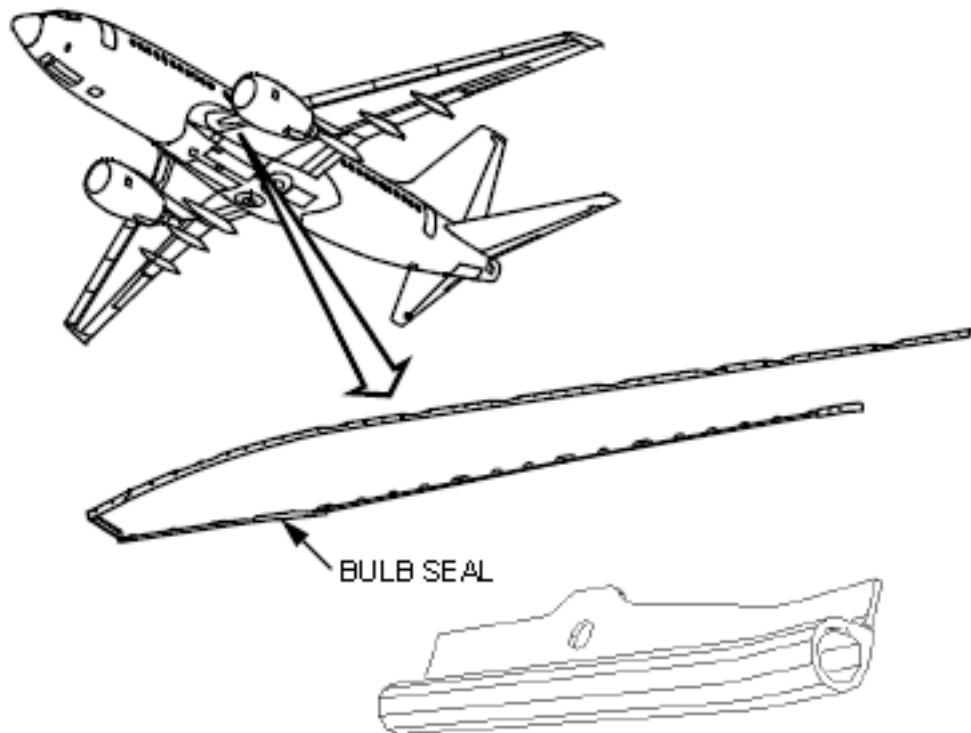


## 737 NG Configuration Deviation List

Item 57-54-09.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL Item 57-27)





## 737 NG Configuration Deviation List

Item 57-54-10.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-28	Seal Blade, Inboard Krueger Flap, Spanwise, Aft (AFM 57-54-10)	-	4	0	Y	N	<b>(M)(DP)</b> One or both of the seals may be missing from the inboard Krueger flap #2 and #3 only provided for each missing seal the performance limited weights are reduced by the following:  Takeoff ----- 400 lbs. Enroute Climb ----- Negligible. Approach and Landing ----- 400 lbs.

**(M) PROCEDURES**

- A. Install a placard adjacent to the Captain's PFD to read: INOP CDL 57-28, REFER TO FLIGHT PLAN.

**(DP) PROCEDURES**

- A. Adjust takeoff limited weights by TPAS or manually as specified in the following table:  
B. Adjust landing limited weights as specified in the following table:

**• NOTE •**

- If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).
- If using TPAS, list CDL in TPAS (up to 4 times) for each missing seal.

Weight Limit Reductions (x 1000 lbs) (For Each Missing Seal)	
Runway Limited Takeoff Weight	0.4
Climb Limited Takeoff Weight	0.4
Climb Limited Landing Weight	0.4
Runway Limited Landing Weight	0.4

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Rev 6  
06-15-20

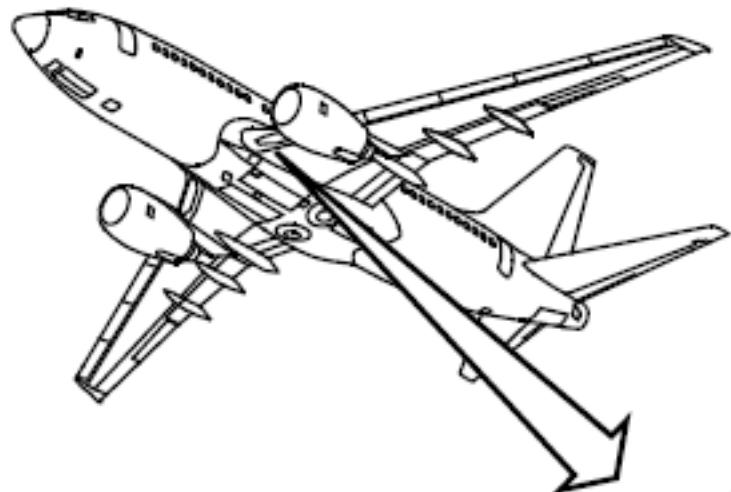


## 737 NG Configuration Deviation List

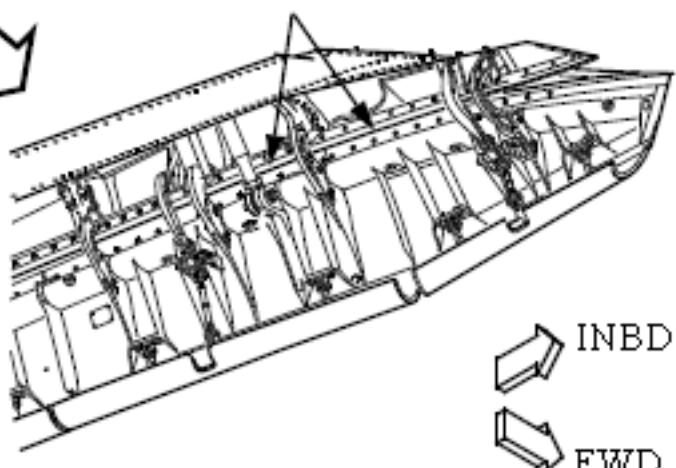
Item 57-54-10.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 57	WINGS

(Continued from CDL Item 57-28)



SEAL-BLADES



INBD

FWD



# 737 NG Configuration Deviation List

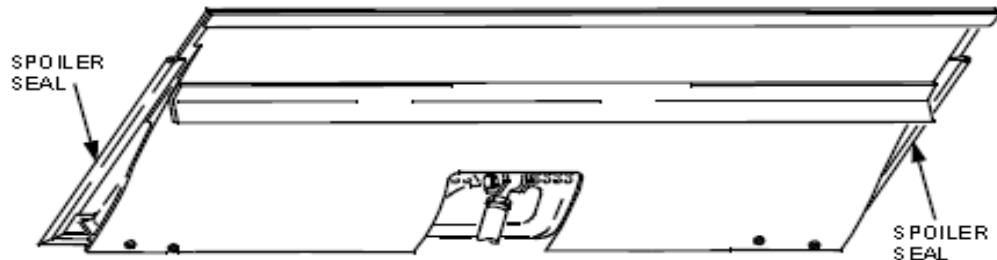
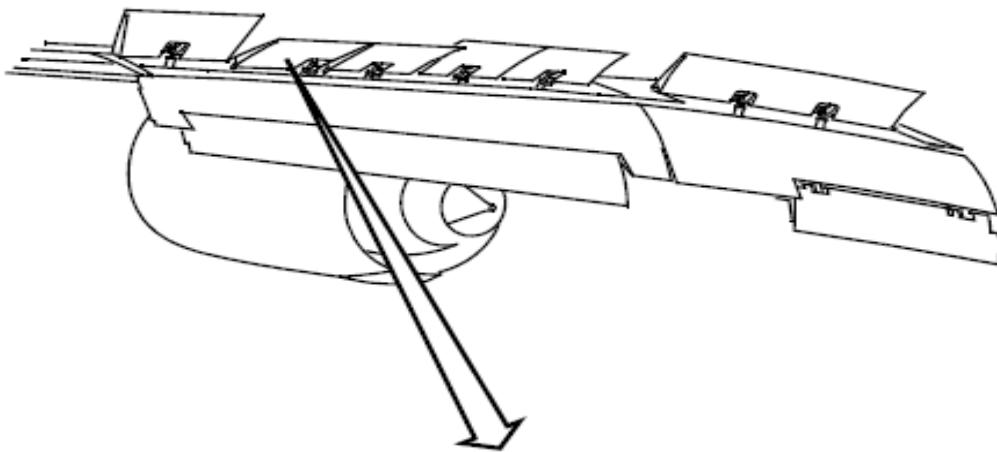
Item 57-71-01.1

NUMBER REQUIRED FOR DISPATCH	NUMBER INSTALLED	DISPATCH CONCURRENCE REQUIRED					
		FLIGHT CREW PLACARDING					
		REMARKS AND EXCEPTIONS					
SYSTEM 57		WINGS					
57-29	Spoiler #1, #2, #3, #10, #11, #12 Seals (AFM 57-71-01)	-	10	0	Y	N	<b>(DP)</b> Any or all may be missing provided the performance limited weights are reduced by the following for each missing seal the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.  <u>NOTE:</u> There is one seal installed inboard for spoilers #1 and #12, two seals installed for spoilers #2, #3, #10 and #11.

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





# 737 NG Configuration Deviation List

TOC 78-1

SYSTEM 78

ENGINE EXHAUST

## SYSTEM 78 - Engine Exhaust

- 78-01 Thrust Reverser Blocker Door and Drag Link Sets
- 78-02 Middle Thrust Reverser Sleeve (D Duct) Actuator Access Doors
- 78-03 Thrust Reverser Blocker Door Caps
- 78-04 Thrust Reverser Track Fairing Seals
- 78-05 Thrust Reverser Cascades
- 78-06 Thrust Reverser Hinge Beam Fairings
- 78-07 Thrust Reverser Krueger Door Seal Deflector
- 78-08 Thrust Reverser Krueger Door Seal Fairing
- 78-09 Primary Nozzle Fences



## 737 NG Configuration Deviation List

Item 78-30-01.1

NUMBER REQUIRED FOR DISPATCH			DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED			FLIGHT CREW PLACARDING				
REPAIR CATEGORY			REMARKS AND EXCEPTIONS				
SYSTEM 78				ENGINE EXHAUST			
78-01	Thrust Reverser Blocker Door and Drag Link Sets (AFM 78-30-01)	-	20	16	Y	N	(M)(O)(DP) One (set) per Thrust Reverser side for a total of four (sets) may be missing provided for each missing set the performance limited weights are reduced by the following:  Takeoff (Dry) ----- 300 lbs. Takeoff (Wet) ----- 8250 lbs. Enroute Climb ----- 300 lbs. Approach and Landing ----- 300 lbs.

**(M) PROCEDURES**

- A. Remove the drag links for the missing doors (AMM 78-31-06-401).
- B. Removal of blocker doors and drag links must be done as a set.
- C. Install a placard adjacent to the Captain's PFD to read: INOP CDL 78-01 REFER TO FLIGHT PLAN.

**(O) PROCEDURES**

- A. Thrust reversers may be used provided no credit for reverse thrust is taken on the affected engine(s).
- B. Do not operate flight into BOG, GUA, JAC, MDE, MEX, SJO, or SNA and these airports are not used as alternate airports.
- C. Reported runway braking action at destination airport is MEDIUM (FAIR) or better at time of arrival.
- D. Runway surface conditions do not require takeoff performance correction for runway contamination other than wet.
- E. For **WET runways**, if V-speeds were not adjusted by Dispatch using TPAS reduce V1 by 2 kts.

**(DP) PROCEDURES**

- A. Do not dispatch flight to BOG, GUA, JAC, MDE, MEX, SJO, or SNA or use these airports as alternate airports.
- B. Reported runway braking action at destination airport must be expected to be MEDIUM (FAIR) or better at time of arrival.
- C. Runway surface conditions must not require takeoff performance correction for runway contamination.
- D. Increase minimum takeoff fuel by 0.8% (FOS = 0.8 in JV: FKY = Automated) for each missing set.
- E. Apply enroute weight penalty of 300 lbs, (FOS = 3 in JV: FKY = Automated) for each missing set.
- F. Adjust takeoff limited weights by TPAS or manually as specified in the following table:
- G. Adjust landing limited weights as specified in the following table:

**• NOTE •**

If using TPAS, list CDL in TPAS (up to 4 times) for each missing set.

Weight Limit Reduction (x 1000 lbs) (For Each Missing Set) (DRY)		Weight Limit Reduction (x 1000 lbs) (For Each Missing Set) (WET)	
Runway Limited Takeoff Weight	0.3	Runway Limited Takeoff Weight	8.3
Climb Limited Takeoff Weight	0.3	Climb Limited Takeoff Weight	8.3
Runway Limited Landing Weight	0.3	Runway Limited Landing Weight	0.3
Climb Limited Landing Weight	0.3	Climb Limited Landing Weight	0.3

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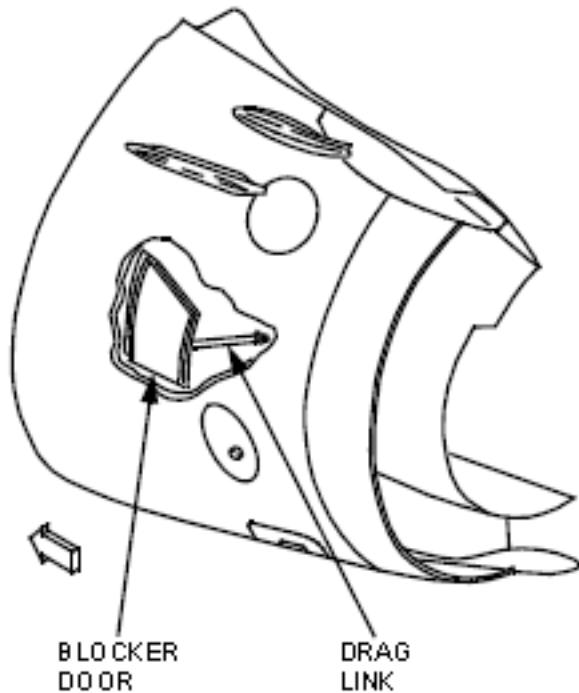


# 737 NG Configuration Deviation List

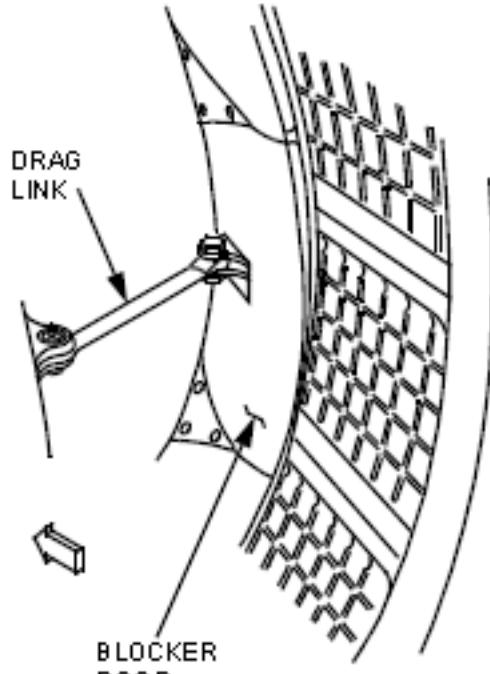
Item 78-30-01.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 78	ENGINE EXHAUST

(Continued from CDL item 78-01)



VIEW FORWARD OUTSIDE  
THRUST REVERSER  
TRANSLATING SLEEVE



VIEW AFT INSIDE  
THRUST REVERSER  
TRANSLATING SLEEVE



# 737 NG Configuration Deviation List

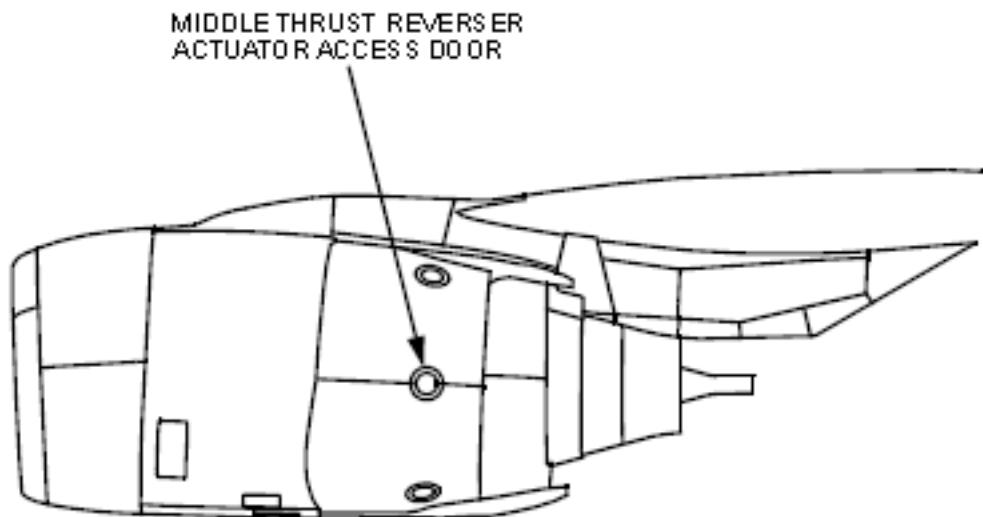
Item 78-30-04.1

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 78	ENGINE EXHAUST
78-02 Middle Thrust Reverser Sleeve (D Duct) Actuator Access Doors (AFM 78-30-04)	<p>-      4      0      Y      Y</p> <p>(DP) Any number may be missing provided for each missing door the performance limited weights are reduced by the following:</p> <p>Takeoff ----- Negligible.      Enroute Climb ----- Negligible.      Approach and Landing ----- Negligible.</p>

## (DP) PROCEDURES

### • NOTE •

The performance penalty is negligible (refer to CDL General Limitations, page CDL-1).



LEFT SIDE VIEW NO. 1 AND 2 ENGINE



# 737 NG Configuration Deviation List

Item 78-30-05.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED	REPAIR CATEGORY					FLIGHT CREW PLACARDING	
						REMARKS AND EXCEPTIONS	
SYSTEM 78						ENGINE EXHAUST	
78-03	Thrust Reverser Blocker Door Caps (AFM 78-30-05)	-	20	16	Y	N	<p><b>(O)(DP)</b> A maximum of one per thrust reverser side (a total of four) may be missing provided for each missing door cap the performance limited weights are reduced by the following:</p> <p>Takeoff (<b>Dry</b>) ----- No Penalty.            Takeoff (<b>Wet</b>) ----- 150 lbs.            Enroute Climb ----- No Penalty.            Approach and Landing ----- No Penalty.</p>

## **(O) PROCEDURES**

- A. For **WET runways**, if V-speeds were not adjusted by Dispatch using TPAS reduce V1 by 2 kts.

## **(DP) PROCEDURES**

- A. Adjust takeoff limited weights by TPAS or manually as specified in the following table:

• NOTE •

If using TPAS, list CDL in TPAS (up to 4 times) for each missing cap.

<b>Weight Limit Reduction (x 1000 lbs) (For Each Missing Cap) (DRY)</b>	<b>Weight Limit Reduction (x 1000 lbs) (For Each Missing Cap) (WET)</b>
Runway Limited Takeoff Weight	No Penalty
Climb Limited Takeoff Weight	No Penalty

(Continued)

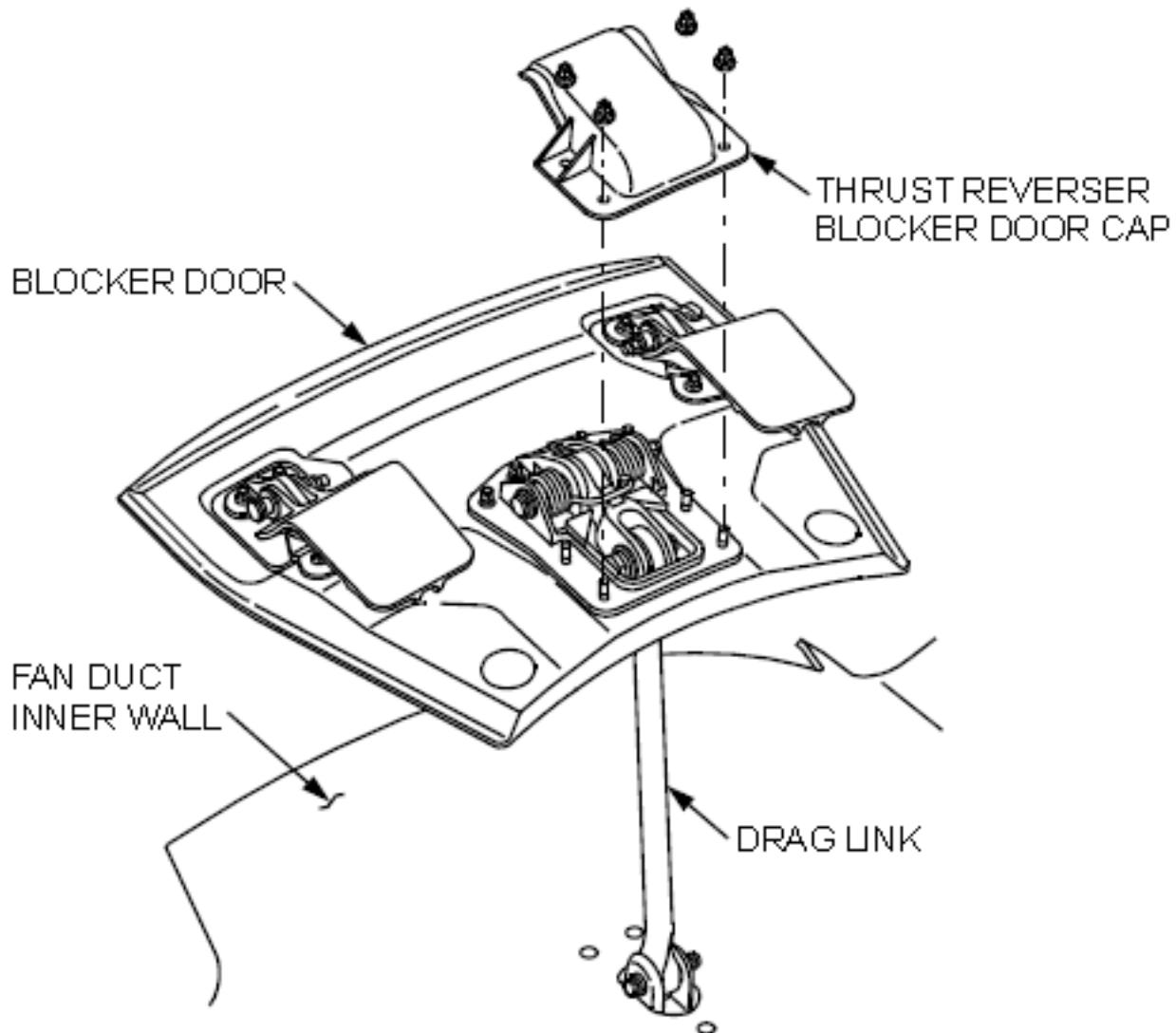


## 737 NG Configuration Deviation List

Item 78-30-05.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 78	ENGINE EXHAUST

(Continued from CDL item 78-03)



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# 737 NG Configuration Deviation List

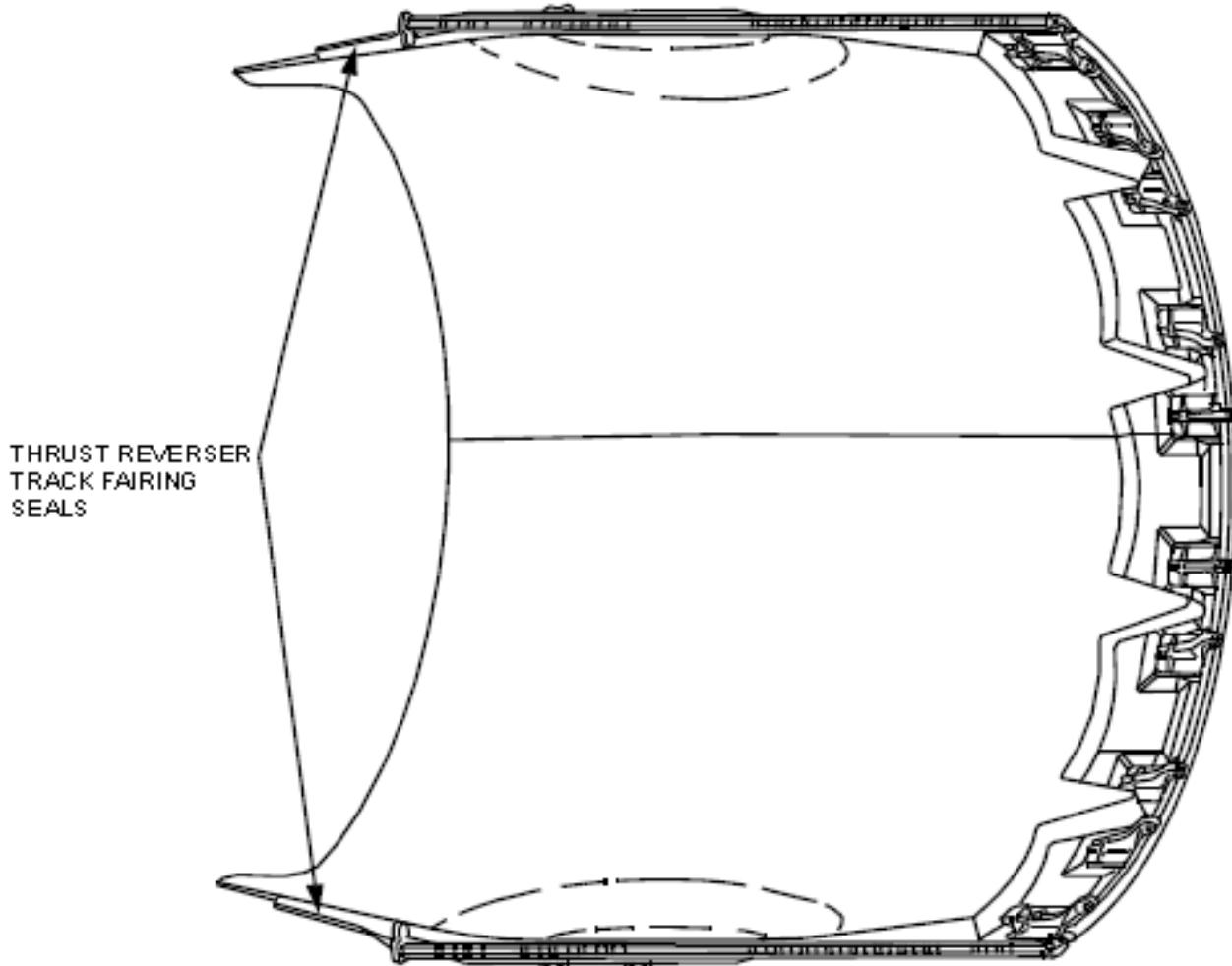
Item 78-31-04.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 78		ENGINE EXHAUST				
78-04	Thrust Reverser Track Fairing Seals (AFM 78-31-04)	-	8	0	Y	N

## (DP) PROCEDURES

### • NOTE •

The performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





## 737 NG Configuration Deviation List

Item 78-31-05.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 78		ENGINE EXHAUST					
78-05	Thrust Reverser Cascades (AFM 78-31-05)	C	24	22	Y	N	<b>(M)(O)(DP)</b> One per thrust reverser side of one engine (a total of two) may be missing provided: a) The affected thrust reverser must be locked out, b) The thrust reverser on the opposite engine must be operative, c) No credit for reverse thrust may be taken on the affected engine, and d) For each missing cascade the performance limited weights are reduced by the following:  Takeoff ----- No Penalty. Enroute Climb ----- No Penalty. Approach and Landing ----- No Penalty.

**(M) PROCEDURES**

- A. Placard the associated Thrust Reverser inoperative in accordance with MEL item 78-01.

**(O) PROCEDURES**

- A. No credit for reverse thrust may be taken on the affected engine.

**(DP) PROCEDURES**

- A. Thrust Reverser inoperative. See MEL item 78-01.

(Continued)

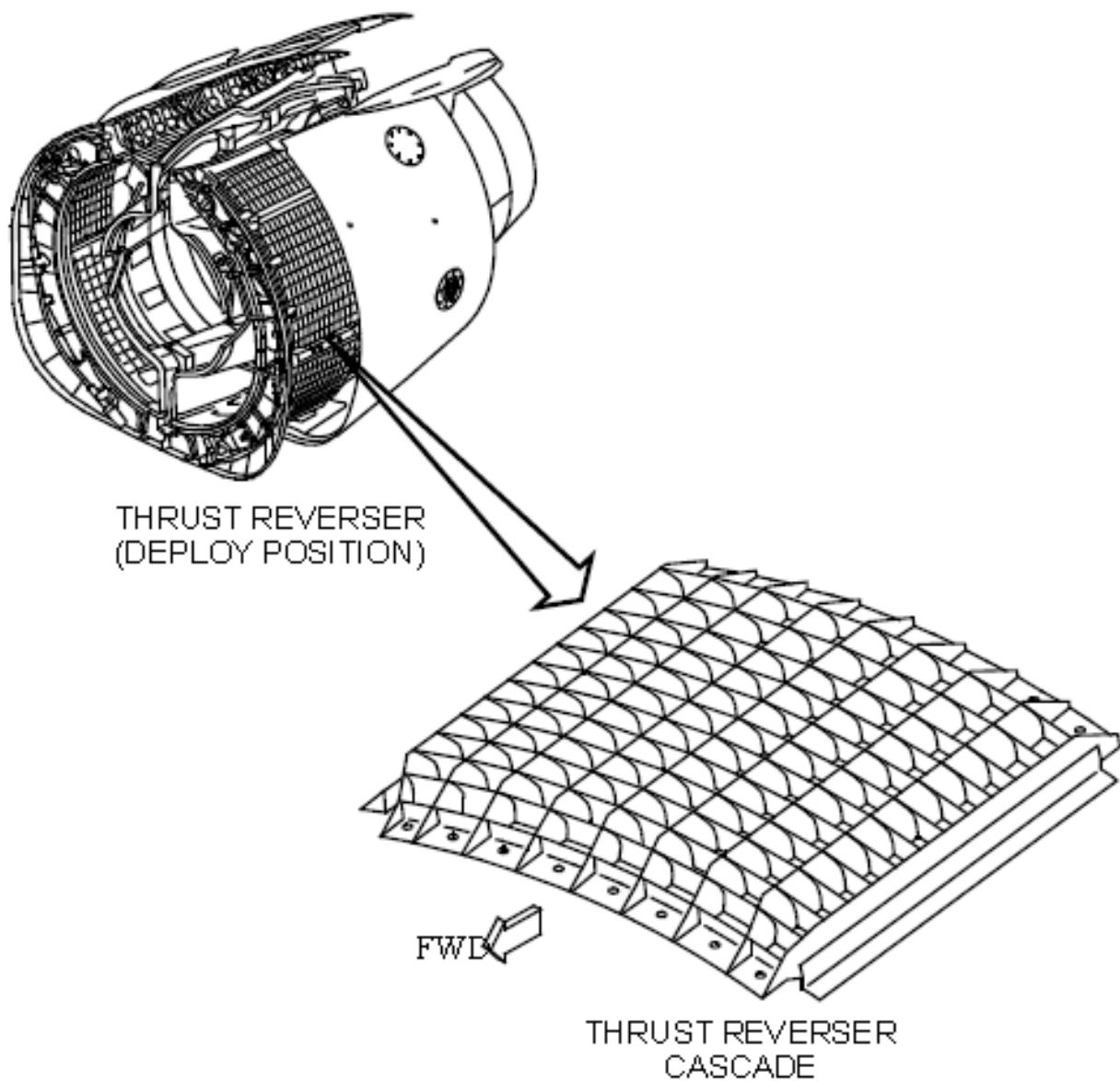


## 737 NG Configuration Deviation List

Item 78-31-05.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 78	ENGINE EXHAUST

(Continued from CDL item 78-05)



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# 737 NG Configuration Deviation List

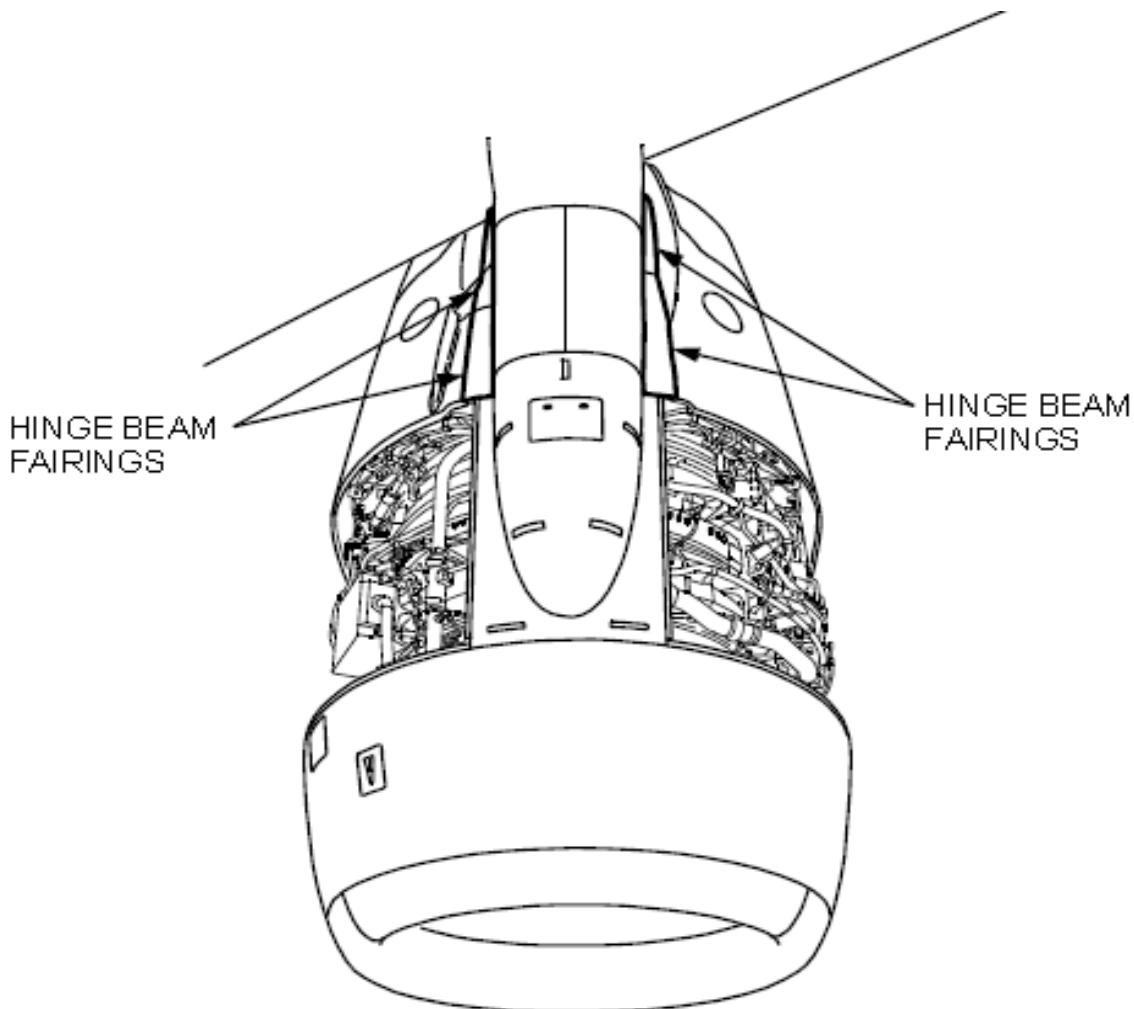
Item 78-31-06.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 78		ENGINE EXHAUST				
78-06	Thrust Reverser Hinge Beam Fairings (AFM 78-31-06)	-	8	0	Y	N

## (DP) PROCEDURES

### • NOTE •

The performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





# 737 NG Configuration Deviation List

Item 78-31-07.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 78		ENGINE EXHAUST				
78-07	Thrust Reverser Krueger Door Seal Deflector (AFM 78-31-07)	C	2	1	Y	N
						(M)(O)(DP) One may be missing provided: a) The affected Thrust Reverser must be locked out, b) The Thrust Reverser on the other side must be operative, c) No credit for reverse thrust may be taken on the affected engine, and d) The performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.

**(M) PROCEDURES**

- A. Placard the associated Thrust Reverser inoperative in accordance with MEL item 78-01.

**(O) PROCEDURES**

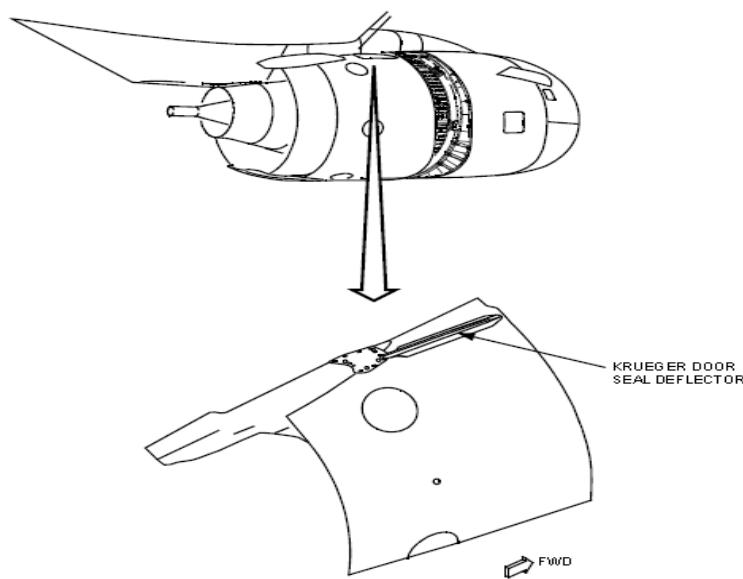
- A. No credit for reverse thrust may be taken on the affected engine.

**(DP) PROCEDURES**

- A. Thrust Reverser inoperative. See MEL item 78-01.

• NOTE •

The performance penalty is negligible (refer to CDL General Limitations, page CDL-1).



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# 737 NG Configuration Deviation List

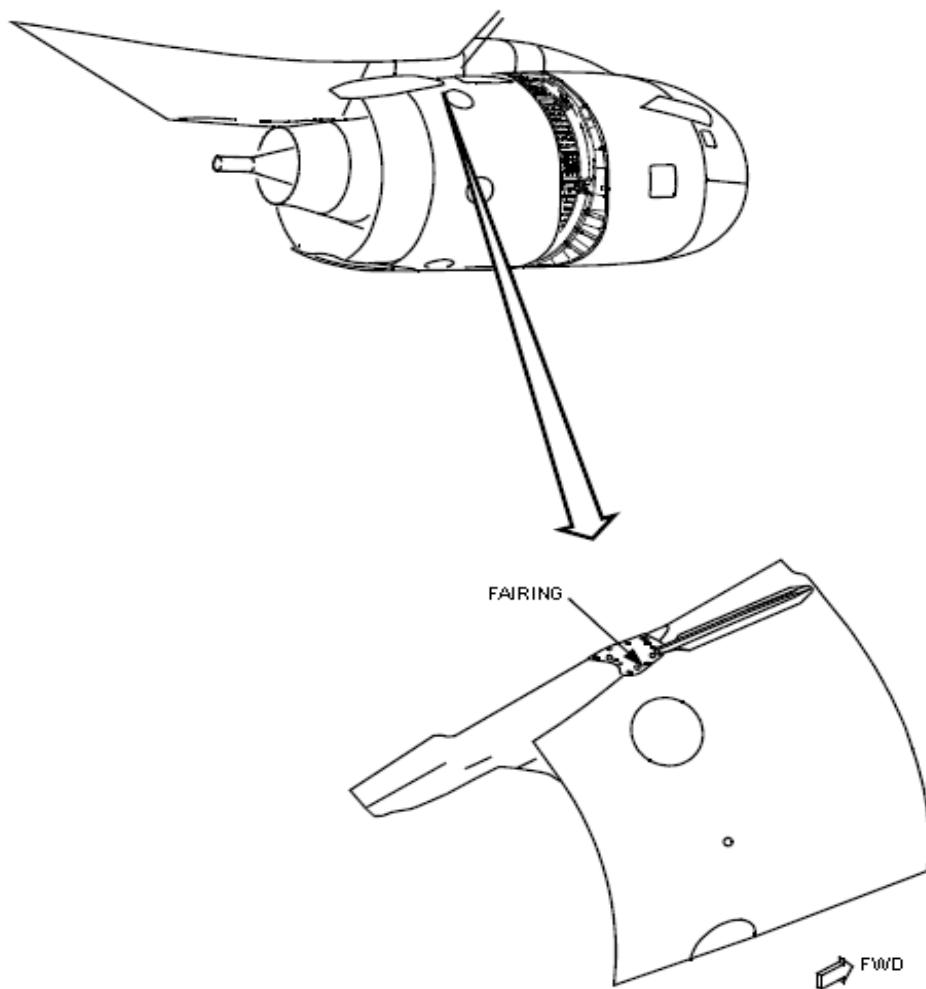
Item 78-31-08.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED					
NUMBER INSTALLED		FLIGHT CREW PLACARDING					
REPAIR CATEGORY		REMARKS AND EXCEPTIONS					
SYSTEM 78		ENGINE EXHAUST					
78-08	Thrust Reverser Krueger Door Seal Fairing (AFM 78-31-08)	-	2	0	Y	N	(DP) One or both may be missing provided for each missing seal the performance limited weights are reduced by the following:  Takeoff ----- Negligible. Enroute Climb ----- Negligible. Approach and Landing ----- Negligible.

## (DP) PROCEDURES

### • NOTE •

If the performance penalty is negligible (refer to CDL General Limitations, page CDL-1).





## 737 NG Configuration Deviation List

Item 78-32-02.1

NUMBER REQUIRED FOR DISPATCH		DISPATCH CONCURRENCE REQUIRED				
NUMBER INSTALLED		FLIGHT CREW PLACARDING				
REPAIR CATEGORY		REMARKS AND EXCEPTIONS				
SYSTEM 78		ENGINE EXHAUST				
78-09	Primary Nozzle Fences (AFM 78-32-02)	A	24	16	N	(M)(O) Four per nozzle (a total of eight) may be missing provided: a) Repairs are accomplished within 10 days or 125 flights, whichever occurs first, b) Visual inspections of the nozzle and aft fairing are required every 10 flights within this interval, and c) The performance limited weights are reduced by the following:  Takeoff ----- No Penalty. Enroute Climb ----- No Penalty. Approach and Landing ----- No Penalty.

**(M) PROCEDURES**

- A. At initial placarding and at every departures accomplish a visual inspection of the associated Nozzle and Aft Fairing.
- B. **Verification and Maintenance eAML entry signifying accomplishment are required prior to each departure until restoration is made.**

**(O) PROCEDURES**

- A. Ensure Maintenance eAML entry prior to each departure.

(Continued)

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05-29-24



# 737 NG Configuration Deviation List

Item 78-32-02.2

NUMBER REQUIRED FOR DISPATCH	DISPATCH CONCURRENCE REQUIRED
NUMBER INSTALLED	FLIGHT CREW PLACARDING
REPAIR CATEGORY	REMARKS AND EXCEPTIONS
SYSTEM 78	ENGINE EXHAUST

(Continued from CDL item 78-09)

