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MEL Preamble

The following is applicable for authorized certificate holders operating under Title 14 Code of Federal Regulations (14 CFR) Parts 121, 125, 129, 135: 14 CFR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment. Equipment not required by the operation being conducted and equipment in excess of 14 CFR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

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

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability, the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by 14 CFR ([see TOPP 50-10-05](#)). The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative. When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by 14 CFR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered. Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

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

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Delta's MEL/CDL Authority and Scope

14 CFR provides for conditional deviations from the airworthiness of various systems and components for a given type of aircraft. These items are listed for each aircraft type in the FAA Approved Master Minimum Equipment List and FAA Approved Airplane Flight Manual. Delta develops and maintains a FAA-approved Minimum Equipment List (MEL) and Configuration Deviation List (CDL) as authorized for use in Delta's Operations Specifications D95 (see [TOPP 20-00-05](#)).

The intent of Delta's MEL/CDL is to permit aircraft operation with certain inoperative systems/components for a specified period of time until repairs can be accomplished. The MEL/CDL remains active until the necessary action is taken to correct the discrepancy, or until the MEL expiration has been reached.

Under no circumstances may an inoperative or missing system/component, which will affect the airworthiness of an aircraft, be deferred unless specifically authorized by the MEL, CDL or NEF for the type of aircraft involved. Any item not specifically covered in the MEL/CDL/NEF is a no-go item.

MEL and CDL requirements will specify the installation of an aircraft placard for affected system/components, and can impose restricted flight release and/or require repetitive checks.

Delta's MEL contains applicable items from the Master MEL and certain Administrative Control Items (ACI) which may not be listed in the Master MEL. The CDL also lists items that may be missing from the aircraft as contained in the Approved Airplane Flight Manual (AFM) Configuration Deviation List (CDL).

The provisions and limitations of the MEL/CDL are applicable for the "Dispatch" of an aircraft only. For the Delta MEL/CDL purposes, "Dispatch" is defined as the advancement of throttles for the purpose of taking off (takeoff event).

If a component or function becomes inoperative following the takeoff, the MEL/CDL does not apply. If the takeoff is aborted for any reason, the MEL/CDL provisions and limitations become applicable once again.

Revision Effectivity

The List of Effective Pages (LEPs) will have the stamp, date, and signature of the Principal Operation Inspector (Delta – Certificate Management Office) indicating FAA approval of the revision. The date of each individual page will be listed in the LEP body. The MCC Home Page will contain the official version of the MEL/CDL. All other copies will be updated within 21 days.

During the period that the revision is being processed for publication and distribution, the newly revised MEL/CDL may be used for dispatch provided it is ensured that a copy of the revised MEL/CDL page(s) is available to the affected aircraft (to be seen by the current and subsequent pilots) and other appropriate personnel.

A Temporary Revision (TR) may also be published to the MEL/CDL between normal revisions at the discretion of the MEL Program Manager, and will be permanently incorporated into the MEL/CDL at the next revision opportunity. TRs are printed on yellow paper with the effective date in the upper corner of each page, and are not reflected in the LEPs. A MEL revision or TR becomes effective on the date of approval by the FAA Principal Operations Inspector (Delta - Certificate Management Office). The CDL is derived from the AFM, and does not gain separate FAA approval.

If an MEL/CDL revision has been published that changes either the MEL/CDL item number, (M) procedures, (O) procedures, deactivation procedures, or expiration limit, the MEL/CDL restrictions and procedures that were in place at the time of deferral will remain in effect until the MEL/CDL is cleared or extended.

Change Requests

Personnel may request changes to the MEL/CDL by emailing: [MELGroup](#), [ATG088](#). To ensure proper routing of the request, please indicate aircraft type and attach any pertinent information. The MEL/CDL Program Manager will record all requests for consideration during the next routine revision cycle

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Definitions

1. **Accessible Lavatory Items** - Under 14 CFR 382.63, accessible lavatory items include: ability to enter lavatory and maneuver by means of on-board wheelchair. The lavatory shall provide accessible door locks, call buttons, grab bars, faucets, other controls, and dispensers. As an air carrier, you must maintain all aircraft accessibility features in proper working order, per 14 CFR 382.71. The accessible lavatory requirement, in part, applies to aircraft with more than one aisle in which lavatories are provided per 382.63(a). Aircraft operators are not required to retrofit cabin interiors of existing aircraft to comply with the requirements of 382.63.
2. **Administrative Control Item (ACI)** - An item listed by the operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required APU cold-soak, or in-flight verification starts on two engine aircraft. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e., Structural Repair Manual, Airworthiness Directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.
3. **Airplane Flight Manual (AFM)** - The document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet. The approved flight manual is the source document for operational limitations and performance parameters for an aircraft.
4. **Autoland** – An autopilot coupled precision instrument approach to landing and rollout on those aircraft that are rollout equipped.
5. **CFR** – The applicable portions of the Code of Federal Regulations.
6. **Considered Inoperative** - As used in the provisos, means that an instrument and equipment item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.
7. **Contact MCC** - under NAME/DESCRIPTION means that the Maintenance Coordinator must be notified prior to takeoff. If the discrepancy is found prior to pushback, the Maintenance Coordinator must be notified before leaving the gate. This designation is for heightened awareness for certain MEL items requiring MCC review, but not requiring Flight Superintendent (Dispatcher) approval. For example, this statement can be used to alert MCC personnel to items that have short time deferral limits, (Category "A" "B", items), repetitive maintenance checks, or items of high customer impact.
8. **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 category B or C items in accordance with Operations Specification D095. Continuing Authorization (Single Extension) is not authorized for repair category A and D items.
9. **Dash (-)** – Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.
10. **Day** - means the time between the beginning of morning civil twilight and the end of evening civil twilight, or approximately 30 minutes before official local sunrise and 30 minutes after official local sunset.
11. **Day of Discovery** - The calendar day an equipment / instrument malfunction was recorded in the aircraft maintenance log and/or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative instrument and/or equipment item. This provision is applicable to all MMEL items, i.e., category's "A, B, C and D" and is based on UTC time (see MEL Instructions).
12. **Deactivated and Secured** - The specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and securing will be established by the operator.

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13. **DISP. APPR. REQ'D.** - Under NAME/DESCRIPTION, means that the approval of the controlling Flight Superintendent (Dispatcher) is required prior to takeoff. If the discrepancy is found prior to pushback, the approval must be received before leaving the gate. This approval is necessary to ensure that Flight Planning issues which result from this MEL/CDL item have been appropriately considered.

Any of the following constitute Dispatcher approval:

- The MEL item number and description are indicated on the Flight Plan.
- The Captain has received an amended release adding the MEL item number and description.
- The Dispatcher and the Captain have communicated by telephone or radio and have agreed on the conditions of the dispatch.

14. **Electronic Fault Alerting Systems** - New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status.

For the B747, B757, B767, B777:

- Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that 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 when required during accomplishment of a Lower Order Check, Job Instruction Card, etc.
- The EICAS section of the MEL contains an EICAS Message List which includes System Alert (Warning, Caution, Advisory), Status level and Comm level messages and possible corresponding MEL relief.

For the B717:

- B717 aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS). Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading. A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.
- The EIS section of the MEL contains an EIS Message List which includes alert messages and possible corresponding MEL relief.

For the A319/320, A330:

- Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages {WARNING (red), CAUTION (amber)}. On A319/320 and A330, the ECAM STATUS page also provides MAINTENANCE STATUS messages.
- Any message that affects airplane dispatch is displayed at the WARNING or CAUTION level. For A319/320, MAINTENANCE STATUS messages may also affect airplane dispatch.
- System faults that result only in messages on the Central Maintenance System (CMS) (for A330) or on the Centralized Fault Display System (CFDS) (for A319/320) do not affect airplane dispatch and do not require action other than as addressed within the aircraft operator's standard maintenance program.

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- The ECAM Messages section of the MEL contains an ECAM Message List which includes Class I (WARNING, CAUTION) and Class II (MAINTENANCE) status messages along with corresponding MEL relief.
15. **ER or ETOPS** - Refers to extended range operations for turbine-engine-powered passenger-carrying airplanes with two engines, whose flight planned routing contains a point farther than 60 minutes flying time from an adequate airport, computed using a one-engine-inoperative cruise speed under standard conditions in still air.
 16. **ETO** deferral codes may be used when conditions occur where it becomes necessary to restrict ETOPS flight operations. In these cases, the MCC will determine the requirement for restricting the aircraft from ETOPS operations. Technicians at the station will be instructed by MCC to create a new log page in the aircraft logbook using the appropriate ETO deferral code. These deferrals will restrict the aircraft to either 60 minutes or 120 minutes. Refer to MEL Chapter 05 ER (ETOPS). This deferral code requires MCC authorization prior to its usage or removal.
 17. **Extended Overwater Operation or Flight** - An operation overwater at a horizontal distance of more than 50 nautical miles from the nearest shoreline.
 18. **Flight Cycle** - One aircraft takeoff and subsequent landing.
 19. **Flight Day** - A 24 hour period (from midnight to midnight) using UTC time, during which at least one flight is initiated for the affected aircraft.
 20. **Flight Hours** - The time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing (i.e., takeoff to landing time). "Flight hours" is identical to "time in service" as defined in 14 CFR.
 21. **Heavy Maintenance Visit (HMV)** - As used in this MEL is a scheduled L/H/M, PSV, HMV or C-check.
 22. **Icing Conditions** - An atmospheric environment that may cause ice to form on the aircraft (Structural) or in the engine(s) (Induction).
 - **Aircraft (Structural) Icing** is present when the aircraft surface temperature is between 0 degrees C and -40 degrees C and visible moisture in any form is present (such as clouds, fog with visibility of one mile or less, rain, snow, sleet and ice crystals).
 - **Engine (Induction) Icing** is present when the OAT, TAT or RAT is 10 degrees C or below and visible moisture in any form is present (such as clouds, fog with visibility of one mile or less, rain, snow, sleet and ice crystals).
 23. **Instrument Meteorological Conditions (IMC)** - Meteorological conditions such as to require the flight to be conducted under Instrument Flight Rules.
 24. **Inoperative** - When a system and/or component malfunctions to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
 25. **Inoperative components of an inoperative system** - Inoperative instrument and equipment items, which are components of a system which is inoperative, are usually considered components directly associated with and having no other function than to support that system (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
 26. **Is not used** - As stated in the provisos, remarks or exceptions for an MMEL instrument or equipment item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers must not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for aircraft operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.
 27. **Known or Forecast Windshear Conditions:**
 - Occurring at or below 1,000 feet,
AND
 - Resulting in a loss or gain of greater than 15 knots indicated airspeed.

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28. **LLM** – The definition of LLM when used in this manual is as follows:

- A. The FAA approves CAT II/III OpSpec's which allow aircraft to land in reduced weather minimums or Lower Landing Minimums (LLM). The LLM program allows an aircraft to be dispatched to Category II and/or III conditions as outlined in the aircraft Minimum Equipment List. The aircraft Auto Flight System may be utilized for LLM CAT I operations, or in some cases, CAT II and/or CAT III, depending on the item. The CAT II/III restriction will be noted in the MEL/CDL.
- B. The LLM CAT II/III status of an aircraft may be deferred and placarded by using the MEL deferral code. Several examples of where an LLM deferral will be implemented are:
 - 1) Aircraft was returned to service after unsuccessful autoland, but maintenance procedures were accomplished by non-Auto Flight Qualified (AFQ) authorized personnel which downgraded the aircraft from CATIII.
 - 2) An Autoflight system has had similar repetitive discrepancies.
 - 3) The scheduled auto land system check has not been accomplished.
- C. The LLM deferral code requires MCC authorization prior to its usage or removal. The aircraft LLM status is upgraded to CAT III by using maintenance procedures which must be accomplished by AFQ authorized personnel allowing removal of the LLM deferral.
- D. The following definitions should be used when making MEL compliance or aircraft equipage decisions prior to the dispatch event. Equipment failures that occur after that event will be referenced in the appropriate AOM (ILS Airborne Equipment Requirements). The values referenced below are not intended to reduce the minimum values published on any approach chart or reduce any crew qualification restriction.
 - 1) Basic Turbojet Minimums - A precision or non-precision approach to no less than RVR 4000 (1200m) or $\frac{3}{4}$ SM (1200m) visibility, and a DH of no less than 200 ft or MDH of no less than 250 ft Category I Non-ILS - A non-precision approach to no less than RVR 2400 (550m) or $\frac{1}{2}$ SM (800m) visibility, and a MDH of no less than 250 ft.
 - 2) Category I ILS - A precision approach to no less than RVR 1800 (550m) or $\frac{1}{2}$ SM (800m) visibility, and a DH of no less than 200 ft.
 - 3) Category II - A precision approach to no less than RVR 1000 (300m) and a DH of no less than 100 ft. (Autoland required)
 - 4) Category III - A precision approach to no less than RVR 300 (75m) and an AH of no less than 50 ft. (Autoland required)

29. **Local calendar day** - Means a 24-hour period (from midnight to midnight local time).

30. **(M) PROCEDURES** - The "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Other personnel may include, but are not limited to Aircraft Maintenance Technicians, Flight Crews and Ramp Personnel. Procedures requiring specialized knowledge or skill or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures [(M) PROCEDURES], regardless of who performs them, is the responsibility of the operator. Appropriate procedures are published in this MEL.

31. **Non-Combustible Materials** - Materials that will not take fire and burn, ignite, support combustion or give off flammable vapors (e.g., sand).

32. **Nonessential Equipment and Furnishings (NEF)** - 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. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, lavatories, and galley areas. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule. See [TOPP 40-40-08](#)

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33. **Notes** - As found under the "REMARKS or EXCEPTIONS" column provide additional information for flight crew, maintenance, or other personnel. 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.
34. **(O) PROCEDURES** - The "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally, these procedures are accomplished by the flight crew (pilots); however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are published in this MEL/CDL.
35. **Operative** - An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MEL item specifies that an item of equipment must be operative, it does not mean that its operational status must be verified; it is to be considered operative unless reported or known to be malfunctioning. When an MEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MEL item. When an MEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral. Other terminology sometimes used interchangeably with "operative" within the MEL is "operates normally", "fully operative", and "considered operative".
36. **Proviso** - Conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative. Provisos are indicated by a number or a lower case letter in "Remarks or Exceptions".
37. **RNP-5 Status** (BRNAV) - Deferral code may be used when it is determined that RNP-5 (BRNAV) airspace operations cannot be used and no specific MEL relief applies. This deferral code requires MCC authorization prior to its usage or removal.
38. **RNP-10 Status** - Deferral code that may be used when it is determined that RNP-10 airspace operations cannot be used and no specific MEL relief applies. This deferral code requires MCC authorization prior to its usage or removal.
39. **RVSM Status** - Deferral code may be used when it is determined that RVSM operations cannot be used, no specific MEL relief applies and the aircraft must remain at or below FL280. This deferral code requires MCC authorization prior to its usage or removal.
40. **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 pilot physically begins to apply power for the purpose of taking flight.
41. **Time In Service** - Means the time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing (as defined in 14 CFR). "Time In Service" is identical to "Flight Hours" (as defined in 14 CFR).
42. A **vertical bar (change bar)** - Indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.
43. **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.
44. **Visual Flight Rules (VFR)** - Is as defined in 14 CFR. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
45. **Visual Meteorological Conditions (VMC)** - When the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

MEL/CDL Format

The ATA System Page is divided into six (6) columns and contains: Item Number and Name/Description, Flight Crew May Placard, Number Installed, Number Required for Dispatch, Repair Category, and Remarks or Exceptions. The units on the Minimum Equipment List/Configuration Deviation List (MEL/CDL) are presented in accordance with the ATA chapter numbering system, and are coded by a six digit number. Under each ATA chapter code, the units are listed in a column by numerical sequence.

Within the complete MEL/CDL item, each associated sub-item is designated by a letter after each item number (24-00-01A, 24-00-01B, etc.). A sub-item may denote one or more of the following:

- Two or more alternatives available for dispatch ("or" item)
- Sub-system(s) of the Main MEL/CDL item
- Aircraft group applicability
- Types of operation for the MEL/CDL item (icing, no-icing, etc.)

The following provides an explanation of the scope and use of each of the columns as titled:

④ NUMBER INSTALLED		NUMBER REQUIRED FOR DISPATCH ⑤	
③ FLIGHT CREW MAY PLACARD		REPAIR CATEGORY ⑥	
① ITEM NO.	② NAME/DESCRIPTION	REMARKS OR EXCEPTIONS ⑦	
21-00-XX	Air Conditioning Packs "DISP.APPR.REQ'D."	Y 2 0 C	⑧ (M)(O) Both may be inoperative provided flight is conducted in an unpressurized configuration.

1. ITEM NO. - This column lists the MEL/CDL Number in ATA Number format.
2. NAME/DESCRIPTION - Below the manufacturer's name of an item, the commonly used terminology for an item may be included in parenthesis. The term "DISP. APPR. REQ'D." in this column is explained in the section, MEL Definitions. The term "Contact MCC" is explained in the section, MEL Definitions. When aircraft numbers or types (e.g. -700 aircraft) are specified in this column, it signifies the applicability of the relief to these aircraft only. However, if no aircraft numbers or types are specified, the relief applies to all the aircraft in that fleet. When applicability is specified by AA compliance, the MCC should be contacted to determine AA completion status for the affected aircraft.
3. FLIGHT CREW MAY PLACARD - This column serves as additional reference to the pilots for items that qualify for Flight Crew Placarding. These items will be identified by the letter "Y". Items NOT available for Flight Crew Placarding will be identified by the letter "N". See Placarding Procedures.
A "Y" in the Flight Crew May Placard column indicates all (M) or (O) PROCEDURES for that item may be performed or managed by the pilots (see MEL Definitions).
4. NUMBER INSTALLED - This column serves as a reference to the number of units installed on the aircraft. The number in this column will also be equal to or greater than the requirements in column five (Number Required For Dispatch).
5. NUMBER REQUIRED FOR DISPATCH - This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in the "Remarks or Exceptions" column are met.

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NOTE: Reference 4 and 5: When a specific number of units installed / required for dispatch cannot be determined due to the numerous fleet configurations, a dash (-) will be shown in the column and the special limitations will be shown under REMARKS or EXCEPTIONS Column.

6. REPAIR CATEGORY - This column denotes the repair category of the item. The timing for each category item is listed below. Items which are without a category identifier are either Administrative or CDL items and may be inoperative without limit as noted in the REMARKS or EXCEPTIONS column.

Category "A" - Items in this category shall be repaired within the time interval specified in the REMARKS or EXCEPTIONS column of the operator's approved MEL. For time intervals specified in "calendar days" or "flight days," the day the malfunction was recorded in the aircraft logbook is excluded. For all other time intervals (flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.

NOTE: Category "A" items are marked with background shading to highlight their significance.

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

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

Category "D" - Items in this category shall be repaired within one hundred twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the Aircraft Maintenance Record / Logbook.

NOTE 1: Category "A" and "D" items cannot be extended beyond the maximum repair interval as specified in the Minimum Equipment List (MEL).

NOTE 2: Category "B" and "C" items can be extended by the Shift Manager – MCC (see MEL Extensions).

7. REMARKS or EXCEPTIONS – This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, appropriate notes, and repetitive check (see Repetitive Checks, this manual). Specific procedures which must be accomplished with the listed item inoperative are indicated by "(M)" and/or "(O)" symbols. The function of the (M) and (O) symbols is to denote that a procedure exists which must be conducted, and not to necessarily identify who accomplishes the procedure. The (M) and (O) PROCEDURE(s) will be listed in their entirety below the MEL item along with the applicable graphics and performance corrections, if any.
8. **(M) and (O) PROCEDURES** - Manufacturer's Procedures Manuals are used as a baseline to develop the procedures found in Delta's MEL/CDLs. The procedures found in manufacturer's Procedures Manuals are recommended by the manufacturer and are intended to be used as guidance for the operator in development of their own procedures. The MEL Program Group has the responsibility for developing all applicable (M) and (O) Procedures found in Delta MEL/CDLs (see TOPP 30-20-20).

The (M) and (O) Procedures found in Delta MEL/CDLs may require accomplishment of various routine maintenance and/or pilot actions. In order to keep the size of MEL/CDLs manageable, normal procedures and associated warnings related to activating/deactivating aircraft electrical, pneumatic and hydraulic systems, operating flight controls or engines, etc., are not reproduced in Delta MEL/CDL (M) or (O) Procedures. These normal procedures and precautions are found in applicable TOPP documents, Aircraft Maintenance Manuals, Operations Manuals, Quick Reference Handbook, FOM, etc., and must be followed when accomplishing (M) and/or (O) Procedures.

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For MEL items that restrict cargo loading (bin empty or only empty cargo handling equipment, ballast and fly-away kits), only the items listed below are approved for carriage in the affected bin(s).

- Ballast sand bags (bulk loaded or in ULDs)
- Empty ULDs (containers and/or metal pallets)
- CRAF Mission Fly-Away-Kits (contents listed below)

Main Wheel Assy (2 ea)	IDG Service Pot	WXR Trans
Nose Wheel Assy (2 ea)	Starter	MMR
85 Ton Jack (2 ea)	Start Valve	Radio Altimeter
Tire Dolly	ELMs Relay (3ea)	APU Battery
Torque Wrench	Ram Air Door Hinge (2 ea)	Battery Charger
MLG/NLG Socket	Ram Air Door Plate	Contactor
Oil Case (2 ea)	HF Trans	Engine A/I Valve

NOTE 1: Aircraft /APU battery and containers of hydraulic fluid (Skydrol), oil, and servicing equipment that contain fluids, must be removed from the fly-away kit and located within an operative bin.

NOTE 2: Verify Main and Nose Wheels are inflated to minimum shipping pressure of 50 psi.

Remarks on the Weight Data Record (WDR) will provide verification to flight crews that bin(s) is empty or contains only approved materials as listed above.

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Repetitive Check Requirements

The REMARKS or EXCEPTIONS column of some MEL/CDL items is annotated with “Repetitive Check Required (Yellow Placard)”. A yellow placard will be installed as stated in the Placard Types section, and the Captain must ensure that required repetitive checks are accomplished by the appropriate personnel per the instructions for the MEL.

NOTE: At non-maintenance stations where a pilot is not qualified to accomplish the check, contact the Maintenance Coordinator or ACS personnel per TOPP 40-20-15 and the FOM for help in procuring contract maintenance.

The four Repetitive Checks are:

A. PRIOR TO EACH DEPARTURE

It is the Captain’s responsibility to manage these items by either checking the item himself or by advising Maintenance personnel a check is required. Enter the check into the Aircraft Log Book when “Log Book Entry Required” is listed in the MEL/CDL item.

NOTE: If a takeoff is aborted, the captain determines if it is necessary to repeat this type of check.

B. ONCE EACH FLIGHT DAY

The ONCE EACH FLIGHT DAY check is normally accomplished during a layover, but may be accomplished at any station as long as it is accomplished once each flight day. Enter the check into the Aircraft Log Book. The Repetitive Check is accomplished when the item is deferred on the ‘Day of Discovery’ (see Definitions), and fulfills the requirement of the Repetitive Check for that flight day.

C. PRIOR TO THE FIRST FLIGHT OF THE DAY

The check must be entered into the Aircraft Log Book as being accomplished per MEL/CDL requirement.

D. CONDITIONAL REPETITIVE CHECK

The MEL/CDL Remarks or Exceptions column may specify conditional repetitive check requirements, i.e., “BEFORE ENGINE START” or “AFTER FLIGHT CONTROL CHECK.” The Remarks or Exceptions column for these MEL/CDL items will be annotated with “Repetitive Check Required (Yellow Placard)” and may require a logbook entry.

Placard Instruction Table

The following instructions are applicable to the MEL/CDL placard tables. Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected as specified in the TAB LOCATION column. When the Tab Location column states N/A, no tab is required.

① MEL/CDL ITEM	② TAB LOCATION	④ PLACARD TEXT
34-00-xx	1. #1 Radio Altimeter Indicator 2. GPWS Switch	1. #1 Radio Altimeter Indicator INOP 2. GPWS INOP

MEL/CDL ITEM	TAB LOCATION	PLACARD TEXT
21-00-XX	③ Associated Pack Switch	⑤ _____ Air Conditioning Pack INOP

①	MEL/CDL ITEM - Lists the specific MEL/CDL item number.	
②	TAB LOCATION - Place the TAB on or adjacent to the listed switch, indicator, lever, etc., that controls the inoperative unit/system. Multiple TAB locations may be listed for one MEL/CDL item and will be listed numerically in this column as indicated in the above example. When multiple TABs are required, use tabs from additional Aircraft Placards and discard the large unused portion of the placard. Record the same Log No. on each TAB. Place a TAB at each listed location.	
③	The term "associated" or "affected" may appear in this column. For example, with a <i>left</i> pack inoperative, the "associated" pack switch is the <i>left</i> switch; with a <i>left</i> boost pump LOW PRESSURE light inoperative, the "affected" LOW PRESSURE light is the <i>left</i> light. Place the TAB(s) on or adjacent to the associated or affected item(s) listed in this column.	
④	PLACARD TEXT - A description of the inoperative unit/system to be recorded on the large portion of the Aircraft Placard that is placed in the Aircraft Log Book. Failures of certain systems may cause other systems to be inoperative or require other systems to be considered inoperative. All affected systems will be listed numerically in this column as indicated in the above example. All listed systems are to be recorded on a single Placard. NOTE: Commonly used terms or abbreviations may be substituted for TEXT listed in this column. Additional information that will enhance Flight Crew and Maintenance awareness of the inoperative system/component may be included at the discretion of the individual installing the Placard.	
⑤	When there are multiple units or components within a system, a space (____) will be included in this column indicating a descriptive term or position (i.e., left, right, #1, #2, forward, aft, upper, lower, etc.) must be recorded on the placard in addition to the PLACARD TEXT.	

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Placard Types

All deferred MEL/CDL items require a Placard to be installed. Placards for the affected item should be located as specified in the TAB LOCATION column.

The following placards are used by both pilots and maintenance personnel:

- A. **White Placard** - The MEL Placard, form 0412-40441, serves as a visual indication to Maintenance personnel and flight crews that a unit or system on the aircraft is inoperative, missing, or restricted to limited operation. The white placard is used for all MEL/CDL items and other deferred items which do not require a Repetitive Check.
 - A placard may also be installed to give advisory information to the pilots about a particular item, such as recent maintenance performed on aircraft systems or major components.
 - On all advisory or information placards, use the white placard and write "N/A" in the MEL Reference Block.
 - In some instances, it is necessary to notify Maintenance personnel and flight crews of special installations or engineering modifications that have been accomplished on a particular aircraft. An information placard or Project Operation and Maintenance Information Form (EP-19) placed in the Aircraft Log Book can be used to accomplish this notification.
 - If an EP-19 Form is used, it will be placed inside a clear plastic sleeve located in the Aircraft Log Book.
- B. **Yellow Placard** - The MEL Placard, form 0412-40512, also provides a visual indication to advise Maintenance personnel and pilots that a unit or system is inoperative, missing, or restricted to limited operation and that a "Repetitive Check" is required. The MEL/CDL will state, in capital letters, when the checks are required. For those MEL/CDL items that require repetitive checks (i.e., "Prior to Each Departure," "Prior to the First Flight of the Day," "Once Each Flight Day", or "Conditional Repetitive Check"), a yellow placard must be installed to advise downline Maintenance personnel and the captain of the repetitive check requirement. Yellow placards may also be used for items deferred per the Maintenance Manual or other approved manuals which require a repetitive check (e.g., fluid leaks).
- C. **Use of Red Tape Placard** - While the tape placard is designed primarily for use in placarding passenger seats as unserviceable, it may be used to placard other unserviceable cabin equipment, such as lavatories. Additionally, the tape placard may be used in conjunction with a "placard" as an attention-getting device. When used in this manner, the "PLACARD" tab shall be affixed to the face of the tape placard.

Performance Instructions

The enroute performance penalties in this MEL/CDL are applied to all flights by the Flight Control Dispatcher when analyzing the flight plan using the FPS flight planning system. The penalty is entered as an Enroute Driftdown Penalty in FPS and applied in FPS by increasing the weight of the aircraft by the penalty amount. The flight planning system will then access the driftdown tables at the penalized, increased weight to determine the driftdown weight limit. One-engine inoperative performance limitations (under FAR 121.191) will be applied where most restrictive. Transoceanic operations are conducted under ETOPS rules and use the same MEL performance penalty method.

A sample Performance Correction for a MEL item is shown below. The contents of the Performance Correction box should be used in conjunction with the other limitations and procedures in the MEL for the applicable dispatch. A quick-reference guide to the Performance Correction is provided below. It is important to note that items appearing above the double line should be considered by all users including the flight crew and dispatcher. Items below the double line are primarily for flight crew or LCC use. Use the appropriate box depending on the type of Weight Data Record (WDR) generated.

NOTE: The Performance Correction shown below is provided for training purposes only and should not be used for MEL 21-25-01A. Additionally, the sample MEL item below may not reflect the most current information.

Example:

①	21-25-01A	Right Recirculation Fan
②	EFFECTIVITY	All
③	FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 0.3%.
④	NOTES	None
⑤	AWABS	Performance corrections have been applied.
⑥	TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

1. MEL/CDL Number and Title.
2. Effectivity: Aircraft affected by the subject MEL/CDL item.
3. Flight Planning Requirements: Requirements that must be taken into account prior to the flight.
 - These items will be the responsibility of the dispatcher and must be taken into account prior to the flight.
 - Examples of Flight Planning Requirements can be, but are not limited to, Enroute Climb Limit Weight or Block Fuel adjustments.
4. Notes: Other pertinent information applicable to this MEL item.
5. AWABS: Contains information regarding functionality applied by AWABS. One of the two following statements will be published:
 - "Performance corrections have been applied" indicates that the AWABS document contains all applicable MEL adjustments and that no further Flight Crew action is required.

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- “Performance weight corrections have been applied” indicates that only the weights listed on the AWABS document contain the applicable MEL/CDL adjustments. This statement is followed by a specific action (or actions) required by the Flight Crew. Example – “Performance weight corrections have been applied. Reduce V1 by 3 KIAS.” These statements advise that the performance weight corrections have been applied by AWABS, but the Flight Crew must reduce the V1 noted on the AWABS document by 3 KIAS.

6. Takeoff Performance Worksheet: LCC (Load Control Center) will complete this Worksheet (including performance corrections shown in this section) and a copy will be provided to the flight crew when dispatched with a Manual WDR. This section contains three subsections: Takeoff, Landing, and Other Corrections. The section titled “Other Corrections” will only appear if other corrections are to be performed.

NOTE: Performance decrements specified in this section of the performance box are simplified and conservative for the manual computation of takeoff and landing limit weights. AWABS produces more precise weights based on runway length and obstacles. Therefore, comparing AWABS documents with and without an MEL item will frequently produce significantly different results than weights specified in the Takeoff Performance Worksheet section of the performance box.

TAKEOFF

- Runway Allowable Takeoff Weight adjustment.
- Takeoff Climb Limit Weight adjustment.

LANDING

- Runway Allowable Landing Weight adjustment.
- Approach/Landing Climb Limit Weight adjustment.
- Maximum Quick Turnaround Landing Weight adjustment.

OTHER CORRECTIONS

- V-speed adjustments.
- Landing speed adjustments.
- EPR or N1 adjustments.

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MEL/CDL Use (Maintenance)

During Service Checks maintenance personnel will review the aircraft log book for the previous 10 days to ensure any open MEL deferrals are active in LMOS, reference the service check AMDS work card for each fleet. Maintenance personnel will call the MCC in ATL at 404-715-0088 (ext. 5-0088) or 1-800-DELTAMC (1-800-335-8262) immediately if any open MEL/CDL item is not listed on the current MEL/CDL Item List (tran code MEL).

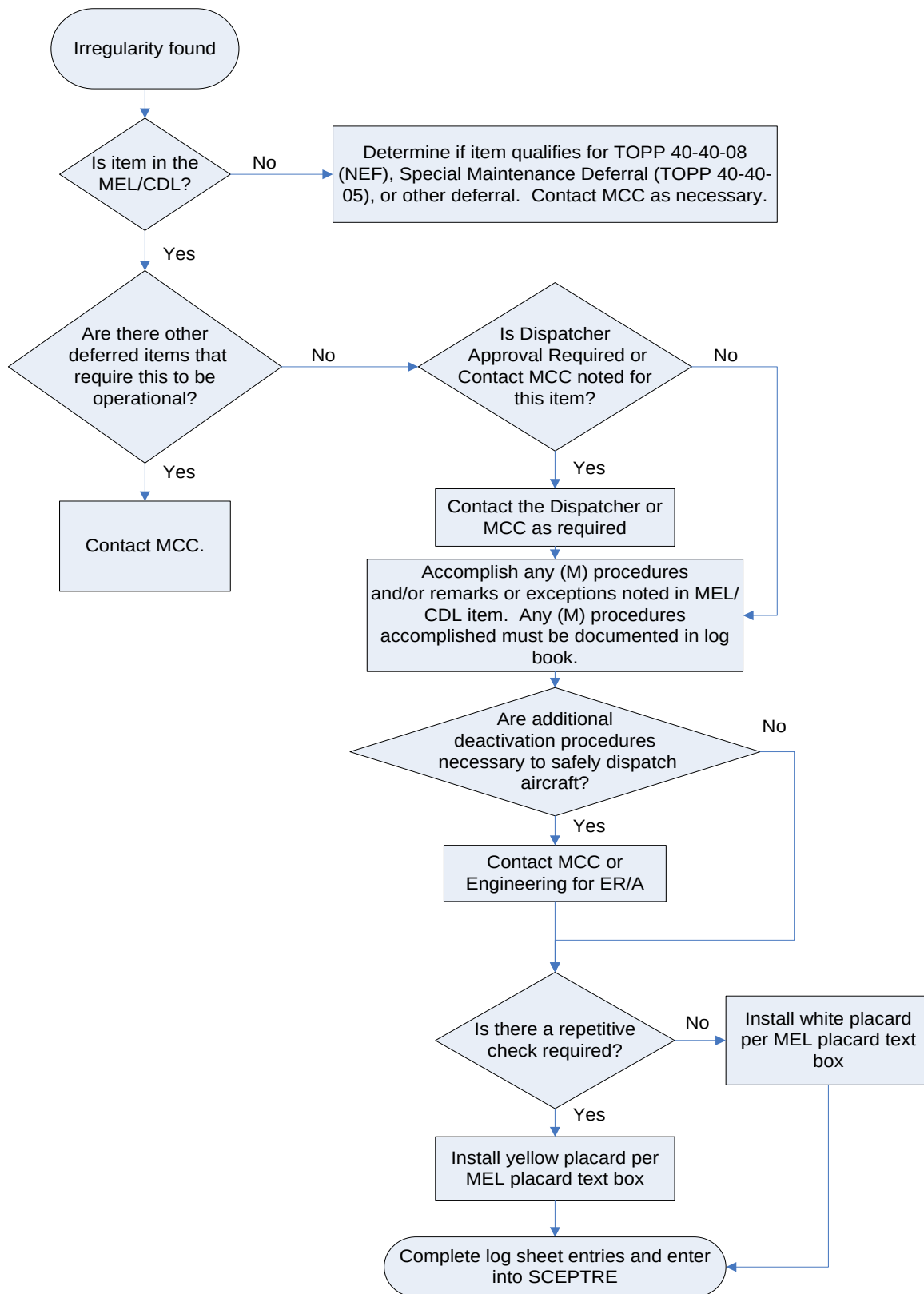
NOTE: If it is determined that a Repair Category 'A' item cannot be cleared prior to flight release from layover, the mechanic assigned to the aircraft must call Aircraft Routing, ATL, ext. 5-0222, to determine if there is sufficient flight time remaining to allow the aircraft to reach the next layover, or to reach a station where the repairs can be accomplished.

To document an MEL/CDL item in the log book and install the appropriate placard, Delta AMTs or contract maintenance vendors, under the guidance of MCC, must adhere to the following procedure:

1. When an irregularity is found, verify that the item is not already deferred (do not duplicate a log book entry). Document the irregularity in the aircraft log book in accordance with TOPP 50-10-05.
2. Determine if the item is in the MEL/CDL. If not, contact the MCC through Dispatch to determine if the item qualifies for deferral as NEF (see TOPP 40-40-08), or some other deferral method.
3. Determine that other deferred items do not require this item to be operational. If so, contact the MCC before continuing.
4. If required by the item, Contact Dispatch or MCC to gain authority to defer the item.
5. Accomplish all (M) procedures and instructions noted under the Remarks and Exceptions column in the MEL/CDL.

If a procedure requires a circuit breaker(s) to be pulled and secured, use the orange circuit breaker collar(s). If orange collars are not available, secure the required circuit breaker(s) via alternate means (e.g., Tyrap or other positive securing means) and annotate in the IRO section of the log book, "Missing orange CB collar(s)".

6. If any additional deactivation is required to safely dispatch the aircraft, contact MCC or Engineering for authority and documentation. Record all actions in the log book and install a placard.
7. Determine if a Repetitive Check is required. If so, install a yellow placard according to the MEL placard text box. If the repetitive check is an (M) procedure, comply with check in accordance with instructions.
8. If item does not require a Repetitive Check, install white placard according to the MEL placard text box (see Placarding Instructions, this manual).
9. Enter "Deferred per MEL/CDL xx-xx-xx" in the IRO section of the log book. If the MEL/CDL deferral includes a (M) procedure, compliance must be documented in the IRO section (example: (M) procedures complied with).



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MEL/CDL Use (Pilots)

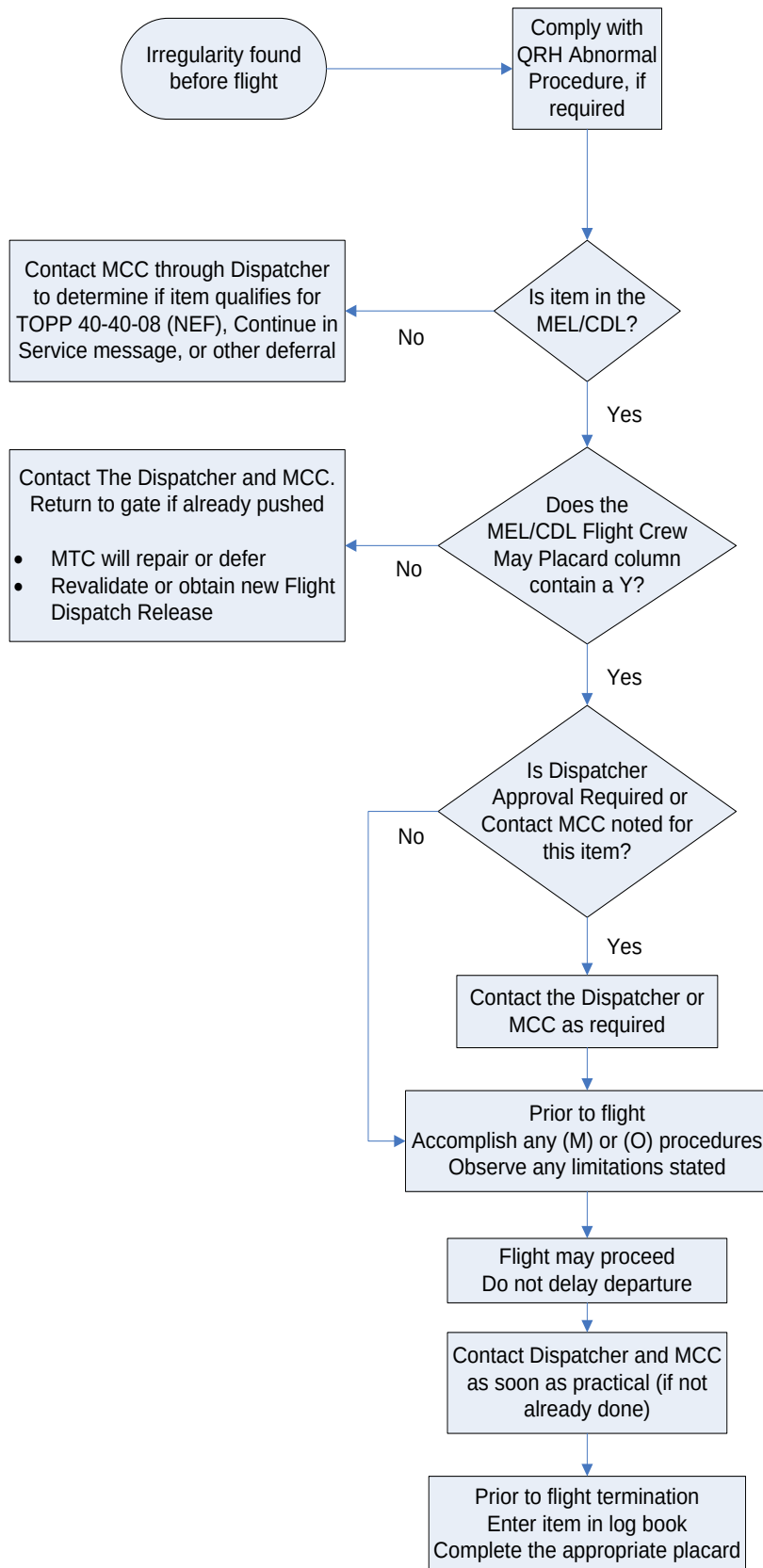
The MEL/CDL must be reviewed by the flight crew prior to flight to ensure compliance with all limitations and/or procedures associated with each deferred item. Systems/components deferred per the MEL will not be activated, actuated or otherwise utilized under normal operations. Elements, features or functions of deferred systems must not be used if their use will adversely affect the safe operation of the aircraft.

Pilots may document and install the appropriate placard when the MEL/CDL item denotes a 'Y' in the 'Flight Crew May Placard' columns, or when authorized under the NEF Program (see TOPP 40-40-08). In this case, the pilots may perform any required (M) or (O) procedures. To document an MEL/CDL item, the pilot must take the following actions:

1. When an irregularity is found, comply with the QRH Abnormal procedure if required. Verify that the item is not already deferred. Do not duplicate a log book entry.
2. Determine if the item is in the MEL/CDL. If not, contact the MCC through Dispatch to determine if the item qualifies for deferral as NEF (see TOPP 40-40-08), Continue in Service (TOPP 40-40-05), or other deferral method.
3. If the item is in the MEL/CDL, determine if the item contains a 'Y' under the Flight Crew May Placard column. If there is not a 'Y', contact the MCC through Dispatch and return to the gate if already pushed. Maintenance will repair or defer the item. Revalidate or obtain a new Flight Release as necessary.
4. If the item contains a 'Y', determine if "Dispatch Approval Required" or "Contact MCC" is indicated. Contact Dispatch and/or MCC as required.
5. Prior to flight, accomplish all (M) and (O) procedures and any instructions noted for the item under the Remarks and Exception column in the MEL/CDL and observe any restrictions or limitations.

If a procedure requires a circuit breaker(s) to be pulled and secured, use the orange circuit breaker collar(s). If orange collars are not available, secure the required circuit breaker(s) via alternate means (e.g., Tyrap or other positive securing means) and annotate in the IRO section of the log book, "Missing orange CB collar(s)" next to the "Flight crew installed placard at XXX." remark.
6. The flight may proceed without delay. Contact Dispatcher and MCC as soon as practical (if not already done). Logbook entry (see TOPP 50-10-05) and placard (see Placard Instruction Table, this manual) must be completed prior to flight termination as follows:

The log book must have the discrepancy written in the IRF block. Under the direction of MCC, complete the IRO "Correction/Deferral" portion of the Aircraft Maintenance Log. Flight crews completing the deferral will enter the phrase, "Flight Crew Placard Installed at (station) per MEL (xx-xx-xx) followed by the captain's title, name, six digit employee number, the Maintenance Coordinator's title, name, and six digit employee number in the IRO block. The Mech. Signature or SIGNATURE block will be signed by the AMT.



MEL Expiration

- Expiration dates/times are based on UTC time. Under normal circumstances the aircraft must arrive at the destination station prior to midnight of the expiration date (UTC time). This applies to all Category A, B, C, and D items. If the aircraft cannot arrive at the destination station prior to midnight, due to an unexpected delay (maintenance, flight exception, weather, ATC flow control, etc.), the MCC Shift Manager may approve the flight departure provided the aircraft departs (departs for this policy means an "OUT" time has been sent or all doors closed) prior to midnight (UTC time) of the expiration date. In the event of any additional unexpected delay (ATB, DIV, RTB, etc.), the aircraft may still depart (depart for this policy means an "OUT" time has been sent or all doors closed) prior to midnight (UTC time) of the expiration date. If the delayed departure time is expected to be after midnight, the item must either be repaired, or reviewed by the MCC Shift Manager for possible extension (Category B, C) prior to further revenue flight.
- The Captain and the Maintenance Coordinator have joint responsibility to ensure that MEL expiration periods are not exceeded for MEL/CDL Category B, C and D items. The MCC is solely responsible for monitoring the expiration of Category A items and non-MEL items. The MEL serves as the primary reference source for category and expiration period guidance.
 - The expiration period of category "A" items is defined as the time interval specified in the REMARKS or EXCEPTIONS column of the operator's approved MEL/CDL. For time intervals specified in "flight days," the day the malfunction was recorded in the aircraft logbook is excluded. For all other time intervals (flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL/CDL.
 - The MEL/CDL should always be consulted regarding limitations and restrictions. The flight plan MEL/CDL expiration information should be used as a cross-check, not a substitute, for reviewing the MEL/CDL. If any MEL/CDL item in the log book is not listed in the flight plan, check the MEL for its category and expiration period based on the "Day of Discovery" (see *MEL Definitions*).
 - The Captain shall contact the MCC in accordance with the FOM with any questions concerning MEL currency

MEL/CDL Category	MEL/CDL Expiration Time	Extendible?	Who is responsible for MEL/CDL currency?
A	Time interval specified in MEL	No	MCC
B	3 Days	Yes	Pilot and MCC
C	10 Days	Yes	Pilot and MCC
D	120 Days	No	Pilot and MCC
N/A ¹	Item specific (Not in MEL)	Item specific (Not in MEL)	MCC

¹NOTE: A MEL placard may be placed in the logbook which identifies other components / systems not specifically referenced in the MEL. This is done for administrative tracking purposes. These items do not have a MEL Number and the placard MEL/CDL Reference Number block will indicate "N/A" (not applicable). The Captain is not responsible for verification of the expiration period for this type of entry.

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3. The MEL/CDL references and expiration dates/times will be listed in the "FLIGHT CONTROL & MAINTENANCE REMARKS" section of the Delta Flight Plan to help verify MEL/CDL information and currency.

The following examples show how MEL/CDL information will appear on the flight plan:

Category A items

M78-34-01 REVERSER UNLOCK INDIC/AMBER U/L/--1INOP
 **CATEGORY A MEL

Category B, C and D items

M32-46-01C TIRE PRESSURE INDICATIONS - UP TO 12 INOP
 MEL EXPIRATION DATE - 20MAR95 AT 2400 UTC

Extensions of Expiration Date

When a B or C category item has expired and cannot be cleared prior to the next flight release, the appropriate Maintenance Coordinator - MCC must be contacted for possible extension approval. Refer to TOPP 40-40-05 for instructions on MEL extensions

Removal of a Deferral

When documenting the removal of a MEL/CDL deferral in the IRO section of the log page, indicate the action(s) taken to reactivate previously deactivated systems/components, and a statement that the item is cleared (system reactivated and placard removed).

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RNAV Minimum Requirements

The chart below should be used when making MEL compliance or aircraft equipment decisions prior to the dispatch event. Equipment failures that occur after that event will be referenced in the appropriate AOM. The values referenced below are not intended to reduce the minimum values published on any approach chart or reduce any crew qualification restriction.

To use the chart, locate the MEL number for the system on deferral. Read the columns to the right of the appropriate MEL number to determine the number of systems required for the type of operation under consideration.

MEL Item on Deferral	Number Required	
	RNAV SID/STAR	RNAV ENROUTE
22-00-10: Autopilot Disengage Warning Lights	0 ❶	0 ❶
22-00-11: Autopilot Control Wheel Disengage Switches	0 ❶	0 ❶
22-00-14: Digital Flight Guidance System (DFGS) Computers	1	1
22-00-15: Autopilot OR	1 OR	1 OR
34-00-16: Flight Director Systems	1	1
22-00-15: DFGC – NAV Mode	1	0
22-00-16: Flight Mode Annunciators	1 ❷	0
34-00-17: Distance Measuring Equipment	1	1
34-00-41: Mode Selector MAP Positions	1	1
34-00-42: FMS – Computer	1	1
34-00-42: FMS – MCDU	1	1
34-00-42: FMS NAV Database (current)	0 ❸	0 ❸

❶ At least one Flight Director required

❷ NAV Mode Annunciation required

❸ Authorized if MEL 34-00-42D NAV Database “O” procedure is successfully accomplished.

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ATA 11 Contents

11-00-01	Aircraft Placards/Markings Repair Installed	11-2

NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
11-00-01	Aircraft Placards/Markings Repair Installed "Contact MCC" Administrative Control Item	N	-	-	Item may only be used to track repair provided: a) MCC determines that placard is FAA required, b) Install repair per TOPP 40-40-05, c) Enter in logbook repair is applied per TOPP 40-40-05, and d) Enter in logbook that repair is deferred per MEL 11-00-01. NOTE: If MCC determines that placard is not FAA required, use TOPP 40-40-08 (NEF).

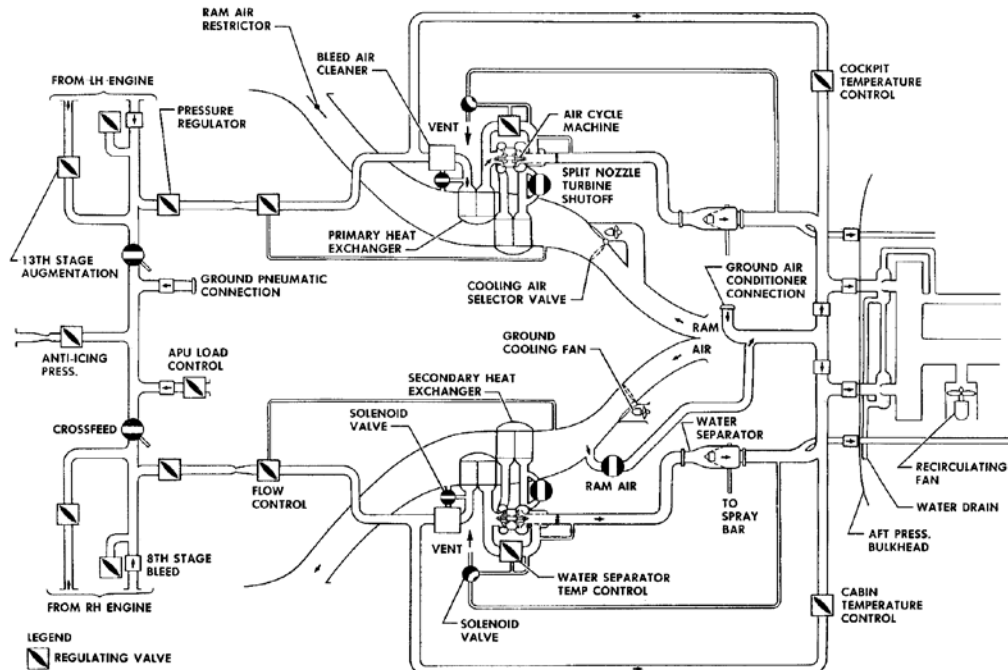
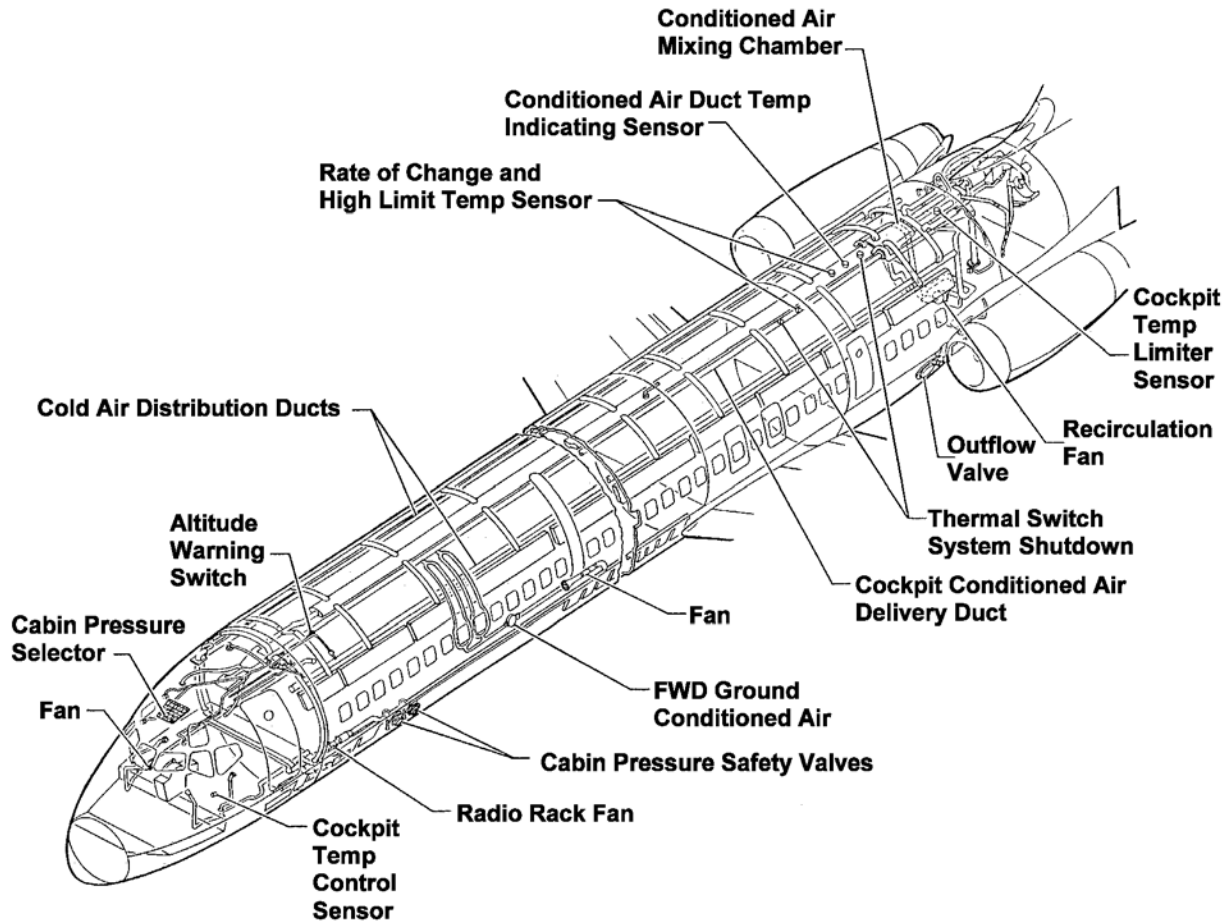
MEL ITEM	TAB LOCATION	PLACARD TEXT
11-00-01	Logbook	_____REPAIRED PER TOPP 40-40-05

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ATA 21 Contents

21-00-01	Air Conditioning Systems	21-4
21-00-02A	AIR COND TEMP HI Annunciating Systems	21-7
21-00-03	Air Conditioning Supply Pressure Indicating Systems	21-8
21-00-04	Cabin / Duct / Supply Temperature Indicating System	21-9
21-00-05	Air Conditioning Automatic Shut-off System	21-10
21-00-07	Air Conditioning Flow Control Valves.....	21-11
21-00-08	Air Conditioning Pressure Regulator Valves.....	21-14
21-00-09A	Ram Air Valve	21-15
21-00-10	Compressor Discharge and Turbine Inlet Thermal Switches.....	21-16
21-00-11	Air Conditioning System Shutdown Thermal Switches (190° F).....	21-17
21-00-12	Heat Exchanger Cooling Air Fans.....	21-18
21-00-13	Air Conditioning Water Separators.....	21-19
21-00-14A	Ground Air Conditioning Check Valves.....	21-20
	AIR CONDITIONING COOLING AIR DIVERTER VALVES.....	21-21
21-00-15A	Flapper	21-21
21-00-19	RADIO RACK FAN OFF Annunciator System	21-23
	RADIO RACK COOLING FANS.....	21-24
21-00-21A	Primary Fan.....	21-24
21-00-21B	Standby Fan	21-24
21-00-21C	Primary and Standby Fans.....	21-24
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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-01	Air Conditioning Systems "DISP.APPR.REQ'D."	N	2	1 C	(O)(M) May be inoperative provided: a) Airplane remains at or below FL 250, and b) Associated Flow Control Valve is deactivated CLOSED.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-01	Associated A/C SUPPLY Switch	____ A/C System INOP

(O) PROCEDURES

21-00-01

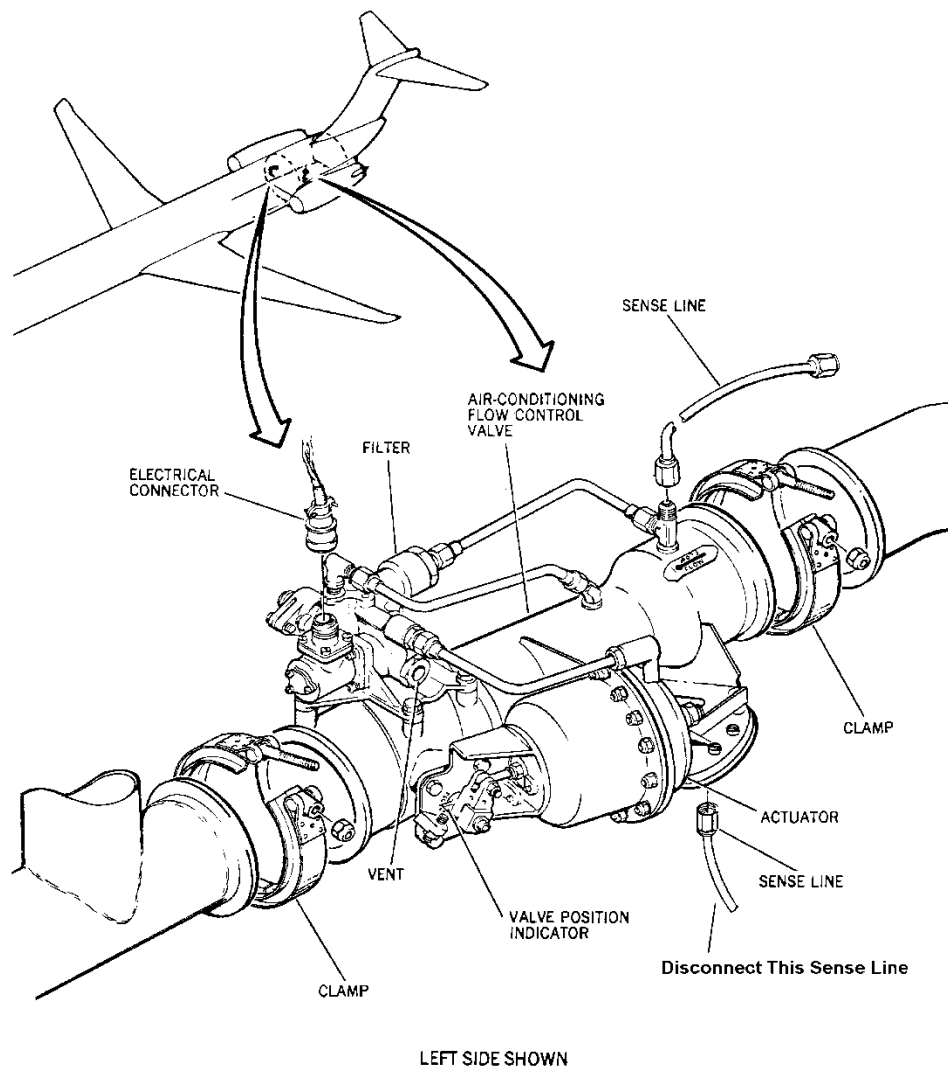
Limit flight altitude to a maximum of FL 250.

(M) PROCEDURES

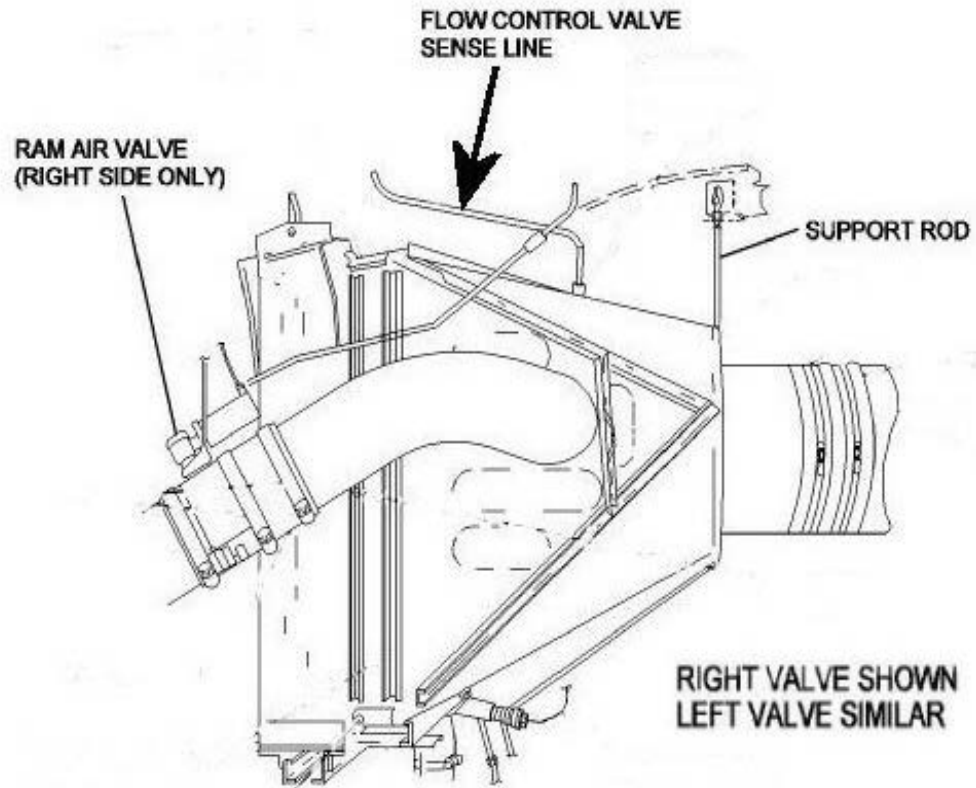
21-00-01

1. Select the associated AIR CONDITIONING SUPPLY switch to OFF.
2. Disconnect the affected ram air sense line from the Air Conditioning Flow Control Valve. The sense line may be disconnected from the Flow Control Valve, or at the Heat Exchanger (preferred). Make an entry in the Aircraft Log as to which location the sense line was disconnected.
3. Pressurize pneumatic ducts, i.e., run APU, etc., and open crossfeed valves.
4. Shut off operative pack and verify that affected pack is not producing flow by feeling at open cockpit air conditioning outlets.

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-NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-02A	AIR COND TEMP HI Annunciating Systems "Contact MCC"	Y	2	1 C	(M) May be inoperative provided: a) Associated Air Conditioning Supply System is operated in the HP BLD OFF, and b) Remaining Air Conditioning System and Air Conditioning Supply Systems operates normally.
21-00-02B	AIR COND TEMP HI Annunciating Systems "DISP.APPR.REQ'D."	Y	2	1 C	(O)(M) May be inoperative provided: a) Associated Air Conditioning System is not used, and b) Airplane remains at or below FL 250.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-02A	Associated A/C SUPPLY Switch	1. ____ AIR COND TEMP HI Light INOP 2. Use ____ A/C System in HP BLD OFF position
21-00-02B	Associated A/C SUPPLY Switch	1. ____ AIR COND TEMP HI Light INOP 2. Do NOT Use ____ A/C System

(O) PROCEDURES

21-00-02B

1. Select the affected Air Conditioning Supply switch to OFF.
2. Limit flight altitude to a maximum of FL 250.

(M) PROCEDURES

21-00-02A

Pull and secure associated Supply Air Temp High circuit breakers (left U-26, or right W-26).

21-00-02B

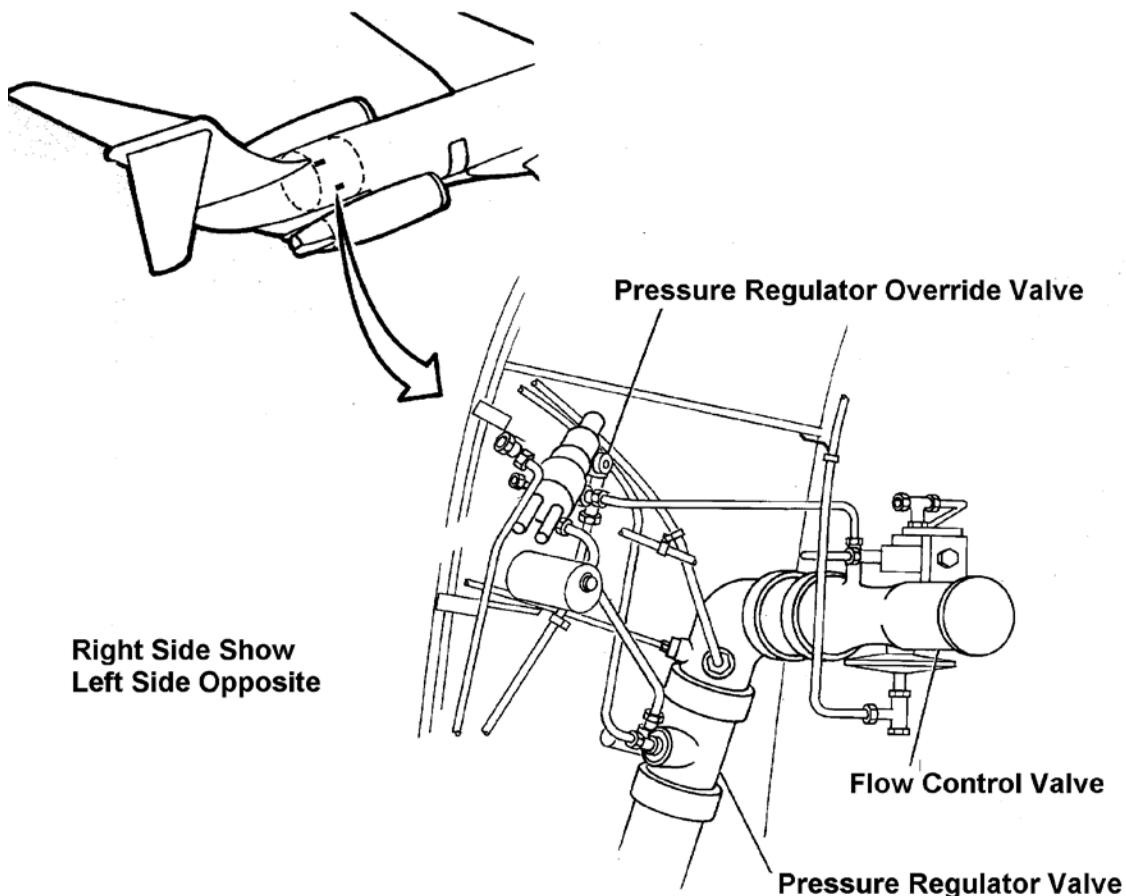
1. Pull and secure associated Supply Air Temp High circuit breakers (left U-26, or right W-26).
2. Select the associated AIR CONDITIONING SUPPLY switch to OFF.
3. Pressurize pneumatic ducts, i.e. run APU, etc., and open crossfeed valves.
4. Shut off operative pack and verify the affected pack is not producing flow by feeling at open cockpit air conditioning outlets.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-03	Air Conditioning Supply Pressure Indicating Systems	N	2	1 C	(M) May be inoperative provided associated Pressure Regulator and Flow Control Valves are verified operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-03	Affected A/C Supply Pressure Indicator	___ A/C Supply Pressure Indicator INOP

(M) PROCEDURES

1. Select associated AIR CONDITIONING SUPPLY switch to AUTO.
2. Place one throttle to full forward (takeoff) position if APU bleed air will be used in next step.
3. Pressurize associated pneumatic system to at least 35 PSIG, using main engine, APU, or pneumatic ground cart. (Do not use AIR COND COLDER position of APU AIR switch).
4. Visually inspect valve position indicators of the associated pressure regulator and flow control valve and verify both valves are modulating, i.e., not full open.



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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION	N	1	0	C	REMARKS OR EXCEPTIONS
21-00-04	Cabin / Duct / Supply Temperature Indicating System					(M) May be inoperative provided: a) Both Air Conditioning System Shutdown Thermal Switches are operative, and b) Cockpit / Cabin Compartment Auto Temperature Control Systems are operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-04	Cabin TEMP SEL Switch	CABIN TEMP Indicator INOP

(M) PROCEDURES

NOTE: If packs operated properly in AUTO mode during prior flight, this test should be omitted.

With packs operating in AUTO, select a lower or higher temperature and verify correct pack response on pack valve position indicators.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-05	Air Conditioning Automatic Shut-off System "DISP.APPR.REQ'D."	Y	1	0 C	(O)(M) May be inoperative provided: a) Both Air Conditioning Systems are selected OFF before takeoff, b) Air Conditioning Systems are not selected ON until complete flap retraction, or a minimum altitude of 400 feet AGL is attained, c) Landing Light Auto Retract System is considered inoperative and deferred per MEL 33-00-07, and d) Appropriate Takeoff EPR setting adjustments have been applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-05	A/C SUPPLY Switches	A/C Auto Shut-off System INOP

(O) PROCEDURES

1. Prior to takeoff select both AIR CONDITIONING SUPPLY switches to OFF.
2. After flap retraction but not before 400 feet altitude, select AIR CONDITIONING SUPPLY switches to AUTO or as required.
3. Increase Static T/O EPR by +0.02 PRIOR TO TAKEOFF to account for takeoff operation with packs OFF.

(M) PROCEDURES

Pull and secure Air Conditioning Auto Shut Off circuit breaker (U-28).

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-07	Air Conditioning Flow Control Valves "DISP.APPR.REQ'D."	N	2	1 C	(O)(M) May be inoperative provided: a) Associated Flow Control Valve is CLOSED, b) Associated Air Conditioning System is not used, and c) Airplane remains at or below FL 250.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-07	Associated A/C SUPPLY Switch	1. ____ A/C Flow Control Valve INOP 2. Do NOT Use ____ A/C System

(O) PROCEDURES

21-00-07

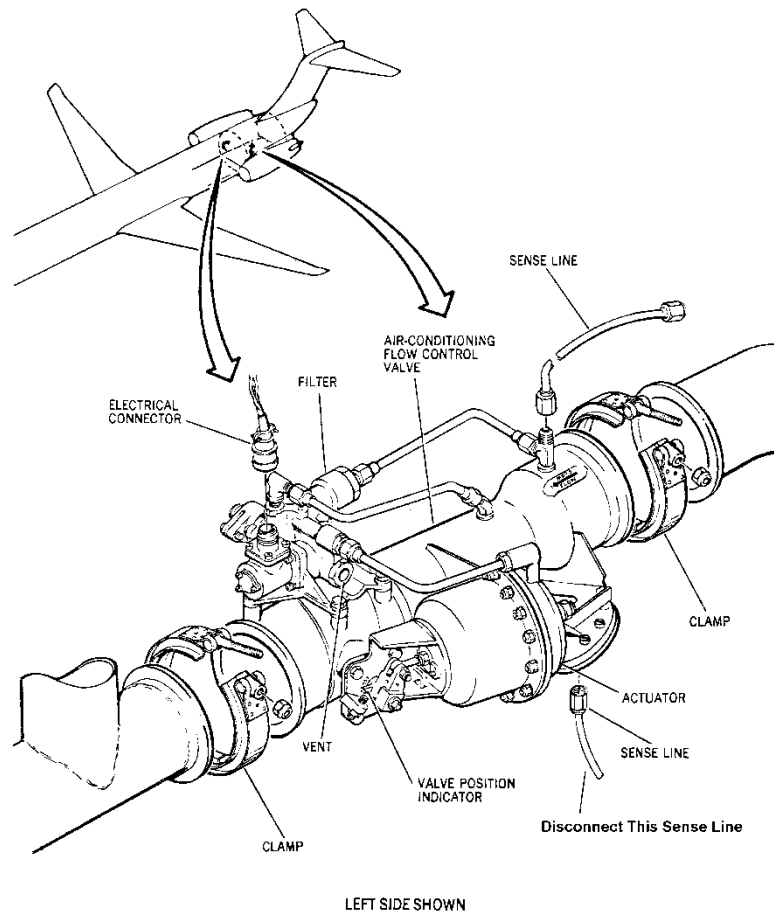
Limit flight altitude to a maximum of FL 250.

(M) PROCEDURES

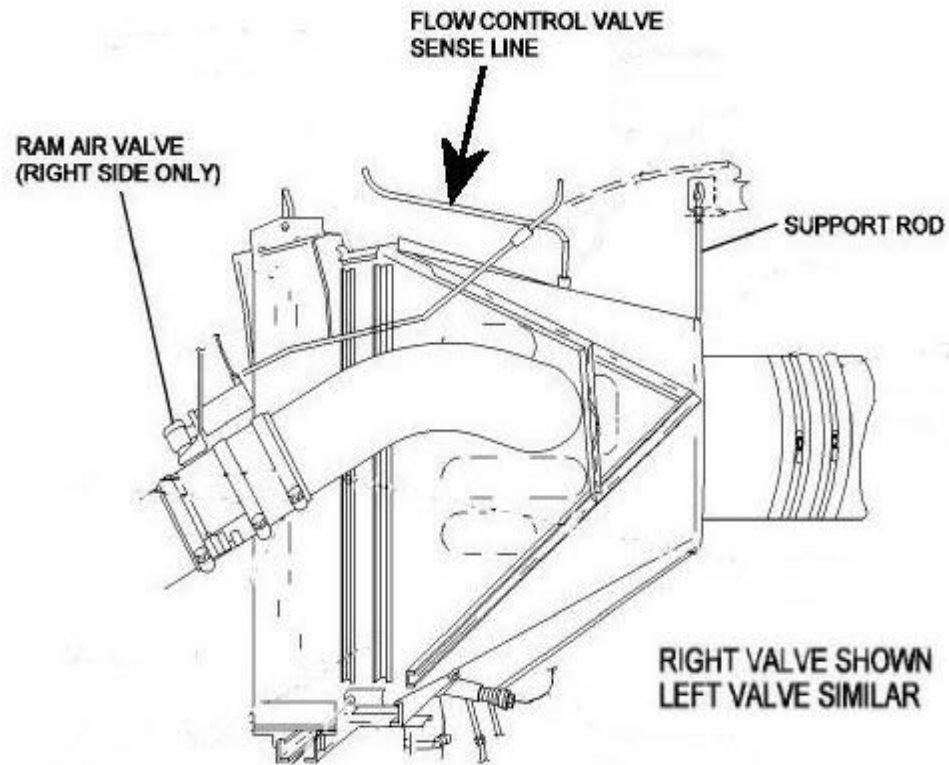
21-00-07

1. Select the associated AIR CONDITIONING SUPPLY switch to OFF.
2. Disconnect the affected ram air sense line from the Air Conditioning Flow Control Valve. The sense line may be disconnected from the Flow Control Valve, or at the Heat Exchanger (preferred). Make an entry in the Aircraft Log as to which location the sense line was disconnected.
3. Pressurize pneumatic ducts, i.e., run APU, etc., and open crossfeed valves.
4. Shut off operative pack and verify that affected pack is not producing flow by feeling at open cockpit air conditioning outlets.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-08	Air Conditioning Pressure Regulator Valves "DISP.APPR.REQ'D."	N	2	1 C	(O)(M) May be inoperative provided: a) Associated Flow Control Valve is CLOSED, b) Associated Air Conditioning System is not used, and c) Airplane remains at or below FL 250.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-08	Associated A/C SUPPLY Switch	1. ____ A/C Pressure Regulator Valve INOP 2. Do NOT Use ____ A/C System

(O) PROCEDURES

21-00-08

Limit flight altitude to a maximum of FL 250.

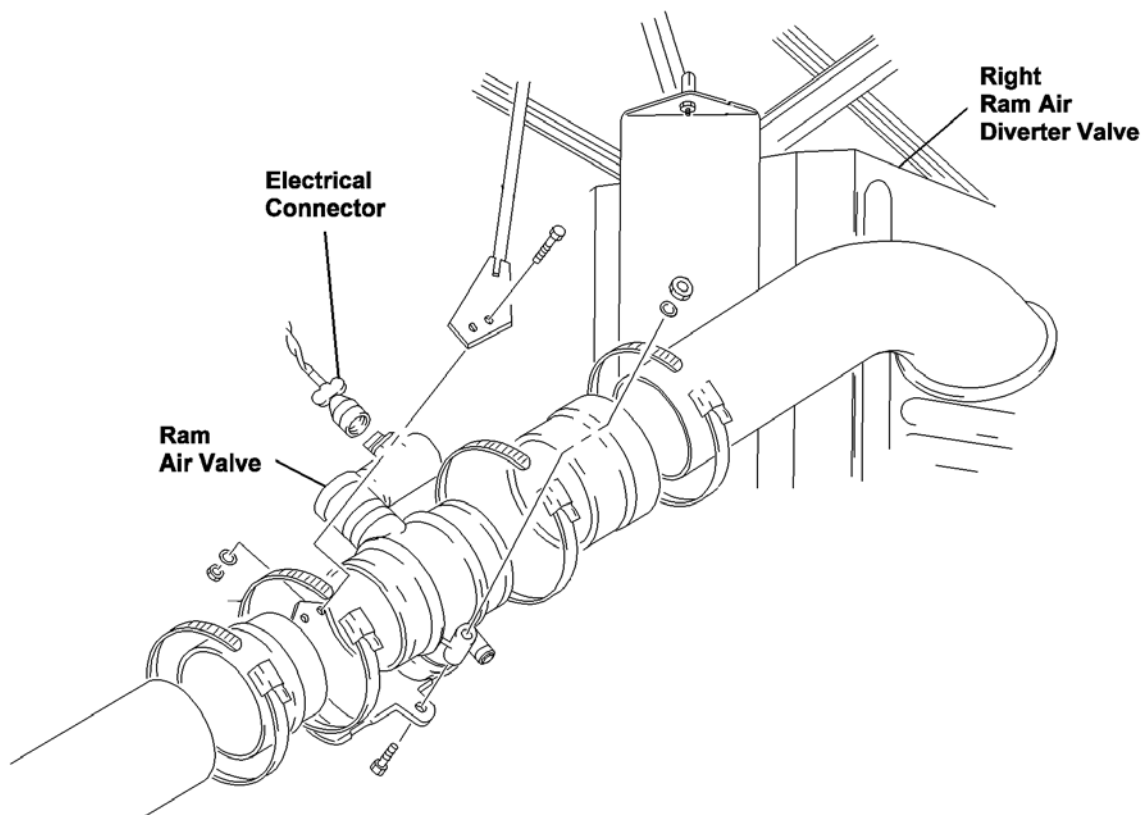
(M) PROCEDURES

21-00-08

Select affected Air Conditioning Supply switch to OFF.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
21-00-09A	Ram Air Valve	N	1	0	C	May be inoperative provided: a) Ram Air Valve is OPEN, and b) All Ground Air Conditioning Check Valves are operative.
21-00-09B	Ram Air Valve	N	1	0	C	May be inoperative provided: a) Ram Air Valve is CLOSED, and b) Both Air Conditioning Systems are operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-09A	RAM AIR Switch	Ram Air Valve INOP
21-00-09B	RAM AIR Switch	Ram Air Valve INOP



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-10	Compressor Discharge and Turbine Inlet Thermal Switches	N	4	0	C

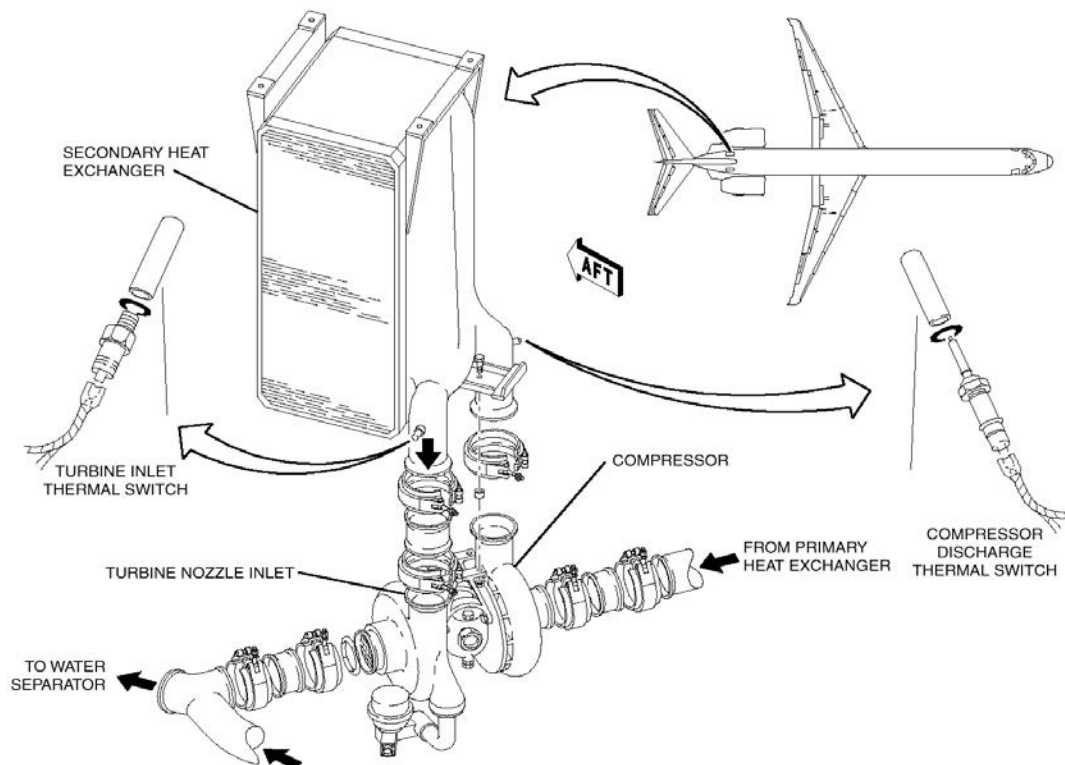
MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-10	Associated A/C SUPPLY Switch	1. ____ Compressor Discharge / Turbine Inlet Thermal Switch(es) INOP 2. Do NOT Use ____ A/C System on the ground

(O) PROCEDURES

1. Ensure the affected Air Conditioning Supply switch(es) is (are) OFF while the aircraft is on the ground.
2. After takeoff, select Air Conditioning Supply switch(es) to AUTO or as required.
3. Prior to landing select affected Air Conditioning Supply switch(es) to OFF.

(M) PROCEDURES

Disconnect, cap, and stow connector(s) on affected thermal switches.



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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-11	Air Conditioning System Shutdown Thermal Switches (190° F) "DISP.APPR.REQ'D."	N	2	1 C	(O) May be inoperative provided: a) Associated Air Conditioning System is not used, and b) Airplane remains at or below FL 250.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-11	Associated A/C SUPPLY Switch	1. ____ A/C Shutdown Thermal Switch INOP 2. Do NOT Use ____ A/C System

(O) PROCEDURES

21-00-11

Limit flight altitude to a maximum of FL 250.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-12	Heat Exchanger Cooling Air Fans	Y	2	0	C (O)(M) May be inoperative provided: a) Associated Air Conditioning System is not operated before becoming airborne, and b) Associated Air Conditioning System is selected OFF before landing.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-12	Associated A/C SUPPLY Switches	1. ____ Heat Exchanger Cooling Fan(s) INOP 2. Do NOT Use ____ A/C System on the ground

(O) PROCEDURES

1. Ensure the affected Air Conditioning Supply switch(es) is (are) OFF while the aircraft is on the ground.
2. After takeoff, select Air Conditioning Supply switch(es) to AUTO or as required.
3. Prior to landing select affected Air Conditioning Supply switch(es) to OFF.

(M) PROCEDURES

Pull and secure affected Heat Exchanger Cooling Fan circuit breakers.

LEFT	B1-253	Generator Bus Circuit Breaker Panel	Behind Captain's Seat
	B1-255	Generator Bus Circuit Breaker Panel	Behind Captain's Seat
	B1-257	Generator Bus Circuit Breaker Panel	Behind Captain's Seat
	B1-659	EPC Panel	H-11
RIGHT	B1-254	Generator Bus Circuit Breaker Panel	Behind Captain's Seat
	B1-256	Generator Bus Circuit Breaker Panel	Behind Captain's Seat
	B1-258	Generator Bus Circuit Breaker Panel	Behind Captain's Seat
	B1-660	EPC Panel	J-11

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-13	Air Conditioning Water Separators "DISP.APPR.REQ'D."	N	2	1 C	(O) May be inoperative provided: a) Associated Air Conditioning System is not used, and b) Airplane remains at or below FL 250.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-13	Associated A/C SUPPLY Switch	1. ____ A/C Water Separator INOP 2. Do NOT Use ____ A/C System

(O) PROCEDURES

21-00-13

Limit flight altitude to a maximum of FL 250.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-14A	Ground Air Conditioning Check Valves "DISP.APPR.REQ'D."	N	2	1 C	(O)(M) May be inoperative OPEN provided: a) Associated Ground Conditioned Air Door is CLOSED and LATCHED, and b) Airplane remains at or below FL 250.
21-00-14B	Ground Air Conditioning Check Valves	N	2	0 C	May be inoperative CLOSED for pressurized flight.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-14A	Cabin Pressure Control Panel	___Ground A/C Check Valve INOP OPEN
21-00-14B	Cabin Pressure Control Panel	___Ground A/C Check Valve(s) INOP CLOSED

(O) PROCEDURES

21-00-14A

Limit flight altitude to a maximum of FL 250.

(M) PROCEDURES

21-00-14A

Assure that the Ground Condition Air Door is closed and latched.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	AIR CONDITIONING COOLING AIR DIVERTER VALVES				
21-00-15A	Flapper "DISP.APPR.REQ'D."	N	2	1	C (O)(M) May be inoperative in the Fan Air Cooling only position provided: a) Associated Valve is in the Left Air Conditioning System, b) Airplane remains at or below FL 250, and c) Left Air Conditioning System is selected OFF before becoming airborne.
21-00-15B	Flapper	N	2	0	C (O)(M) May be inoperative in the Ram Air Cooling only position provided: a) Associated Air Conditioning System is not used prior to becoming airborne, and b) Associated Air Conditioning System is selected OFF before landing.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-15A	Associated A/C SUPPLY Switch	____ A/C Cooling Air Diverter Valve INOP
21-00-15B	Associated A/C SUPPLY Switches	1. ____ A/C Cooling Air Diverter Valv(es) INOP 2. Do NOT Use ____ A/C System on the ground

(O) PROCEDURES

21-00-15A

1. Prior to takeoff, ensure that the left Air Conditioning Supply switch is off.
2. Limit flight altitude to a maximum of FL 250.
3. Left pack may be used after landing.

21-00-15B

1. Ensure affected Air Conditioning Supply switch(es) is (are) OFF while the aircraft is on the ground.
2. After takeoff, select Air Conditioning Supply switch(es) to AUTO or as required.
3. Prior to landing, select affected Air Conditioning Supply switch(es) to OFF.

(M) PROCEDURES

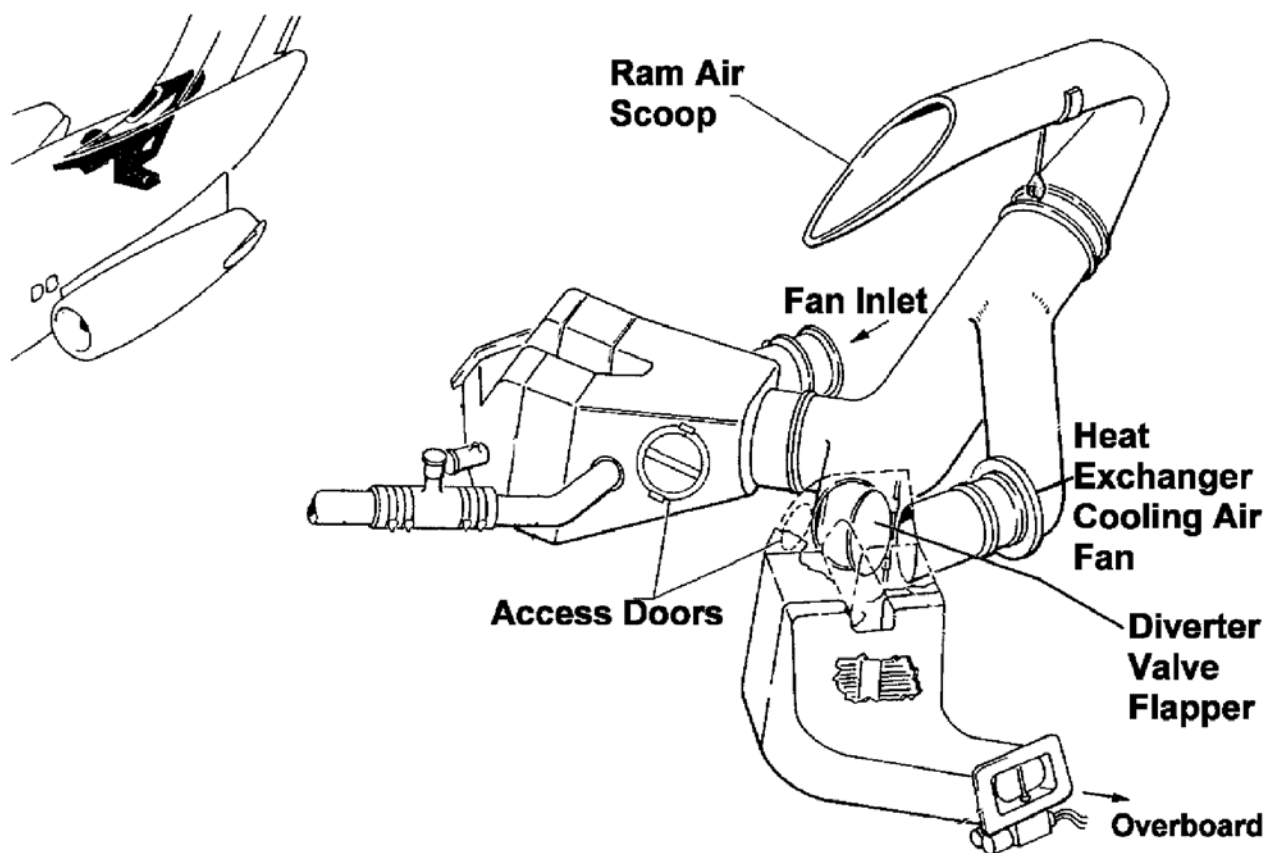
21-00-15A

1. Ascertain whether valve failure causes the Ram Air Door to be closed or whether the valve failure causes the Fan Air Door to be closed.
2. If the Fan Air Door is closed, the left pack should not be used on the ground. In the cockpit, select the left hand Air Conditioning Supply switch to OFF.
3. If the Ram Air Door is closed, the left pack may be used as necessary on the ground.

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21-00-15B

1. Ascertain whether valve failure causes the Ram Air Door to be closed or whether the valve failure causes the Fan Air Door to be closed.
2. If the Fan Air Door is closed, the right pack should not be used on the ground. In the cockpit, select the right hand Air Conditioning Supply switch to OFF.
3. If the right Ram Air Door is closed, the airplane may not be flown or released for flight.



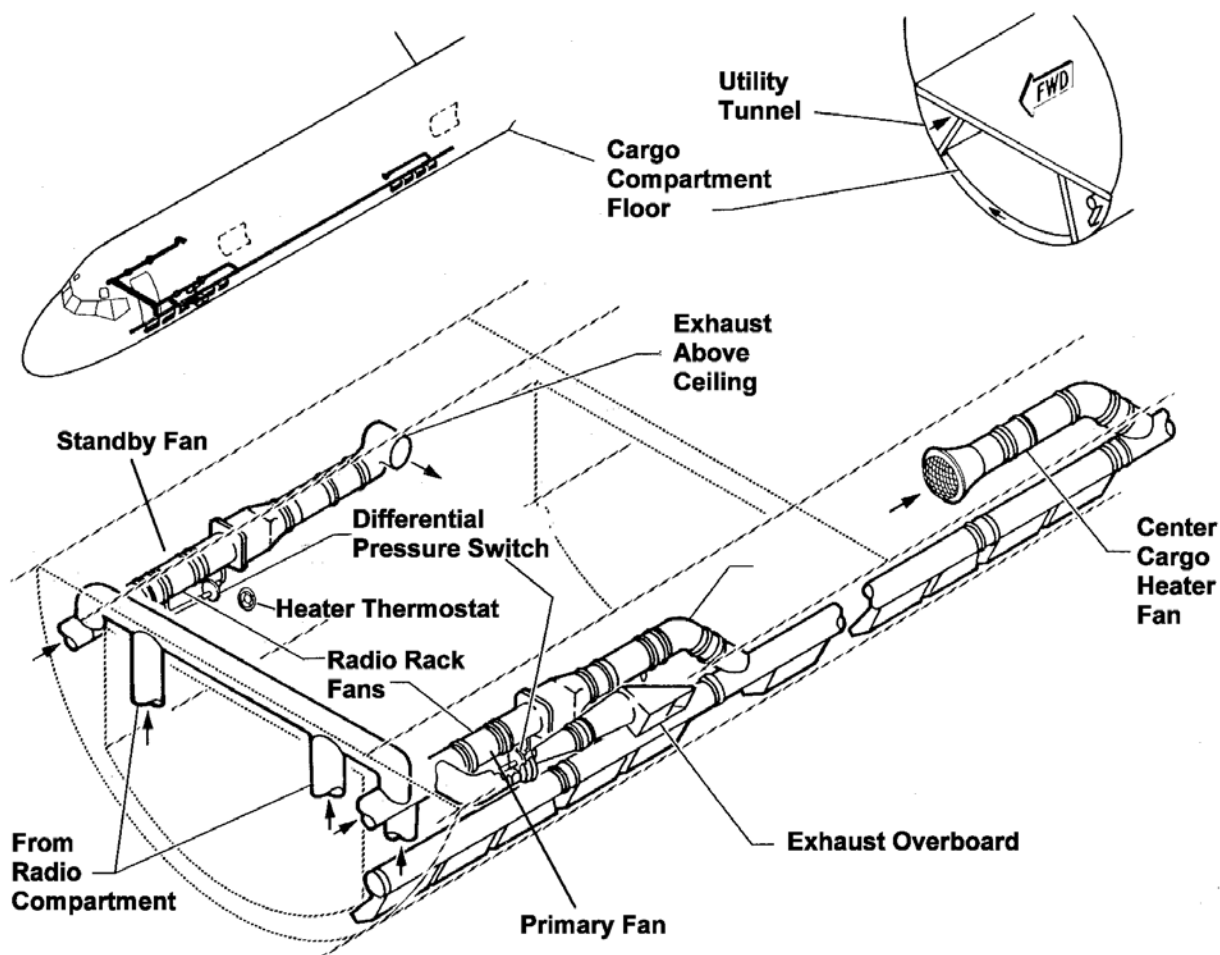
NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-19	RADIO RACK FAN OFF Annunciator System "Contact MCC"	N	1	0	C
					(M) May be inoperative provided an audible check is made for satisfactory Radio Rack Fan operation PRIOR TO EACH DEPARTURE (Log Book Entry Required). Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-19	Radio Rack Venturi / Fan Switch	RADIO RACK FAN OFF Light INOP

(M) PROCEDURES

PRIOR TO EACH DEPARTURE:

Listen for Primary and Standby fan operation either in the avionics compartment, or through the left and right lining panels in the forward cargo compartment.



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
RADIO RACK COOLING FANS					
21-00-21A	Primary Fan "DISP.APPR.REQ'D."	N	1	0	C (O)(M) Primary Fan may be inoperative provided Standby Fan is operative.
21-00-21B	Standby Fan	N	1	0	C Standby Fan may be inoperative provided Primary Fan is operative.
21-00-21C	Primary and Standby Fans "DISP.APPR.REQ'D."	Y	2	0	C (O)(M) May be inoperative provided: a) Both Air Conditioning Systems are available for pressurized flight, b) Radio Rack Cooling Selector Switch remains in VENTURI, and c) Ground operation of electronic equipment is limited to a maximum of 45 minutes. NOTE: Consideration must be given anytime the electronic equipment is powered, including time at the gate, taxi out and taxi in. Switching to Ground Service Bus power will preserve ground operation of electronic equipment.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-21A	Radio Rack Venturi / Fan Switch	Primary Radio Rack Cooling Fan INOP
21-00-21B	Radio Rack Venturi / Fan Switch	Standby Radio Rack Cooling Fan INOP
21-00-21C	Radio Rack Venturi / Fan Switch	Primary / Standby Radio Rack Cooling Fans INOP

(O) PROCEDURES

21-00-21A

If RADIO FAN OFF message illuminates in flight, select RADIO RACK switch to VENTURI.

NOTE: No live animals or temperature sensitive cargo is allowed in forward cargo compartment.

21-00-21C

1. Limit ground operation of electronic equipment to 45 minutes.

NOTE: Consideration must be given anytime the electronic equipment is powered, including time at the gate, taxi out and taxi in. Switching to Ground Service Bus power will preserve ground operation of electronic equipment.

2. Ensure that RADIO RACK switch is in VENTURI.

No live animals or temperature sensitive cargo is allowed in forward cargo compartment.

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(M) PROCEDURES

21-00-21A

1. Check that RADIO RACK FAN CAUTION circuit breaker is in.
2. In the avionics compartment, check that the RIGHT RADIO FAN OFF light on the generator control rack is not on.
3. Pull and secure RADIO RACK FAN circuit breakers (all three phases H-4,H-5 and H-6 on the EPC panel).
4. Verify that the RADIO FAN OFF light in the cockpit is illuminated.

21-00-21C

1. Verify both Air Conditioning Systems are available for pressurized flight.
2. Select RADIO RACK switch to VENTURI.
3. Pull and secure RADIO RACK FAN and STANDBY RADIO RACK FAN circuit breakers (all three phases on both fans (J-4, J-5, J-6, H-4, H-5 and H-6, on the EPC panel).
4. Limit Ground operation of electronic equipment to 45 minutes.

NOTE: Consideration must be given anytime the electronic equipment is powered, including time at the gate, taxi out and taxi in. Switching to Ground Service Bus power will preserve ground operation of electronic equipment.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-23A	Radio Rack and Standby Radio Rack Fan Check Valves "DISP.APPR.REQ'D."	N	2	1	C (O)(M) One may be inoperative CLOSED provided associated fan circuit breaker remains OPEN.
21-00-23B	Radio Rack and Standby Radio Rack Fan Check Valves "DISP.APPR.REQ'D."	N	2	0	C (O)(M) May be inoperative provided: a) Both Air Conditioning Systems are available for pressurized flight, b) Radio Rack Cooling Selector Switch remains in VENTURI, and c) Ground operation of electronics equipment is limited to a maximum of 45 minutes.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-23A	Radio Rack Venturi / Fan Switch	____ (Radio / Standby) Rack Fan Check Valve INOP
21-00-23B	Radio Rack Venturi / Fan Switch	Radio / Standby Radio Rack Fan Check Valves INOP

(O) PROCEDURES

21-00-23A

If "RADIO FAN OFF" light is illuminated in flight, select RADIO RACK switch to VENTURI.

NOTE: No live animals or temperature sensitive cargo is allowed in forward cargo compartment.

21-00-23B

1. The Radio Rack Cooling Selector Switch Remains in "VENTURI" position.
2. Ground operation of electronics equipment is limited to a maximum of 45 minutes.

NOTE: No live animals or temperature sensitive cargo is allowed in forward cargo compartment.

(M) PROCEDURES

21-00-23A

Radio Rack Fan Check Valve Inoperative

1. Check that RADIO RACK FAN CAUTION circuit breaker (U-29 EPC panel) is in.
2. In the avionics compartment, check that the RIGHT RADIO FAN OFF light on the GEN CONT RACK is not on (verifies standby fan operation).
3. Pull and secure RADIO RACK FAN circuit breakers (H-4, H-5, and H-6 on EPC panel).
4. Verify that the RADIO FAN OFF light in the cockpit is illuminated.

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Standby Radio Rack Fan Check Valve Inoperative

1. Pull and secure STANDBY RADIO RACK FAN circuit breakers (J-4, J-5 and J-6 on EPC panel).
2. Verify that the RADIO FAN OFF light in the cockpit is not illuminated (verifies radio rack fan operation).

21-00-23B

1. Verify both Air Conditioning Systems are available for pressurized flight.
2. Select RADIO RACK switch to VENTURI.
3. When both check valves are inoperative closed, pull and secure RADIO RACK FAN and STANDBY RADIO RACK FAN circuit breakers (all three phases J-4, J-5, J-6, H-4, H-5 and H-6, on the EPC panel).
4. Limit ground operation of electronic equipment to 45 minutes.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
21-00-24A	Automatic Cabin Pressure Controller Systems	Y	2	1	C	
21-00-24B	Automatic Cabin Pressure Controller Systems	Y	2	0	C	(O) May be inoperative provided: a) Manual Pressurization System is operative, and b) Autopilot is operative in all axes (pitch, roll, and yaw).

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-24A	Cabin Pressure Control Panel	____ Auto Cabin Pressure Controller System INOP
21-00-24B	Cabin Pressure Control Panel	Both Auto Cabin Pressure Controller Systems INOP

(O) PROCEDURES

21-00-24B

[Refer to QRH, Non-Normal Checklist, Section 2, Air Systems, Manual Pressurization Control.](#)

	MD-88 Minimum Equipment List	ATA 21 Air Conditioning	R17 04/26/16 Page 21-29

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
21-00-27A	Cabin Altitude Warning System “DISP.APPR.REQ'D.”	Y	1	0	C	May be inoperative provided the airplane remains at or below 10,000 ft. MSL.
21-00-27B	Cabin Altitude Warning (Light)	Y	1	0	C	May be inoperative provided Cabin Altitude Aural Warning System is operative.
21-00-27C	Cabin Altitude Warning (Aural)	N	1	0	C	May be inoperative provided Cabin Altitude Warning Light System is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-27A	Cabin Pressure Control Panel	Cabin Altitude Warning System INOP
21-00-27B	Cabin Pressure Control Panel	Cabin Altitude Warning (Light) INOP
21-00-27C	Cabin Pressure Control Panel	Cabin Altitude Warning (Aural) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	CABIN ALTITUDE AND DIFFERENTIAL PRESSURE INDICATOR				
21-00-28A	Altitude Indication "DISP.APPR.REQ'D."	Y	1	0	C (O) May be inoperative provided: a) Cabin DIFFERENTIAL PRESSURE portion of the indicator is operative, b) A chart is provided to the crew to convert cabin differential pressure to cabin altitude, and c) Takeoffs and landings are not conducted at airports with a field elevation greater than 8500 ft. MSL.
21-00-28B	Differential Pressure Indication	Y	1	0	C (O) May be inoperative provided: a) Cabin ALTITUDE portion of the indicator is operative, and b) A chart is provided to convert cabin altitude to cabin differential pressure.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-28A	CAB ALT / DIFF PRESS Indicator	Cabin Altitude Indication INOP
21-00-28B	CAB ALT / DIFF PRESS Indicator	Cabin Differential Pressure Indication INOP

(O) PROCEDURES

21-00-28A

When cabin altitude information is required consult conversion chart on overhead panel.

21-00-28B

When differential pressure information is required, consult conversion chart on overhead panel.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-29	Cabin Rate of Climb Indicator "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided all other components of the Cabin Pressurization Control System are operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-29	CABIN CLIMB Indicator	Cabin Rate of Climb Indicator INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-30A	Cockpit / Cabin Compartment Auto Temperature Control Systems	Y	2	0	C May be inoperative provided: a) Associated Manual Temperature Control System is operative, and b) Cabin / Duct / Supply Temperature Indicating Systems are operative.
21-00-30B	Cockpit / Cabin Compartment Auto Temperature Control Systems "DISP.APPR.REQ'D."	Y	2	1	C (O) May be inoperative provided: a) Associated Air Conditioning System is not used, and b) Airplane remains at or below FL 250.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-30A	Associated CKPT / CABIN TEMP Selector	___Compartment Auto Temperature Control Systems INOP
21-00-30B	1. Associated CKPT / CABIN TEMP Selector 2. Associated A/C SUPPLY Switch	1. ___Compartment Auto Temperature Control System INOP 2. Do NOT Use ___ A/C System

(O) PROCEDURES

21-00-30B

Limit flight altitude to a maximum of FL 250.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-31	Temperature Control Valve Position Indicating Systems	Y	2	0	C May be inoperative provided the associated Automatic Temperature Control System is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-31	Affected Temperature Control Valve Indicator(s)	____Temperature Control Valve Indicator(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-33	Cockpit / Cabin Compartment Temperature Control Valves "DISP.APPR.REQ'D."	Y	2	1 C	(O) May be inoperative provided: a) Associated Air Conditioning System is not used, and b) Airplane remains at or below FL 250.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-33	Associated A/C SUPPLY Switch	1. ____ Temperature Control Valve INOP 2. Do NOT Use ____ A/C System

(O) PROCEDURES

21-00-33

Limit flight altitude to a maximum of FL 250.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-34	Water Separator Temperature Control Valves "DISP.APPR.REQ'D."	N	2	1 C	(O) May be inoperative provided: a) Associated Air Conditioning System is not used, and b) Airplane remains at or below FL 250.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-34	Associated A/C SUPPLY Switch	1. ____ Water Separator Temperature Control Valve INOP 2. Do NOT Use ____ A/C System

(O) PROCEDURES

21-00-34

Limit flight altitude to a maximum of FL 250.

	MD-88 Minimum Equipment List	ATA 21 Air Conditioning	R17 04/26/16 Page 21-36

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-36A	Air Conditioning Turbine Nozzle Shutoff Valves "DISP.APPR.REQ'D."	N	2	1	C (O) May be inoperative CLOSED provided the airplane remains at or below FL 250.
21-00-36B	Air Conditioning Turbine Nozzle Shutoff Valves	N	2	0	C (M) May be inoperative provided associated Turbine Nozzle Shut-Off Valve is secured OPEN.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-36A	Associated A/C Supply Switch	____ A/C Turbine Nozzle Shutoff Valve INOP CLOSED
21-00-36B	Associated A/C Supply Switches	____ A/C Turbine Nozzle Shutoff Valve(s) INOP OPEN

(O) PROCEDURES

21-00-36A

1. Limit flight altitude to a maximum of FL 250.
2. Operate packs as required.

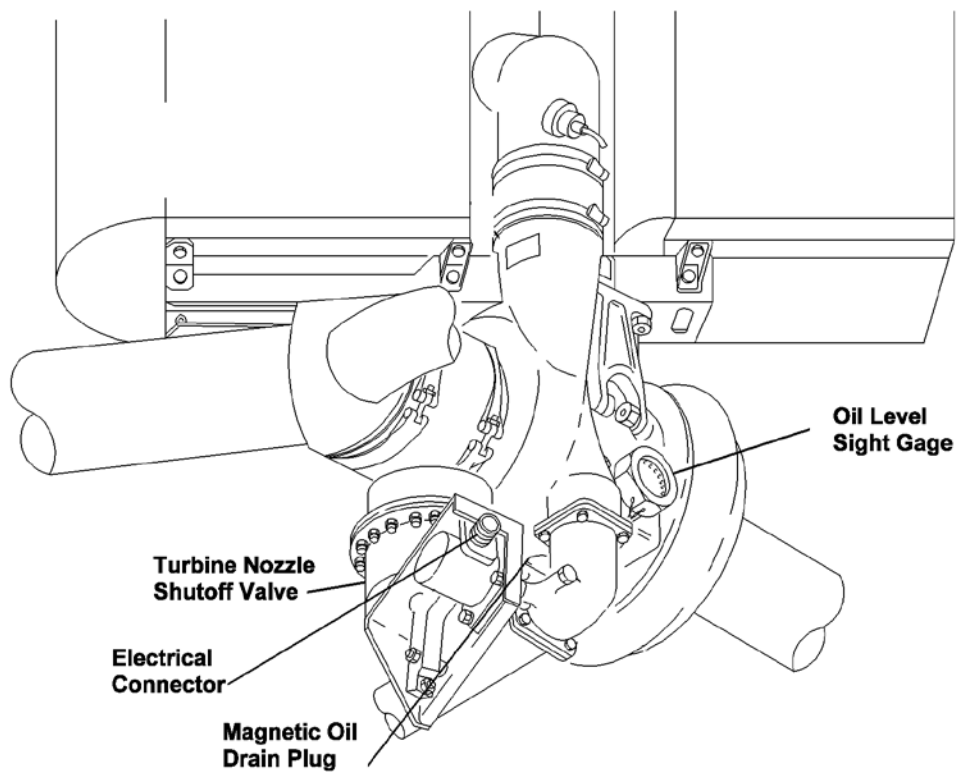
NOTE: Affected pack provides less flow than normal.

(M) PROCEDURES

21-00-36B

Disconnect, cap, and stow connector on affected valve(s).

CONTINUED NEXT PAGE



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-37	Air Conditioning Pilot Pressure Regulators "DISP.APPR.REQ'D."	N	2	1 C	(O) May be inoperative provided: a) Associated Air Conditioning System is not used, and b) Airplane remains at or below FL 250.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-37	Associated A/C SUPPLY Switch	1. ____ A/C Pilot Pressure Regulator INOP 2. Do NOT Use ____ A/C System

(O) PROCEDURES

21-00-37

Limit flight altitude to a maximum of FL 250.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-39A	Air Conditioning Pressure Regulator Ground Control Valve(s) Solenoids "DISP.APPR.REQ'D."	N	2	1	C (O) May be inoperative provided: a) Associated Air Conditioning System is not used, b) Airplane remains at or below FL 250, and c) Associated Valve is CLOSED.
21-00-39B	Air Conditioning Pressure Regulator Ground Control Valve(s) Solenoids	N	2	0	C (O) May be inoperative provided the associated valve remains OPEN.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-39A	Associated A/C SUPPLY Switch	1. ____ A/C Pressure Regulator Ground Control Valve Solenoid INOP 2. Do NOT Use ____ A/C System
21-00-39B	Associated A/C SUPPLY Switches	____ A/C Pressure Regulator Ground Control Valve(s) Solenoids INOP

(O) PROCEDURES

21-00-39A

Limit flight altitude to a maximum of FL 250.

21-00-39B

NOTE: With the solenoid in the open position, the regulator downstream sense is connected to the Flow Control Valve and regulates normally.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
21-00-41	Bleed Air Cleaner System (Excludes Centrifugal Filters)	Y	2	0	D		

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-41	AIR CONDITIONING Control Panel	___ Bleed Air Cleaner System(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-42	Cockpit Instrument Cooling Fan "DISP.APPR.REQ'D."	Y	1	0	C (O)(M) May be inoperative provided: a) At least one Air Conditioning System is operating whenever EFIS Display Units are operating, and b) When ambient temperature is above 90° F, at least one Air Conditioning System must be operated with FULL COLD selected.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-42	FLOW Indicator (Upper Ctr Inst Pnl)	Cockpit Instrument Cooling Fan INOP

(O) PROCEDURES

NOTE: EFIS Display Units are operating (even if the display units are turned down) whenever power is being supplied to the 115 VAC left and / or Right Busses.

1. Operate at least one Air Conditioning Pack (preferably the left pack) whenever electrical power is being supplied to the 115 VAC left and / or Right Busses.
2. If outside air temperature is above 90° F, rotate knob on Cockpit Temperature Selector to COLD and verify associated Temperature Control Valve Position Indication moves fully to COLD position.
3. If practical, heat output of display units may be reduced by rotating PFD and ND control knobs on EFIS control panels fully counter-clockwise past the detent to the OFF position.

(M) PROCEDURES

Pull and secure the 3 phase INSTRUMENT COOLING FAN (B1-938) circuit breaker located on the EPC circuit breaker panel (H-8) (EPC panel located behind the captain's seat).

	MD-88 Minimum Equipment List	ATA 21 Air Conditioning	R17 04/26/16 Page 21-42

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-43	Cabin Air Recirculation Fan	Y	1	0 C	(M) May be inoperative provided Cabin Air Recirculation Fan is deactivated.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-43	AIR CONDITIONING Control Panel	Cabin Air Recirculation Fan INOP

(M) PROCEDURES

Pull and secure the one RECIRCULATING FAN CONTROL and three RECIRCULATING FAN circuit breakers located on the EPC circuit breaker panel (J-7, J-8, J-9, J-10) (EPC panel located behind the captain's seat).

Nomenclature	Location on Center EPC	Circuit Breaker
Recirculating Fan Control	J-7	B1-776
Recirculating Fan	J-8	B1-862
Recirculating Fan	J-9	B1-863
Recirculating Fan	J-10	B1-864

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-44	Mid Cargo Compartment Heating Fan	Y	1	0	C (M) May be inoperative provided heating is not required for cargo being carried.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-44	RADIO RACK Switch	Mid Cargo Compartment Heating Fan INOP

(M) PROCEDURES

Pull and secure the three (3) CARGO COMPARTMENT HEATER FAN circuit breakers (H-12, H-13, H-14) (located on the upper EPC panel located behind captains seat).

NOTE: Heating is not required in the Mid Cargo Compartment, heat sensitive cargo is carried in the forward cargo compartment.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-45A	Altitude Bias Control Systems "DISP.APPR.REQ'D."	N	2	0	C (O)(M) May be inoperative provided: a) Altitude Bias Control is in the No-Flow-To - Ambient Position (No Altitude Bias), and b) Airplane remains at or below FL 250.
21-00-45B	Altitude Bias Control Systems	N	2	0	C (M) May be inoperative provided the Altitude Bias Control is in the Flow-To-Ambient Position (Altitude Bias ON).

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-45A	Associated A/C SUPPLY Switch	____ Altitude Bias Control System(s) INOP
21-00-45B	Associated A/C SUPPLY Switches	____ Altitude Bias Control System(s) INOP

(O) PROCEDURES

21-00-45A

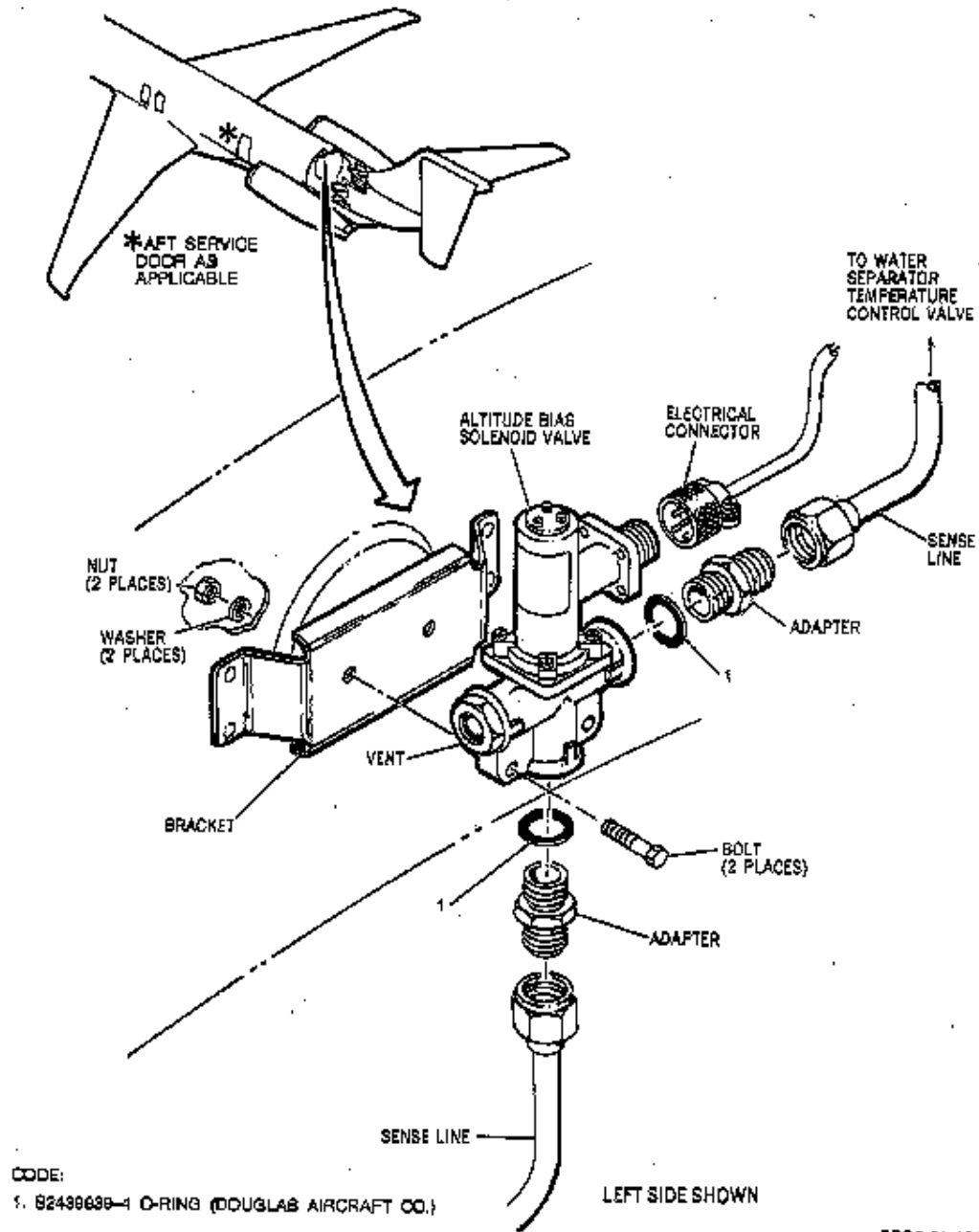
1. Limit flight altitude to a maximum of FL 250.
2. Operate both packs normally if available. In the event of subsequent loss of a pack, climb and cruise pack operation will be normal, but in descent cabin altitude may climb. In this event, advance throttle on engine supplying operative pack until pressure on AIR CONDITIONING SUPPLY PRESS gauge stops increasing, approximately 21 PSIG. Cabin altitude should not exceed 8,000 ft. When airplane descends sufficiently so that the cabin stops climbing and starts descending, increase the cabin rate and hold the aircraft altitude until the cabin descends to normal values. Then continue normally.

(M) PROCEDURES

21-00-45A, 21-00-45B

1. Place both throttle/thrust levers in forward idle position.
2. Pressurize pneumatic system with APU air.
3. Place AIR CONDITIONING SUPPLY switch for affected pack to AUTO position and check that the other AIR CONDITIONING SUPPLY switch is in the OFF position.
4. With throttle/thrust reverser levers in forward idle position, check for air flow from affected altitude bias control vent hole. If there is no flow, altitude bias control is inoperative in **no-flow-to-ambient** position.
5. Move throttle/thrust reverser lever opposite to affected pack forward to takeoff position.
6. With throttle/thrust reverser levers in takeoff position, check that there is air flow from affected altitude bias control vent hole. If there is flow, altitude bias control is inoperative in the **flow-to-ambient** position.
7. Place both throttle/thrust reverser levers to idle position.
8. Depressurize pneumatic system.

CONTINUED NEXT PAGE



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-46A	Left Heat Exchanger Ram Air Exhaust Control System	N	1	0	C (O)(M) May be inoperative provided the Exhaust Flow Control Valve remains OPEN.
21-00-46B	Left Heat Exchanger Ram Air Exhaust Control System "DISP.APPR.REQ'D."	N	1	0	C (O)(M) May be inoperative provided: a) Exhaust Flow Control Valve remains CLOSED, b) Left Air Conditioning System is not used, and c) Airplane remains at or below FL 250.
21-00-46C	Left Heat Exchanger Ram Air Exhaust Control System "DISP.APPR.REQ'D."	N	1	0	C (O)(M) May be inoperative provided: a) Exhaust Flow Control Valve remains CLOSED, and b) Left Air Conditioning System is operated only in flight with RAT of + 10° C or less.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-46A	Left A/C SUPPLY Switch	Left Heat Exchanger Ram Air Exhaust Control System INOP
21-00-46B	Left A/C SUPPLY Switch	1. Left Heat Exchanger Ram Air Exhaust Control System INOP 2. Do NOT Use Left A/C System
21-00-46C	Left A/C SUPPLY Switch	Left Heat Exchanger Ram Air Exhaust Control System INOP

(O) PROCEDURES

21-00-46A

Refer to Remarks or Exceptions column.

21-00-46B

Limit flight altitude to a maximum of FL 250.

21-00-46C

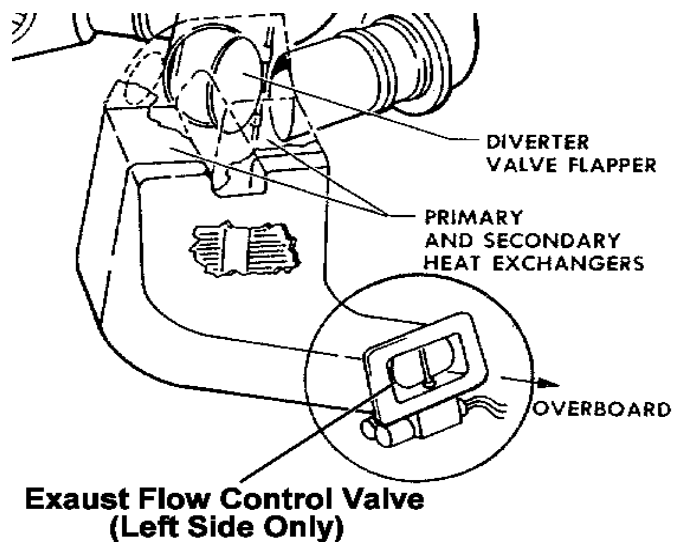
Select left AIR CONDITIONING SUPPLY switch to OFF unless in flight with RAT 10° C or less.

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(M) PROCEDURES

21-00-46A, 21-00-46B, 21-00-46C

Verify position of valve by inspection through ram air exit.



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-47A	Cockpit Temperature Control 130° F Limit System	N	1	0	C (M) May be inoperative with the thermal switch failed in the CLOSED position provided power is restored to the "more heat" side of the temperature control valve.
21-00-47B	Cockpit Temperature Control 130° F Limit System	N	1	0	C May be inoperative failed OPEN.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-47A	CKPT TEMP Selector	Cockpit Temperature Control 130° F Limit System INOP CLOSED
21-00-47B	CKPT TEMP Selector	Cockpit Temperature Control 130° F Limit System INOP OPEN

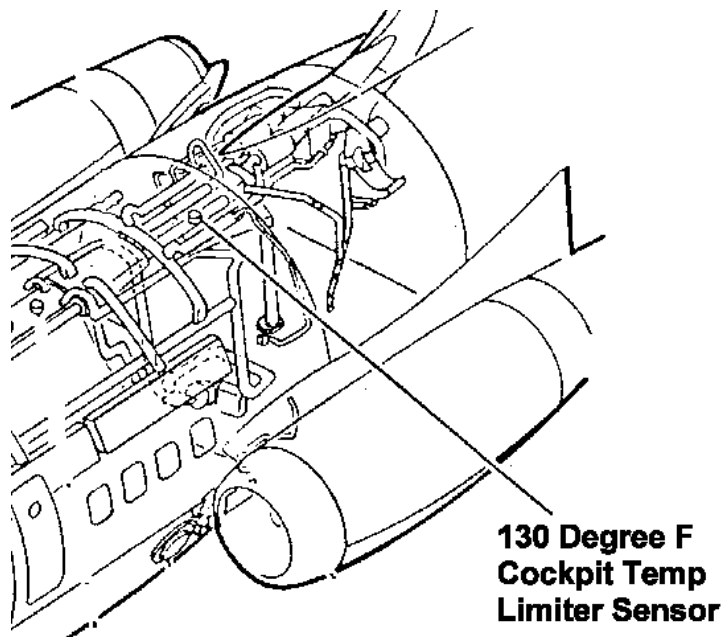
(M) PROCEDURES

21-00-47A

Comply with one of the following procedures:

Procedure I

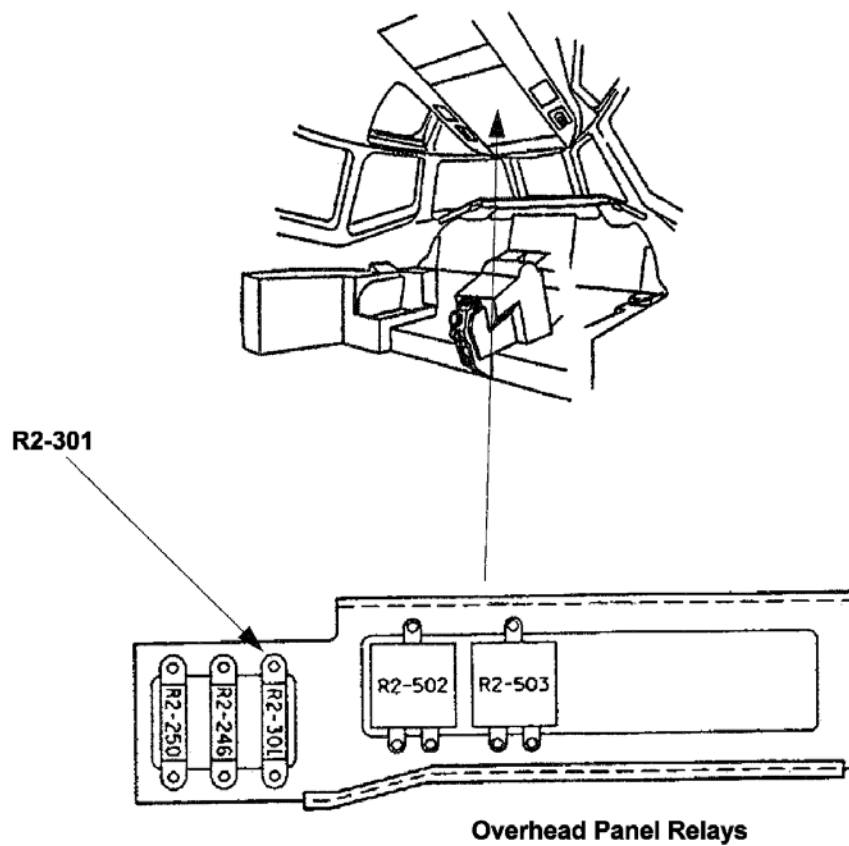
1. Disconnect, cap, and stow 130° F sensor plug (P1-658).
2. Verify Cockpit Temperature Control is operative by manually selecting Cockpit Temperature to COLD and HOT and observing corresponding indication of Left Temperature Control Valve movement.



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procedure II

1. Connect a jumper on relay R2-301 from pin A2 to A3.
2. Verify Cockpit Temperature Control is operative by manually selecting Cockpit Temperature to COLD and HOT and observing corresponding indication of Left Temperature Control Valve movement.



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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD					REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
21-00-49	Cockpit Instrument Cooling Fan Flow Indicator	Y	1	0	C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-49	FLOW Indicator (Upper Ctr Inst Pnl)	Cockpit Instrument Cooling Fan Flow Indicator INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-00-52	Forward Cargo Compartment Heater System "DISP.APPR.REQ'D."	Y	1	0	C (O)(M) May be inoperative provided system is deactivated.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-00-52	RADIO RACK Switch	FWD Cargo Compartment Heater System INOP

(O) PROCEDURES

No live animals or temperature sensitive cargo is allowed in forward cargo compartment.

(M) PROCEDURES

Pull and secure the 115 VAC CARGO COMPT HTR circuit breakers (J-12, J-13, J-14) located on the Right AC BUS.

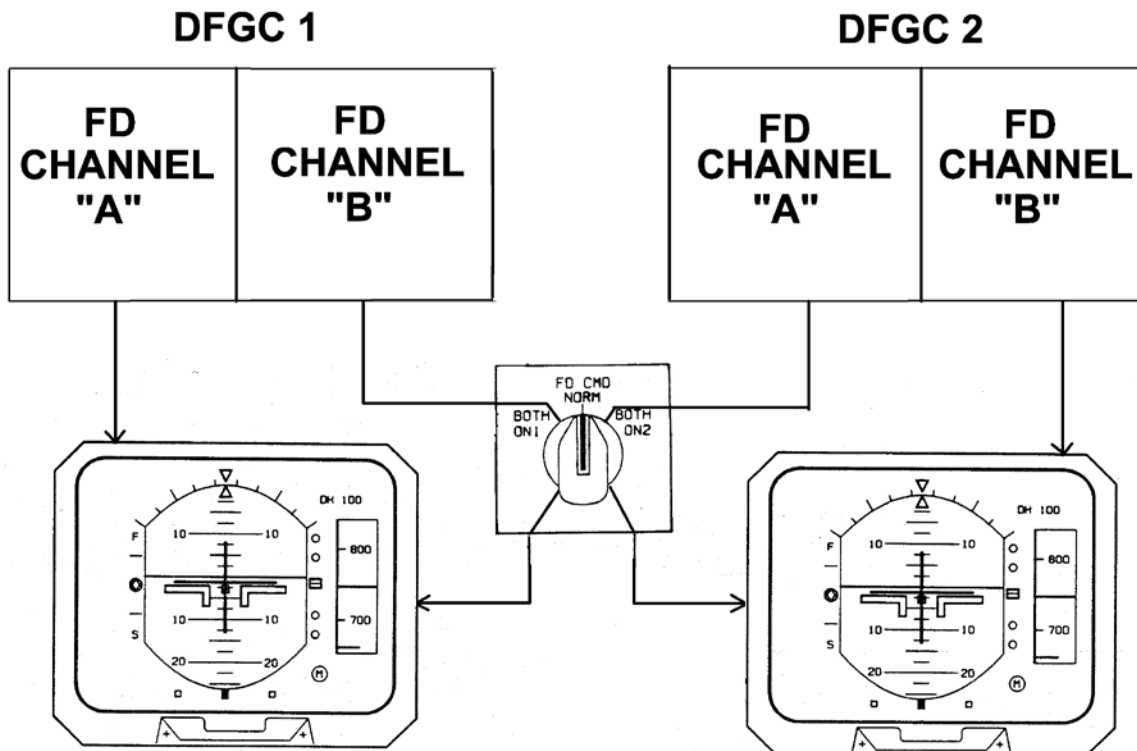
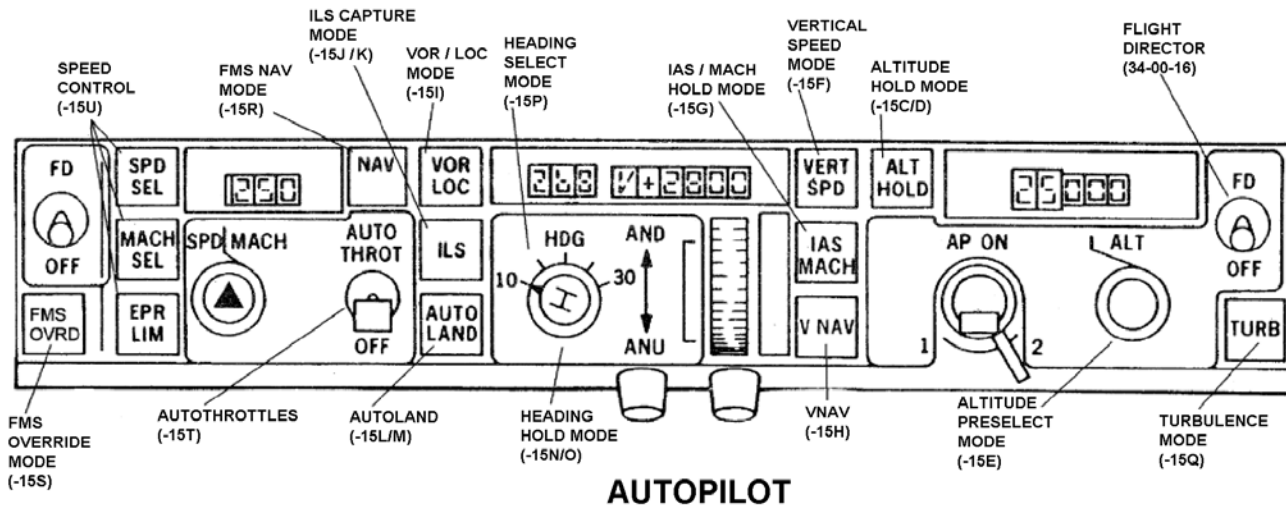
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NOTE: Channel "A" always feeds Captains PFD, Channel "B" always feeds F/O's PFD (EFIS Switch NORM).

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NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION		REMARKS OR EXCEPTIONS	
22-00-00L	LLM Category II/III Status "DISP.APPR.REQ'D." Administrative Control Item	N	-	-
			(M) Aircraft restricted from Autopilot coupled Autoland due to chronic problem or no Autoland in 30 days. a) This Item Number is only used for deferring the Autoland status of the aircraft and MCC authorization is required prior to its usage or removal, and b) Practice Autolands are permitted if authorized by MCC.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-00-00L	Adjacent to each PFD.	Autoland Not Authorized

(M) PROCEDURES

1. Create a new log page in the aircraft logbook using the appropriate MEL Item Number (contact MCC for instructions).
2. The deferral code LLM must also be entered on the log page and the placard when deferring this item.
3. MCC authorization is required prior to its usage or removal.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-00-03	Elevator & Aileron Drive Servos "DISP.APPR.REQ'D."	N	2	0	C
					May be inoperative provided: a) At least one Automatic Cabin Pressurization System is operative for pressurized flight, b) Autopilot is not used, and c) Enroute operations and/or approach minimums do not require their use. <u>CAT I (Non-ILS)</u> Not Authorized <u>CAT II/III</u> Not Authorized <u>RVSM</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-00-03	Flight Guidance Control Panel	Elevator / Aileron Drive Servo(s) INOP Do Not Use Autopilot

 DELTA	MD-88 Minimum Equipment List	ATA 22 Autopilot	R16 08/28/14 Page 22-5

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
22-00-08	Mach Trim Compensation Override Switch “DISP.APPR.REQ’D.”	Y	1	0	C	(O) May be inoperative provided flight speed is restricted to M _{MO} = .78M.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-00-08	MACH TRIM COMP Switch	Mach Trim Compensation Override Switch INOP

(O) PROCEDURES

1. Prior to flight, select MACH TRIM COMP switch to OVRD.
2. Restrict speed $M_{MO} = .78M$.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-00-10A	Autopilot Disengage Warning Lights "DISP.APPR.REQ'D."	Y	2	1 C	May be inoperative provided: a) Pilot controlling the airplane with the autopilot has the operative light, b) Autopilot is not used below 1500 feet AGL, and c) Enroute operations and/or approach minimums do not require its use. <u>CAT I (Non-ILS)</u> Not Authorized <u>CAT II/III</u> Not Authorized
22-00-10B	Autopilot Disengage Warning Lights "DISP.APPR.REQ'D."	Y	2	0 B	May be inoperative provided: a) Autopilot is not engaged in any axis, b) At least one Automatic Cabin Pressurization System is operative for pressurized flight, c) Enroute operations and/or approach minimums do not require their use, and d) RNAV operations do not require their use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements . <u>CAT I (Non-ILS)</u> Not Authorized <u>CAT II/III - RVSM Operations</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-00-10A	Autopilot Warning Light	____ Autopilot Disengage Warning Light INOP
22-00-10B	Autopilot Warning Light	____ Autopilot Disengage Warning Light(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-00-11A	Autopilot Control Wheel Disengage Switches "DISP.APPR.REQ'D."	Y	2	1 C	May be inoperative provided: a) Autopilot is not used below 1500 feet AGL, and b) Enroute operations and/or approach minimums do not require its use. <u>CAT I (Non-ILS)</u> Not Authorized <u>CAT II/III</u> Not Authorized NOTE: CAT I (ILS) is authorized if at least one Flight Director System is operative.
22-00-11B	Autopilot Control Wheel Disengage Switches "DISP.APPR.REQ'D."	Y	2	0 B	May be inoperative provided: a) Autopilot is not engaged in any axis, b) At least one Automatic Cabin Pressurization System is operative for pressurized flight, c) Enroute operations and/or approach minimums do not require their use, and d) RNAV operations do not require their use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements . <u>CAT I (Non-ILS)</u> Not Authorized <u>CAT II/III - RVSM Operations</u> Not Authorized NOTE: CAT I (ILS) is authorized if at least one Flight Director System is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-00-11A	Flight Guidance Control Panel	____ Autopilot Control Wheel Disengage Switch INOP
22-00-11B	Flight Guidance Control Panel	____ Autopilot Control Wheel Disengage Switch(es) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-00-12A	Autothrottle Off Lights	Y	2	1 C	May be inoperative provided pilot using Autothrottle has operative OFF light.
22-00-12B	Autothrottle Off Lights "DISP.APPR.REQ'D."	Y	2	0 C	May be inoperative provided: a) Associated Autothrottle System is not used, and b) Enroute operations and/or approach minimums do not require their use. <u>CAT I (Non-ILS)</u> Not Authorized <u>CAT II/III</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-00-12A	Affected Autothrottle Warning Light	____ Autothrottle Off Light INOP
22-00-12B	Affected Autothrottle Warning Lights	____ Autothrottle Off Light(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-00-14	Digital Flight Guidance System (DFGS) Computers "DISP.APPR.REQ'D."	Y	2	1 C	May be inoperative provided approach minimums do not require its use. Refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements. NOTE 1: Approach minimums are not affected. NOTE 2: Place F/D CMD and DFGS (Autopilot 1 or 2 selector) switches to operative DFGC. <u>TAKEOFF</u> Captain's Flight Director must be operative with visibility less than 1600 RVR (1/4 mile).

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-00-14	DFGC Select Switch	____ DFGC INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
	DIGITAL FLIGHT GUIDANCE SYSTEM (DFGS) FUNCTIONS					
22-00-15A	Autopilot “DISP.APPR.REQ’D.”	Y	2	1	C	NOTE 1: Associated Flight Director may be affected. NOTE 2: Approach minimums are not affected.
22-00-15B	Autopilot “DISP.APPR.REQ’D.”	Y	2	0	B	May be inoperative provided: a) At least one Automatic Cabin Pressurization System is operative for pressurized flight, b) Approach minimums do not require their use, and c) RNAV operations do not require their use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements. <u>CAT I (Non-ILS)</u> Not Authorized <u>CAT II/III - RVSM Operations</u> Not Authorized NOTE: CAT I (ILS) is authorized if at least one Flight Director System is operative.
22-00-15C	ALT Hold	Y	2	1	C	May be inoperative provided Altitude Alert System and Warning is operative.
22-00-15D	ALT Hold “DISP.APPR.REQ’D.”	Y	2	0	B	(O) May be inoperative provided: a) Enroute operations do not require its use, and b) Altitude Alert System and Warning is operative. <u>RVSM Operations</u> See (O) Procedures for this item.
22-00-15E	Altitude Preselect Mode / Arming Function	Y	2	0	C	NOTE: Altitude Alert may be affected.
22-00-15F	Vert Speed	Y	2	0	C	
22-00-15G	IAS / MACH Hold	Y	2	0	C	
22-00-15H	VNAV	Y	2	0	C	
22-00-15I	VOR / LOC	Y	2	0	C	

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
DIGITAL FLIGHT GUIDANCE SYSTEMS (DFGS) FUNCTIONS (Continued)						
22-00-15J	ILS Capture Mode “Contact MCC”	Y	2	1	C	NOTE: Approach minimums are not affected.
22-00-15K	ILS Capture Mode “DISP.APPR.REQ'D.”	Y	2	0	C	May be inoperative provided approach minimums do not require their use. <u>CAT II/III</u> Not Authorized
22-00-15L	Autoland	Y	2	1	C	NOTE: Approach minimums are not affected.
22-00-15M	Autoland “DISP.APPR.REQ'D.”	Y	2	0	C	May be inoperative provided approach minimums do not require their use. <u>CAT II/III</u> Not Authorized
22-00-15N	HDG Hold	Y	2	1	C	
22-00-15O	HDG Hold	Y	2	0	B	
22-00-15P	HDG SEL	Y	2	0	C	
22-00-15Q	TURB Mode	Y	2	0	C	
22-00-15R	NAV Mode “DISP.APPR.REQ'D.”	Y	2	0	C	May be inoperative provided RNAV operations do not require their use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements.
22-00-15S	FMS OVRD	Y	2	0	C	
22-00-15T	Auto Throttle “DISP.APPR.REQ'D.”	Y	1	0	C	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) VNAV is considered inoperative and deferred per MEL 22-00-15H . <u>CAT II/III</u> Not Authorized
22-00-15U	Speed Control	Y	1	0	C	

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NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	DIGITAL FLIGHT GUIDANCE SYSTEMS (DFGS) FUNCTIONS (Continued)				
22-00-15V	Yaw Damper	Y	1	0	C (O) May be inoperative provided actuator remains installed.
22-00-15W	Mach Trim "DISP.APPR.REQ'D."	Y	1	0	C (O)(M) May be inoperative provided: a) Actuator is verified in the RETRACTED position, and b) Observe the speed limitation: M _{MO} = .78M.

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MEL ITEM	TAB LOCATION	PLACARD TEXT
22-00-15A	Near A/P Engage Switch	___ Autopilot INOP
22-00-15B	Near A/P Engage Switch	___ Autopilot(s) INOP
22-00-15C	Near ALT HOLD Select Button	___ ALT Hold INOP
22-00-15D	Near ALT HOLD Select Button	___ ALT Hold INOP
22-00-15E	Near ALT Preselect Readout/ALT Set Knob	___ Altitude Preselect Mode / Arming Function INOP
22-00-15F	Near VERT Speed Select Button	___ Vert Speed INOP
22-00-15G	Near IAS / MACH Hold Select Button	___ IAS / MACH Hold INOP
22-00-15H	Near VNAV Select Button	___ VNAV INOP
22-00-15I	Near VOR LOC Select Button	___ VOR / LOC INOP
22-00-15J	Near ILS Select Button	___ ILS INOP
22-00-15K	Near ILS Select Button	___ ILS INOP
22-00-15L	Near AUTO LAND Select Button	___ Autoland INOP
22-00-15M	Near AUTO LAND Select Button	___ Autoland INOP
22-00-15N	Near HDG Readout/HDG Select Knob	___ HDG Hold INOP
22-00-15O	Near HDG Readout/HDG Select Knob	___ HDG Hold INOP
22-00-15P	Near HDG Readout/HDG Select Knob	___ HDG SEL INOP
22-00-15Q	Near TURB Mode Button	___ TURB Mode INOP
22-00-15R	Near NAV Mode Button	___ NAV Mode INOP
22-00-15S	Near FMS OVRD Mode Button	___ FMS OVRD INOP
22-00-15T	Near Autothrottle Switch	Auto Throttle / VNAV INOP
22-00-15U	Near Autothrottle Speed/Mach Select Knob	Speed Control INOP
22-00-15V	Near Yaw Damp Switch	Yaw Damper INOP
22-00-15W	Near Mach Trim Switch	Mach Trim INOP

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(O) PROCEDURES

22-00-15D

For RVSM operations requiring altitude hold capability, either VNAV, ALT HOLD or VERT SPD may be used.

22-00-15T

NOTE 1: VNAV mode is unavailable without Autothrottle switch engaged; however, FMS VNAV data is available.

NOTE 2: Thrust Rating Panel (TRP) will provide reliable information. Manually match the throttles with the EPR indices “carrots” during Takeoff, Climb and Go-around.

NOTE 3: Refer to ODM Long Range Cruise Data chart to obtain a back-up target EPR setting.

22-00-15V

Place YAW DAMP switch to OVRD.

NOTE: In the OFF position, the yaw damper will be engaged when the autopilot is on. In the OVRD position, power is removed from the Yaw Damper Actuator regardless of autopilot status.

22-00-15W

1. Place MACH TRIM COMP switch to OVRD.
2. Limit speed to $M_{MO} = .78M$ or less.

(M) PROCEDURES

22-00-15W

1. Select MACH TRIM COMP switch to OVRD and verify Mach Trim Compensator Indicator on right control column is fully retracted.
2. If Mach Trim Compensator Indicator is not fully retracted, comply with one of the following procedures:

Procedure I Maintenance is required and Flight Crew may not placard.

- a. Perform a Return to Service test of the Mach Trim Actuator (reference AMM 22-01-05, page 201). In some cases this test may retract the Mach Trim Actuator.

OR

Procedure II Maintenance is required and Flight Crew may not placard.

- a. Manually retract the Mach Trim Actuator.
 - 1) Remove electrical power from airplane and tag as required.
 - 2) Gain access to the Mach Trim Actuator (reference AMM 22-22-01, page 201).
 - 3) Remove the jackscrew access cap on actuator and turn the adjustment screw until actuator is fully retracted.
 - 4) With actuator in full retract position, reinstall jackscrew access cap.
 - 5) Reinstall panels removed for actuator access.
 - 6) Remove warning tag(s) and apply electrical power to airplane as applicable.
3. Pull and secure MACH TRIM-1 circuit breaker G-26 (B10-343) and MACH TRIM-2 circuit breaker G-12 (B10-344) on EPC panel.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-00-16A	Flight Mode Annunciators (FMA) "DISP.APPR.REQ'D."	Y	2	1	C (O) May be inoperative provided: a) The pilot controlling the aircraft using the Flight Director and / or Autopilot and / or Autothrottle must have the operative FMA, b) Approach minimums do not require use of Autopilot, Flight Director, or Autothrottle, and c) RNAV operations do not require their use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements . NOTE: Operations are restricted to Basic Turbo Jet Minimums. Refer to Airway Manual Ops 3 .
22-00-16B	Flight Mode Annunciators (FMA) "DISP.APPR.REQ'D."	Y	2	0	B May be inoperative provided: a) VMC exists at departure airport, enroute, and are forecast to exist at destination airport at time of arrival, b) Flight Director, Autopilot and Autothrottle are not used, c) Enroute operations do not require its use, and d) RNAV operations do not require their use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements . NOTE: Operations are restricted to Basic Turbo Jet Minimums. Refer to Airway Manual Ops 3.. <u>Autopilot coupled approaches</u> Not authorized <u>RVSM operations</u> Not authorized
22-00-16C	FMA A/P 1 and A/P 2 Engaged Blue Annunciators	Y	4	0	C
22-00-16D	Heading Select Digits	Y	3	0	C May be inoperative provided heading information is displayed on both Nav Displays (ND) or Primary Flight Displays (PFD).
22-00-16E	Auto Pitch Trim	Y	2	0	C (O) May be inoperative provided: a) Manual Alternate Trim is verified operative, and b) Alternate procedures are used if Autopilot is to be used for approach and landing.

CONTINUED NEXT PAGE

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-00-16A	Associated FMA Panel	___ FMA INOP
22-00-16B	Associated FMA Panel	___ FMA's INOP
22-00-16C	Associated FMA Panel	___ FMA ___ (A/P 1 and/or A/P 2) Engaged Blue Annunciators INOP
22-00-16D	HDG Readout/HDG Select Knob	___ Heading Select Digit INOP
22-00-16E	Pitch Control Wheel	___ Auto Pitch Trim INOP

(O) PROCEDURES

22-00-16A

Refer to the Remarks or Exceptions column.

22-00-16E

1. Verify Manual Alternate Trim functions properly by moving Alternate Trim Switch Levers on the center pedestal and observing movement of the longitudinal trim position indicator.
2. In flight, trim aircraft manually prior to engaging autopilot.
3. Monitor the AP TRIM (amber) lights on the FMA while the Autopilot is engaged.
4. If AP TRIM light comes on, re-trim by either of the following:
 - a. Operation of the alternate trim switches on the pedestal (which does not require Autopilot disconnect).
 - OR
 - b. Disconnect the Autopilot, manually trim the aircraft using the Control Wheel Trim Switches or LONG TRIM handles (suitcase handles) on the pedestal, and then re-engage the Autopilot.
5. If the Autopilot is to be used for landing, manually trim the aircraft and track glideslope at final approach speed prior to Autopilot engagement.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-00-17	TO/GA Palm Switches "DISP.APPR.REQ'D."	Y	2	0 C	May be inoperative provided: a) Approach minimums do not require its use, b) Both thrust levers are operated manually for takeoff, and c) Autopilot and Flight Director are not used below Minimum Descent Altitude or 500 feet, which ever is higher. <u>CAT I ILS</u> Not Authorized <u>CAT II/III</u> Not Authorized NOTE: Flight Director go-around and windshear guidance are not available with both TO/GA switches inoperative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-00-17	Flight Guidance Control Panel	____ TO/GA Palm Switch(es) INOP

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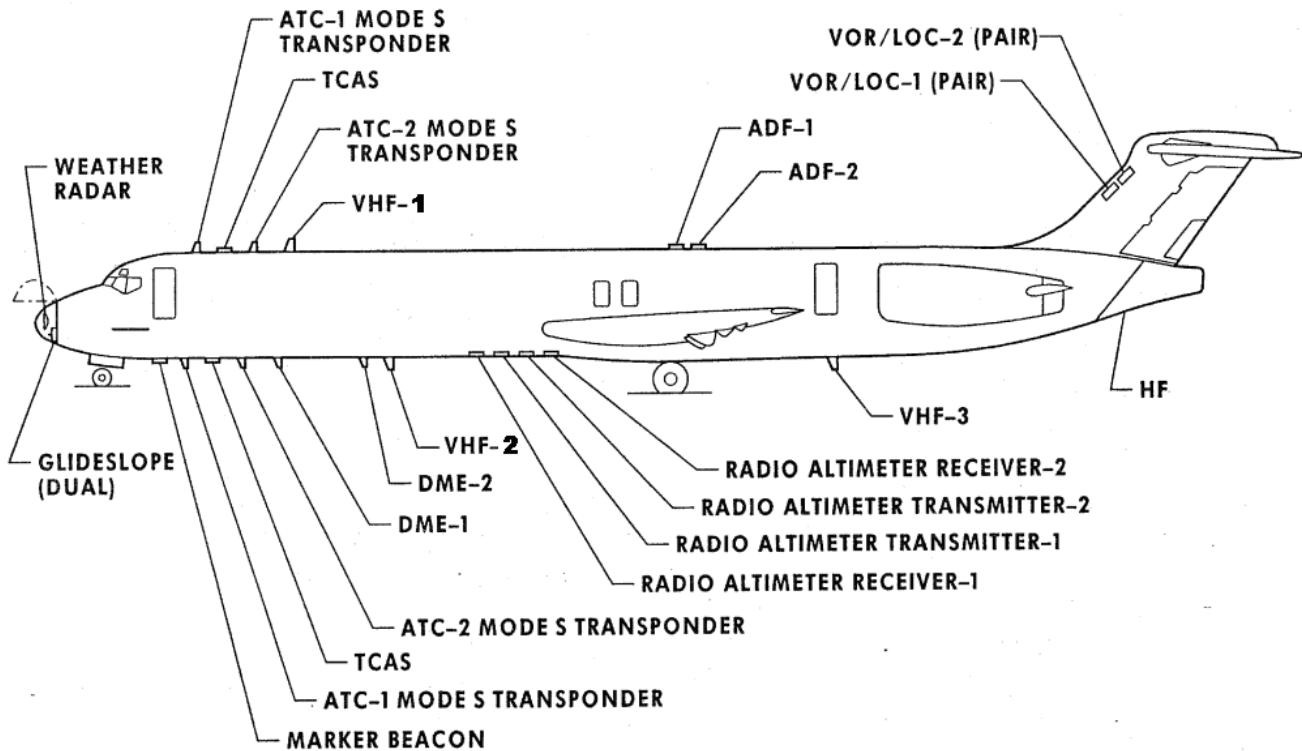
NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-00-18	Dual Rudder Drive Servo "DISP.APPR.REQ'D."	Y	1	0 C	May be inoperative provided: a) Autopilot is not used in Takeoff, ILS, Autoland, and Go-Around modes, and b) Enroute operations and/or approach minimums do not require its use. <u>CAT I (Non-ILS)</u> Not Authorized <u>CAT II/III</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-00-18	A/P Engage Switch	Dual Rudder Drive Servo INOP

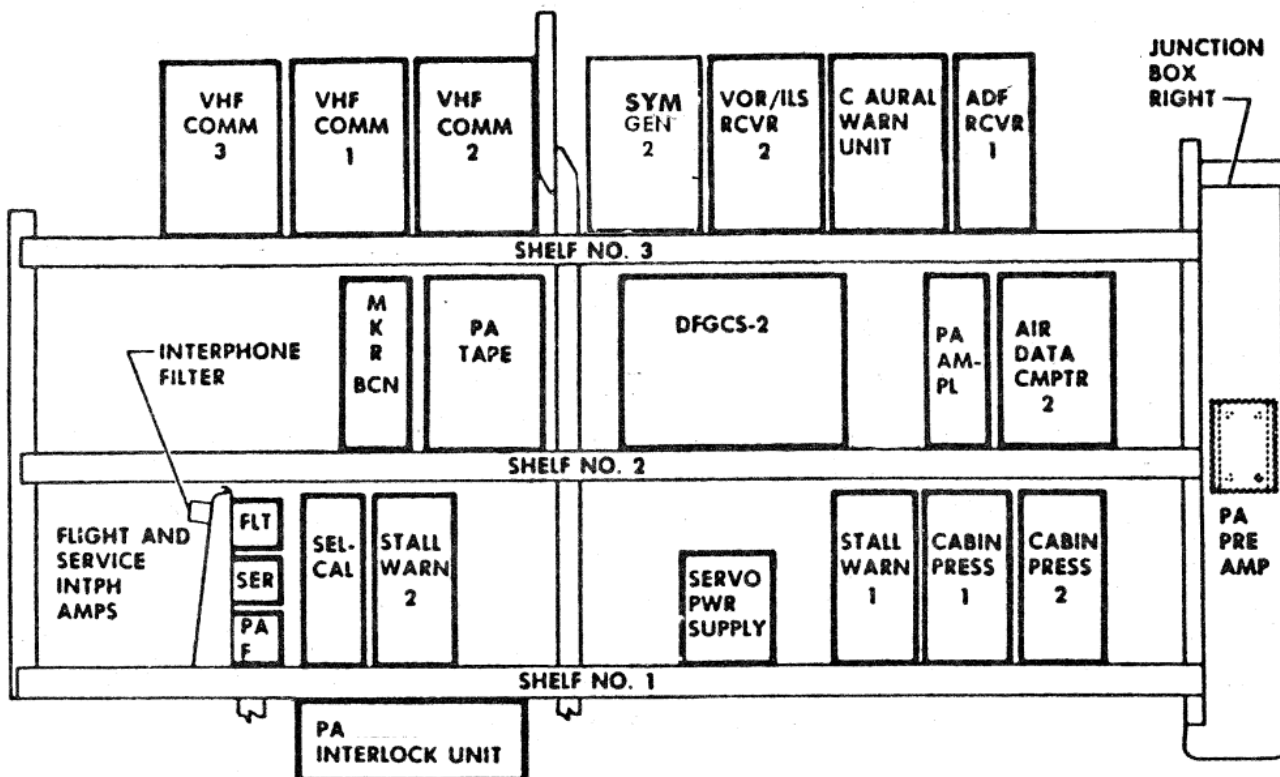
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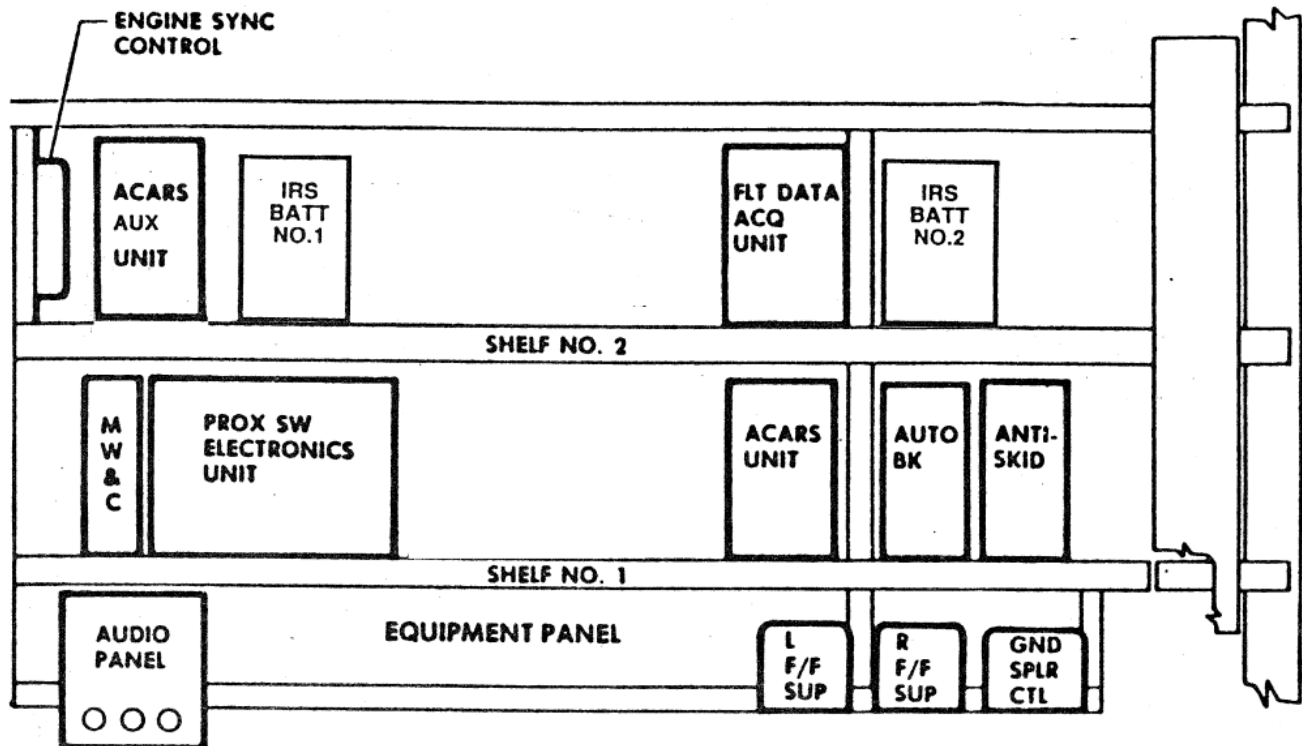
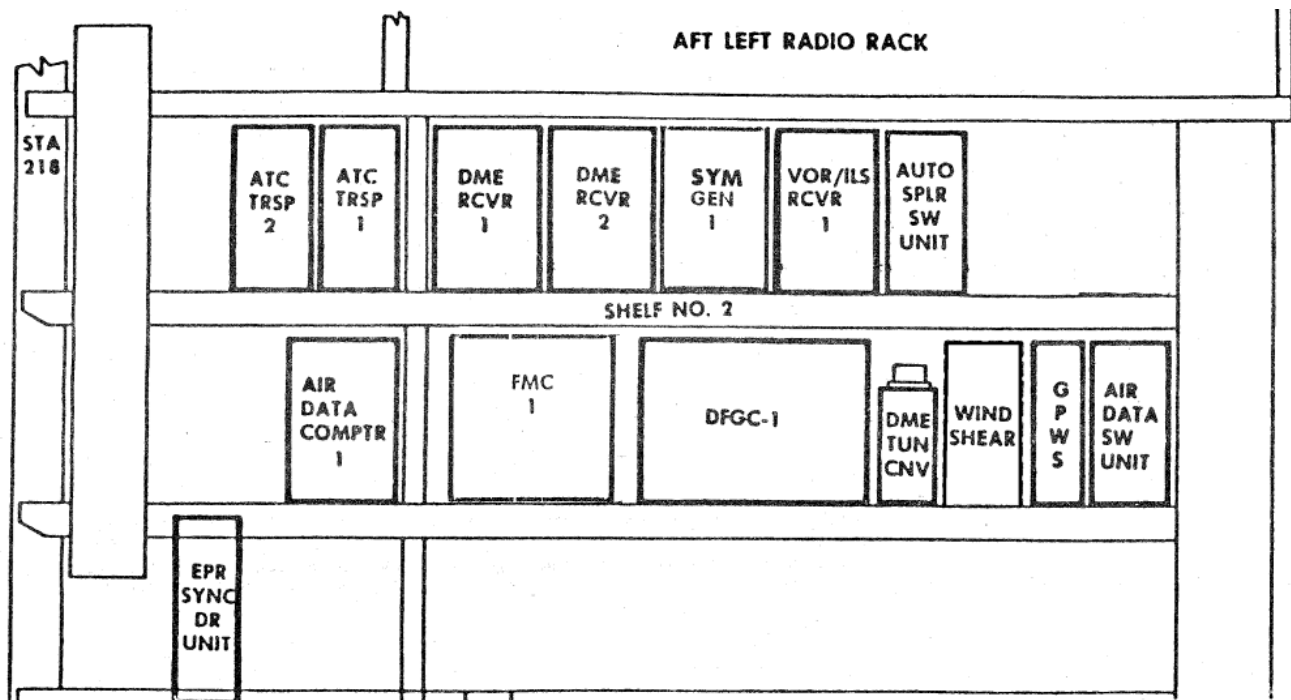
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FWD RIGHT RADIO RACK



AFT RIGHT RADIO RACK

AFT LEFT RADIO RACK


NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
23-00-01	Audio Selector Panel (E & E Compartment)	N	1	0	D	

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-00-01	E & E Audio Selector Panel	E & E Compartment Audio Selector Panel INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
23-00-02	Cockpit Loudspeakers	Y	2	0	C May be inoperative provided: a) Affected speaker is not required for aural warnings, and b) An operative headset is provided for each person on cockpit duty.

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-00-02	Associated Audio Selector Panel	____ Cockpit Loudspeaker(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
23-00-03	Cockpit Handheld Microphones (Captain and First Officer)	Y	2	0 C	May be inoperative or missing provided associated headset/bloom microphone operates normally. NOTE: See MEL item 25-00-13 for Observer microphone.

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-00-03	Associated Audio Control Panel	____ Handheld Microphone(s) INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
23-00-05	Cockpit Headsets (Captain and First Officer)	Y	2	2	C May be inoperative provided each Flight Crewmember has an operational FAA approved headset at each station.

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-00-05	Associated Audio Selector Panel	____ Cockpit Headset(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
23-00-06A	Passenger Address (PA) System	Y		1	0	B
23-00-06B	Lavatory Speakers	Y	3	0	C	(O) May be inoperative provided alternate procedures are used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-00-06A	Captain's Audio Selector Panel	PA System INOP
23-00-06B	Aircraft Logbook	____ Lav Speaker(s) INOP

(O) PROCEDURES

23-00-06A

1. Refer to Inflight Service Onboard Manual, Section 6, Inoperative P.A. Systems.
2. [Refer to QRH, Non-Normal Checklist, Section 5, Communications, PA SYSTEM INOPERATIVE.](#)

23-00-06B

Flight Attendant to knock on door and advise occupant.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
CREWMEMBER INTERPHONE SYSTEM						
23-00-08A	Flight Deck-to-Cabin, Cabin-to-Flight Deck Function(s)	Y	-	1	B	(O) May be inoperative provided: a) Operative station has an operative flight attendant seat (in addition to flight deck, FWD position must be operative), and b) Alternate communications procedures between the affected Flight Attendant stations(s) are used. NOTE: Any station function(s) that operates normally may be used.
23-00-08B	Cabin-to-Cabin Function(s)	Y	3	0	B	(O) May be inoperative provided alternate communications procedures between the affected Flight Attendant stations(s) are used. NOTE: Any station function(s) that operates normally may be used.
23-00-08C	Flight Deck to Ground Function	Y	-	0	C	(O) Flight interphone flight deck to ground / ground to flight deck function may be inoperative provided: a) Alternate procedures are used, and b) Nose gear / forward fuselage service interphone jack operates normally.
23-00-08D	Flight Deck to Ground Function	Y	1	0	C	(O) Service interphone flight deck to ground / ground to flight deck function may be inoperative provided: a) Alternate procedures are used, and b) Nose gear / forward fuselage flight interphone jack operates normally.
23-00-08E	Flight Deck to Ground Function	Y	2	0	B	(O) May be inoperative provided alternate procedures are used.
23-00-08F	Flight Deck Call Visual Alerting System (Call Light)	Y	1	0	B	May be inoperative provided the flight deck chime operates normally. NOTE: The flight deck chime must always be operative.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	CREWMEMBER INTERPHONE SYSTEM (Continued)				
23-00-08G	Flight Attendant Call Visual Alerting System (Call Light)	Y	1	0	B (O) May be inoperative provided PA system operates normally. NOTE 1: Passenger-to-Attendant Call System is considered a Nonessential Equipment Furnishings (NEF) item. NOTE 2: Any visual alerting system function(s) that operates normally may be used.
23-00-08H	Flight Attendant Call Audio Alerting System (Chime)	Y	-	0	B (O) May be inoperative provided: a) PA system operates normally, and b) Alternate procedures for contacting flight attendants are used. NOTE 1: Passenger-to-Attendant Call System is considered a Nonessential Equipment Furnishings (NEF) item. NOTE 2: Any audio alerting system function(s) that operates normally may be used.
23-00-08I	Pilot to Mechanic Call System (Mechanic Call)	Y	1	0	C (O) May be inoperative provided alternate, normal, and emergency operations procedures are used.
23-00-08J	Mechanic to Pilot Call System (Pilot Call)	Y	1	0	C (O) May be inoperative provided alternate, normal, and emergency Operations procedures are used.
23-00-08K	Flight Deck Handset	Y	1	0	C (O) May be inoperative provided: a) Flight Deck to cabin communication operates normally, and b) Alternate procedures are used.
23-00-08L	Cabin Attendant Handset	Y	3	2	B (O) May be inoperative provided: a) Two cabin handsets operate normally (FWD position must be operative), b) Operative handsets are located at an operative flight attendant seat, and c) Alternate communications procedures between the affected Flight Attendant stations are used. NOTE: Any handset(s) function(s) that operates normally may be used.

CONTINUED NEXT PAGE

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-00-08A	1. Captain's Audio Selector Panel 2. Affected Flight Attendant Handset (If Applicable)	___ Flight Deck-to-Cabin, Cabin-to-Flight Deck Function(s) INOP
23-00-08B	Affected Flight Attendant Handset(s)	Cabin-to-Cabin Function(s) INOP
23-00-08C	Captain's Audio Selector Panel	Flight Interphone Flight Deck to Ground Function INOP
23-00-08D	Captain's Audio Selector Panel	Service Interphone Flight Deck to Ground Function INOP
23-00-08E	Captain's Audio Selector Panel	___ Interphone Flight Deck to Ground Function INOP
23-00-08F	Flight Deck Call Light	Flight Deck Call Light INOP
23-00-08G	FWD Flight Attendant Panel	Flight Attendant Call Light INOP
23-00-08H	FWD Flight Attendant Panel	Flight Attendant Chime INOP
23-00-08I	Call Switch	Pilot to Mechanic Call System (Mechanic Call) INOP
23-00-08J	1. Captain's Audio Control Panel 2. Interphone Jack (Ext. Pwr Pnl)	Mechanic to Pilot Call System (Pilot Call) INOP
23-00-08K	Flight Deck Handset	Flight Deck Handset INOP
23-00-08L	Affected Flight Attendant Handset	Cabin Attendant Handset INOP

(O) PROCEDURES

23-00-08A, 23-00-08B

[Refer to QRH, Non-Normal Checklist, Section 5, Communications, Cabin Interphone System Inoperative.](#)

23-00-08C, 23-00-08D, 23-00-08E, 23-00-08I, 23-00-08J

Refer to FOM, Chapter 6, Communication.

23-00-08G, 23-00-08H

Use Service Interphone System and / or PA System to communicate with cabin crew.

23-00-08K

Use the Cabin Interphone / PA function of the Captain or F/O Audio Select Panel.

23-00-08L

Flight Attendant occupying inoperative jumpseat position will establish verbal communications with the Flight Attendant occupying the AFT/MID jumpseat, or use the AFT/MID handset, when communications are required.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD		REPAIR CATEGORY				
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
COMMUNICATION SYSTEMS						
23-00-09A	#2 VHF Comm System “DISP.APPR.REQ'D.”	Y	1	0	C	May be inoperative provided #1 and #3 VHF Comm Systems are operative.
23-00-09B	#3 VHF Comm System “DISP.APPR.REQ'D.”	Y	1	0	C	May be inoperative provided: a) #1 and #2 VHF Comm Systems are operative and, b) ACARS is considered inoperative and deferred per MEL 23-00-14A.
23-00-09C	Frequency Transfer Light	Y	4	0	C	
23-00-09D	Frequency Transfer Switch	Y	2	0	C	
23-00-09E	Frequency Selectors	Y	4	2	C	One selector for VHF 1 and VHF 2 Systems must be operative.
23-00-09F	Frequency Indicators	Y	4	2	C	One selector for VHF 1 and VHF 2 Systems must be operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-00-09A	#2 VHF Comm Control Panel	#2 VHF Comm System INOP
23-00-09B	#3 VHF Comm Control Panel	#3 VHF Comm System INOP
23-00-09C	Affected VHF Comm Control Panel	____ VHF Comm Control Panel Frequency Transfer Light INOP
23-00-09D	Affected HF Comm Control Panel	____ VHF Comm Control Panel Frequency Transfer Switch INOP
23-00-09E	Affected VHF Comm Control Panel	____ VHF Comm Control Panel Tuning INOP
23-00-09F	Affected VHF Comm Control Panel	____ VHF Comm Control Panel Frequency Indication INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
23-00-10A	Selective Call System (SELCAL) "DISP.APPR.REQ'D."	Y	1	0	C (O) May be inoperative provided alternate procedures are used.
23-00-10B	SELCAL Channels "DISP.APPR.REQ'D."	Y	-	0	C (O) May be inoperative provided alternate procedures are used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-00-10A	SELCAL Control Panel	SELCAL INOP
23-00-10B	SELCAL Control Panel	SELCAL channel(s)____ INOP

(O) PROCEDURES

23-00-10A, 23-00-10B

Crew continuously monitors appropriate VHF frequencies.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
23-00-14A	ACARS Systems “DISP.APPR.REQ’D.”	Y	1	0	C	(O) May be inoperative provided alternate procedures are used. NOTE: Any portion of the system that is operative may be used.
23-00-14B	ACARS Automatic Engine Data Reporting System	Y	1	0	C	(O) May be inoperative provided engine trend data is entered using ACARS manual report function or manually entered onto Engine Trend Data Sheets.
23-00-14C	ACARS Printer “DISP.APPR.REQ’D.”	Y	1	0	C	(O) May be inoperative provided alternate procedures are used. NOTE: Any portion of the system that is operative may be used.

23-00-14A	ACARS Control Display Unit	ACARS INOP
23-00-14B	ACARS Control Display Unit	ACARS Automatic Engine Data Reporting System INOP
23-00-14C	ACARS Printer	ACARS Printer INOP

(O) PROCEDURES

23-00-14A, 23-00-14C

Refer to QRH, Non-Normal Checklist, Section 5, Communications, ACARS SYSTEM INOPERATIVE.

23-00-14B

1. Refer to [TOPP 50-10-25](#).
2. Auto Engine Trend Data Report Not Transmitting-record data via ACARS manual report function or manually enter onto Engine Trend Data Sheets.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
23-00-16	Cockpit Voice Recorder (CVR) System "Contact MCC"	Y	1	0	A May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three (3) flight days.

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-00-16	COCKPIT VOICE RECORDER Panel	CVR INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
23-00-18	Cockpit Boom Microphones "Contact MCC"	Y	2	0	A May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and b) Repair is made within three (3) flight days.

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-00-18	Associated Audio Control Panel	____ Boom Microphone(s) INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
23-00-19A	Maintenance Interphone	Y	1	0	C
23-00-19B	Maintenance Interphone Jacks	Y	13	2	D

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-00-19A	MAINTENANCE INTERPHONE Switch	Maintenance Interphone System INOP
23-00-19B	MAINTENANCE INTERPHONE Switch	____ Maintenance Interphone Jack(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	CAPTAINS / FIRST OFFICER PUSH-TO-TALK SWITCHES				
23-00-20A	Control Wheel PTT Switches	N	2	0	C (M) May be inoperative provided: a) Associated Audio Selector Panel PTT Switch operates normally, and b) Associated switch is deactivated.
23-00-20B	Audio Selector Panel PTT Switches	N	2	0	C (M) May be inoperative provided: a) A separate PTT Switch operates normally at affected crew station, and b) Associated switch is verified electrically failed open.

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-00-20A	Associated Audio Control Panel	____ Control Wheel PTT Switch(es) INOP
23-00-20B	Affected Audio Control Panel	____ Audio Selector Panel PTT Switch(es) INOP

(M) PROCEDURES

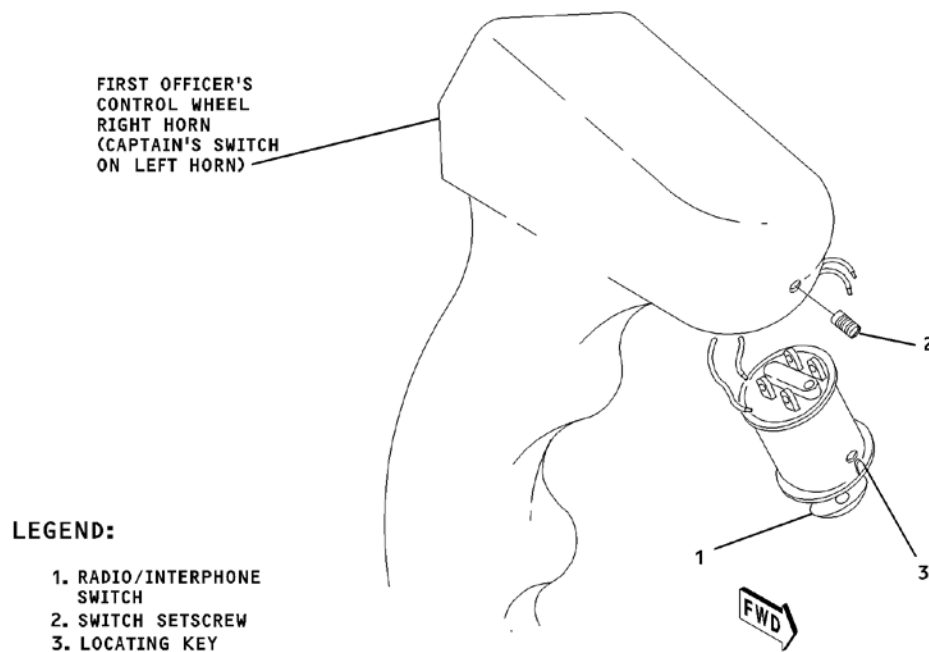
23-00-20A

1. Open the C/B's for the Flight Interphone, VHF Comm 1, 2, and 3.

Circuit Breaker (CB#)	Panel	Location
FLIGHT INTERPHONE (B10-47)	Emergency CBP (Overhead)	A-10
FLIGHT INTERPHONE (B10-386)	EPC CBP	T-42
VHF-1 (B10-7)	Emergency CBP (Overhead)	B-8
VHF-2 (B10-44)	EPC CBP	G-5
VHF-3 (B10-176)	EPC CBP	G-16

2. On the control wheel, remove the set screw.
3. Pull switch downward until electrical connections are out of control wheel horn and are accessible for removal.
4. Tag and disconnect wires from switch terminal, cap / cover exposed wires and stow within control wheel.
5. Reinsert deactivated switch into control wheel, and secure by tightening setscrew.
6. Reset the circuit breakers opened in step 1 above.

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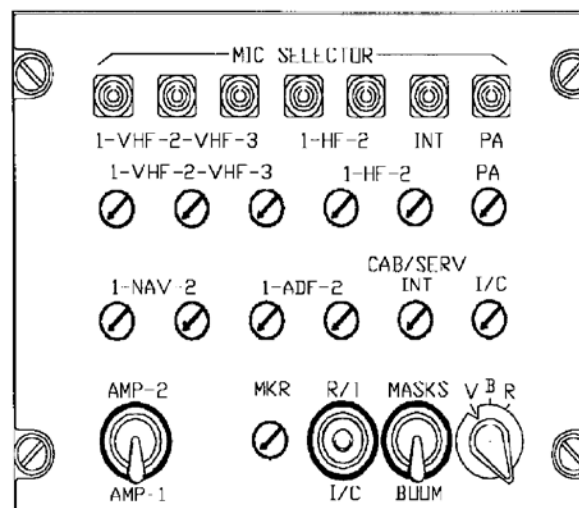


SWITCH INSTALLATION - TYPICAL

23-00-20B

1. Select the PA Transmit switch on the associated Audio Control Panel.
2. Plug a headset into the associated Jack Panel.
3. Without keying the Control Wheel PTT Switch, speak into the headset boom microphone.
4. Verify voice transmission is not heard over the PA system. If voice transmission is NOT audible, affected switch is electrically failed in the OPEN position.

NOTE: Similar procedures can also be performed using the Flight Interphone System in lieu of the PA System.



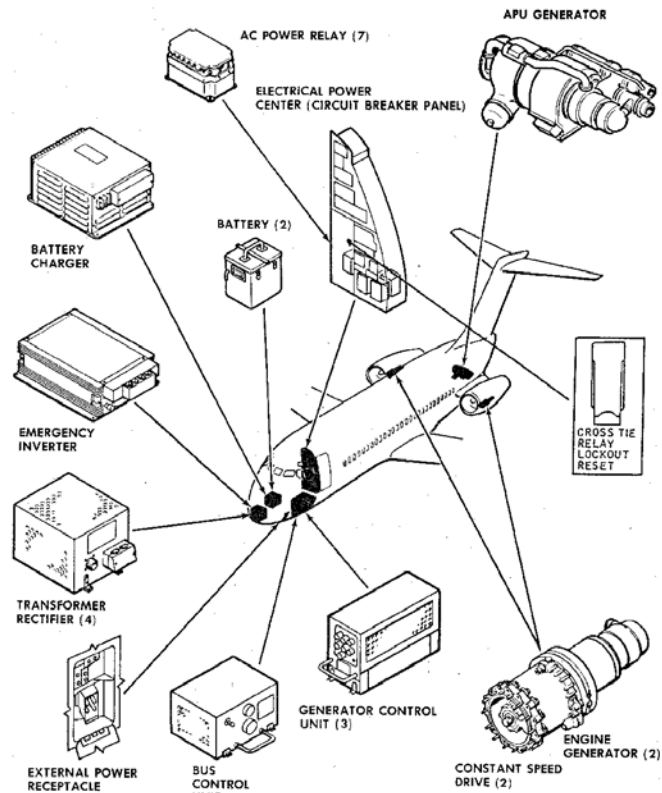
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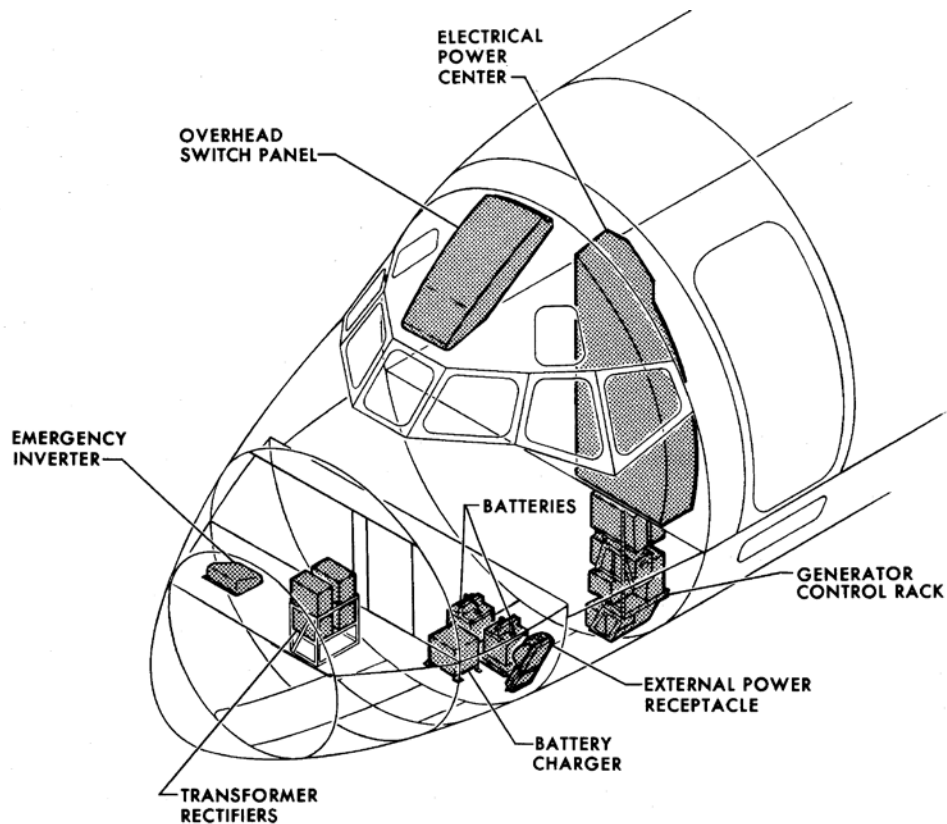
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ELECTRICAL POWER SYSTEM MAJOR COMPONENT LOCATION



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
AC ELECTRICAL POWER GENERATION AND CONTROL					
24-00-01A	Engine Generator Systems (Includes Constant Speed Drive) "DISP.APPR.REQ'D."	N	2	1	B (O)(M) May be inoperative provided: a) APU Generator is operative and furnishing power to the associated bus, b) All other components of the Electrical Power System (except External Power System) are operative. c) AC Cross-Tie Relay must be in AUTO position. d) APU and remaining (operative) CSD Log Book history for past 30 days is reviewed and approved by MCC prior to deferral. e) APU oil quantity is serviced to full prior to deferral and ONCE EACH FLIGHT DAY (Log Book Entry Required), and f) Performance corrections are applied. Repetitive Check Required (Yellow Placard)
24-00-01B	APU Generator System "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided: a) Both Engine Generator Systems are operative, and b) AC Cross-Tie Relay is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-01A	Associated Eng Generator Switch	____ Engine Generator System INOP
24-00-01B	APU Generator Switch	APU Generator System INOP

(O) PROCEDURES

24-00-01A

- Prior to engine start verify affected GEN switch in OFF.
- AFTER ENGINE START ensure CSD has been disconnected by verifying that CSD OIL PRESS LOW light is illuminated and AC VOLT/FREQ indication is off scale to low side of meter.
- Prior to takeoff verify APU operating and APU BUS switch for operating generator is OFF.
- Ensure APU Generator Load does not exceed the following limits:

On Ground	1.25
Below FL 250	1.0
FL 250 and above	0.6
Maximum Operating Altitude	FL 370

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5. Apply the following Performance Corrections:

24-00-01A	ENGINE GENERATOR SYSTEMS (INCLUDES CONSTANT SPEED DRIVE)
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 175 lbs. per hour for APU usage.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

(M) PROCEDURES

24-00-01A

1. Check BOTH engine generator CSDs for correct oil level. Refer to AMM Chapter 12-12-02/301, CSD Servicing.
2. Select affected Generator Switch to OFF.
3. Set AC BUS X-TIE Switch to AUTO.
4. Disconnect affected CSD with engine operating at idle or above.
5. Verify that affected AC VOLT/FREQ indication is off scale to low side of meter.
6. Verify that affected CSD OIL PRESS LOW light is illuminated.

ONCE EACH FLIGHT DAY

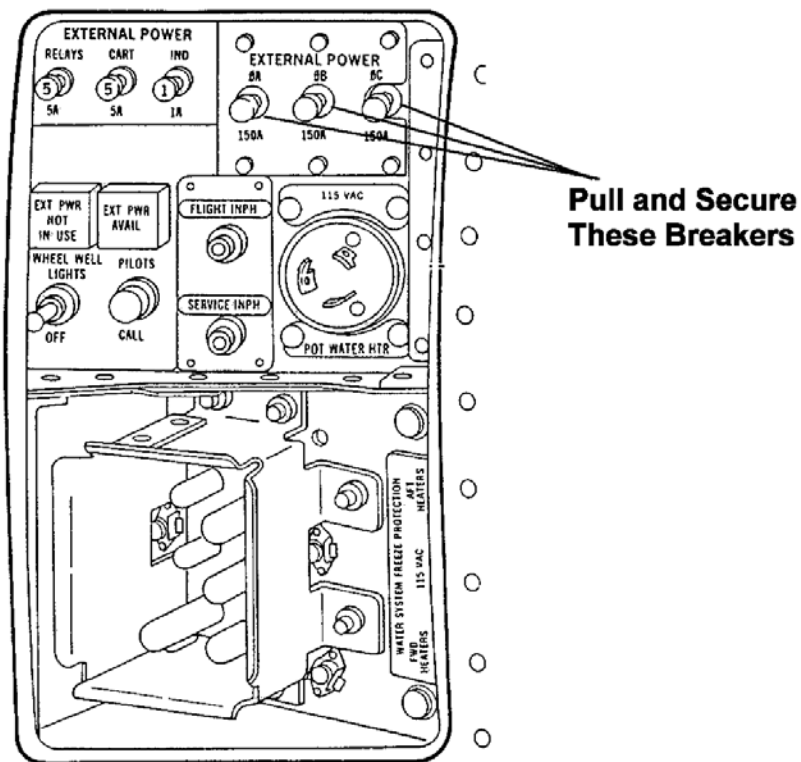
1. Check BOTH engine generator CSDs for oil level within the operational band.
2. Check APU oil quantity to insure that it is FULL.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			Y	1	0	REPAIR CATEGORY
ITEM NO.	NAME / DESCRIPTION	REMARKS OR EXCEPTIONS				
24-00-02	External Power System “DISP.APPR.REQ'D.”	(M) May be inoperative provided: a) Procedures are used to isolate affected components from the rest of the electrical distribution system, and b) External Power Receptacle is placarded “DO NOT CONNECT ELECTRICAL POWER.”				

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-02	1. Near EXT PWR AVAIL Light on Overhead Panel 2. Near EXT PWR AVAIL Light on Ground Service Panel	External Power INOP

(M) PROCEDURES

Pull and secure External Power Control circuit breakers located on the External Power Receptacle.



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-00-03	AC Cross-Tie Relay "DISP.APPR.REQ'D."	Y	1	0 C	(O)(M) May be inoperative provided: a) AC Cross-Tie Relay is OPEN, b) Both Engine Generator Systems are operative, c) APU Generator System is available to power either bus, d) APU is operating during flight, e) Both APU bus switches are ON, f) APU oil quantity is serviced to full prior to deferral and ONCE EACH FLIGHT DAY (Log Book Entry Required), and g) Performance penalties are applied . Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-03	AC Cross-Tie Switch	AC Cross-Tie INOP

(O) PROCEDURES

- Prior to engine start verify AC BUS X-TIE switch is in OPEN.
- Prior to takeoff verify APU operating and both APU L & R BUS switches are ON.
- Ensure APU Generator Load does not exceed the following limits:

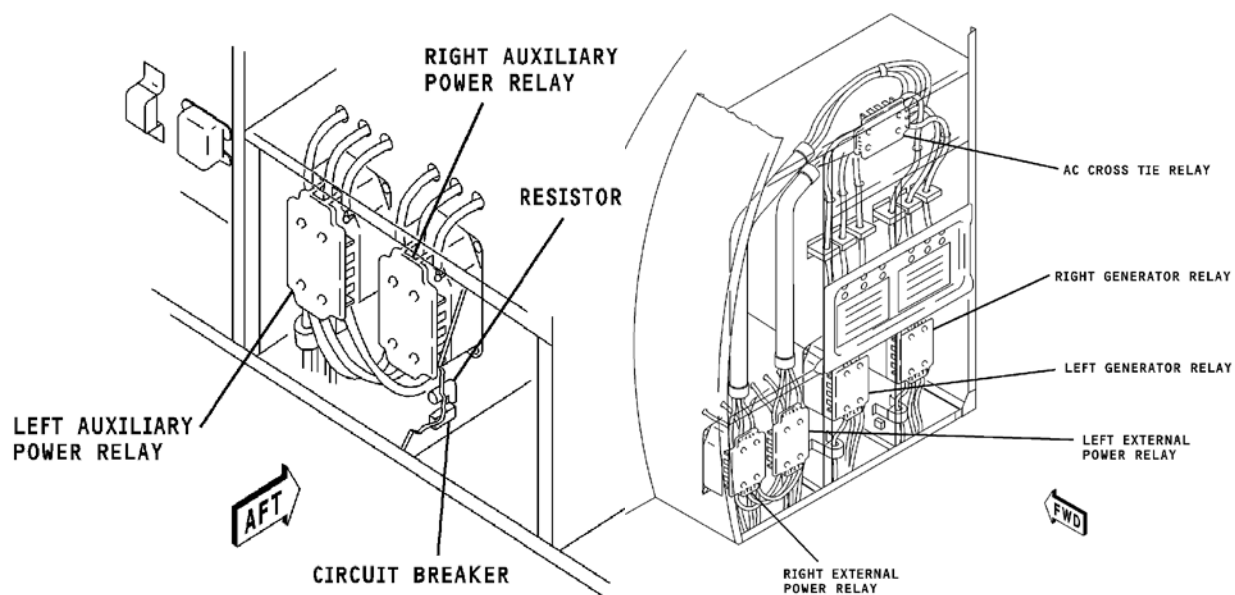
On Ground	1.25
Below FL 250	1.0
FL 250 and above	0.6
Maximum Operating Altitude	FL 370

24-00-03	AC CROSS-TIE RELAY
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 175 lbs. per hour for APU usage.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

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(M) PROCEDURES**ONCE EACH FLIGHT DAY**

1. Check APU oil quantity to insure that it is FULL.
2. Select AC BUS X-TIE switch to OPEN.
3. Apply power to left or right bus from APU, ground cart, or engine and verify other bus remains unpowered.



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD			1	0	REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION	Y			C	REMARKS OR EXCEPTIONS	
24-00-05	Ground Service External Power Relay						

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-05	Near EXT PWR AVAIL Light on Ground Service Panel	Ground Service External Power INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-00-08	Generator OFF Annunciators	Y	3	1 C	May be inoperative provided: a) One of the two operating generators supplying power to the bus has an operative annunciator, and b) The bus powering generator with an inoperative Generator OFF Annunciator has an operative AC Loadmeter System.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-08	Associated Generator Switch	____ Generator OFF Annunciator(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-00-11A	AC Frequency Meter System	Y	1	0	C (O) May be inoperative provided electrical power from each Engine Generator System can be applied to its associated bus after engine restart from a complete engine shutdown.
24-00-11B	AC Frequency Meter System "DISP.APPR.REQ'D."	Y	1	0	C (O) May be inoperative provided: a) If dispatch is based on APU Generator, APU Generator System power can be applied to the desired bus after restart of APU from a complete shutdown, and b) Performance penalties are applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-11A	AC Frequency Meter	AC Frequency Meter INOP
24-00-11B	AC Frequency Meter	AC Frequency Meter INOP

(O) PROCEDURES

24-00-11A

After engine start, verify both L & R GEN OFF lights are off and / or AC LOAD meters indicate normal values.

24-00-11B

- After engine start, shut down APU.
- Place APU BUS switch for operating generator to OFF.
- Restart APU.
- Verify appropriate APU L or R BUS light is on.
- Ensure APU Generator Load does not exceed the following limits:

On Ground	1.25
Below FL 250	1.0
FL 250 and above	0.6
Maximum Operating Altitude	FL 370

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6. Apply the following Performance Corrections:

24-00-11B	AC FREQUENCY METER SYSTEM
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 175 lbs. per hour for APU usage.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
AC LOAD METER SYSTEMS					
24-00-13A	L/R AC Load Meter Systems “DISP.APPR.REQ’D.”	N	2	1	B (O)(M) May be inoperative provided: a) Associated generator is not used, b) APU generator load meter is operative, c) APU oil quantity is serviced to full prior to deferral and ONCE EACH FLIGHT DAY (Log Book Entry Required), and d) Performance penalties are applied. Repetitive Check Required (Yellow Placard)
24-00-13B	APU AC Load Meter Systems “DISP.APPR.REQ’D.”	Y	1	0	C May be inoperative provided: a) APU generator is not used, b) Both engine generator load meters are operative, c) Both engine generator systems are operative, and d) AC Cross-Tie Relay is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-13A	Affected AC Load Meter	____ AC Load Meter INOP
24-00-13B	APU AC Load Meter	APU Load Meter INOP

(O) PROCEDURES

24-00-13A

- Prior to engine start verify affected GEN switch in OFF.
- Prior to takeoff verify APU operating and APU BUS switch for operating generator is OFF.
- Ensure APU Generator Load does not exceed the following limits:

On Ground	1.25
Below FL 250	1.0
FL 250 and above	0.6
Maximum Operating Altitude	FL 370

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4. Apply the following Performance Corrections:

24-00-13A	L/R AC LOAD METER SYSTEMS
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 175 lbs. per hour for APU usage.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

(M) PROCEDURES

24-00-13A

APU oil quantity is serviced to full prior to deferral.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	CSD OIL TEMPERATURE INDICATING SYSTEMS				
24-00-14A	CSD Oil Temperature Indicating Systems	Y	2	1 C	(O) May be inoperative provided the CSD Oil Pressure Low Annunciator System is operative.
24-00-14B	CSD Oil Temperature Indicating Systems "DISP.APPR.REQ'D."	N	2	1 B	(O) May be inoperative provided: a) The associated CSD is considered inoperative and deferred per MEL 24-00-01A, and b) Performance penalties are applied.
24-00-14C	CSD Oil Temperature Rise Systems	Y	2	0 C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-14A	Affected CSD Oil Temperature Indicator	___ CSD Oil Temperature Indicator System INOP
24-00-14B	Affected CSD Oil Temperature Indicator	___ CSD Oil Temperature Indicator System INOP
24-00-14C	Associated CSD Oil Temperature Indicator(s)	___ CSD Oil Temperature Rise System(s) INOP

(O) PROCEDURES

24-00-14A

Monitor frequency of associated generator.

24-00-14B

- Prior to engine start verify affected GEN switch in OFF.
- Prior to takeoff verify APU operating and APU BUS switch for operating generator is OFF.
- Ensure APU Generator Load does not exceed the following limits:

On Ground	1.25
Below FL 250	1.0
FL 250 and above	0.6
Maximum Operating Altitude	FL 370

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4. Apply the following Performance Corrections:

24-00-14B	CSD OIL TEMPERATURE INDICATING SYSTEMS
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 175 lbs. per hour for APU usage.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
24-00-15	CSD Oil Pressure Low Annunciators	Y	2	0	C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-15	Associated Generator Switches	___ CSD OIL PRESSURE LOW Light INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-00-17	CSD Air / Oil Heat Exchangers "DISP.APPR.REQ'D."	N	2	1 B	(O) May be inoperative provided: a) Associated CSD is considered inoperative and deferred per MEL 24-00-01, and b) Performance penalties are applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-17	Associated Generator Switch	___ CSD Air / Oil Heat Exchanger INOP

(O) PROCEDURES

- Prior to engine start verify affected GEN switch in OFF.
- Prior to takeoff verify APU operating and APU BUS switch for operating generator is OFF.
- Ensure APU Generator Load does not exceed the following limits:

On Ground	1.25
Below FL 250	1.0
FL 250 and above	0.6
Maximum Operating Altitude	FL 370

- Apply the following Performance Corrections:

24-00-17	CSD AIR / OIL HEAT EXCHANGERS
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 175 lbs. per hour for APU usage.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-00-18	Transformer / Rectifiers (TR)	Y	4	3 B	(O)(M) May be inoperative provided associated TR is disconnected from the electrical system.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-18	Associated DC Loadmeter	____ Transformer / Rectifier INOP

(O) PROCEDURES

Monitor remaining loadmeter on affected side.

(M) PROCEDURES

Pull and secure the three circuit breakers for the affected unit.

C / B	C / B #	Location	Panel
Left T/R-1	B1-1016	K-1	EPC (Behind Captain's Seat)
	B1-1017	K-2	EPC (Behind Captain's Seat)
	B1-1018	K-3	EPC (Behind Captain's Seat)
Left T/R-2	B1-1013	K-4	EPC (Behind Captain's Seat)
	B1-1014	K-5	EPC (Behind Captain's Seat)
	B1-1015	K-6	EPC (Behind Captain's Seat)
Right T/R-1	B1-1019	L-1	EPC (Behind Captain's Seat)
	B1-1020	L-2	EPC (Behind Captain's Seat)
	B1-1021	L-3	EPC (Behind Captain's Seat)
Right T/R-2	B1-1022		Ground Service Bus (Left Console)
	B1-1023		Ground Service Bus (Left Console)
	B1-1024		Ground Service Bus (Left Console)

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-00-26	DC Load Meter Indicators	Y	4	3	C (O) May be inoperative provided DC Bus OFF Light is not illuminated.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-26	Affected DC Loadmeter	_____ DC Load Meter Indicator INOP

(O) PROCEDURES

1. Monitor DC voltage for affected bus.
2. Monitor operating half of dual loadmeter.
3. Verify DC BUS OFF light is not illuminated.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-00-33	AC Cross-Tie Lockout Annunciator	Y	1	0 C	(O) May be inoperative provided cross-tie lockout procedure is accomplished PRIOR TO THE FIRST FLIGHT OF THE DAY (Log Book Entry Required). Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-33	AC Cross-Tie Switch	AC Cross-Tie Lockout Annunciator INOP

(O) PROCEDURES

PRIOR TO THE FIRST FLIGHT OF THE DAY:

Test AC Cross-Tie with Engine Generators.

1. Place APU BUS switches in OFF position.
2. Place Left and Right Generator switches in ON position.
3. Place AC XTIE switch in AUTO.
4. Place Left Generator switch in OFF position.
 - a. L GEN OFF message should illuminate.
 - b. Right generator is powering all buses.
5. Place Left Generator switch in ON position.
 - a. L GEN OFF message should extinguish.
6. Place Right Generator switch in OFF position.
 - a. R GEN OFF message should illuminate.
 - b. Left generator is powering all buses.
7. Place Right Generator switch in ON position.
 - a. R GEN OFF message should extinguish.

To test AC Cross-Tie with APU Generator see next page.

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Test AC Cross-Tie with APU Generator.

NOTE: This AC Cross-Tie verification test is to be performed with APU running, left and right engines not operating and external power not connected to the aircraft.

1. Place AC BUS X TIE switch in AUTO position.
2. Place DC BUS X TIE switch in OPEN position.
3. Place APU L BUS and APU R BUS switches in ON position.
4. Check that L AC BUS OFF, R AC BUS OFF, DC BUS OFF, AC EMER BUS OFF, and DC EMER BUS OFF lights go off.
5. Open following circuit breakers:
 - a. LEFT GROUND CONTROL RELAY K-33 Upper EPC.
 - b. RIGHT GROUND CONTROL RELAY L-33 Upper EPC.
6. Place APU R BUS switch in OFF position. Make certain AC Cross-Tie relay operates, the R AC BUS OFF and DC BUS OFF lights remain OFF, the right blue APU POWER IN USE light goes off, and the four Transformer Rectifiers remain powered.
7. Check AC EMER BUS OFF and DC EMER BUS OFF lights remain off.
8. Place APU R BUS switch to ON, place AC BUS X TIE switch to OPEN and then back to AUTO. Make certain that AC Cross-Tie relay opens, and the right blue APU POWER IN USE light comes on.
9. Check that R AC BUS OFF and DC BUS OFF lights remain off.
10. Place APU L BUS switch in OFF position. Make certain AC Cross-Tie relay operates, the L AC BUS OFF and DC BUS OFF lights remain off, the left blue APU POWER IN USE light goes off and the four Transformer Rectifiers remain powered.
11. Check that AC EMER BUS OFF and DC EMER BUS OFF lights remain off.
12. Place APU L BUS switch to ON, place AC BUS X TIE switch to OPEN, and then back to AUTO. Make certain that AC Cross-Tie relay opens, and the left blue APU POWER IN USE light comes on.
13. Check that L AC BUS OFF and DC BUS OFF lights remain off.
14. Close following circuit breakers:
 - a. LEFT GROUND CONTROL RELAY K-33 Upper EPC.
 - b. RIGHT GROUND CONTROL RELAY L-33 Upper EPC.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
24-00-34	EXT PWR NOT IN USE Light (White)	Y	1	0	C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-34	EXT PWR NOT IN USE Light	EXT PWR NOT IN USE Light INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
24-00-35	EXT PWR AVAIL Lights (Blue)	Y	3	0	C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-35	Affected EXT PWR AVAIL Light(s)	___ EXT PWR AVAIL Light(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
24-00-36	EXT PWR L / R / GS In Use Lights (Blue)	Y	3	0	C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-36	Affected EXT PWR In Use Light(s)	____ EXT PWR In Use Light(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO. NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
24-00-37A	APU PWR AVAIL Lights (Blue)	Y	2	0	C	(O) May be inoperative provided APU GEN OFF annunciation is verified operative PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)
24-00-37B	APU PWR AVAIL Lights (Blue) "DISP.APPR.REQ'D."	Y	2	0	C	May be inoperative provided APU generator is not used.
24-00-37C	APU PWR AVAIL Lights (Blue)	Y	2	0	C	May be inoperative provided: a) AC Voltmeter is operative, and b) AC Frequency Meter is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-37A	Affected APU PWR AVAIL Light(s)	APU PWR AVAIL Light(s) INOP
24-00-37B	Affected APU PWR AVAIL Light(s)	APU PWR AVAIL Light(s) INOP
24-00-37C	Affected APU PWR AVAIL Light(s)	APU PWR AVAIL Light(s) INOP

(O) PROCEDURES

24-00-37A

PRIOR TO EACH DEPARTURE:

1. Dispatch with APU PWR AVAIL lights inoperative and APU is to be used for electrical power.
 - a. With engines and APU running move both APU L and R BUS switches to OFF, and verify APU GEN OFF annunciation appears on overhead panel.
 - b. Select APU L BUS switch to ON and observe APU GEN OFF annunciation remains illuminated.
 - c. Select L GEN switch to OFF and observe L AC BUS OFF annunciation remains extinguished and APU GEN OFF annunciator extinguishes.
 - d. Return switches to their normal position.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-00-38	APU PWR L / R / GS In Use Lights (Blue) "DISP.APPR.REQ'D."	Y	3	0 C	May be inoperative provided the L/R AC BUS OFF annunciations are operative if APU electrical power is to be used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-38	Affected APU PWR In Use Light(s)	____ APU PWR In Use Light(s) INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD					REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
24-00-40	Galley Power Control System	Y	-	0	C	(M) May be inoperative provided affected galley power is deactivated.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-00-40	GALLEY Power Switch	____ Galley Electrical Power INOP

(M) PROCEDURES

Locate, pull and secure the circuit breaker(s) corresponding to affected galley/system.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
FLOTATION DEVICES					
25-00-01A	Life Vest Passenger/Flight Deck Observer "DISP.APPR.REQ'D."	Y	-	-	D May be inoperative or missing provided extended overwater operations are not conducted.
25-00-01B	Life Vest Passenger/Flight Attendant "DISP.APPR.REQ'D."	Y	-	-	D May be inoperative or missing provided associated seat position is blocked off, placarded DO NOT OCCUPY and deferred per MEL item 25-00-10A . (For passenger seats) or 25-00-06 (For flight attendant).
25-00-01C	Spare Life Vest	Y	-	-	D May be inoperative or missing.
25-00-01D	Infant Life Vests (If Installed)	Y	-	-	D (O) May be inoperative or missing.
25-00-01E	Life Rafts (Ships 980-999) "DISP.APPR.REQ'D."	Y	-	-	D (O) May be inoperative or missing except for a) Extended overwater operations, and b) Performance penalties are applied .

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-00-01A	Logbook	___ Life Vest(s) INOP / Missing
25-00-01B	Logbook	___ Life Vest(s) INOP / Missing
25-00-01C	Logbook	___ Spare Life Vest(s) INOP / Missing
25-00-01D	Logbook	___ Infant Life Vest(s) INOP / Missing
25-00-01E	Logbook	___ Life Raft(s) INOP / Missing

NOTE: Unserviceable life vests must be removed the cabin or stored in a location where they can not be mistaken for serviceable vests.

(O) PROCEDURES

25-00-01D

On aircraft equipped with single cell adult life vests, an infant life vest is normally available for each occupant under 35 pounds for extended overwater operations. In the event that there are not enough infant life vests onboard for the extended overwater operation and all attempts have been made to locate and board additional infant life vests, notify an Airport Customer Service (ACS) Agent so that they can initialize their passenger handling procedures.

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25-00-01E

If life raft is missing (removed), apply the following Performance Corrections:

25-00-01E	LIFE RAFTS REMOVED
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Extended Overwater Operations Prohibited.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None OTHER CORRECTIONS (Manual Weight & Balance Worksheet only) Use applicable OEW correction for "Life Raft" in ALM – Weight and Balance Section.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD			Y	-	0	REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION						
REMARKS OR EXCEPTIONS							
25-00-02	Lower Cargo Compartment Liners “DISP.APPR.REQ'D.”				C	May be inoperative provided associated cargo compartment remains empty or verified to contain only empty cargo handling equipment, ballast, and/or fly-away kits (see MEL/CDL Format Section).	

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-00-02	Aircraft Logbook	Lower ____ Cargo Compartment INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD					REPAIR CATEGORY
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
25-00-04	Rear Entrance Door Strap	Y	1	0	C
(O) May be inoperative or missing provided: a) Flight Attendant is positioned on the rear door jump seat, and b) A passenger announcement is made to stay clear of rear door until the door is OPEN.					

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-00-04	Aircraft Logbook	Rear Entrance Door Strap INOP

(O) PROCEDURES

Before takeoff, passengers seated in aft most rows shall be instructed, by means of direct voice communication, to stay clear of the rear door until the door is open.



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	FLIGHT ATTENDANT SEATS (SINGLE OR DUAL POSITION)				
25-00-06A	Required Flight Attendant Seats (Refer to In-flight Service Onboard Manual for required seat locations) "DISP.APPR.REQ'D."	Y	3	2	B (O)(M) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight Attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, c) Alternate procedures are used for displaced Flight Attendant(s) (Ref. In-flight Service Onboard Manual), d) Folding type seat stows automatically or is secured in the retracted position and is checked ONCE EACH FLIGHT DAY (LOG BOOK ENTRY REQUIRED), and e) Passenger seat assigned to flight attendant(s) is placarded "FOR FLIGHT ATTENDANT ONLY". NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. NOTE 3: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally. Repetitive Check Required (Yellow Placard)
25-00-06B	Excess Flight Attendant Seats (Fwd L, Aft R)	Y	2	0	C (O)(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position and is checked ONCE EACH FLIGHT DAY (LOG BOOK ENTRY REQUIRED). NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. Repetitive Check Required (Yellow Placard)

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MEL ITEM	TAB LOCATION	PLACARD TEXT
25-00-06A	Aircraft Logbook	___ Flight Attendant Seat INOP
25-00-06B	Aircraft Logbook	___ Flight Attendant(s) Seat INOP

(O) PROCEDURES

25-00-06A

- Captain to brief Lead Flight Attendant/Purser which seat is inoperative.
- The flight attendant displaced from an inoperative required seat position occupies the operative non-required seat position of a dual seat assembly at the same location. If the non-required seat of a dual seat assembly is inoperative or not available, the flight attendant assigned to the affected seat occupies a passenger seat, most accessible to his/her assigned seat and is 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 seat, i.e., a 2 or 3 second time difference is considered "essentially the same time".
- Refer to In-flight Service Onboard Manual Section 6, Flight Dispatch With Inoperative Flight Attendant Seat.

25-00-06B

Captain to brief Lead Flight Attendant which seat is inoperative.

(M) PROCEDURES

25-00-06A

- Flight Attendant Seat Position Inoperative: Ensure the Flight Attendant Seat automatically retracts without assistance to the fully stowed position. If the seat will not automatically retract without assistance to the fully stowed position, secure the inoperative seat in the fully stowed position using the following procedure: (Maintenance is Required and Flight Crew May Not Placard).
 - Secure in the retracted (fully stowed) position using high visibility tape.
 - Placard the inoperative seat using high visibility tape or a section of 2 inch wide masking tape with the words "UNSERVICEABLE-DO NOT USE" printed legibly in 1 inch black letters.

ONCE EACH FLIGHT DAY (Logbook Entry Required)

- Ensure seat has remained in the fully stowed position. If the seat has been secured in the fully stowed position with tape, ensure tape is in good condition.

NOTE: Flight Attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat(s) most accessible to the inoperative seat(s).

- If a flight attendant is displaced from a required seat and occupies the operative non-required seat position of a dual seat position at the same location, no further action is required.
- If a flight attendant(s) is displaced from a required seat(s) and requires a passenger seat(s) to occupy, perform the following:
 - Print on a placard in bold letters "FOR FLIGHT ATTENDANT ONLY".
 - Affix placard in a conspicuous place on the seat.

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25-00-06B

Flight Attendant Seat Position Inoperative: Ensure the Flight Attendant Seat automatically retracts without assistance to the fully stowed position. If the seat will not automatically retract without assistance to the fully stowed position, secure the inoperative seat in the fully stowed position using the following procedure:
(Maintenance is Required and Flight Crew May Not Placard).

1. Secure in the retracted (fully stowed) position using high visibility tape.
2. Placard the inoperative seat using high visibility tape or a section of 2 inch wide masking tape with the words "UNSERVICEABLE-DO NOT USE" printed legibly in 1 inch black letters.

ONCE EACH FLIGHT DAY (Logbook Entry Required)

3. Ensure seat has remained in the fully stowed position. If the seat has been secured in the fully stowed position with tape, ensure tape is in good condition.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD			Y	-	-	REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION						REMARKS OR EXCEPTIONS
25-00-07	"Fasten Seat Belt While Seated" Signs or Placards (Unlighted)					C	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-00-07	Aircraft Logbook	_____ Fasten Seat Belt While Seated Signs or Placards Missing / Illegible / INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD			Y	-	0	REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION	REMARKS OR EXCEPTIONS					
25-00-09	Cabin Emergency Flashlights / Holders						
						C	May be inoperative or missing provided Flight Attendant assigned to affected position has an operative flashlight readily available.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-00-09	Aircraft Logbook	____ Cabin Emergency Flashlight / Holder(s) INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	PASSENGER SEATS				
25-00-10A	Passenger Seats "DISP.APPR.REQ'D."	Y	-	0	C (M) May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY." NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants. NOTE 3: Affected seats may include the seat behind and / or adjacent outboard seats. NOTE 4: MCC must contact Flight Control for coordination with ACS and the ROC to remove the seat from inventory until repaired. NOTE 5: Seat cushions may be removed at operators discretion due to damage, spills, bio-hazards, etc when passenger seats are deferred inoperative.
25-00-10B	Passenger Seats "DISP.APPR.REQ'D."	N	-	0	C (O)(M) May be inoperative and seat removed provided OEW performance corrections are applied. NOTE 1: Inoperative seats do not affect the required number of Flight Attendants. NOTE 2: MCC must contact Flight Control for coordination with ACS and the ROC to remove the seat from inventory until the seat(s) is reinstalled. NOTE 3: Seats with an inoperative or broken seat track attach fitting or seat frame damage affecting the integrity of the seat track attach fittings must be removed. Contact MCC. NOTE 4: Seat cushions may be removed at operator discretion due to damage, spills, bio-hazards, etc when passenger seats are deferred inoperative.
25-00-10C	Recline Mechanism	N	-	0	D (M) May be inoperative and seat occupied provided seat is secured in the up-right position.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
RECLINE MECHANISM PASSENGER SEATS (Continued)					
25-00-10D	Recline Mechanism	Y	-	0	D May be inoperative and seat occupied provided seat back is immovable in full upright position.
25-00-10E	Underseat Baggage Restraining Bars	Y	-	0	C (O) 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 are used to alert Cabin Crew of inoperative restraining bar.
25-00-10F	Arm Rest without Recline Mechanism	Y	-	0	D May be inoperative or missing and seat occupied provided: a) Arm Rest does not block an Emergency Exit, and b) Arm Rest does not restrict any passenger from access to main aircraft aisle.
25-00-10G	Arm Rest with Recline Mechanism	N	-	0	D (M) May be inoperative or missing and seat occupied provided: a) Arm Rest does not block an Emergency Exit, b) Arm rest does not restrict any passenger from access to the main cabin aisle, and c) Seat is secured in the full upright position.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-00-10A	Aircraft Logbook	Passenger Seat(s) ____ INOP
25-00-10B	Aircraft Logbook	Passenger Seat(s) ____ Removed
25-00-10C	Aircraft Logbook	Recline Mechanism Seat(s) ____ INOP
25-00-10D	Aircraft Logbook	Recline Mechanism Seat(s) ____ INOP
25-00-10E	Aircraft Logbook	Underseat Baggage Restraining Bar Seat(s) ____ INOP
25-00-10F	Aircraft Logbook	Arm Rest Seat(s) ____ INOP / Missing
25-00-10G	Aircraft Logbook	Arm Rest Seat(s) ____ INOP / Missing

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(O) PROCEDURES

25-00-10B

25-00-10B	PASSENGER SEAT(S) REMOVED
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	None
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None OTHER CORRECTIONS (Manual Weight & Balance Worksheet only) Use applicable OEW correction for "Passenger Seat Assembly" in ALM – Weight and Balance Section.

25-00-10E

1. Advise cabin crew to ensure baggage is not stowed under seats with inoperative or missing Restraining Bars.
2. Advise cabin crew to inform passengers occupying seat with affected bar and passenger behind the seat with the affected bar not to stow baggage under the seat.

(M) PROCEDURES

25-00-10A

1. Install Seat INOP Block-Out Cover part number 25-5136-001 per ERA 10-485792-14MA.
 - a. If the seat is stuck in the recline position block off affected seat(s) and the seat directly behind the inoperative seat by installing a Seat INOP Block-Out Cover part number 25-5136-001 per ERA 10-485792-14MA. Affected seats would be any seat with blocked access to an aisle by the inoperative seat.

NOTE: The inoperative seat or affected seat(s) must not block access to an Emergency Exit or aisle.

- b. If the seatback is loose or blocks access to an Emergency Exit secure upright with a Seat INOP Block-Out Cover part number 25-5136-001 per ERA 10-485792-14MA or alternatively for seat backs without AVOD installed remove the seat back and placard the seatback "MUST REMAIN WITH AIRPLANE" and stow in available closet. Block off affected seat directly behind the inoperative seat(s) by installing a Seat INOP Block-Out Cover part number 25-5136-001 per ERA 10-485792-14MA. Install a Seat INOP Block-Out Placard part number 11-0972-001 per ERA 10-485792-14MA or equivalent* on seat with removed seat back.

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2. In the event that the Seat INOP Block-Out Cover is not available the seat may be made inoperative per one of the following provisions provided the MCC is contacted to schedule the installation of a Seat INOP Block-Out Cover at the next maintenance station the cover is available:
 - a. Secure the inoperative seat in the upright position and block seat per MEL applicable Remarks or Exceptions and placard "DO NOT OCCUPY" by installing a Seat INOP Block-Out Placard part number 11-0972-001 per ERA 10-485792-14MA or equivalent*.
 - b. If the recline mechanism is inoperative, ensure the seat remains in the upright position otherwise secure the seat in the upright or break over position as required maintaining a pleasant and professional appearance and block off affected seat(s) and the seat directly behind the inoperative seat per MEL applicable Remarks or Exceptions and placard "DO NOT OCCUPY" by installing a Seat INOP Block-Out Placard part number 11-0972-001 per ERA 10-485792-14MA or equivalent*. Affected seats would be any seat with blocked access to an aisle by the inoperative seat. NOTE: The inoperative seat or affected seat(s) must not block access to an Emergency Exit or aisle.
 - c. If the seatback is loose or blocks access to an Emergency Exit and the seat back does not have AVOD installed remove seatback and block off affected seat directly behind the inoperative seat per MEL applicable Remarks or Exceptions and placard "DO NOT OCCUPY" by installing a Seat INOP Block-Out Placard part number 11-0972-001 per ERA 10-485792-14MA or equivalent*. Placard seatback, "MUST REMAIN WITH AIRPLANE" and stow in available closet. Seat back is to remain in closet until removed by maintenance for repair or re-installation. For seats with AVOD installed see prior step.

*An acceptable alternative to the "DO NOT OCCUPY" placard is to apply a one or two sections of 2 inch wide masking tape as required over the head rest area (seat bottom if seat back is removed) with the words "UNSERVICEABLE – DO NOT USE" printed neatly and legibly in 1.5 inch black or red letters and contacting MCC to schedule the installation of the approved Seat INOP Block-Out Cover part number 25-5136-001 and/or Seat INOP Block-Out Placard part number 11-0972-001.25-00-06B

25-00-10B

1. Ensure emergency escape path lighting meets minimum dispatch requirements ([see MEL item 33-00-24](#)).
2. Tie back/stow all electrical connectors, wires, phone connections, etc. for the affected seat.

25-00-10C

1. Stow inoperative seat(s).
2. Lock upright by seat cylinder or by disconnecting seat cable at seat lock cylinder.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
25-00-11A	Overhead Storage Bin(s) / Cabin and Galley Storage Compartment / Closets	Y	-	-	C (M) May be inoperative provided: a) Procedures are used to secure compartment CLOSED, b) Associated bin or compartment is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inop and deferred per applicable MEL, and d) Affected compartment is not used for storage of any items(s) except for those permanently affixed. NOTE: If no partitions are installed, the entire overhead storage compartment is considered one bin.
25-00-11B	Overhead Storage Bin(s) / Cabin and Galley Storage Compartment / Closet	N	-	-	C (O)(M) May be inoperative provided: a) Affected door(s) is removed, b) Associated bin or compartment is not used for storage of any items, except those permanently affixed, c) Associated bin or compartment is prominently placarded DO NOT USE, d) Procedures are established and used to alert crew members and passengers of inoperative bins, and e) Passengers are briefed that associated bin or compartment is not used. NOTE 1: If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment. NOTE 2: Any emergency equipment located in the associated compartment (permanently affixed) is available for use.
25-00-11C	Multi Latch/Quarter-Turn Lug Installations	Y	-	0	C One latch/lug per compartment may be inoperative provided: a) Remaining latch(es)/lugs on affected compartments operate normally, and b) If affected compartment is used for a galley cart, the cart remains empty.

CONTINUED NEXT PAGE

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-00-11A	Aircraft Logbook	____ Overhead Storage Bin(s) / Cabin and Galley Storage Compartment / Closets INOP
25-00-11B	Aircraft Logbook	____ Overhead Storage Bin(s) / Cabin and Galley Storage Compartment / Closets INOP
25-00-11C	Aircraft Logbook	____ Cabin, Galley Storage Compartment, and Galley Cart Latches INOP

(O) PROCEDURES

25-00-11B

Flight Crew should insure that passengers are briefed not to use affected compartment.

(M) PROCEDURES

25-00-11A, 25-00-11B

1. Empty compartment (except for permanently affixed items).
2. For 25-00-11A: Using suitable pressure sensitive tape (i.e., bag bin tape, nylon or fiberglass reinforced tape, not masking tape, etc.), secure compartment CLOSED.
For 25-00-11B: Remove affected door.
3. Placard compartment using "Inoperative Cabin Appearance" placard or equivalent.
4. The following items are considered "emergency equipment" and may not be relocated:
 - Fire Extinguishers
 - Megaphones
 - Flashlights
 - EEMK
 - AED
 - PBE
 - Passenger Oxygen Bottles
 - First Aid Kits
5. For cabin equipment items that are relocated, comply with the following procedure:
 - a. Location placarding (if installed) of the affected item is removed or obscured.
 - b. Install temporary location placard on the outside of compartment / bin where the item was located denoting the new location.
 - c. Install temporary location placard on the outside of compartment / bin where the item has been relocated.
 - d. Note location of relocated equipment on aircraft logbook placard.

NUMBER INSTALLED		NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			
ITEM NO.	NAME / DESCRIPTION	REMARKS OR EXCEPTIONS	
25-00-12	Nonessential Equipment and Furnishings (NEF)	May be inoperative, damaged or missing provided that item(s) is deferred in accordance with the NEF deferral program. NOTE 1: Do not use this MEL item to defer the discrepancy. Defer the discrepancy under the NEF program per TOPP 40-40-08. NOTE 2: Exterior lavatory door ashtrays are not considered NEF items.	

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
25-00-13A	Observer Seat Including Associated Equipment "DISP.APPR.REQ'D."	Y	1	0	A May be inoperative provided: a) A passenger seat in the passenger cabin is available to an FAA Inspector for the performance of official duties, and b) Repairs are made within two (2) flight days.
25-00-13B	Observer Seat Including Associated Equipment "Contact MCC"	Y	1	0	A May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within two (2) flight days. NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA Inspector when the minimum safety equipment (oxygen and safety belt / shoulder harness) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy the observer seat.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-00-13A	Near Inoperative Equipment or In Aircraft Logbook	Observer's Seat ____ INOP
25-00-13B	Near Inoperative Equipment or In Aircraft Logbook	Observer's Seat ____ INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO. NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
FLIGHT CREW SEATS						
25-00-16A	Lumbar Supports	Y	2	0	C	May be inoperative in the retracted position provided seat is acceptable to the affected crewmember.
25-00-16B	Thigh Supports	Y	4	0	C	May be inoperative in the retracted position provided seat is acceptable to the affected crewmember.
25-00-16C	Armrests	Y	4	2	B	One armrest on each seat may be inoperative or missing provided: a) Egress is not impaired, and b) Seat is acceptable to the affected crewmember.
25-00-16D	Recline	Y	2	0	A	(M) May be inoperative provided: a) Seat(s) is secured in an upright position, b) Seat is acceptable to affected crewmembers(s), and c) Repairs are made within two flight days.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-00-16A	Aircraft Logbook	____ Seat Lumbar Support(s) INOP
25-00-16B	Aircraft Logbook	____ Seat Thigh Support(s) INOP
25-00-16C	Aircraft Logbook	____ Seat Armrest(s) INOP
25-00-16D	Aircraft Logbook	____ Seat Recline INOP

(M) PROCEDURES

25-00-16D

For an inoperative Recline function, insure the seat is secured in an upright position by performing a functional test to verify the seat back cannot be moved.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	EMERGENCY MEDICAL EQUIPMENT				
25-00-17A	First Aid Kits "Contact MCC"	Y	2	1	A (O) May be incomplete, missing or inoperative provided: a) First Aid Kit is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.
25-00-17B	First Aid Kit Seals	Y	2	0	C (O) Aircraft may be dispatched with seal(s) broken provided, PRIOR TO EACH DEPARTURE, it is verified that the kit contains the required minimum contents. Repetitive Check Required (Yellow Placard)
25-00-17C	AED (Automatic External Defibrillator) "Contact MCC"	Y	1	0	A (O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.
25-00-17D	AED Bracket / Lock	Y	1	0	C
25-00-17E	EEMK (Enhanced Emergency Medical Kit)	Y	2	1	D (O) May be incomplete, missing or inoperative provided EEMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit.
25-00-17F	EEMK (Enhanced Emergency Medical Kit) "Contact MCC"	Y	2	0	A (O) May be incomplete, missing or inoperative provided: a) EEMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.
25-00-17G	EEMK Bracket / Lock	Y	1	0	C
25-00-17H	Red Pouch (Medical Accessory Pouch)	Y	1	0	C May be inoperative, missing, or contain less than the minimum required contents.

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MEL ITEM	TAB LOCATION	PLACARD TEXT
25-00-17A	Aircraft Logbook	____ First Aid Kit Incomplete / Missing / INOP
25-00-17B	Aircraft Logbook	____ First Aid Kit Seal(s) Broken
25-00-17C	Aircraft Logbook	AED Incomplete / Missing / INOP
25-00-17D	Aircraft Logbook	AED Bracket / Lock INOP
25-00-17E	Aircraft Logbook	EEMK Incomplete / Missing / INOP
25-00-17F	Aircraft Logbook	Both EEMKs Incomplete / Missing / INOP
25-00-17G	Aircraft Logbook	EEMK Bracket / Lock INOP
25-00-17H	Aircraft Logbook	Red Pouch (Medical Accessory Pouch) INOP / Missing

(O) PROCEDURES

25-00-17A

After use, reseal with green seal and record in the CDL.

25-00-17B

If seals are broken, PRIOR TO EACH DEPARTURE, verify the First Aid Kit contains the following:

- 2 boxes Antiseptic Swabs (10 per box)
- 8 boxes 4 inch Compress Bandages (1 per box)
- 4 boxes 4 inch Gauze Bandages (1 per box)
- 1 pair Bandage Scissors
- 1 box 1 inch Adhesive Bandages (16 per box)
- 5 boxes 40 inch Triangular Bandages (1 per box)
- 1 box Ammonia inhalants (10 per box)
- 2 boxes Wire Splints (1 per box)
- 2 rolls Adhesive Tape
- 1 pair Protective Gloves

25-00-17C, 25-00-17E, 25-00-17F

If seal is broken, reseal with green seal and record in the CDL.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	GALLEY/CABIN / LAVATORY WASTE RECEPTACLE ACCESS DOORS / COVERS				
25-00-22A	Galley/Cabin Waste Receptacles Access Doors/Covers	Y	-	-	C (O)(M) May be inoperative provided: a) Associated waste container is empty, b) Receptacle access is secured to prevent waste introduction into the compartment, and c) Procedures are used to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.
25-00-22B	Lavatory Waste Receptacles Access Doors/Covers "DISP.APPR.REQ'D."	Y	-	-	C (M) May be inoperative provided: a) Associated waste container is empty, b) Lavatory is used only by crewmembers, and c) Associated lavatory entrance door is locked closed and placarded: INOPERATIVE – DO NOT ENTER. NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-00-22A	Aircraft Logbook	___ Galley/Cabin Waste Receptacles Access Doors / Covers INOP
25-00-22B	Aircraft Logbook	___ Lavatory Waste Receptacles Access Doors / Covers INOP

(O) PROCEDURES

25-00-22A

Refer to the In-Flight Service On-Board Manual, Section 5 Regulations/Guidelines, Trash.

(M) PROCEDURES

25-00-22A

Refer to the Remarks or Exceptions column.

25-00-22B

1. Verify that the affected lavatory trash receptacle is empty.
2. Close and lock the associated lavatory door.
3. Placard lavatory door "INOPERATIVE - DO NOT ENTER" using "Inoperative Cabin Appearance" placard or equivalent.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
25-00-23	Exterior Lavatory Door Ashtrays "Contact MCC"	Y	-	-	A Up to 50 percent may be missing or inoperative provided they are replaced within three calendar days. NOTE: Interior lavatory ashtrays are considered Non-essential Equipment and Furnishings (NEF) items.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-00-23	Logbook	____ Exterior Lavatory Door Ashtray Missing / INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD					
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
25-00-24A	MID Scandinavian Cargo Loading System	N	1	0 D	(M) May be inoperative.
25-00-24B	AFT Scandinavian Cargo Loading System	N	1	0 D	(M) May be inoperative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-00-24A	Aircraft Logbook	MID Cargo Loading System INOP
25-00-24B	Aircraft Logbook	AFT Cargo Loading System INOP

(M) PROCEDURES

25-00-24A, 25-00-24B

If Carpet/Belt can be operated:

1. Drive the Carpet/Belt with bulkhead attached to innermost position.
2. Cover control switches with tape.

If Carpet/Belt cannot be operated:

1. Remove all the locking pins at the moveable bulkheads lower edge.
2. Place the moveable bulkhead to its innermost position.
3. Place two of the lockpins in the pre-drilled holes on side rails.
4. Place the rest of the locking pins in any of the released forks at the moveable bulkhead.
5. Cover control switches with tape.

If Carpet/Belt cannot be moved/repositioned:

If above Maintenance procedures cannot be completed, aircraft may be dispatched with respective cargo bin empty or verified to contain only empty cargo handling equipment, ballast, and/or fly-away kits ([see MEL/CDL Format Section](#)).

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD						
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
25-00-26A	Emergency Locator Transmitter (ELT) “DISP.APPR.REQ'D.”	Y	-	0	A	May be inoperative for operations up to 162 nautical miles from the shoreline provided repairs are made within 90 days.
25-00-26B	Emergency Locator Transmitter (ELT)	Y	-	1	D	

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-00-26A	Emergency Locator Transmitter	____Emergency Locator Transmitter (ELT) INOP
25-00-26B	Emergency Locator Transmitter	Emergency Locator Transmitter (ELT) INOP

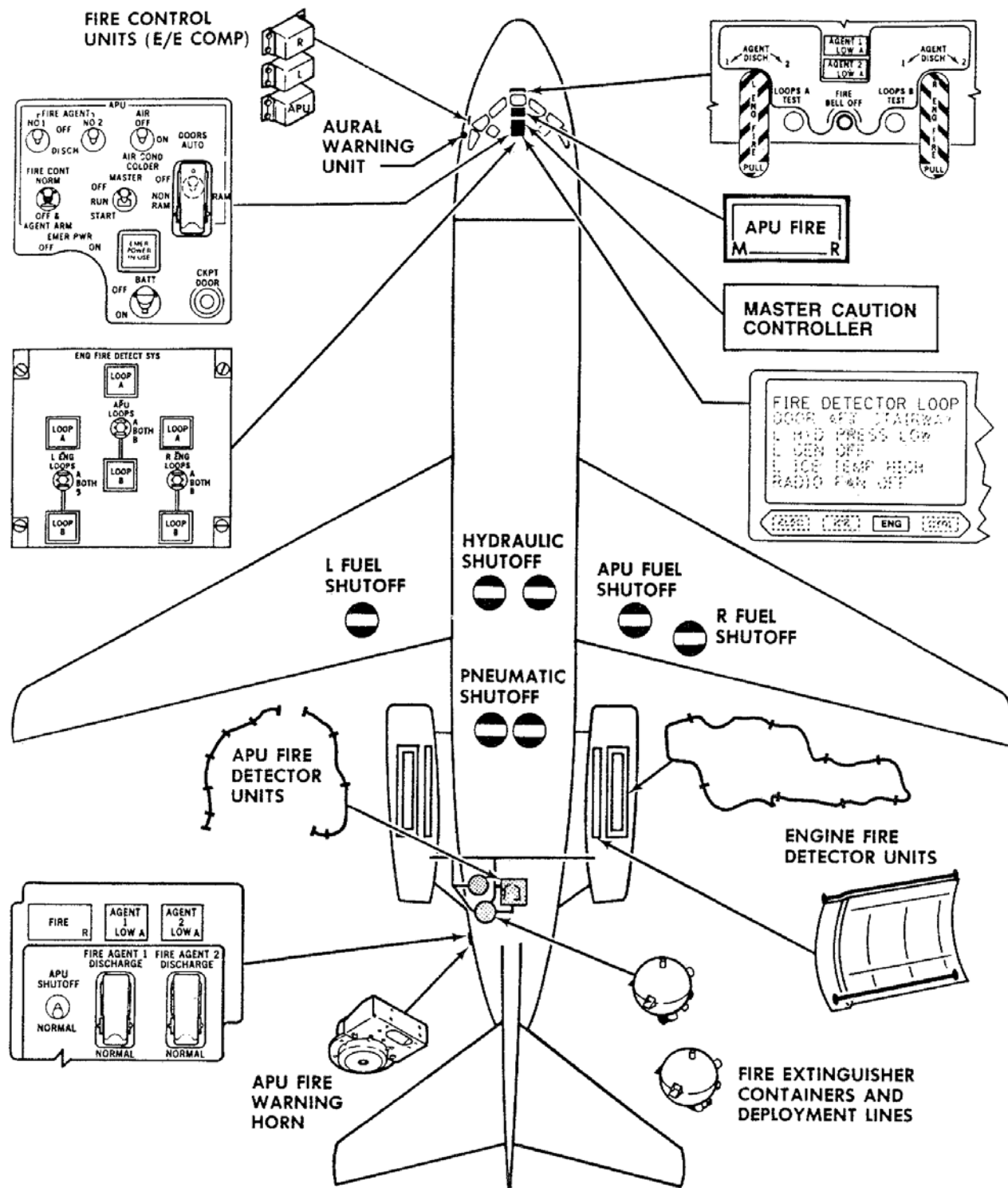
NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
25-99-01A	PED Mount Administrative Control Item	Y	-	-	Reconfigure cockpit for two (2) operative PED mounts. See TOPP 40-40-05 for instructions.
25-99-01B	PED Mount "DISP.APPR.REQ'D" Administrative Control Item	Y	-	-	Reconfigure cockpit for one (1) operative PED mounts. See TOPP 40-40-05 for instructions.
25-99-01C	PED Mount "DISP.APPR.REQ'D" Administrative Control Item	Y	-	-	Reconfigure cockpit for zero (0) operative PED mounts. See TOPP 40-40-05 for instructions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-99-01A	Log book	Reconfigured PED mounts per TOPP 40-40-05
25-99-01B	Log book	Reconfigured PED mounts per TOPP 40-40-05
25-99-01C	Log book	Reconfigured PED mounts per TOPP 40-40-05

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ATA 26 Contents

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FIRE PROTECTION AND DETECTION SYSTEMS COMPONENTS

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
ENGINE FIRE DETECTION SYSTEMS					
26-00-01A	Engine Fire Detection Loops "Contact MCC"	Y	4	2	C (O)(M) One complete Loop (A or B) on each engine may be inoperative provided remaining (operative) loop history is verified with the MCC.
26-00-01B	Loop A and Loop B Test Systems (Engine)	Y	2	1	C One may be inoperative on an inoperative loop.

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-00-01A	Associated Loop Selector Switch(es)	____ Engine Fire Detection Loop(s) INOP
26-00-01B	Associated Loop Selector Switch	____ Engine Fire Loop Test System INOP

(O) PROCEDURES

26-00-01A

1. Select LOOPS switch to operative system.
2. Verify selected system is operational using cockpit LOOPS A TEST or LOOPS B TEST switches as applicable.

(M) PROCEDURES

26-00-01A

Verify selected system is operational using cockpit LOOPS A TEST or LOOPS B TEST switches as applicable.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
APU FIRE DETECTION SYSTEM					
26-00-02A	APU Fire Detection Loops	Y	2	1 C	(O)(M) One complete loop (A or B) may be inoperative.
26-00-02B	APU Fire Detection Loops "DISP.APPR.REQ'D."	Y	2	0 C	Loops (A and B) may be inoperative provided APU is not used.
26-00-02C	Loop A and Loop B Test Systems (APU)	Y	2	1 C	May be inoperative on an inoperative loop.

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-00-02A	Associated Loop Selector Switch	___ APU Fire Detection Loop(s) INOP
26-00-02B	1. Associated Loop Selector Switch 2. APU Master Switch	1. ___ APU Fire Detection Loop(s) INOP 2. Do Not Use APU
26-00-02C	Associated Loop Selector Switch	___ APU Fire Loop Test System INOP

(O) PROCEDURES

26-00-02A

1. Select LOOPS switch to operative system.
2. Verify selected system is operational using cockpit LOOPS A TEST or LOOPS B TEST switches as applicable.

(M) PROCEDURES

26-00-02A

Verify selected system is operational using cockpit LOOPS A TEST or LOOPS B TEST switches as applicable.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	ENGINE AND APU FIRE EXTINGUISHER AGENT LOW LIGHTS				
26-00-04A	Flight Deck Extinguisher Agent Low Lights "Contact MCC"	N	2	1	C (O)(M) May be inoperative provided: a) Associated bottle pressure is verified normal PRIOR TO EACH DEPARTURE (Log Book Entry Required), and b) Procedures are used for discharging the bottle with the operative Agent Low light first. Repetitive Check Required (Yellow Placard)
26-00-04B	APU Ground Control Panel Agent Low Lights	Y	2	0	C May be inoperative provided associated flight deck agent low light operates normally.
26-00-04C	APU Ground Control Panel Agent Low Lights	N	2	0	C (M) May be inoperative provided associated bottle pressure is verified normal PRIOR TO EACH DEPARTURE.

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-00-04A	Affected AGENT LOW Light	___ Agent Low Light INOP
26-00-04B	Aircraft Logbook	___ APU Ground Control Panel Agent Low Light(s) INOP
26-00-04C	Aircraft Logbook	___ APU Ground Control Panel Agent Low Light(s) INOP

(O) PROCEDURES

26-00-04A

If extinguisher system is to be used, discharge bottle with operative AGENT LOW light first.

(M) PROCEDURES

26-00-04A

PRIOR TO EACH DEPARTURE, comply with one of the following procedures:

Procedure I

1. Disconnect the pressure switch electrical connector at the bottle.
2. Insert 1/16" Allen wrench in test socket of pressure switch. Using light finger pressure, actuate pressure switch by turning Allen wrench.
3. Verify pressure switch functions as follows:
 - a. Pins B to C - no continuity
 - b. Pins B to A - continuity
4. Release Allen wrench and verify switch returns to its normal position. Remove Allen wrench.

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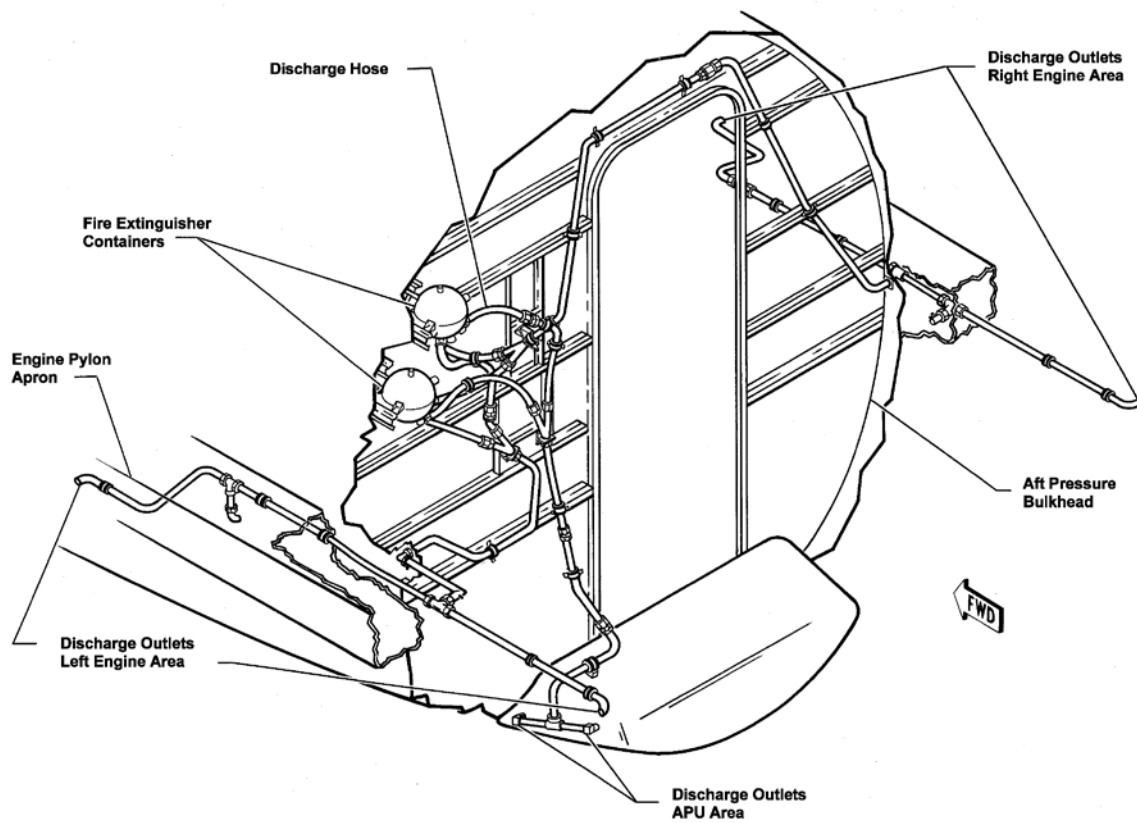
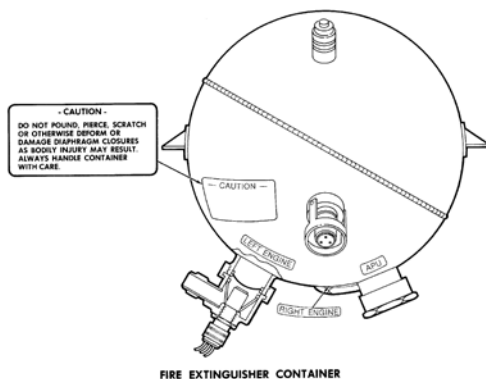
5. Verify pressure switch functions as follows:

- a. Pins B to C - continuity
- b. Pins B to A - no continuity

26-00-04A, 26-00-04C

Procedure II

Weigh agent container. The weight of the container (without discharge heads and squibs) should be within 1/2 lb. of the weight stamped on the container.



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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
26-00-05	APU Fire Warning Horn (External Warning)	Y	1	0	C (O) May be inoperative provided APU Fire Warning System is monitored in the cockpit during APU operation.

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-00-05	APU Start Switch	APU Fire Warning Horn INOP

(O) PROCEDURES

Refer to the Remarks or Exceptions column.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
26-00-06A	Lavatory Fire Extinguisher Systems	Y	3	0	C	For each lavatory, the Lavatory Fire Extinguisher System may be inoperative provided Lavatory Smoke Detector System operates normally.	
26-00-06B	Lavatory Fire Extinguisher Systems "DISP.APPR.REQ'D."	Y	3	0	C	(O)(M) May be inoperative provided: a) Lavatory Waste receptacle is empty, b) Lavatory Door is locked CLOSED and placarded, "INOPERATIVE-DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-00-06A	Aircraft Logbook	____ Lavatory Fire Extinguisher System(s) INOP
26-00-06B	Aircraft Logbook	____ Lavatory Fire Extinguisher System(s) INOP

(O) PROCEDURES

26-00-06B

Crewmembers may use lavatory and perform lavatory inspections.

(M) PROCEDURES

26-00-06B

1. Verify that the affected lavatory trash receptacle is empty.
2. Close and lock the associated lavatory door.
3. Placard lavatory door "INOPERATIVE - DO NOT ENTER."

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
26-00-07	Lavatory Smoke Detection Systems "DISP.APPR.REQ'D."	Y	3	0	C (O)(M) May be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked CLOSED and placarded, "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-00-07	Aircraft Logbook	____ Lavatory Smoke Detection System(s) INOP

(O) PROCEDURES

Crewmembers may use lavatory and perform lavatory inspections.

(M) PROCEDURES

1. Verify that the affected lavatory trash receptacle is empty.
2. Close and lock the associated lavatory door.
3. Placard lavatory door "INOPERATIVE - DO NOT ENTER."

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
26-00-09	Portable Fire Extinguishers (Passenger Cabin Only)	Y	-	3 C	(M) One H₂O type extinguisher in any location or the aft-cabin HALON extinguisher may be inoperative provided the inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit. NOTE: The cockpit HALON extinguisher must be operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-00-09	Aircraft Logbook	____ Portable Fire Extinguisher INOP

(M) PROCEDURES

Using tape or other suitable means, cover affected fire extinguisher bottle location placarding.

Note: For locations with two fire extinguisher bottles installed, do NOT cover placard if remaining bottle is operative.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO. NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
LOWER CARGO COMPARTMENT FIRE DETECTION / SUPPRESSION SYSTEM						
26-00-10A	Lower Cargo Compartment Smoke Detection / Suppression System “DISP.APPR.REQ'D.”	Y	1	0	C	May be inoperative provided all cargo compartments remain empty or verified to contain only empty cargo handling equipment, ballast, and/or fly-away kits (see MEL/CDL Format Section). NOTE: Does not preclude the carriage of empty cargo containers, metal pallets, ballast and cargo restraint components.
26-00-10B	Detection Loops / Channels	Y	6	3	C	(O) One loop / channel (A or B) in each associated cargo compartment may be inoperative.
26-00-10C	Detection Loops / Channels “DISP.APPR.REQ'D.”	N	6	0	C	(M) May be inoperative provided associated cargo compartment remains empty or verified to contain only empty cargo handling equipment, ballast, and/or fly-away kits (see MEL/CDL Format Section). NOTE: Does not preclude the carriage of empty cargo containers, metal pallets, ballast and cargo restraint components.

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-00-10A	Cargo Fire Control Panel	Cargo Compartment Smoke Detection / Suppression System INOP
26-00-10B	Affected Cargo Fire Detector Loop Select Switch	____ Cargo Fire Detection Loops INOP
26-00-10C	Affected Cargo Fire Detector Loop Select Switch	____ Cargo Fire Detection Loops INOP

(O) PROCEDURES

26-00-10B

1. Position loop selector switch to the operative system.
2. Verify selected system is operational using cargo fire system test with loop selected as applicable.

(M) PROCEDURES

26-00-10C

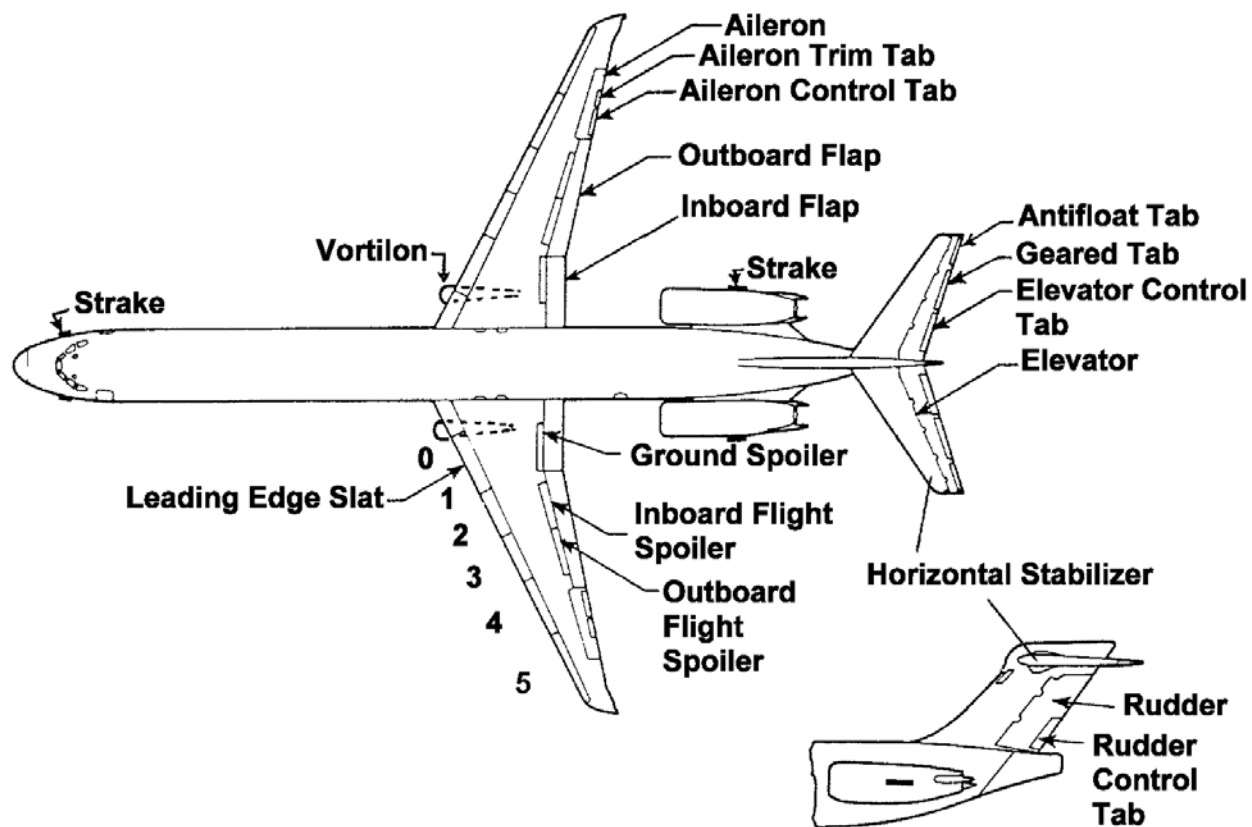
Pull and secure associated Cargo Loop A and B circuit breakers. Circuit Breakers are located in the Fwd Cargo Compartment directly across from the cargo door.

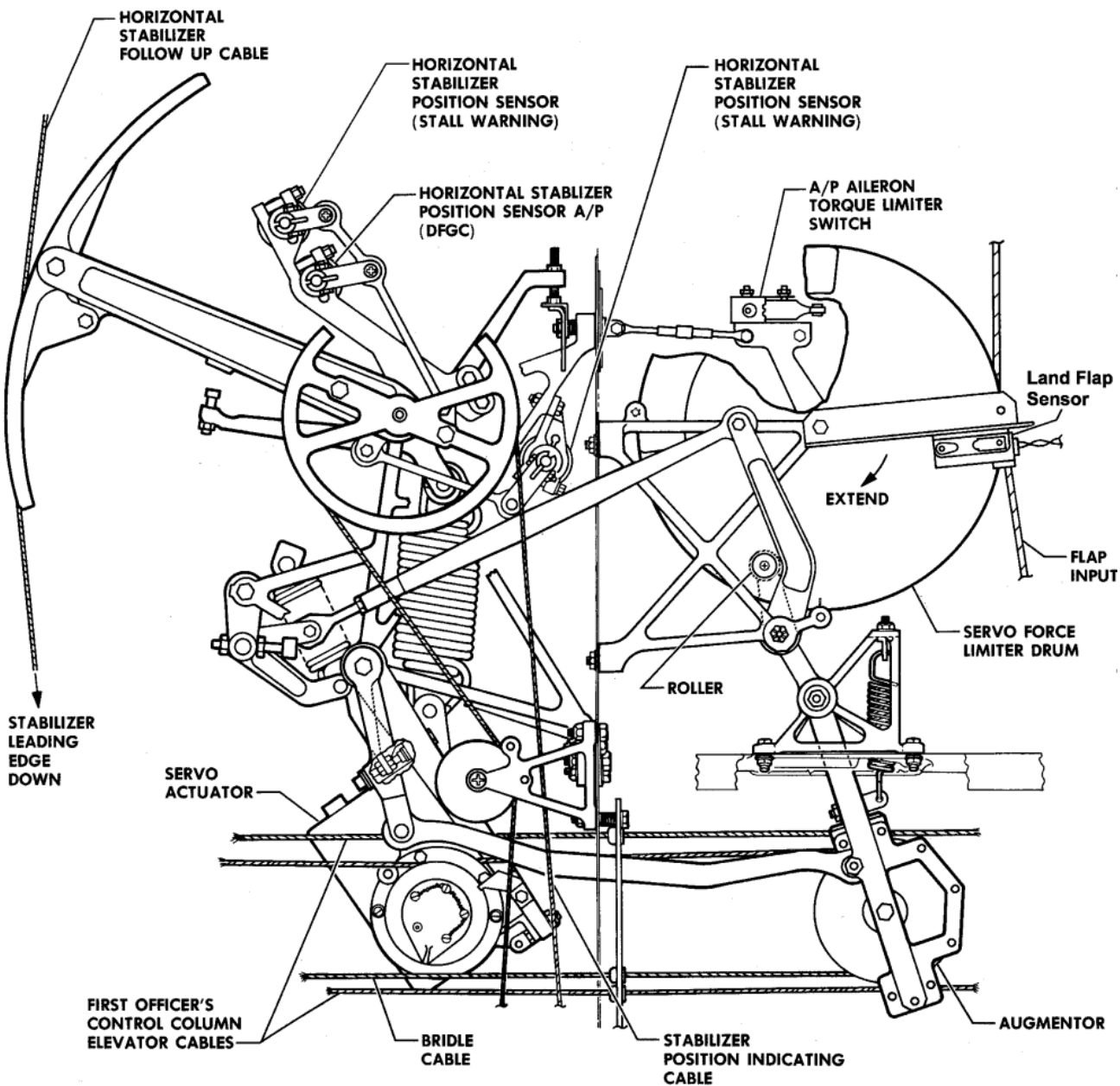
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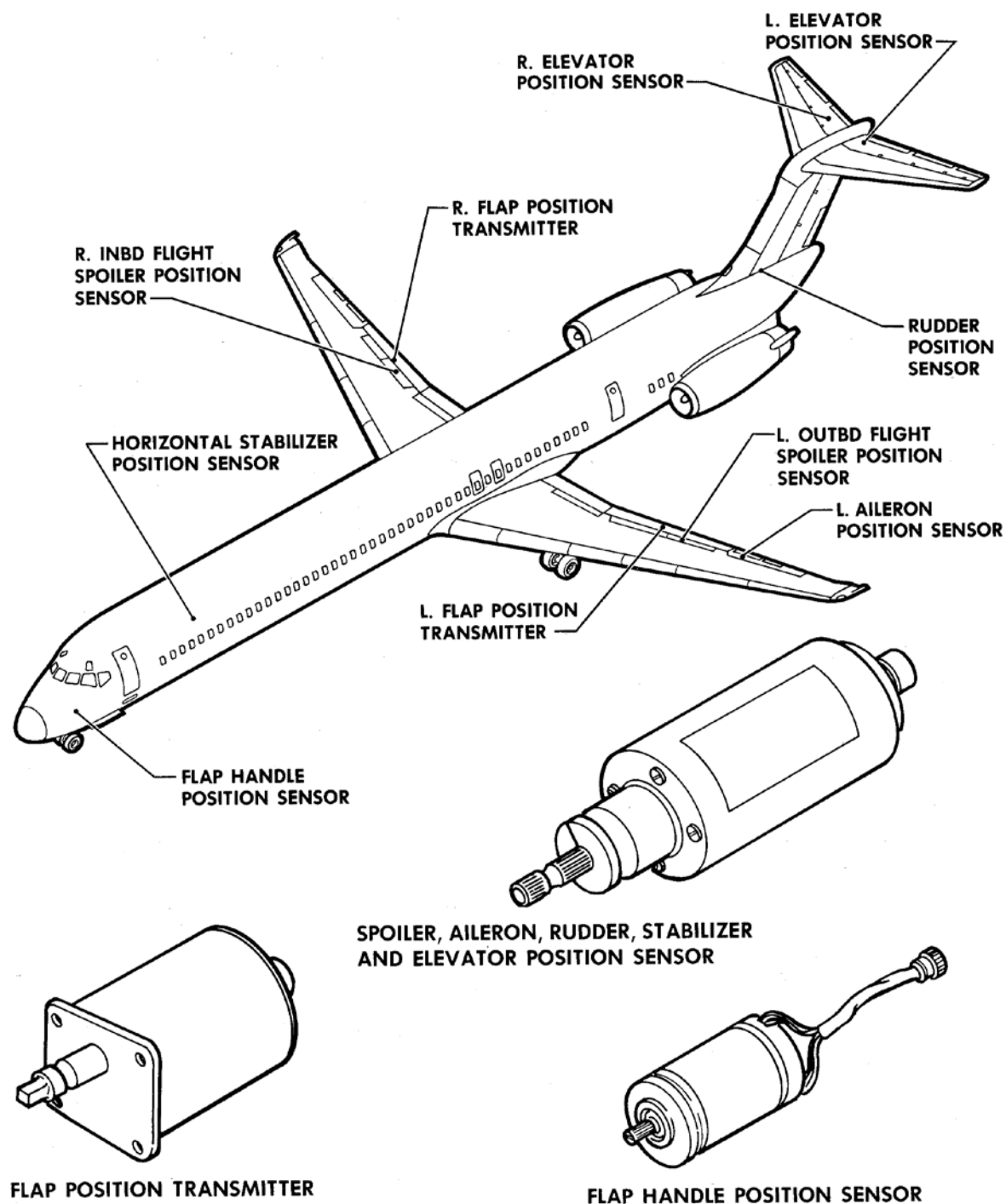
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ATA 27 Contents

27-00-07	Alternate Longitudinal Trim Motor Control Relays (Up Trim / Down Trim)	27-5
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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
27-00-07	Alternate Longitudinal Trim Motor Control Relays (Up Trim / Down Trim)	Y	2	0	C	(O) May be inoperative provided: a) Manual Alternate Trim verified operative PRIOR TO EACH DEPARTURE, and b) Alternate procedures are used if Autopilot is to be used for Approach and Landing.

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-00-07	A/P Engage Switch	____ Alternate Longitudinal Trim Motor Control Relay (Up Trim / Down Trim) INOP

(O) PROCEDURES

PRIOR TO EACH DEPARTURE

1. Verify Manual Alternate Trim functions properly by moving Alternate Trim Switch Levers on the center pedestal and observing movement of the longitudinal trim position indicator.
2. Trim aircraft manually prior to engaging autopilot.
3. Monitor AP TRIM / OUT OF TRIM light while AP is engaged.
4. If light comes on, retrim by either of the following:
 - a. Operation of the alternate longitudinal trim switch (which does not require AP disconnect), or
 - b. Disconnecting the autopilot, manually trimming with control wheel switches or LONG TRIM handles, and then re-engaging the AP.
5. If the Autopilot is to be used for landing, manually trim aircraft and track glideslope at final approach speed prior to Autopilot engagement.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-00-11	Alternate Longitudinal Trim Motor Up / Down Limit Switches	Y	2	0 C	(M) May be inoperative provided Alternate Trim System otherwise functions normally.

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-00-11	Near Alternate Longitudinal Trim Levers	____ Alternate Longitudinal Trim Motor Up / Down Limit Switch(es) INOP

(M) PROCEDURES

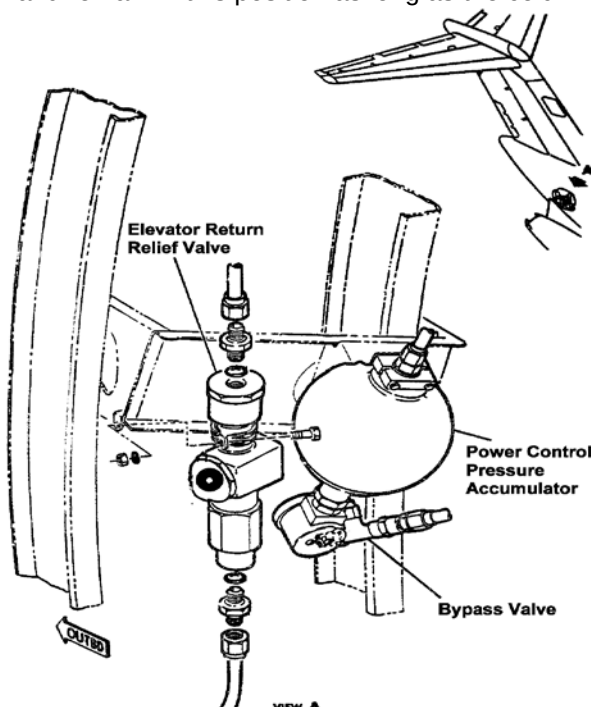
1. Operate control wheel switch ANU and verify stabilizer travels to 12.2° ANU.
2. Operate control wheel switch AND and verify stabilizer travels to 2.1° AND.
3. Repeat steps (1) and (2) using alternate trim switch levers on the pedestal.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-00-14	Elevator POWER ON Indication System	N	1	0	C (M) May be inoperative provided: a) All other Hydraulic Pressure Indicators, Quantity Indicators and Warning Lights are operative, and b) Associated Hydraulic Accumulator pressure is normal.

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-00-14	Near Elevator POWER ON Light	Elevator POWER ON Indication System INOP

(M) PROCEDURES

- With all hydraulic pumps off:
 - Verify R & L HYD PRESS LOW lights are on.
 - Verify R & L HYD FLUID QUANTITY indicators indicate in normal range.
 - Verify R & L HYD PRESS indicators indicate zero pressure.
 - Open elevator bypass valve to deplete elevator accumulator.
 - Verify accumulator indicates 2000 ± 50 PSI.
 - Close elevator bypass valve.
- Place Aux. pump switch to ON and verify R HYD PRESS LOW light goes out and R HYD PRESS indicates at least 2800 PSI.
- Place TRANS or ALT pump switch to ON and verify L HYD PRESS LOW light goes out and L HYD PRESS indicates at least 2000 PSI.
- Move control column to the full forward position and visually verify the elevator panels travel to the full trailing edge down position and remain in this position as long as the column is held full forward.



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-00-17	Flap Indicating Systems "Contact MCC"	N	2	1 C	(O)(M) One may be inoperative provided: a) It is verified that flaps are operative through their normal operating range, and b) Visual inspection PRIOR TO EACH DEPARTURE verifies that flaps are in takeoff position, and no asymmetry exists. (Log Book Entry Required). Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-00-17	Near Flap Position Indicator	___ Flap Indicating System INOP

(O) PROCEDURES

PRIOR TO EACH DEPARTURE:

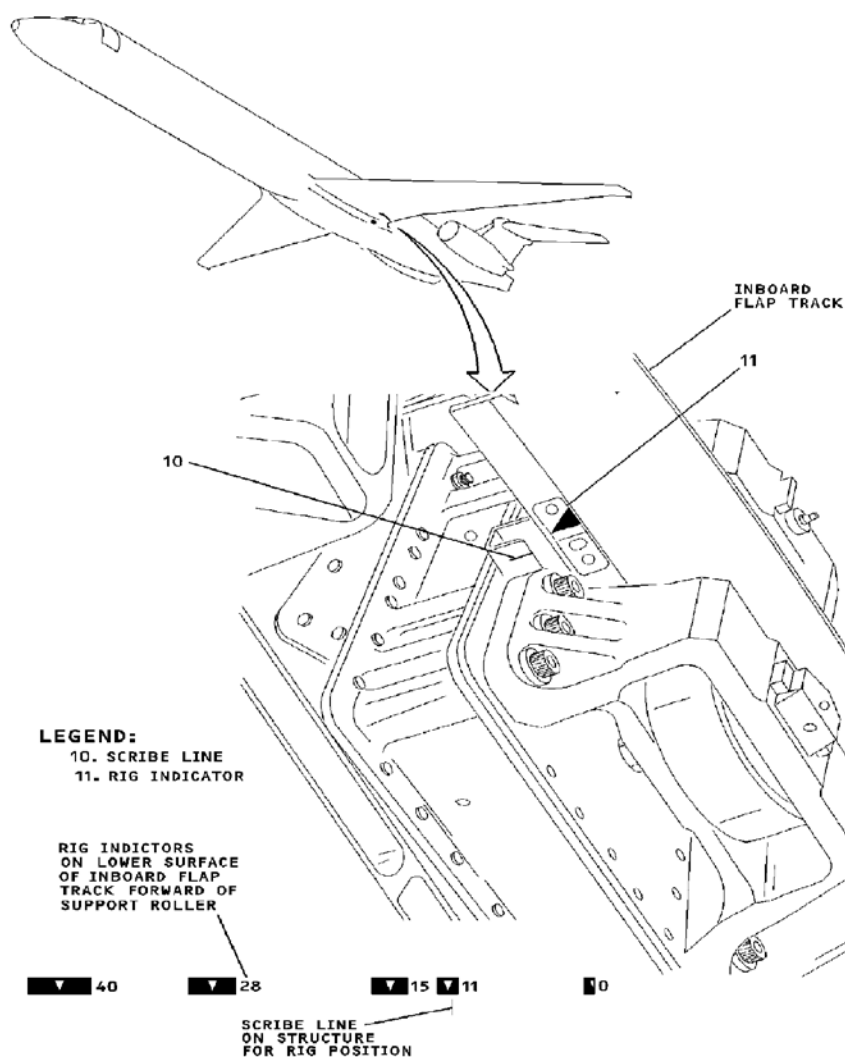
1. Aircraft to remain at gate until final WDR has been sent for take off settings.
2. Place flap handle in takeoff position.
3. Visually verify flaps are in takeoff position.
4. Visually verify flaps are not asymmetric.
5. Verify that flaps remain set in take off position following the Prior To Each Departure Check.

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(M) PROCEDURES

1. Operate flaps thru full operating range.
2. Visually verify flaps are in commanded position by checking the rig indicators on inboard flap tracks.
3. Visually verify flaps are not asymmetric.

(Log Book Entry Required)



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
AUTO GROUND SPOILER SYSTEM					
27-00-19A	Auto Ground Spoiler System "DISP.APPR.REQ'D."	N	1	0	C (O)(M) May be inoperative provided: a) RTO mode is placarded inoperative, b) Autobrake System is not armed for takeoff, c) Autobrake RTO mode is placarded "DO NOT USE FOR TAKEOFF", d) Autoland is not used and is placarded inoperative, e) Enroute operations and/or approach minimums do not require its use, and f) Performance penalties are applied CATII/III Not Authorized Autoland Not Authorized
27-00-19B	RTO Spoiler Switches "DISP.APPR.REQ'D."	N	2	0	C (O) May be inoperative provided: a) Autobrake system is not armed for takeoff, and b) Autobrake RTO mode is placarded "DO NOT USE FOR TAKEOFF".
27-00-19C	Throttle Reverse Thrust Switches "DISP.APPR.REQ'D."	N	2	0	C (O) May be inoperative provided: a) Autobrake system is not armed for takeoff, and b) Autobrake RTO mode is placarded "DO NOT USE FOR TAKEOFF":

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-00-19A	1. Near Speedbrake Lever 2. Autobrake Selector Switch 3. AUTO LAND Mode Select Button	1. Auto Ground Spoiler System INOP 2. Do Not Use Autobrake RTO mode for T/O 3. Do Not Use Autopilot Autoland mode
27-00-19B	Near Speedbrake Lever	1. ____ RTO Spoiler Switch(es) INOP 2. Do not use Autobrake RTO Mode For T/O
27-00-19C	Near Speedbrake Lever	2. ____ AGS Throttle Reverse Thrust Switch(es) INOP 3. Do not use Autobrake RTO Mode For T/O

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(O) PROCEDURES

27-00-19A

1. With Autospoiler Actuator deactivated in the retracted position verify the speed brake detents (1/4, 1/2, 3/4, EXT) can be engaged.
2. Advance the throttles to verify the "AUTOBRAKE" aural takeoff warning does not sound.
3. Do not arm Autobrakes for takeoff and place Autobrake selector switch in "OFF" position for takeoff.
4. Autoland is not used.
5. Use manual spoilers for takeoff and for landing.

27-00-19A	AUTO GROUND SPOILER SYSTEM
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	None
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF Reduce RATOW by 5,000 lbs. LANDING See Online Airports - section for airport landing chart (AUTO GRD SPOILERS INOP).

NOTE: If only the MLG Wheel Spinup feature is inoperative, there is no takeoff performance penalty.

27-00-19B

Do not arm RTO spoilers or Autobrakes for takeoff.

NOTE: RTO Spoiler Switches do not affect Auto Spoiler Landing Mode and require no performance penalty.

27-00-19C

Do not arm RTO spoilers or Autobrakes for takeoff.

NOTE: Throttle Reverse Thrust Switches do not affect Auto Spoiler Landing Mode and require no performance penalty.

(M) PROCEDURES

27-00-19A

1. Placard Spoilers "Manual Operation Only".
2. Placard Autobrakes "Do Not Use for Takeoff".
3. Place Autobrake selector switch in "OFF" position for takeoff.
4. Placard Autoland Inoperative.
5. If only the MLG wheel spinup spoiler extension feature is inoperative, no further maintenance action is required. This would be evident by spoilers failing to automatically deploy on landing, but AUTOSPOILER FAIL message does not appear on EOAP.

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6. If the Auto Ground Spoiler System is inoperative due to anything other than the main gear spoiler extension feature, RTO spoiler switches, or throttle reverse thrust switches, the automatic ground spoiler actuator must be rendered inoperative in its flight mode prior to dispatch. Failures of this nature would likely be evident via illumination of the AUTOSPOILER FAIL message and / or inability to arm auto spoilers prior to landing. Auto spoiler actuator may be secured in its flight mode as follows:

Actuator failed in the **retracted** position, as indicated by placard on spoiler handle not visible with handle forward and down:

Pull and secure 115 VAC SPOILER CONTROL circuit breaker X-30 on EPC CBP (B1-243).

Actuator failed in the **extended** position, as indicated by placard on spoiler handle partially visible with handle forward and down.

Comply with one of the following procedures:

Procedure I

- Squeeze the spoiler handle.
- If the actuator retracts and the handle can be armed, deactivate the actuator by continuing to squeeze the spoiler handle and simultaneously pulling the 115 VAC SPOILER CONTROL circuit breaker X-30 on EPC CBP (B1-243).
- After pulling and securing the circuit breaker, release the spoiler handle and verify the actuator remains retracted.

Procedure II

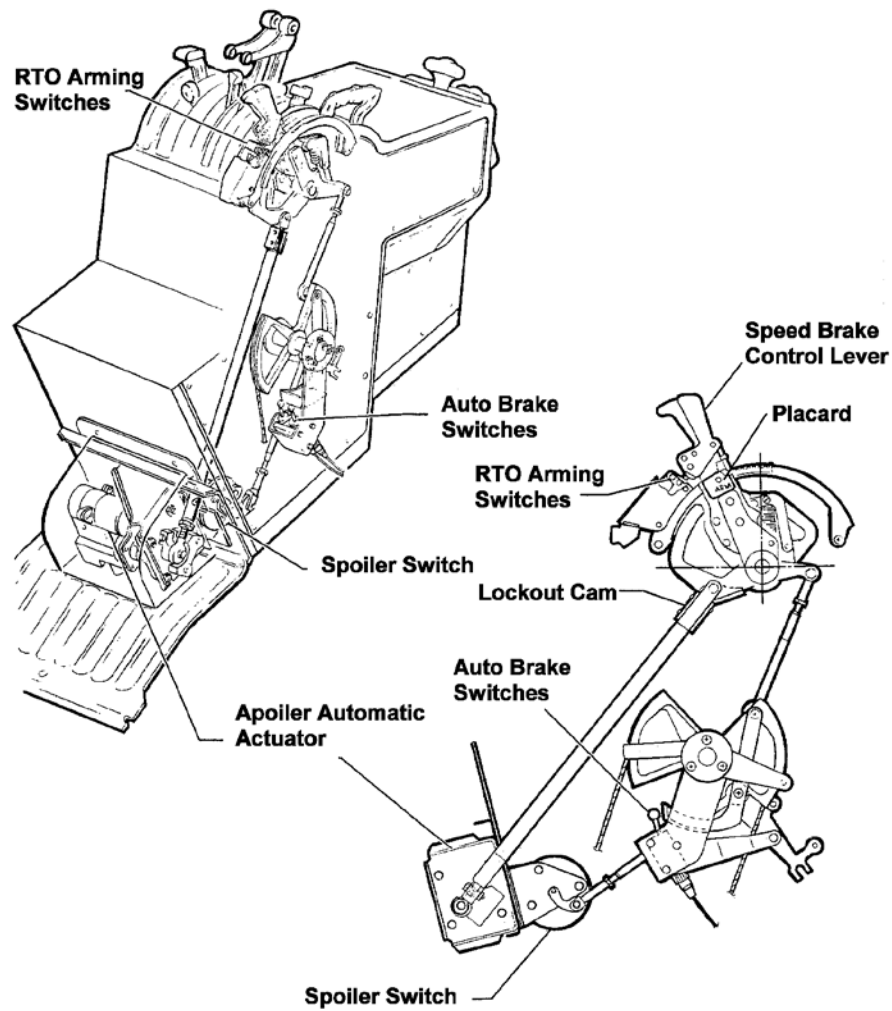
- Pull LEFT / RIGHT GROUND CONTROL RELAY circuit breakers K-33 and L-33 on EPC CBP (B1-023 and B1-024).
- Operate both Main Landing Gear Uplock Switches by placing ferrous material adjacent to sensors.
- After actuator retracts, pull and secure 115 VAC SPOILER CONTROL circuit breaker X-30 on EPC CBP (B1-243).
- Reset both Ground Control circuit breakers.

Procedure III

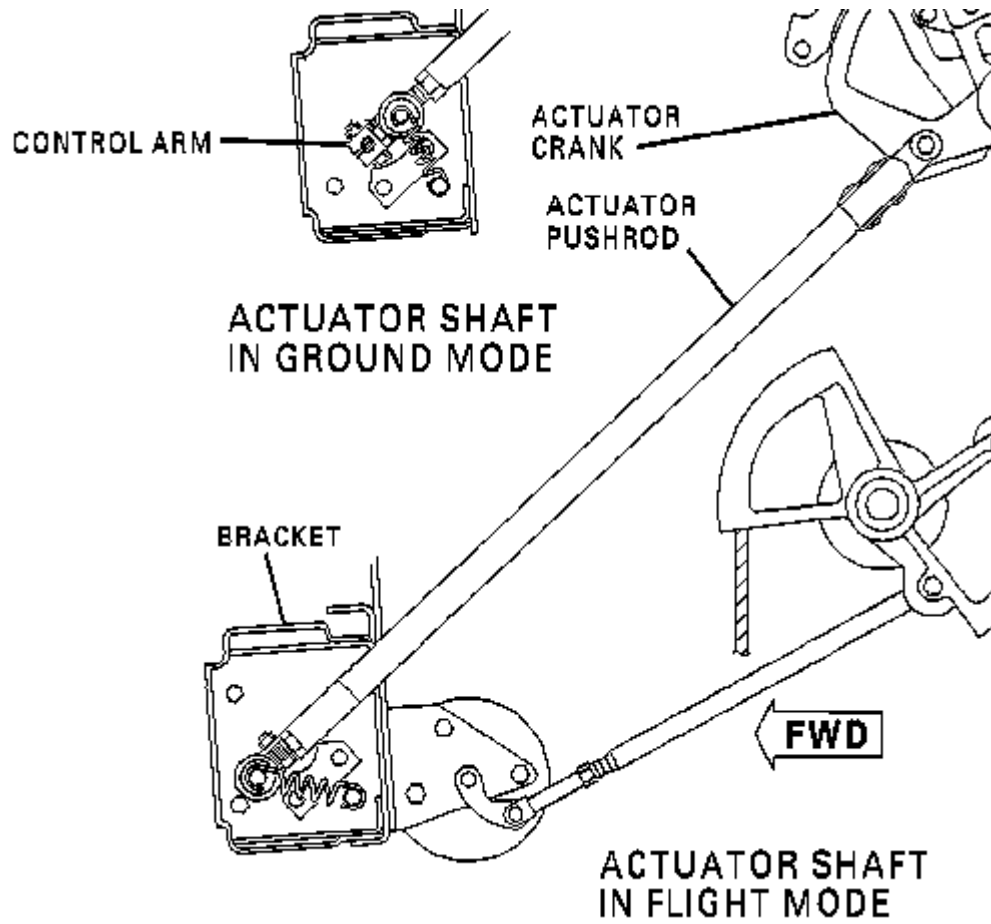
- Pull and secure 115 VAC SPOILER CONTROL circuit breaker X-30 on EPC CBP (B1-243).
- Access auto spoiler actuator through the nose landing gear wheel well, upper, aft, through access doors 4201A and 4302A.
- Remove cover from actuator.
- Manually wrench actuator to retracted (in flight) position.
- Replace actuator cover.

- With Autospoiler Actuator deactivated in the retracted position verify the speed brake detents (1/4, 1/2, 3/4, EXT) can be engaged.
- Perform takeoff warning integrity test of Speedbrake handle takeoff warning switch as follows:
 - Advance both throttles greater than 2 1/8" and insure "Autobrake" takeoff warning is not annunciated – no further action required.
 - If "Autobrake" takeoff warning is annunciated the Speedbrake handle takeoff warning switch/mechanism is in error indicating "ARMED" and adjustment/repair will be required. Reference [MD88 AMM Adjustment/Test Speedbrake Control Lever Arming Switches 27-62-08-201](#).

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-00-20	Inboard Ground Spoiler System "DISP.APPR.REQ'D."	N	1	0	C (O)(M) May be inoperative provided: a) Both inboard spoilers are in the RETRACTED position, b) Both Ground Spoiler Control Valves have the electrical connectors disconnected and stowed, and c) Performance corrections are applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-00-20	Near Speedbrake Lever	Inboard Ground Spoiler System INOP

(O) PROCEDURES

27-00-20	INBOARD GROUND SPOILER SYSTEM
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	None
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF Reduce RATOW by 3,000 lbs. LANDING See Online Airports section for airport landing chart (INBD GRD SPOILERS INOP).

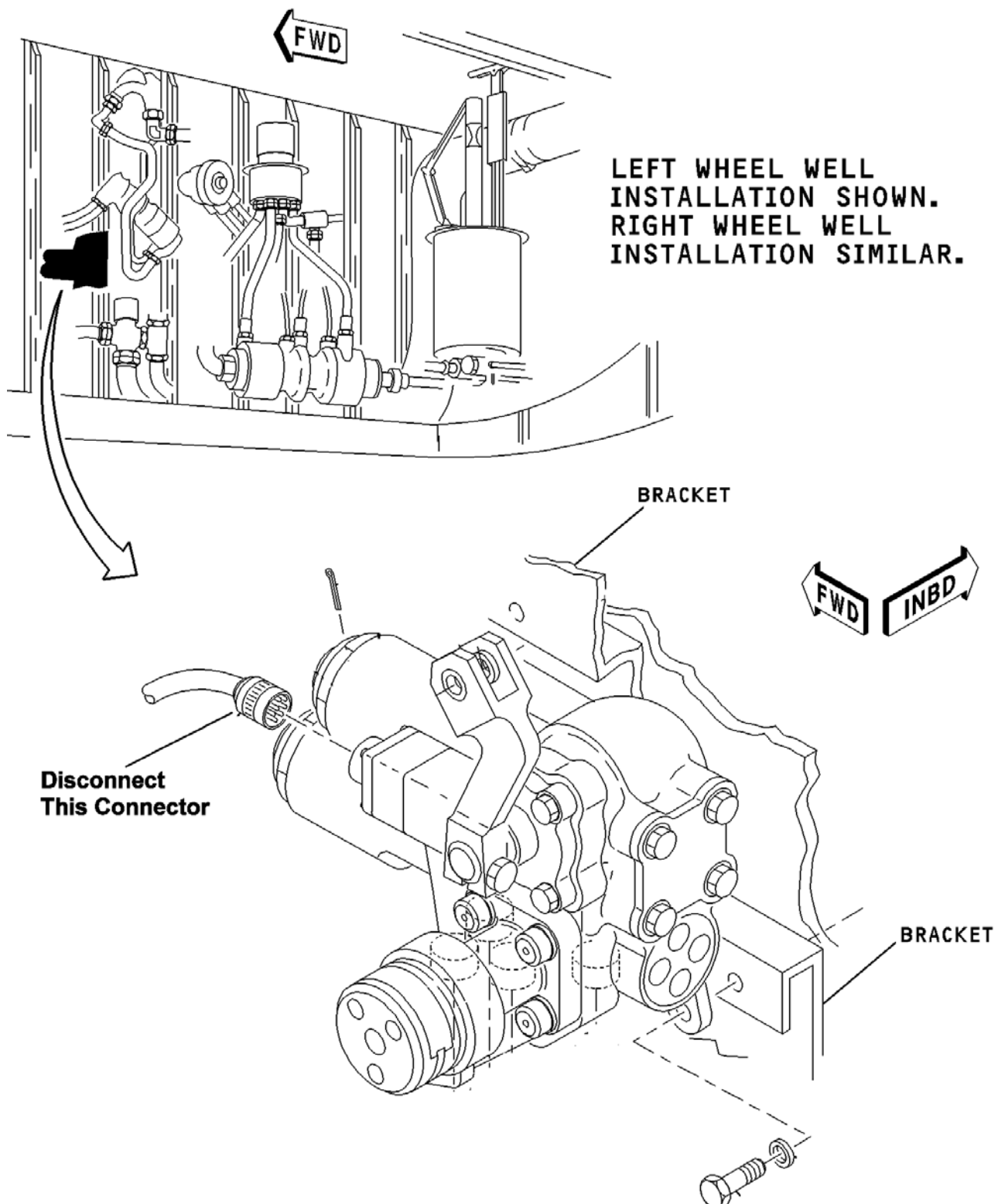
(M) PROCEDURES

1. Verify inboard spoiler panels are in retracted position (flush with wing skin).
2. Disconnect and stow electrical connectors of the right and left ground spoiler control valves.
3. Ensure that circuit breaker P-33 (B1-244) is closed (reset).

NOTE: If circuit breaker P-33 will not reset, dispatch is not allowed.

4. Operate spoilers and verify both inboard spoiler panels remain in retracted position while mid and outboard panels extend.
 - a. Pressurize both hydraulic systems.
 - b. Operate spoilers by lifting up and pulling back on spoiler / speed brake lever to the EXT detent.
 - c. Verify both inboard spoiler panels remain retracted while the mid and outboard panels extend.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	CONTROL SURFACE DAMPERS				
27-00-26A	Rudder Dampers	N	2	1	C
27-00-26B	Aileron Dampers	N	4	2	C
					One Damper may be inoperative on each aileron.

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-00-26A	Near Rudder Trim Knob	____ Rudder Damper INOP
27-00-26B	Near Aileron Trim Knob	____ Aileron Damper(s) INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
27-00-29	Spoiler / Flap Extended Message	Y	1	0	C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-00-29	Near Overhead Annunciator Panel (EOAP)	SPOILER / FLAP EXTEND Message INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-00-30	AUTO SPOILER FAIL MESSAGE "DISP.APPR.REQ'D."	N	1	0	C
					(O)(M) May be inoperative provided: a) Auto Ground Spoiler System is not used, b) Autobrake RTO mode is placarded "DO NOT USE FOR TAKEOFF", c) Enroute operations and/or approach minimums do not require its use, and d) Performance penalties are applied for inoperative Auto Ground Spoiler and Ground Spoilers are used. <u>CAT II/III</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-00-30	1. Near EOAP 2. Near Speedbrake Lever 3. Autobrake Selector Switch	1. AUTO SPOILER FAIL Message INOP 2. Do Not Use Auto Ground Spoiler System 3. Do Not Use Autobrake RTO mode for T/O 4. Do Not Use Autopilot Autoland mode

(O) PROCEDURES

1. With Autospoiler Actuator deactivated in the retracted position verify the speed brake detents (1/4, 1/2, 3/4, EXT) can be engaged.
2. Advance the throttles to verify the "AUTOBRAKE" aural takeoff warning does not sound.
3. Use manual spoilers for takeoff and for landing.
4. Do not arm Autobrakes for takeoff and place Autobrake selector switch in "OFF" position for takeoff
5. Spoilers must be manually activated after touchdown.
6. Autoland is not used.

27-00-30	AUTO SPOILER FAIL MESSAGE
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	None
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF Reduce RATOW by 8,000 lbs. LANDING See Online Airports section for airport landing chart (AUTO AND INBD GRD SPOILERS INOP).

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(M) PROCEDURES

1. Placard Spoilers "Manual Operation Only".
2. Placard Auto Ground Spoilers inoperative.
3. Placard Autobrakes "Do Not Use for Takeoff".
4. Place Autobrake selector switch in "OFF" position for takeoff.
5. Auto spoiler actuator may be secured in its flight mode as follows:

Actuator failed in the **retracted** position, as indicated by placard on spoiler handle not visible with handle forward and down:

Pull and secure 115 VAC SPOILER CONTROL circuit breaker X-30 on EPC CBP (B1-243).

Actuator failed in the **extended** position, as indicated by placard on spoiler handle partially visible with handle forward and down.

Comply with one of the following procedures:

Procedure I

- a. Squeeze the spoiler handle.
- b. If the actuator retracts and the handle can be armed, deactivate the actuator by continuing to squeeze the spoiler handle and simultaneously pulling the 115 VAC SPOILER CONTROL circuit breaker X-30 on EPC CBP (B1-243).
- c. After pulling and securing the circuit breaker, release the spoiler handle and verify the actuator remains retracted.

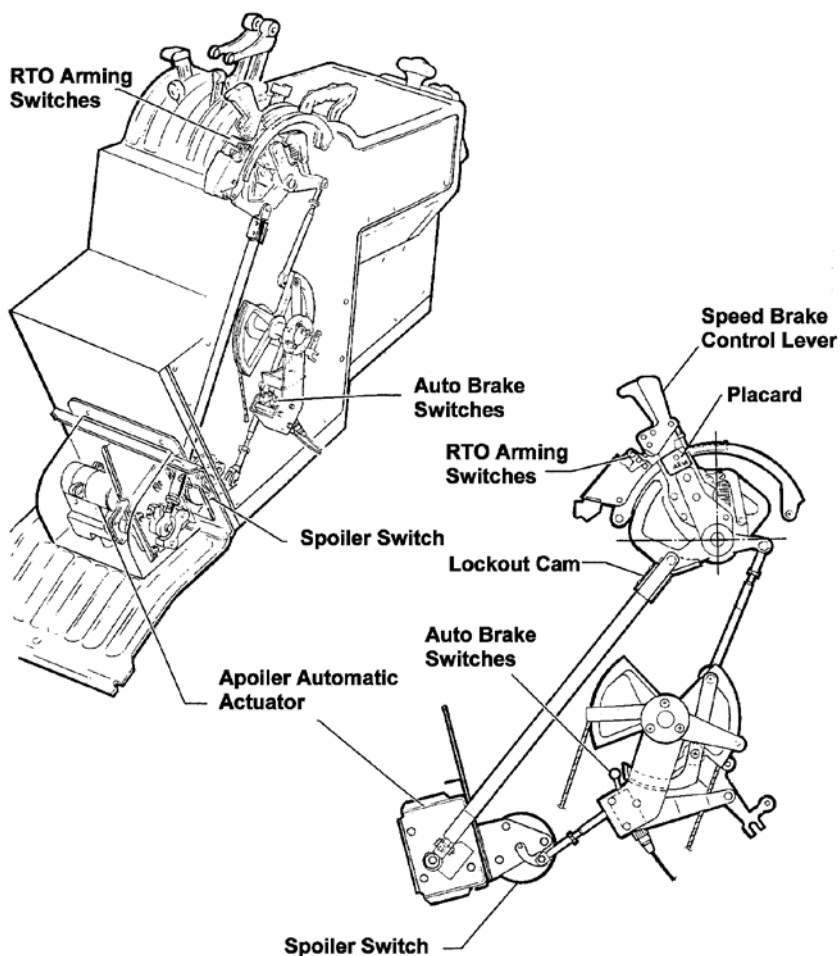
Procedure II

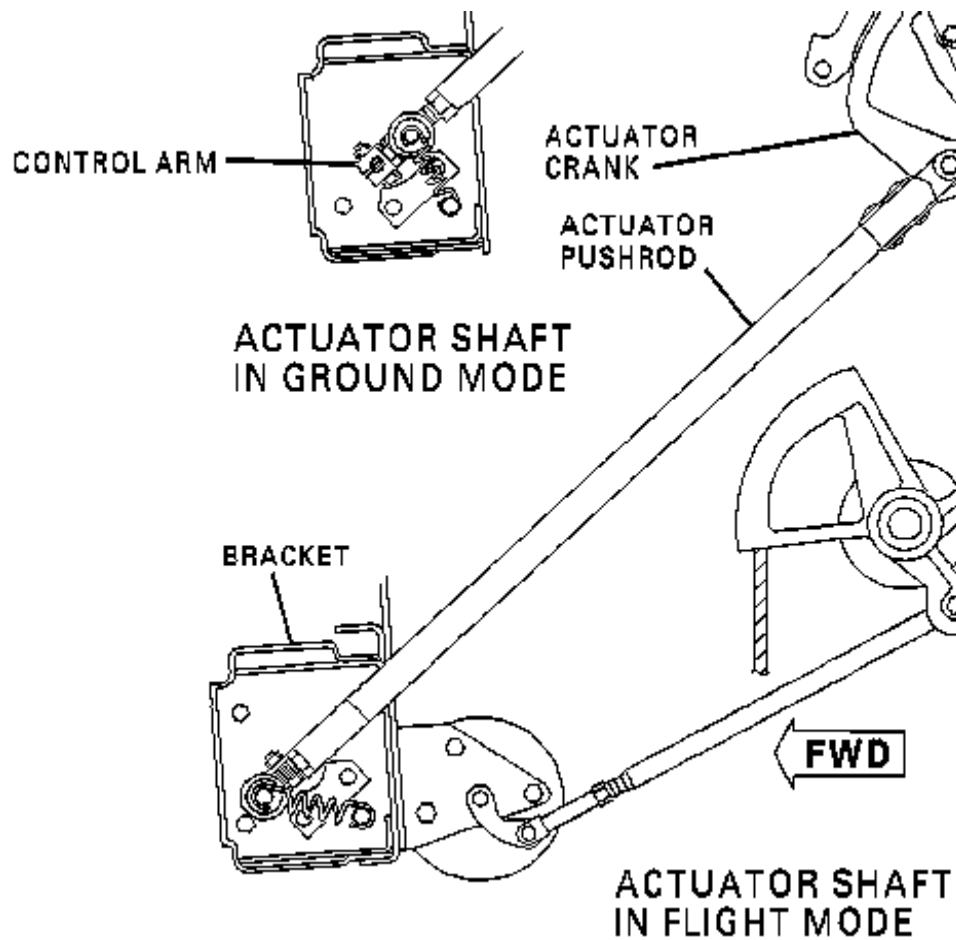
- a. Pull LEFT / RIGHT GROUND CONTROL RELAY circuit breakers K-33 and L-33 on EPC CBP (B1-023 and B1-024).
- b. Operate both Main Landing Gear Uplock Switches by placing ferrous material adjacent to sensors.
- c. After actuator retracts, pull and secure 115 VAC SPOILER CONTROL circuit breaker X-30 on EPC CBP (B1-243).
- d. Reset both Ground Control circuit breakers.

CONTINUED NEXT PAGE

Procedure III

- a. Pull and secure 115 VAC SPOILER CONTROL circuit breaker X-30 on EPC CBP (B1-243).
 - b. Access auto spoiler actuator through the nose landing gear wheel well, upper, aft, through access doors 4201A and 4302A.
 - c. Remove cover from actuator.
 - d. Manually wrench actuator to retracted (in flight) position.
 - e. Replace actuator cover.
5. With Autospoiler Actuator deactivated in the retracted position verify the speed brake detents (1/4, 1/2, 3/4, EXT) can be engaged.
 6. Perform takeoff warning integrity test of Speedbrake handle takeoff warning switch as follows:
 - a. Advance both throttles greater than 2 1/8" and insure "Autobrake" takeoff warning is not annunciated – no further action required.
 - b. If "Autobrake" takeoff warning is annunciated the Speedbrake handle takeoff warning switch/mechanism is in error indicating "ARMED" and adjustment/repair will be required. Reference [MD88 AMM Adjustment/Test Speedbrake Control Lever Arming Switches 27-62-08-201](#).

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-00-32	Spoiler Deployed Annunciator System	Y	1	0	B
					(O) May be inoperative provided spoiler surfaces are visually verified STOWED after control system check and PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-00-32	Near Overhead Annunciator Panel (EOAP)	Spoiler Deployed Annunciator System INOP

(O) PROCEDURES

Visually verify that spoilers are stowed prior to each takeoff after control surface preflight check.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-00-36	Slat Land Light	N	1	0	C (O)(M) May be inoperative provided slat input to Takeoff Warning System is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-00-36	Near Flap LAND Slat Advisory Light	Slat Land Light INOP

(O) PROCEDURES

Verify SLAT DISAGREE light is off after selecting landing slats.

(M) PROCEDURES

1. Verify that circuit breakers P-39 (B1-827) and P-38 (B1-832) are closed.
2. Select left and right DC power ON.
3. Verify flaps / slats are up / retracted.
4. Select hydraulic power OFF.
5. Verify throttles in IDLE.
6. Set FLAP/SLAT handle to 0° / EXT.
7. Set TAKEOFF CONDTN FLAP thumbwheel to 0°.
8. Set TAKEOFF CONDTN CG thumbwheel so that LONG TRIM takeoff position indicator matches stabilizer position.
9. Release parking brake.
10. Set SPOILER lever to RET.
11. Advance both throttles. Takeoff warning should sound.
12. Select hydraulic power ON. When slats extend to mid-sealed position, takeoff warning should silence.
13. Set FLAP / SLAT handle to 15° / EXT. Takeoff warning should sound.
14. Set TAKEOFF CONDTN FLAP thumbwheel to 15°.
15. Set TAKEOFF CONDTN CG thumbwheel so that LONG TRIM takeoff position indicator matches stabilizer position. Takeoff warning should silence.
16. Return both throttles to idle and system controls to normal position.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-00-37	Slat Takeoff Light	N	1	0	C
(O)(M) May be inoperative provided: a) Slat input to Takeoff Warning System is verified to operate normally, b) Visual inspection PRIOR TO EACH DEPARTURE verifies that slats are in proper takeoff position, and c) Slats / flaps are not operated after the required visual check has been made without a subsequent visual check. Repetitive Check Required (Yellow Placard)					

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-00-37	Near Flap T/O Slat Advisory Light	Slat Takeoff Light INOP

(O) PROCEDURES

1. PRIOR TO EACH DEPARTURE visually verify slats are in proper takeoff position.
2. Slats / flaps should not be moved on ground after visual check is complete.
 - a. If slats / flaps are moved, repeat visual check.

(M) PROCEDURES

1. Verify that circuit breakers P-39 and P-38 are closed.
2. Select left and right DC power ON.
3. Verify flaps / slats are up / retracted.
4. Select hydraulic power OFF.
5. Verify throttles in IDLE.
6. Set FLAP / SLAT handle to 0° / EXT.
7. Set TAKEOFF CONDTN FLAP thumbwheel to 0°.
8. Set TAKEOFF CONDTN CG thumbwheel so that LONG TRIM takeoff position indicator matches stabilizer position.
9. Release parking brake.
10. Set SPOILER lever to RET.
11. Advance both throttles. Takeoff warning should sound.
12. Select hydraulic power ON. When slats extend to mid-sealed position, takeoff warning should silence.
13. Set FLAP / SLAT handle to 15° / EXT. Takeoff warning should sound.
14. Set TAKEOFF CONDTN FLAP thumbwheel to 15°.
15. Set TAKEOFF CONDTN CG thumbwheel so that LONG TRIM takeoff position indicator matches stabilizer position. Takeoff warning should silence.
16. Return both throttles to idle and system controls to normal position.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-00-38	Post Stall Recovery System	N	1	0	C (M) May be inoperative provided system is deactivated.

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-00-38	Near Captain's STICK PUSHER Light	Post Stall Recovery System INOP

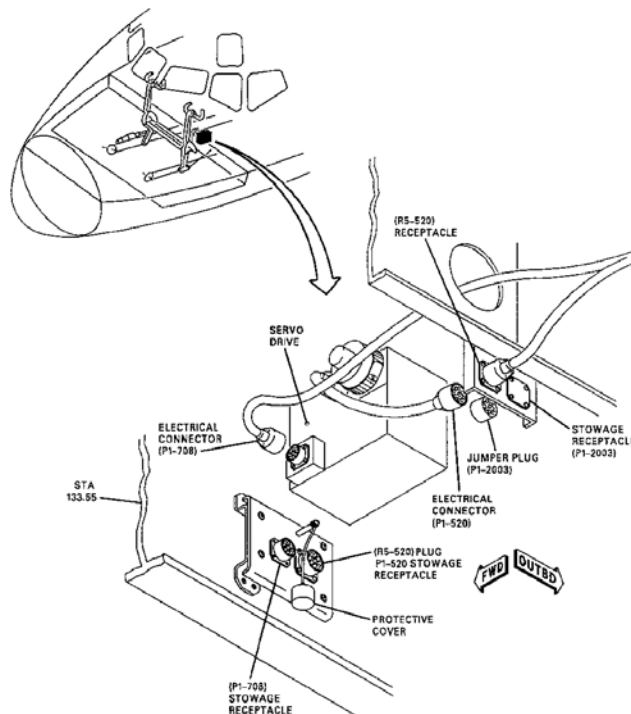
(M) PROCEDURES

If STICK PUSHER lights are on and / or PSRS has inadvertently actuated (either during SELF TEST or during aircraft operation) execute the following:

1. Remove plug from R5-520 (STA 148.55) and STOW on dummy plug at STA 133.55.
2. Install P1-2003 Jumper Plug onto R5-520 (STA 148.55).

NOTE: Jumper Plug must be installed on R5-520 for autopilot operation when PSRS is deactivated.

3. Remove P1-708 plug from servo receptacle and STOW on dummy receptacle at STA 133.55.
4. Install cover on servo receptacle.



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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
27-00-40	Primary Longitudinal Trim Actuator Heater Blanket	Y	1	0	D		

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-00-40	Near Longitudinal Trim Control Handles	Primary Longitudinal Trim Actuator Heater Blanket INOP

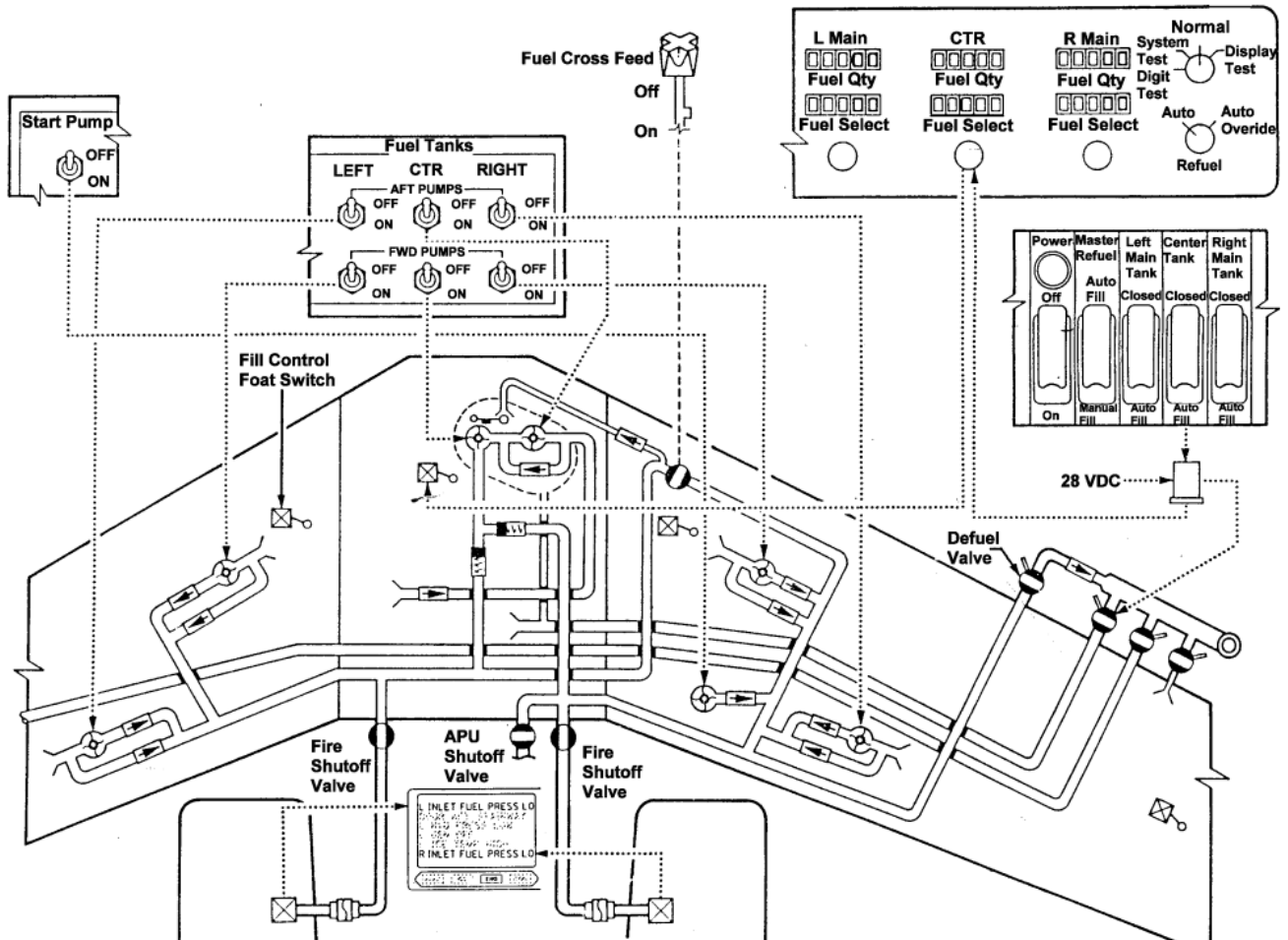
NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-00-41	Dial-A-Flap System "DISP.APPR.REQ'D."	Y	1	0 C	May be inoperative provided: a) Movable detent is in the STOWED position, b) Fixed Flap Detent System operates normally, and c) Both Flap Indicating Systems are operative. NOTE: Only Flaps 11 and 15 will be available for takeoff with Dial-A-Flap System inoperative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-00-41	Near Dial-A-Flap FLAP T.O. SEL Window	Dial-A-Flap System INOP

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ATA 28 Content

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
28-00-01	Main Tank Fuel AC Boost Pumps "DISP.APPR.REQ'D."	Y	4	2 C	(O)(M) May be inoperative provided: a) Associated pump(s) are deactivated, b) Inoperative Fuel Pumps are not in the same tank, c) When two Fuel Pumps are inoperative, the remaining Fuel Pumps are powered from separate AC Bus Systems, d) The combination of the Left FWD and Right AFT boost pumps may not be inoperative, e) Alternate Fuel Burn System is not used, and f) A minimum fuel quantity is maintained in associated tank and fuel is considered unusable for each inoperative fuel pump as follows: 600 lbs. for each inoperative forward main tank pump. 400 lbs. for each inoperative aft main tank pump.

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-00-01	Associated Fuel Boost Pump Switch	___ Main Tank Fuel AC Boost Pump(s) INOP

(O) PROCEDURES

- 600 pounds additional UNUSABLE fuel must be added to EACH Wing Tank with an inoperative FORWARD pump.
- 400 pounds additional UNUSABLE fuel must be added to EACH Wing Tank with an inoperative AFT pump.
- Ensure additional UNUSABLE fuel is in affected tank(s) prior to approach at destination.
- If two pumps are inoperative, go-around is not recommended if there is less than 1,000 lbs. indicated in either main tank.
- The combination of the Left FWD and Right AFT boost pumps may not be inoperative.

NOTE: Main Tank fuel lateral imbalance limitations remain applicable.

(M) PROCEDURES

- Set the associated Fuel Boost Pump Switch to OFF.
- Pull and secure the associated 115 VAC Phase A-C Fuel Boost Pump circuit breaker(s) for the inoperative pump(s).
- Verify additional fuel is added per Remarks above.

NOTE: Use the following chart to determine power source of operative Boost Pumps.

Circuit Breaker	Panel	Location	AC Bus System
Fuel Boost Pump LT, FWD	Upper EPC	J-23	Right AC
Fuel Boost Pump LT, AFT	Upper EPC	H-23	Left AC
Fuel Boost Pump RT, FWD	Upper EPC	H-19	Left AC
Fuel Boost Pump RT, AFT	Upper EPC	J-19	GROUND SERVICE

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
28-00-02	Center Tank Fuel AC Boost Pumps "DISP.APPR.REQ'D."	Y	2	0 C	(M) May be inoperative provided: a) All Cockpit Fuel Quantity Indicators are operative, b) Any fuel in Center Tank is considered UNUSABLE and is included in the zero fuel weight and center of gravity calculation as ballast fuel. c) Alternate Fuel Burn System is not used, and d) Associated pumps are deactivated.

MEL ITEM	TAB LOCATON	PLACARD TEXT
28-00-02	Associated Fuel Boost Pump Switch	___ Center Tank Fuel AC Boost Pump(s) INOP

OPERATIONS NOTE:

The WDR delivered to the crew does not include unusable/ballast fuel in ZFWT. No manual corrections need to be made. Enter ZFWT from the WDR in the fuel panel and in the zero fuel weight block on the PERF INIT page.

(M) PROCEDURES

1. Set the associated Fuel Boost Pump Switch to OFF.
2. Pull and secure the associated 115 VAC Phase A-C Fuel Boost Pump circuit breaker(s) for the inoperative pump(s).
3. Verify additional fuel is added per Remarks above.

Circuit Breaker	Panel	Location
Fuel Boost Pump, CTR FWD	Upper EPC	H-21
Fuel Boost Pump, CTR AFT	Upper EPC	J-21

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
28-00-03	DC Start Pump	Y		1	0	C

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-00-03	DC Start Pump Switch	DC Start Pump INOP

(O) PROCEDURES

Use external AC power or APU for AC pump operation during engine start, or suction feed during engine start.

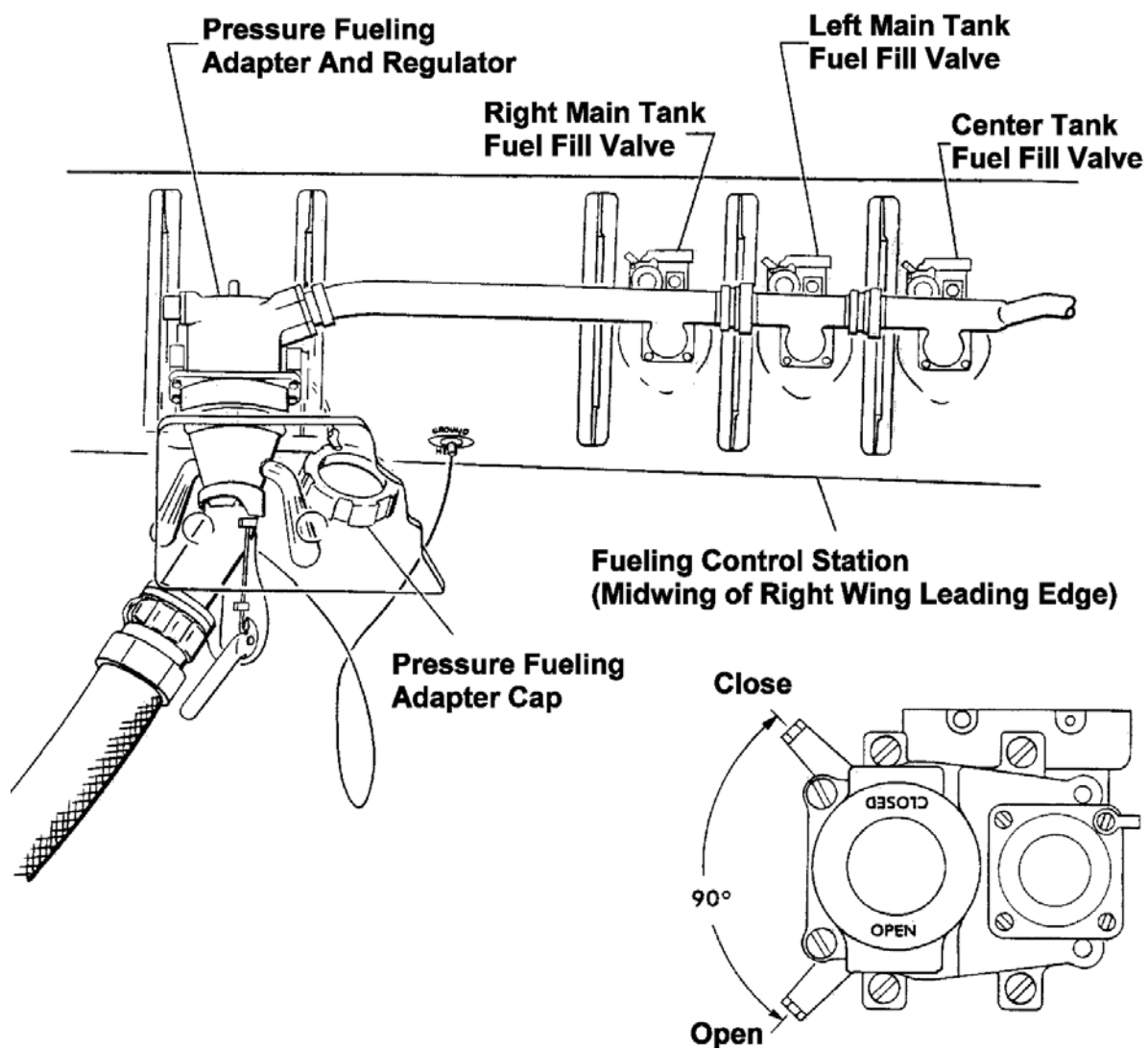
NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
28-00-06	Single Point Pressure Refueling System (Incl. Refueling Valves; Elect & Manual) "DISP.APPR.REQ'D."	Y	1	0 C	(M) May be inoperative provided an accepted alternate refueling procedure is used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-00-06	1. Aircraft Logbook 2. Pressure Fueling Control Panel	Pressure Fueling System INOP or ____ Fuel Valve INOP

(M) PROCEDURES

1. Refuel the associated tank, stopping the fuel source at the desired fuel quantity. Refer to the [Fueling Procedures Manual, MD88.20, MD-88 Pressure Refueling](#).
2. Operate electrically-inoperative valves manually.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	COCKPIT FUEL QUANTITY INDICATING SYSTEM				
28-00-08A	Channels (A & B) "DISP.APPR.REQ'D."	Y	2	1 C	(O) May be inoperative provided: a) All Cockpit Fuel Quantity Displays are operative on the remaining channel, b) Both Fuel Used Indicators are operative, and c) All Fuel Tank Boost Pumps are operative.
28-00-08B	Left & Right Wing Main Tank Displays "DISP.APPR.REQ'D."	Y	2	1 C	(O)(M) One may be inoperative on both channels provided: a) Remaining Wing Tank and Center Tank Fuel Quantity Displays in the cockpit are operative on both channels, b) Fuel Flow Rate Indicator for associated engine is operative, c) Both Fuel Used Indicators are operative, d) Fuel quantity in the associated tank is verified by an alternate accepted method PRIOR TO EACH DEPARTURE, and e) Alternate Fuel Burn System is not used. NOTE: Fuel Totalizer Readings may not be accurate. Repetitive Check Required (Yellow Placard)
28-00-08C	Center Tank Display "DISP.APPR.REQ'D."	Y	1	0 C	(O)(M) May be inoperative on both channels provided: a) Fuel in Center Tank is considered UNUSABLE, b) Both Cockpit Wing Tank Fuel Quantity Displays are operative on both channels, c) Fuel quantity in the associated tank is verified by an alternate accepted method PRIOR TO EACH DEPARTURE, d) Actual operating Zero Fuel Weight does not exceed maximum allowable Zero Fuel Weight, less the amount of UNUSABLE fuel, and e) Performance corrections for CG control are maintained. Repetitive Check Required (Yellow Placard)

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	COCKPIT FUEL QUANTITY INDICATING SYSTEM (Continued)				
28-00-08D	Center Tank Display "DISP.APPR.REQ'D."	Y	1	0	C (O)(M) May be inoperative provided: a) Fuel in Center Tank is considered USABLE, b) Both Center Tank Fuel Boost Pumps are operative, c) Both Cockpit Wing Tank Fuel Quantity Displays are operative on both channels, d) Both Fuel Used Indicators are operative, e) Both Engine Inlet Fuel Pressure Low Lights are operative, f) Quantity of fuel loaded into the Center Tank is verified by an alternate acceptable method PRIOR TO EACH DEPARTURE, g) Procedures are used for verifying when fuel in the Center Tank has been depleted, and h) Alternate Fuel Burn System is not used. Repetitive Check Required (Yellow Placard)
28-00-08E	Fuel System Test "DISP.APPR.REQ'D."	Y	1	0	C (O)(M) May be inoperative provided: a) All Cockpit Fuel Quantity Displays are operative, b) Both Fuel Used Indications are operative, and c) Quantity of fuel in the tank is determined by an alternate method PRIOR TO EACH DEPARTURE . Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-00-08A	Cockpit Display Unit (CDU)	Channel ____ of Fuel Quantity Indicating System INOP
28-00-08B	Cockpit Display Unit (CDU)	____ Wing Main Tank Display INOP
28-00-08C	Cockpit Display Unit (CDU)	Center Tank Display INOP
28-00-08D	Cockpit Display Unit (CDU)	Center Tank Display INOP
28-00-08E	Cockpit Display Unit (CDU)	Fuel System Test INOP

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TEMPORARY REVISION

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(O) PROCEDURES

NOTE: If the MEL restricts the use of the Alternate Fuel Burn System, do not operate Fwd or Aft Center Pumps in Auto.

28-00-08A

If additional fuel quantity indicators fail enroute:

1. Turn on both pumps in affected tank(s) for duration of flight.
2. Monitor fuel usage with fuel used counters.

28-00-08B

PRIOR TO EACH DEPARTURE:

1. Verify the associated fuel tank quantity via the EFSR or paper FSR which references the operative wing refueling panel gauge. If the Magnastick Method was used, verify the forward nose gear doors are closed and latched by pulling on the trailing edge of each door.
2. Disregard fuel totalizer and gross weight indicator.
3. In flight, after center tank is empty, monitor main tank fuel usage using fuel used counters.
4. Subtract 800 pounds from all FMS calculated fuel computations.

28-00-08C

PRIOR TO EACH DEPARTURE:

1. Verify alternate fueling procedures have been accomplished. If the Magnastick Method was used, verify the forward nose gear doors are closed and latched by pulling on the trailing edge of each door.
2. Disregard fuel totalizer and gross weight indicator.
3. With unusable fuel in center tank:
 - a. In flight, monitor fuel used indications and verify equal wing tank fuel usage.
 - b. If fuel used does not match wing tank depletion, turn on center tank pumps.
 - c. Refer to Fueling Procedures Manual (FPM), MD-88 Fuel Procedures, Fuel Loading Requirements And Limitations.

28-00-08D

PRIOR TO EACH DEPARTURE:

Verify alternate fueling procedures have been accomplished. If the Magnastick Method was used, verify the forward nose gear doors are closed and latched by pulling on the trailing edge of each door.

The following procedures are used for determining when fuel in the Center Tank has been depleted:

1. In flight, monitor fuel used indicators and verify no fuel transfer from wing tanks until fuel used equals quantity of fuel in center tank.
2. If wing tank fuel is used prematurely (failure of a center tank boost pump), turn off main tank pumps one at a time and verify engine inlet pressure low lights remain off, if inlet LOW PRESS light illuminates (failure of both center tank boost pumps) turn all main tank pumps ON and consider any center tank fuel unusable.
3. After center tanks are empty, leave one center tank pump ON for duration of flight, and turn all main tank pumps ON.

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TEMPORARY REVISION

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28-00-08E

PRIOR TO EACH DEPARTURE:

Verify alternate fueling procedures have been accomplished. If the Magnastick Method was used, verify the forward nose gear doors are closed and latched by pulling on the trailing edge of each door.

(M) PROCEDURES

28-00-08B, 28-00-08C, 28-00-08D, 28-00-08E

1. Install second placard in a conspicuous location at the fueling station and place tab on or adjacent to inoperative indicator.
2. For alternate fueling procedures, refer to the following sections of the [Fueling Procedures Manual](#):

M88.40	MD-88 Inoperative Gauge
M88.90.0	MD-88 Fuel Stick Charts
M88.90.X	Fuel Stick Charts

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			1	REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
28-00-10	Fuel Tank Totalizing System and Gross Weight Indicator	Y	0	C	May be inoperative provided: a) Procedures do not require its use, and b) Other Associated Systems (FMS) are considered.

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-00-10	Cockpit Display Unit (CDU)	Fuel Tank Totalizing System and Gross Weight Indicator INOP

 DELTA	MD-88 Minimum Equipment List	ATA 28 Fuel	R17 04/26/16 Page 28-13

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
28-00-11	Fuel Boost Pump Low Pressure Lights (Center Tank)	Y	1	0 C	(O) May be inoperative provided Alternate Fuel Burn System is not used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-00-11	Near Center Tank Fuel Boost Pump Switches	1. Fuel Boost Pump Low Pressure Light (Center Tank) INOP 2. Do Not Use Alternate Fuel Burn System

(O) PROCEDURES

If Alternate Fuel Burn Procedure is required, refer to Operations Manual, Volume 1, Supplementary Procedures, Section 12, Alternate Fuel Burn Procedure-Manual.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION			REMARKS OR EXCEPTIONS	
28-00-12	Dripless Fuel Measuring Sticks (Magnasticks)	Y	9	0	C (O) May be inoperative or missing provided fuel quantity is determined by other acceptable means.

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-00-12	Aircraft Logbook	_____ Dripless Fuel Measuring Stick(s) (Magnasticks) INOP

(O) PROCEDURES

Use fuel quantity indicating system to fuel airplane. If quantity indications are inoperative, refer to MEL item [28-00-08](#) or [28-00-16](#) as applicable.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
28-00-16	Fueling Panel Fuel Quantity Indicators	Y	3	0 C	(O) May be inoperative provided fuel quantity in the associated tanks is verified by an alternate accepted method PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-00-16	1. Aircraft Logbook 2. Pressure Fueling Control Panel	Fueling Panel Fuel Quantity Indicator(s) INOP

(O) PROCEDURES

1. PRIOR TO EACH DEPARTURE, verify alternate fueling procedures have been accomplished. If the Magnastick Method was used, verify the forward nose gear doors are closed and latched by pulling on the trailing edge of each door
2. Install second placard in a conspicuous location at the fueling station and place tab on or adjacent to inoperative indicator.
3. For alternate fueling procedures, refer to the following sections of the [Fueling Procedures Manual](#):
 - M88.40 MD-88 Inoperative Gauge
 - M88.90.0 MD-88 Fuel Stick Charts
 - M88.90.X Fuel Stick Charts

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NUMBER INSTALLED		NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD		REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION		REMARKS OR EXCEPTIONS
28-00-17	Fueling Bay Fuel Cap		Fueling Bay Fuel Cap no longer required per Delta Air Lines Engineering Authorization (E.A.) 09-450210-03 dated Oct. 4, 2005.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
28-00-18	Ground Refueling Relay	Y	1	0	C		

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-00-18	1. Aircraft Logbook 2. Pressure Fueling Control Panel	Ground Refueling Relay INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
28-00-20	Refueling Panel Fuel Quantity Test Switch	Y	1	0	C (M) May be inoperative provided Cockpit Fuel Quantity Test Switch is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-00-20	1. Aircraft Logbook 2. Pressure Fueling Control Panel	Refueling Panel Fuel Quantity Test Switch INOP

(M) PROCEDURES

Switch failed in the non-test position:

Use Cockpit Fuel Quantity Test Switch to perform test function.

Switch failed in the test position:

Procedure I

1. The ground refueling circuit breakers (B-16 and Z-38) will be pulled to eliminate power to the test circuit.
2. The fuel quantity indicators will be monitored from the cockpit during refueling.
3. Testing will be accomplished by resetting and pulling the ground refueling circuit breakers.

Procedure II Maintenance is required and Flight Crew may not placard.

1. Disconnect the switch wires to the relay circuit and apply a jumper from the switch wires to the relay circuit to perform the test function.
2. Coil and stow the wires upon completion of the test.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
28-00-21	FUEL LEVEL LOW Annunciator System	Y	1	0	C	(M) May be inoperative provided Alternate Fuel Burn System is not used.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-00-21	Near Overhead Annunciator Panel (EOAP)	FUEL LEVEL LOW Annunciator System INOP

(M) PROCEDURES

Pull and secure Low Fuel Level circuit breaker S-41 (B1-1002).

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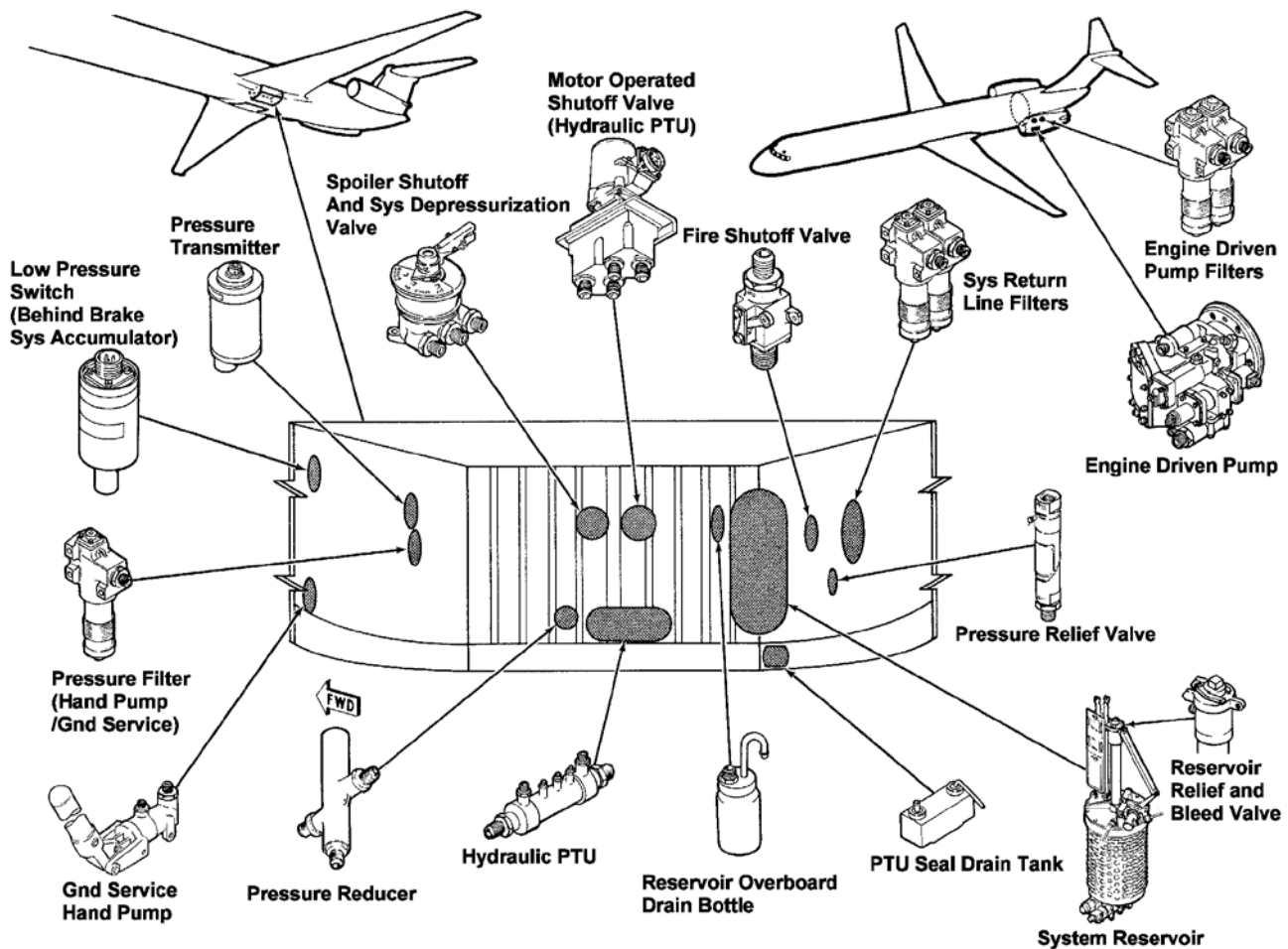
NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
28-00-22	Center Tank Fuel Boost Pump Switches Automatic Position (Alt. Fuel Burn Syst.)	Y	2	0	C	May be inoperative provided Alternate Fuel Burn System is not used.

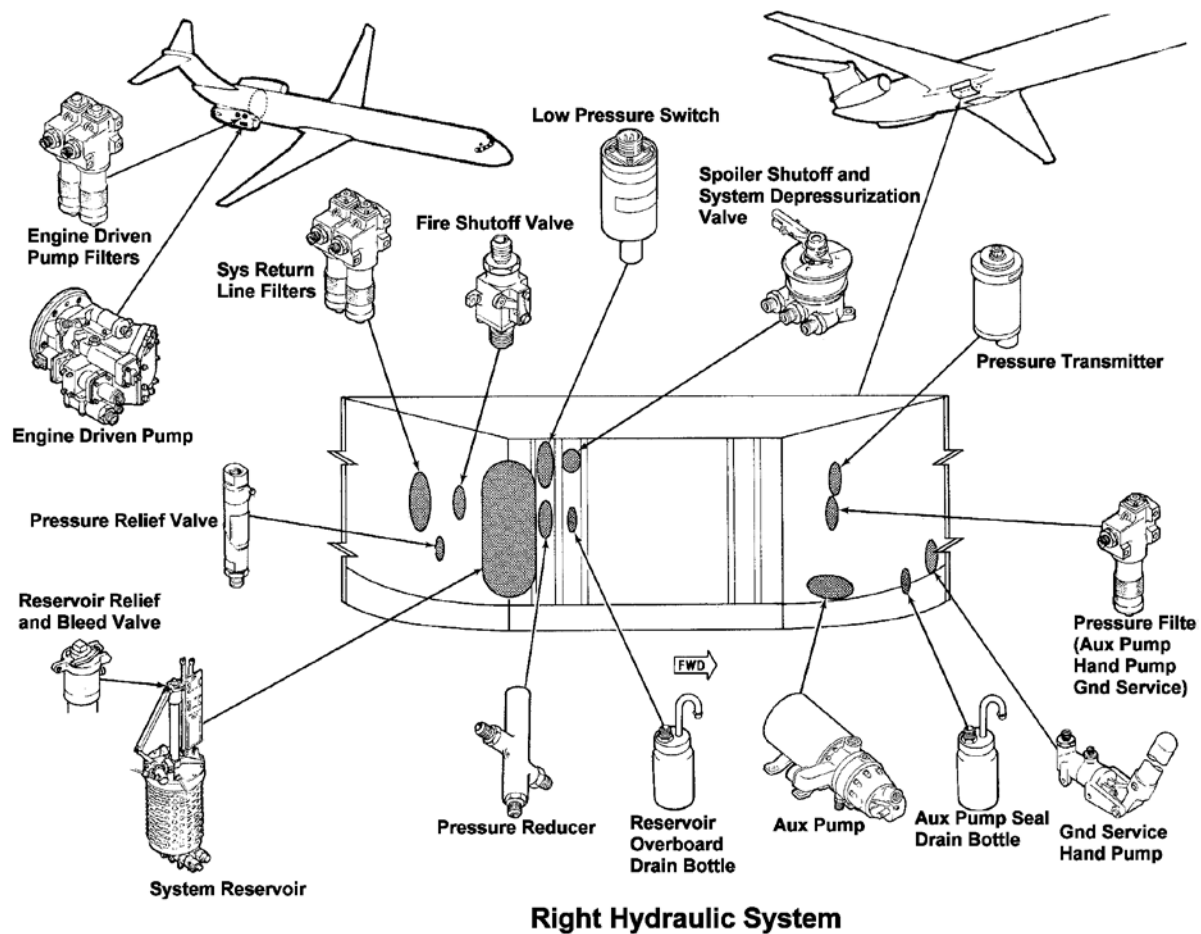
MEL ITEM	TAB LOCATION	PLACARD TEXT
28-00-22	Associated Center Tank Fuel Boost Pump Switch	____ Center Tank Fuel Boost Pump Switch(es) Automatic Position (Alternate Fuel Burn System) INOP

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ATA 29 Contents

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
29-00-05	Right Engine Driven Hydraulic Pump "DISP.APPR.REQ'D."	Y	1	0	C (O) May be inoperative provided appropriate performance data is used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
29-00-05	Right Engine Driven Hydraulic Pump Switch	Right Engine Driven Hydraulic Pump INOP

(O) PROCEDURES

- For all takeoffs with the right engine hydraulic pump inoperative, the following hydraulic pumps must be operating:
 - Left Engine Hydraulic Pump ON
 - Right Auxiliary Hydraulic Pump ON
 - Power Transfer Unit Switch.....ON
- The Right Hydraulic system should remain pressurized during climb, cruise, and descent by leaving the AUX pump ON for the duration of each flight.

29-00-05	RIGHT ENGINE DRIVEN HYDRAULIC PUMP
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	None
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF 1. Reduce RATOW by 3,200 lbs. 2. Reduce T/O CLIMB LIMIT by 3,200 lbs. LANDING None

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
29-00-18	Right Hydraulic Low Pressure Annunciator	Y	1	0	C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
29-00-18	Near Overhead Annunciator Panel (EOAP)	Right Hydraulic Low Pressure Annunciator INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
29-00-20	Left Hydraulic Temperature High Annunciator	Y	1	0	C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
29-00-20	Near Overhead Annunciator Panel (EOAP)	Left Hydraulic Temperature High Annunciator INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
29-00-21	Hydraulic Quantity Indicating Systems (Contact MCC)	N	2	0	C (M) May be inoperative provided associated reservoir is checked PRIOR TO EACH DEPARTURE (Log Book Entry Required). Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
29-00-21	Associated Hydraulic Quantity Indicator(s)	____ Hydraulic Quantity Indicating System(s) INOP

(M) PROCEDURES

Check associated hydraulic system reservoir for proper fluid level PRIOR TO EACH DEPARTURE.

1. Bleed air from reservoir.

NOTE: Air must be bled from reservoir with reservoir in a pressurized condition before an accurate fluid level check can be made. After bleeding air from the reservoir, the reservoir fluid level can be checked with the system either fully pressurized or completely depressurized.

2. Observe fluid level pointer with relation to fill levels indicator scales on reservoir fill levels instruction.
3. If the hydraulic system is fully pressurized, read the respective reservoir fill levels instruction plate lower scale, placarded: HYDRAULIC PRESSURE 3000 PSI.
4. If the system is completely depressurized, read the upper scale, placarded: HYDRAULIC PRESSURE ZERO PSI.
5. Complete depressurization requires subsystem depressurization with accumulators at the correct initial nitrogen precharge, otherwise fluid over-service will result.
6. The figures on the edge of the fill levels instruction plate indicate in US quarts measurement, the approximate quantity of fluid contained in the reservoir when in either a pressurized or depressurized condition with respect to the position of the reservoir fluid level pointer.

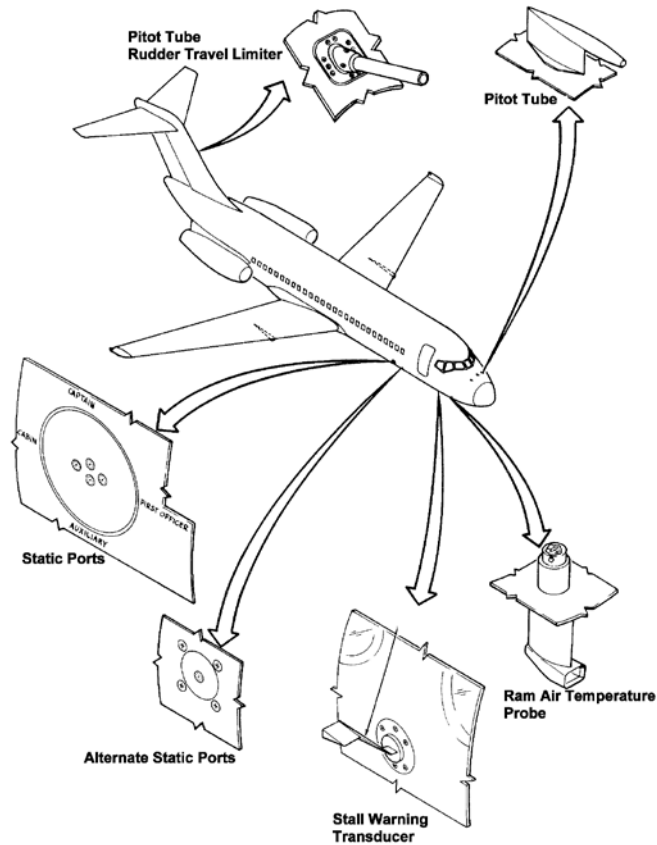
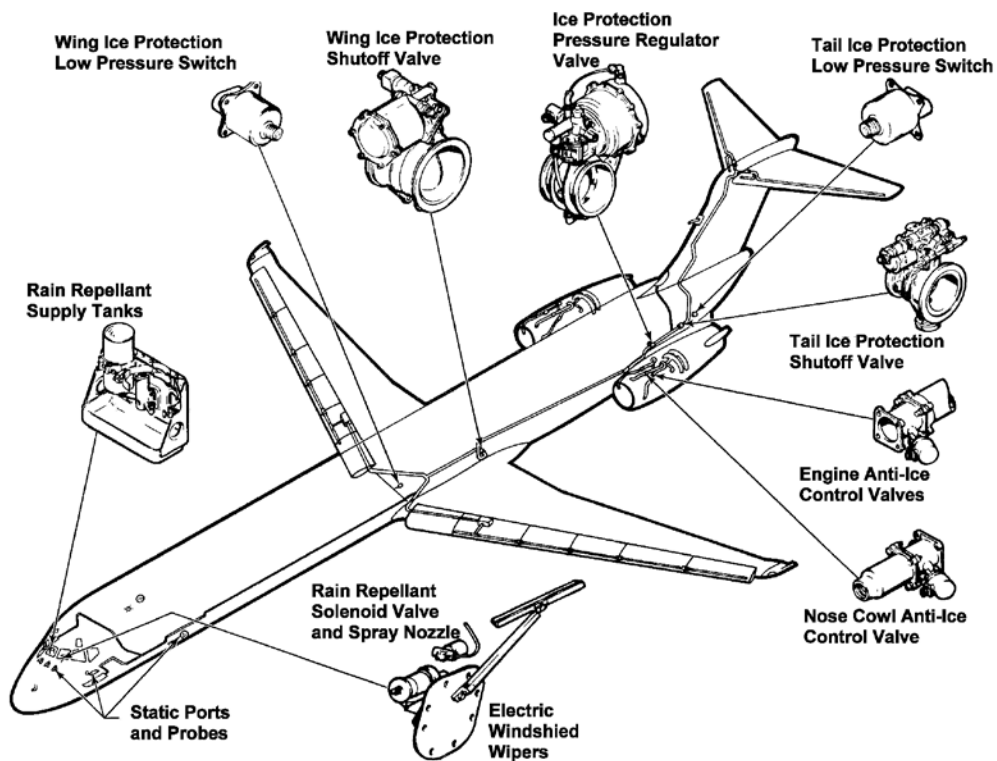
NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
29-00-25	Hydraulic Reservoir Ground Service Handpumps	N		2	0	C

MEL ITEM	TAB LOCATION	PLACARD TEXT
29-00-25	Aircraft Logbook	_____ Hydraulic Reservoir Ground Service Handpump(s) INOP

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ATA 30 Contents

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
30-00-01	Engine ANTI-ICE ON Light (Blue)	Y	2	0	C		

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-01	Near Affected Engine ANTI-ICE ON Light (Blue)	___ Engine ANTI-ICE ON Light (Blue) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-00-02A	Engine Anti-Ice Valve Annunciator Signal Inputs (Valve CLOSED) "DISP.APPR.REQ'D."	N	6	5	C (O)(M) May be inoperative provided: a) It is verified that the associated valve is CLOSED, and b) Flight is not made in known or forecast icing conditions.
30-00-02B	Engine Anti-Ice Valve Annunciator Signal Inputs (Valve OPEN) "DISP.APPR.REQ'D."	N	6	5	C (O)(M) May be inoperative provided: a) It is verified that the associated valve is OPEN, b) For takeoff when ambient temperature is above +50° F, the EPR corrections are applied, and c) Performance penalties are applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-02A	Associated Engine Anti-Ice Switch	___ Engine Anti-Ice Valve Annunciator Signal Inputs (Valve CLOSED) INOP
30-00-02B	Associated Engine Anti-Ice Switch	___ Engine Anti-Ice Valve Annunciator Signal Inputs (Valve OPEN) INOP

(O) PROCEDURES

30-00-02A

No flight is permitted in known or forecast icing conditions.

30-00-02B

Procedure I Ambient temperature $\leq 10^{\circ}\text{C}$ (50°F)

1. Select Engine Anti-Ice On for takeoff.
2. ARTS and Autothrottles are usable as long as RAT is below 10°C (or 14°C in the GA mode) and engine anti-ice switch remains on.

CONTINUED NEXT PAGE

30-00-02B	ENGINE ANTI-ICE VALVE ANNUNCIATOR SIGNAL INPUTS (VALVE OPEN) – AMBIENT TEMPERATURE AT OR BELOW 10°C (50°F)
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 6.0%.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

Procedure II Ambient temperature > 10° C (50° F):

1. Select Engine Anti-Ice Off for takeoff.
2. DO NOT use AUTO THROT for takeoff, max climb or max continuous. Autothrottles may be used in other segments and when the RAT drops to 10° C or below and engine anti-ice is in use.
3. ART switch must be in the OFF position.
4. Use of Normal (TO) Thrust is not authorized.
5. Use of Assumed Temperature Reduced Thrust (ATXX) is not authorized.
6. Determine EPR settings from TAKEOFF THRUST-EPR-MAX chart in ODM, Takeoff Section. Reduce this EPR setting by 0.04 for the effected engine. Use of MAX Performance Weights is not authorized.
7. Use this setting with normal takeoff (TO/11, TO/18, TO/05 etc.) weights and speeds from the WDR.
8. Note the EPR settings for MAX Climb and MCT from the appropriate ODM section.

CONTINUED NEXT PAGE

30-00-02B	ENGINE ANTI-ICE VALVE ANNUNCIATOR SIGNAL INPUTS (VALVE OPEN) – AMBIENT TEMPERATURE GREATER THAN 10°C (50°F)
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 6.0%.
NOTES	None
AWABS	1. Performance corrections have been applied. 2. Reduce EPR settings for Takeoff, Max Climb, and Max Continuous by 0.04. 3. The MINIMUM takeoff weight is 110,000 lbs.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF 1. Reduce RATOW by 8,500 lbs. 2. Reduce T/O CLIMB LIMIT by 8,500 lbs. LANDING None
	OTHER CORRECTIONS 1. Reduce EPR settings for Takeoff, Max Climb, and Max Continuous by 0.04. 2. The MINIMUM takeoff weight is 110,000 lbs.

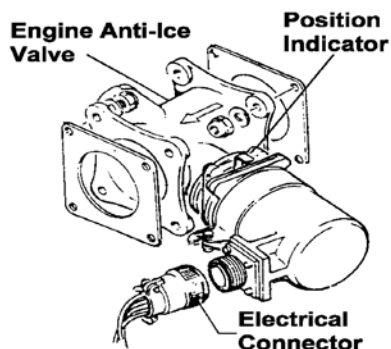
(M) PROCEDURES

30-00-02A

1. Verify at the valve that the valve is in the closed position.
2. Disconnect electrical connector on the inoperative valve. Coil and stow wires.
3. Select engine anti-ice switches ON and OFF and verify that the anti-ice valve lights do not remain illuminated.

30-00-02B

1. Verify at the valve that the valve is in the open position.
2. Disconnect electrical connector on the inoperative valve. Coil and stow wires.
3. Select engine anti-ice switches ON and OFF and verify that the engine anti-ice valve lights do not remain illuminated.



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-00-03A	Engine Anti-Ice Valves (CLOSED) "DISP.APPR.REQ'D."	N	6	5	C (O)(M) May be inoperative provided: a) It is verified that the associated valve is CLOSED, and b) Flight is not made in known or forecast icing conditions.
30-00-03B	Engine Anti-Ice Valves (OPEN) "DISP.APPR.REQ'D."	N	6	5	C (O)(M) May be inoperative provided: a) It is verified that the associated valve is OPEN, b) For takeoff when ambient temperature is above +50° F, the EPR corrections are applied, and c) Performance penalties are applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-03A	Associated Engine Anti-Ice Switch	____ Engine Anti-Ice Valve (CLOSED) INOP
30-00-03B	Associated Engine Anti-Ice Switch	____ Engine Anti-Ice Valve (OPEN) INOP

(O) PROCEDURES

30-00-03A

No flight is permitted in known or forecast icing conditions.

30-00-03B

Procedure I Ambient temperature ≤ 10° C (50° F)

1. Select Engine Anti-Ice On for takeoff.
2. ARTS and Autothrottles are usable as long as RAT is 10° C or below (or 14° C in the GA mode) and engine anti-ice switch remains on.

30-00-03B	ENGINE ANTI-ICE VALVES (OPEN) – AMBIENT TEMPERATURE AT OR BELOW 10°C (50°F)
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 6.0%.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

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Procedure II Ambient temperature > 10° C (50° F):

1. Select Engine Anti-Ice Off for takeoff.
2. DO NOT use AUTO THROT for takeoff, max climb or max continuous. Autothrottles may be used in other segments only when the RAT drops to 10° C or below and engine anti-ice is in use.
3. ART switch must be in the OFF position.
4. Use of Normal (TO) Thrust is not authorized.
5. Use of Assumed Temperature Reduced Thrust (ATXX) is not authorized.
6. Determine EPR settings from TAKEOFF THRUST-EPR-MAX chart in ODM, Takeoff Section. Reduce this EPR setting by 0.04 for the effected engine. Use of MAX Performance Weights are not authorized.
7. Apply the EPR setting derived from step 6, but observe normal takeoff (TO/11, TO/18, TO/05 etc.) weight limits and speeds from the WDR.
8. Note the EPR settings for MAX Climb and MCT from the appropriate ODM section.

30-00-03B ENGINE ANTI-ICE VALVES (OPEN) – AMBIENT TEMPERATURE GREATER THAN 10°C (50°F)	
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 6.0% The MINIMUM takeoff weight is 110,000 lbs.
NOTES	None
AWABS	1. Performance corrections have been applied. 2. Reduce EPR settings for Takeoff, Max Climb, and Max Continuous by 0.04. 3. The MINIMUM takeoff weight is 110,000 lbs.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF 1. Reduce RATOW by 8,500 lbs. 2. Reduce T/O CLIMB LIMIT by 8,500 lbs. LANDING None OTHER CORRECTIONS 1. Reduce EPR settings for Takeoff, Max Climb, and Max Continuous by 0.04. 2. The MINIMUM takeoff weight is 110,000 lbs.

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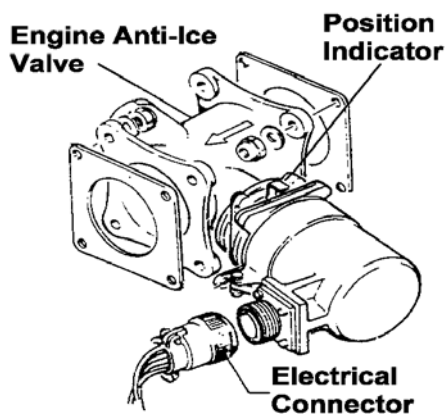
(M) PROCEDURES

30-00-03A

1. Verify at the valve that the failed valve is in the closed position.
2. Disconnect electrical connector on the inoperative valve. Coil and stow wires.
3. Select engine anti-ice switches ON and OFF and verify that the anti-ice valve lights do not remain illuminated.

30-00-03B

1. Verify at the valve that the failed valve is in the open position.
2. Disconnect electrical connector on the inoperative valve. Coil and stow wires.
3. Select engine anti-ice switches ON and OFF and verify that the engine anti-ice valve lights do not remain illuminated.



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
PITOT HEATERS					
30-00-04A	Captain and First Officer "DISP.APPR.REQ'D."	Y	2	1 B	May be inoperative provided: a) Flight is made in day VMC only, and b) Flight is not made in visible moisture or in known or forecast icing conditions.
30-00-04B	Auxiliary "DISP.APPR.REQ'D."	Y	1	0 B	May be inoperative provided flight is not made in visible moisture or in known or forecast icing conditions.
30-00-04C	Rudder Limiter "DISP.APPR.REQ'D."	Y	1	0 C	May be inoperative provided flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-04A	Near Meter Select & Heat Switch	____ Pitot Heater INOP
30-00-04B	Near Meter Select & Heat Switch	Auxiliary Pitot Heater INOP
30-00-04C	Near Meter Select & Heat Switch	Rudder Limiter Pitot Heater INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-00-05	Anti-Icing Heaters Ammeter System	Y	1	0 C	(M) May be inoperative provided: a) All heaters with exception of the Rudder Limiter Heater are verified to be operating PRIOR TO EACH DEPARTURE, and b) Pitot Heat OFF Annunciator Light System is operative. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-05	Near Heater Current Meter (Ammeter)	Anti-Icing Heaters Ammeter System INOP

(M) PROCEDURES

PRIOR TO EACH DEPARTURE:

1. Select the air data sensor to be checked with METER SEL & HEAT switch, **CAUTION, SENSORS ARE HOT**, feel the area in close proximity to the sensor with bare hands or use a laser thermometer to make certain element is functioning.
2. To verify RAT, pull left Ground Control circuit breaker (K-33).
3. Upon completion of check, reset circuit breaker.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-00-06	Static Port Heaters "DISP.APPR.REQ'D."	Y	4	0 C	May be inoperative except when arrival and departure airport temperatures are +5 degrees C or below and runway is covered with slush or standing water.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-06	Near Meter Select & Heat Switch	____ Static Port Heater(s) INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-00-07	Stall Warning Vane Heaters (AOA Vane Heaters) "DISP.APPR.REQ'D."	Y	2	0 C	May be inoperative provided flight is not made into known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-07	Near Meter Select & Heat Switch	____ Stall Warning Vane Heaters (AOA Vane Heaters) INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
30-00-08	Ram Air Temp Probe Heater “DISP.APPR.REQ'D.”	Y	1	0	C	May be inoperative provided flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-08	Near Meter Select & Heat Switch	Ram Air Temp Probe Heater INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
30-00-10	Water Service Panel Heater	Y	1	0	C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-10	Aircraft Logbook	Water Service Panel Heater INOP

	MD-88 Minimum Equipment List	ATA 30 Ice and Rain Protection	R16 08/28/14 Page 30-16

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-00-11	AIRFOIL ICE PROT PRESSURE ABNORMAL Annunciator System "DISP.APPR.REQ'D."	Y	1	0 C	May be inoperative provided flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-11	AIR FOIL Anti-Ice Switch	AIRFOIL ICE PROT PRESSURE ABNORMAL Light INOP

	MD-88 Minimum Equipment List	ATA 30 Ice and Rain Protection	R16 08/28/14 Page 30-17

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-00-12	ICE PROTECT SUPPLY PRESSURE HI Annunciator System "DISP.APPR.REQ'D."	Y	1	0 C	May be inoperative provided flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-12	Near Overhead Annunciator Panel (EOAP)	ICE PROTECT SUPPLY PRESSURE HI Light INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-00-13	ICE PROTECT TEMP HIGH Annunciator Systems “DISP.APPR.REQ'D.”	Y	2	0	C May be inoperative provided flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-13	Near Overhead Annunciator Panel (EOAP)	___ ICE PROTECT TEMP HIGH Light(s) INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-00-14	ICE PROTECT TEMP LOW Annunciator Systems "DISP.APPR.REQ'D."	Y	2	0 C	May be inoperative provided flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-14	Near Overhead Annunciator Panel (EOAP)	___ ICE PROTECT TEMP LOW Light System(s) INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-00-15A	WING ANTI-ICE ON Annunciator	Y	1	0	C May be inoperative provided TAIL DE-ICE ON Annunciator (light) is operative.
30-00-15B	WING ANTI-ICE ON Annunciator "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-15A	Near Overhead Annunciator Panel (EOAP)	WING ANTI-ICE ON Light INOP
30-00-15B	Near Overhead Annunciator Panel (EOAP)	WING ANTI-ICE ON Light INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-00-16A	TAIL DE-ICE ON Annunciator	Y	1	0	C May be inoperative provided WING ANTI-ICE ON Annunciator is operative.
30-00-16B	TAIL DE-ICE ON Annunciator "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-16A	Near Overhead Annunciator Panel (EOAP)	TAIL DE-ICE ON Light INOP
30-00-16B	Near Overhead Annunciator Panel (EOAP)	TAIL DE-ICE ON Light INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD					REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
30-00-17	Ice Protection Shutoff Valves (Wing and Tail) “DISP.APPR.REQ’D.”	Y	2	0	C	May be inoperative provided: a) Pneumatic Crossfeed Valves are CLOSED after engine start, and b) Flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-17	AIR FOIL Anti-Ice Switch	____ Ice Protection Shutoff Valve(s) (Wing and Tail) INOP

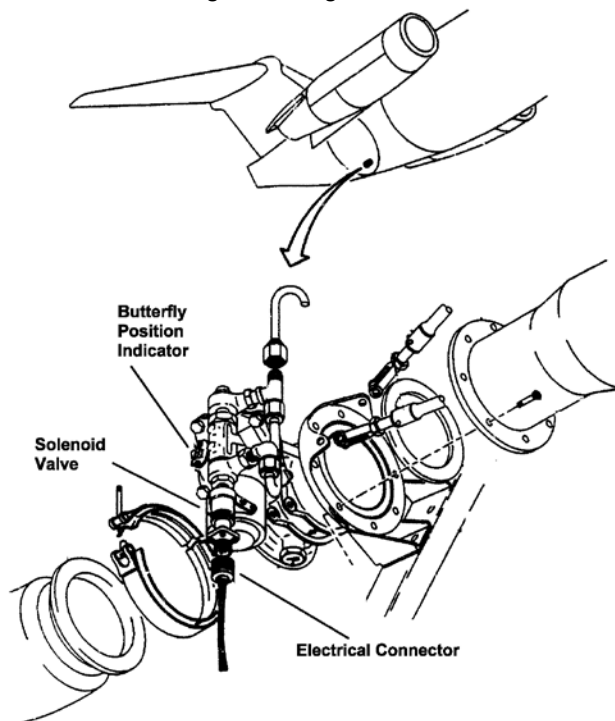
NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-00-18	Airfoil Anti-Icing Pressure Regulator System (Main Regulator / Shutoff Valve) "DISP.APPR.REQ'D."	N	1	0	C (M) May be inoperative provided: a) Pneumatic Crossfeed Valves are CLOSED after engine start, and b) Flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-18	AIR FOIL Anti-Ice Switch	Airfoil Anti-Icing Pressure Regulator System (Main Regulator / Shutoff Valve) INOP

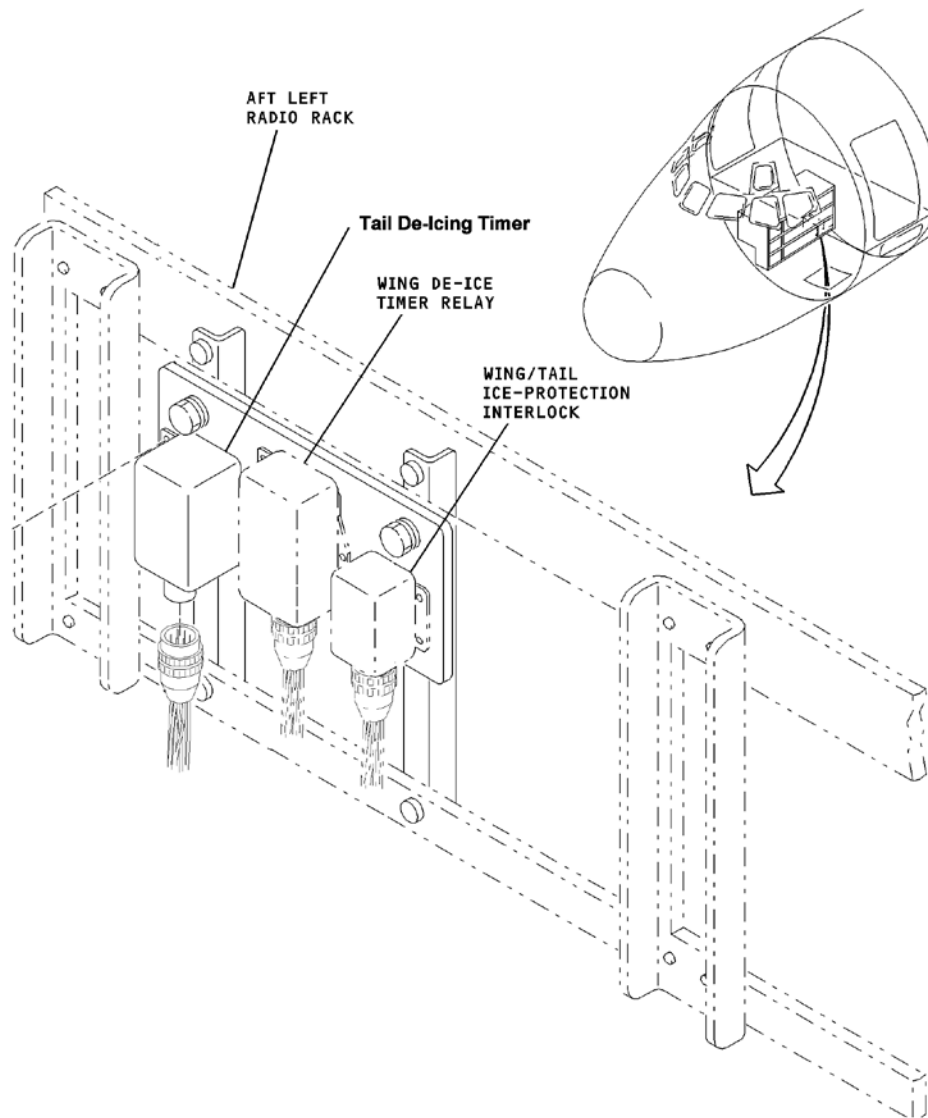
(M) PROCEDURES

Perform the following steps in the event there is evidence that the regulator valve won't close.

1. Disconnect the electrical connector from the Tail Shutoff Valve. Coil and stow wires. This prevents opening this valve.
2. Ground the wire going to pin C of the Tail De-Icing Timer (R2-189 Aft Left Radio Rack Equipment Panel). This will energize the solenoid to the Wing Anti-Icing Shutoff Valve to close that valve.



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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-00-19	Fuselage and Wheel Well Overheat System "DISP.APPR.REQ'D."	Y	1	0 C	May be inoperative provided: a) Airfoil Ice Protection System is not used, and b) Flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-19	AIR FOIL Anti-Ice Switch	Fuselage and Wheel Well Overheat System INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
WINDSHIELD HEAT SYSTEM					
30-00-20A	Anti-Ice System (Includes Left, Center and Right Windshields) "DISP.APPR.REQ'D."	Y	1	0	C (M) May be inoperative provided: a) Anti-Fog system is operative, and b) Flight is not made in known or forecast icing conditions. NOTE: Above 10,000 feet -- no airspeed restrictions. Below 10,000 feet -- do not exceed 315 KIAS.
30-00-20B	Anti-Fog System (Incl. 3 windshields, 2 clearview and 2 upper eyebrow windows)	Y	1	0	C (M) May be inoperative provided Windshield Anti-Ice System is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-20A	Windshield ANTI-ICE Switch	Windshield Anti-Ice System INOP
30-00-20B	Windshield ANTI-FOG Switch	Windshield / Window Anti-Fog System INOP

(M) PROCEDURES

30-00-20A

1. Pull and secure associated Windshield Heat CB.

LEFT	B1-332	X-24	EPC Panel	Behind Captain's Seat
RIGHT	B1-334	Z-24	EPC Panel	Behind Captain's Seat
CENTER	B1-333	X-25	EPC Panel	Behind Captain's Seat

2. Turn ANTI-FOG switch to ON.
3. Conduct hand feel check to verify anti-fog operation.

NOTE: Anti-fog will not turn on unless cockpit is cooled below 90° F.

30-00-20B

1. Turn ANTI-ICE switch to ON.
2. Conduct hand feel check to verify anti-ice operation.

NOTE: If ambient temperatures are high, it may be necessary to cool cockpit when conducting this check.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
WINDSHIELD WIPER SYSTEM						
30-00-21A	Windshield Wiper System “DISP.APR.REQ’D.”	Y	2	0	C	May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
30-00-21B	Fast Speed	Y	2	0	C	May be inoperative provided SLOW Speed is operative.
30-00-21C	Slow Speed	Y	2	0	C	May be inoperative provided FAST Speed is operative.
30-00-21D	Park Function	Y	2	0	C	May be inoperative for all flight conditions provided the blade(s) can be positioned in a location that will not obstruct forward vision.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-21A	Windshield WIPER Switch	___ Windshield Wiper System(s) INOP
30-00-21B	Windshield WIPER Switch	___ Windshield Wiper(s) FAST Speed INOP
30-00-21C	Windshield WIPER Switch	___ Windshield Wiper(s) SLOW Speed INOP
30-00-21D	Windshield WIPER Switch	___ Windshield Wiper(s) PARK Function INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
30-00-24A	Tail De-Ice Timer	Y	1	0	C	May be inoperative provided Tail De-Ice System can be operated manually (Push TAIL DE-ICE button).
30-00-24B	Tail De-Ice Timer “DISP.APPR.REQ’D.”	Y	1	0	C	May be inoperative provided flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-24A	TAIL De-ice Button	Tail De-Ice Timer INOP
30-00-24B	TAIL De-ice Button	Tail De-Ice Timer INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-00-27	PITOT / STALL HEATER OFF Message System	Y	1	0 C	(M) May be inoperative provided: a) Anti-Icing Heaters Ammeter System is operative, and b) It is verified that the associated heater(s) are operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-27	Near Overhead Annunciator Panel (EOAP)	PITOT / STALL HEATER OFF INOP

(M) PROCEDURES

To verify heater operation, rotate the METER SEL and HEAT Switch to the CAPT, AUX, and F/O PITOT, RUD LIM, L and R STALL PROBE positions and check for current draw on the Heater Current Meter.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD			N	1	0	REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION	REMARKS OR EXCEPTIONS					
30-00-28	Galley Drain Mast Heaters “DISP.APPR.REQ'D.”						
							(M) May be inoperative provided drain line to associated drain mast is disconnected, or turned OFF.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-28	Aircraft Logbook	Galley Drain Mast Heater INOP

(M) PROCEDURES

1. Disconnect and plug drain line from affected galley at the sink.
2. Shut off water supply to affected galley and plug sink drain.

NOTE: If affected Drain Mast Heat is associated with a galley, Ice Bin Drawer drain should also be plugged, as appropriate.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-00-29	Wing Ice Detection System	Y	1	0 C	(O) May be inoperative provided alternate compliance procedures are used regarding ice formation on upper wing surfaces.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-00-29	Near Overhead Annunciator Panel (EOAP)	Wing Ice Detection System INOP

(O) PROCEDURES

Refer to Operations Manual, Volume 1, Supplementary Procedures, Section 16, Adverse Weather.

	MD-88 Minimum Equipment List	ATA 30 Ice and Rain Protection	R17 04/26/16 Page 30-32

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			1	0	REPAIR CATEGORY
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-00-30	Upper Wing Surface Heater System	Y		C	(O)(M) May be inoperative provided: a) Both cockpit wing tank fuel quantity displays are operative, and b) Alternate compliance procedures are used regarding ice formation on upper wing surfaces.

EL ITEM	TAB LOCATION	PLACARD TEXT
30-00-30	Overwing Heater Switch	Upper Wing Surface Heater System INOP

(O) PROCEDURES

1. [Refer to Operations Manual, Volume 1, Supplementary Procedures,](#)
 - a. Perform Tactile Wing Inspection per Section 3, Anti-ice, Rain.
 - b. Perform Alternate Fuel Burn Procedures per Section 12.
2. Takeoff may not be initiated unless the flight crew verifies that a visual check and a tactile check of the wing upper surfaces have been accomplished, and that the wing is clear of ice accumulation when any of the following conditions occur:
 - a. When the ambient temperature is less than 10°C and high humidity (3°C or less temperature dewpoint spread) or visible moisture (rain, drizzle, sleet, snow, fog with visibility less than 1 mile, etc.) is present or runway and taxiways are wet;
 - b. When frost or ice is present on the lower surface of either wing;
 - c. After completion of deicing.

(M) PROCEDURES

Pull and secure Overwing Heater System circuit breakers P-29 and R-29 EPC panel.

NOTE: For Heater Blanket damage, use dispatch limits found in M/M 30-80-02.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
31-00-01	Clocks	Y	2	1	C		

MEL ITEM	TAB LOCATION	PLACARD TEXT
31-00-01	Affected Clock	___ Clock INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
31-00-02A	Flight Data Recorder (FDR) System "DISP.APPR.REQ'D."	Y	1	0	A May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane may not depart from ATL, CVG, BOS or LGA unless: 1. FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights but shall not continue beyond ATL, CVG, BOS or LGA where repair must be accomplished prior to dispatch, d) It is required that the MCC initiate a Corrective Action Required (CAR) for the initial repair location (ATL, CVG, BOS or LGA) at the time of deferral and issue a second CAR for the next designated airport if the initial repair attempt was not successful, and e) Repairs are made within three flight days.
31-00-02B	DFDR Recording Parameters Required By FAR "Contact MCC"	N	-	0	A May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days. NOTE: Refer to FLIGHT DATA RECORDER PARAMETER VERIFICATION MANUAL for a listing of DFDR parameters required by FAR.
31-00-02C	DFDR Recording Parameters Not Required By FAR "Contact MCC"	N	-	0	A May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit (Letter Check or higher). NOTE: Refer to FLIGHT DATA RECORDER PARAMETER VERIFICATION MANUAL for a listing of DFDR parameters required by FAR.
31-00-02D	Quick Access Recorder	Y	1	0	D

3MEL ITEM	TAB LOCATION	PLACARD TEXT
31-00-02A	FLT RCDR Switch	Flight Data Recorder INOP
31-00-02B	FLT RCDR Switch	Flight Data Recorder ____ Parameter INOP
31-00-02C	FLT RCDR Switch	Flight Data Recorder ____ Parameter INOP
31-00-02D	FLT RCDR Switch	QAR INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	CENTRAL AURAL WARNING SYSTEM (CAWS)				
31-00-05A	APU Fire Warning Horn	Y	1	0	C May be inoperative provided the system is monitored in the cockpit during APU operations.
31-00-05B	Altitude Alert Warning "DISP.APPR.REQ'D."	Y	1	0	A (O) May be inoperative provided: a) Autopilot with Altitude Hold is operable, b) Enroute operations do not require its use, and c) Repairs are made within 3 flight cycles. d) Airplane does not depart from an airport where repairs or replacement can be made. <u>RVSM Operations</u> Not Authorized
31-00-05C	Autopilot Disconnect Warning "DISP.APPR.REQ'D."	Y	1	0	C (O) May be inoperative provided: a) Autoland mode is not used, and b) Enroute operations and/or approach minimums do not require its use, <u>CAT I (Non-ILS)</u> Not Authorized <u>CAT II/III</u> Not Authorized
31-00-05D	Slat Overspeed Warning	Y	1	0	C (O) May be inoperative provided airspeed limitations are observed.
31-00-05E	SELCAL Chime	Y	1	0	C May be inoperative provided SELCAL light is operative.
31-00-05F	Speed Brake Warning	Y	1	0	C
31-00-05G	Voice Warning	Y	1	0	C May be inoperative provided procedures do not require its use.

CONTINUED NEXT PAGE

MEL ITEM	TAB LOCATION	PLACARD TEXT
31-00-05A	APU Start Switch	CAWS APU Fire Warning Horn INOP
31-00-05B	Altitude Select Knob	CAWS Altitude Alert Warning INOP
31-00-05C	A/P Engage Switch	CAWS Autopilot Disconnect Warning INOP
31-00-05D	Near Slat Advisory Lights	CAWS Slat Overspeed Warning INOP
31-00-05E	SELCAL Control Panel	CAWS SELCAL Chime INOP
31-00-05F	Near Speedbrake Lever	CAWS Speed Brake Warning INOP
31-00-05G	Near Overhead Annunciator Panel (EOAP)	CAWS Voice Warning Function INOP

(O) PROCEDURES

31-00-05B

1. Enroute operations that require altitude alerting (such as RVSM) may not be conducted.
2. Use the autopilot altitude hold for all operations for which it is appropriate.
3. Cross-check the altitude displays between captain and first officer upon reaching and departing an assigned altitude. Periodically cross-check altitude indications when maintaining an assigned altitude.
4. Pilot monitoring should call out approach and departing assigned altitudes.

31-00-05C

1. Most failures will turn on the CAWS FAIL annunciator on the overhead annunciator panel.
2. Monitor the Flight Mode Annunciator.
3. Do not use autoland mode.

31-00-05D

1. Most failures will turn on the CAWS FAIL annunciator on the overhead annunciator panel.
2. Monitor the Mach / Airspeed Indicators and observe air speed on the main instrument panel

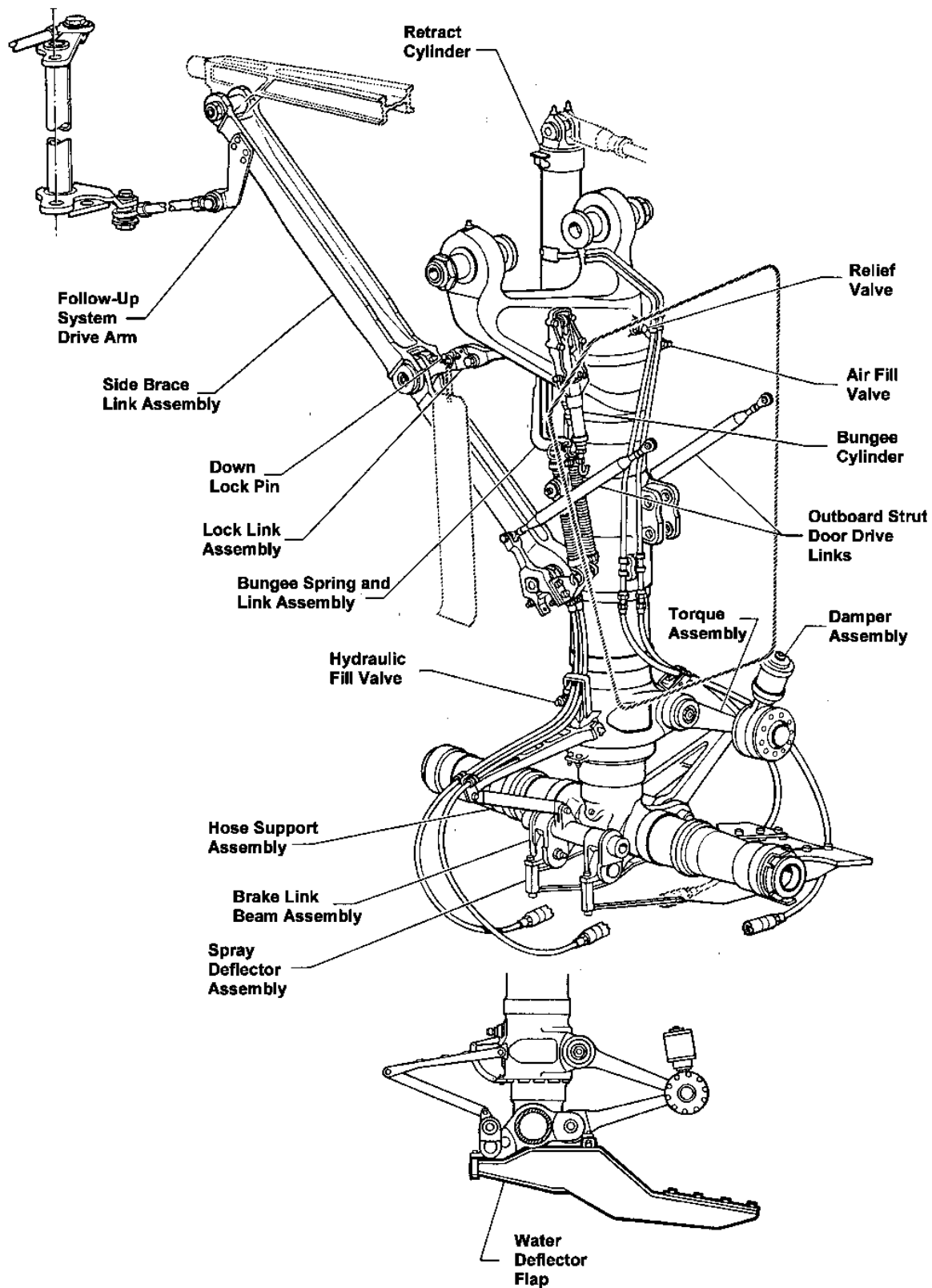
NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	ELECTRONIC SYSTEMS DISPLAY PANEL (ESDP) (FUEL, OIL, HYDRAULIC, ETC.)				
31-00-07A	Engine Oil Low Pressure Caution (Amber) Lights	Y	2	0	C May be inoperative provided: a) Associated Overhead Engine Oil Pressure Low Annunciator is operative, and b) Both Master Caution Lights are operative.
31-00-07B	Engine Oil Low Pressure Warning (Red) Lights	Y	2	1	C May be inoperative provided: a) Both Engine Oil Low Pressure Caution Lights are operative, b) Associated Overhead Engine Oil Pressure Low Annunciation is operative, and c) Both Master Caution Lights are operative.
31-00-07C	Engine Oil High Temperature Caution (Amber) Lights	Y	2	1	C May be inoperative provided associated Engine Oil High Temperature Warning Light is operative.
31-00-07D	Engine Oil High Temperature Warning (Red) Lights	Y	2	1	C May be inoperative provided associated Engine Oil High Temperature Caution Light is operative.
31-00-07E	Hydraulic Quantity Low Caution (Amber) Lights	Y	2	1	C May be inoperative provided affected light is placarded "5 qts. minimum."
31-00-07F	Flap Display Scale Light Bars	Y	72	71	C One Complete Horizontal Bar of the scale may be inoperative. NOTE: One complete Horizontal Bar consists of three (3) Light Emitting Diodes (LED's).

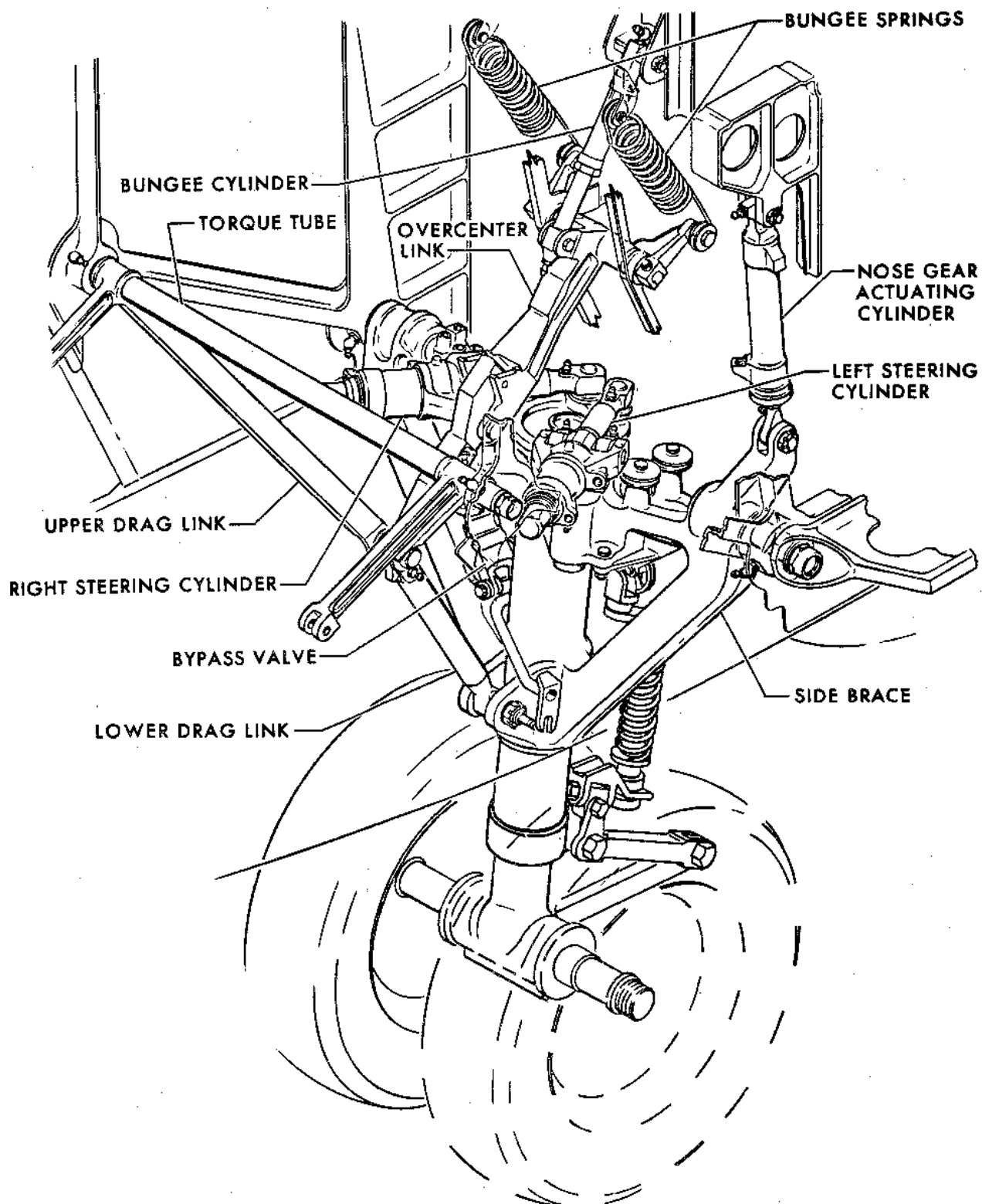
MEL ITEM	TAB LOCATION	PLACARD TEXT
31-00-07A	System Display Panel	___ Engine Oil Low Pressure Caution (Amber) Light(s) INOP
31-00-07B	System Display Panel	___ Engine Oil Low Pressure Warning (Red) Light INOP
31-00-07C	System Display Panel	___ Engine Oil High Temperature Caution (Amber) Light INOP
31-00-07D	System Display Panel	___ Engine Oil High Temperature Warning (Red) Light INOP
31-00-07E	System Display Panel	___ Hydraulic Quantity Low Caution (Amber) Light INOP
31-00-07F	System Display Panel	___ Flap Display Scale Light Bar INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			1	REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
32-00-06	Brake Temperature Sensing System “DISP.APPR.REQ’D.”	Y	1	0	C (O) May be inoperative provided AFM limitations are applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
32-00-06	Near Brake Temperature Gauge	Brake Temperature Sensing System INOP

(O) PROCEDURES

AFM Limitations

1. If ground time is to exceed 27 minutes, no further action is required.
2. If ground time is less than 27 minutes, quick turn-around is permitted as long as prior landing weight is at or below the weight limit noted in the "Maximum Quick Turn-Around Landing Weight" chart in the ODM, Abnormal Section.
3. Following a rejected takeoff (RTO), if the fuse plugs do not release the tire pressure, aircraft may be re-dispatched after at least two hours and ten minutes of brake cooling period with no cooling wind, or after at least one hour and twenty minutes with 10 MPH cooling air.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
32-00-08	PARKING BRAKES ON Annunciator System	N	1	0	C (O)(M) May be inoperative provided: a) Alternate operations procedures are used for brake release, and b) Alternate maintenance procedures are used to verify proper operation of Anti-Skid and Takeoff Warning Systems.

MEL ITEM	TAB LOCATION	PLACARD TEXT
32-00-08	Near Overhead Annunciator Panel (EOAP)	PARKING BRAKES ON Annunciator System INOP

(O) PROCEDURES

1. Prior to moving aircraft, verify that PARK BRAKE control is released and brake pedals have normal travel.
2. Verify that anti-skid lights are off prior to takeoff.
3. When parking brakes are required, turn anti-skid OFF before setting brakes.

(M) PROCEDURES

PARKING BRAKES ON light OFF with parking brakes set:

1. Chock aircraft wheels.
2. Release parking brake.
3. Place ANTI-SKID switch to ARM.
4. Open (pull) PARKING BRAKE CONTROL circuit breaker M-36 EPC Panel (B1-216).
5. Verify all ANTI-SKID lights illuminate.
6. Close (reset) PARKING BRAKE CONTROL circuit breaker M-36 EPC Panel (B1-216).
7. Verify all ANTI-SKID lights are OFF.

PARKING BRAKES ON light ON with parking brakes released:

1. Chock aircraft or set parking brakes.
2. Pull the PARKING BRAKE CONTROL circuit breaker M-36 EPC Panel (B1-216).
3. Place ANTI-SKID switch to OFF.
4. Disconnect connector from parking brake switch (S1-130) and jumper connector pin A to pin B and pin G to pin H.
5. Place ANTI-SKID switch to ARM.
6. Verify all ANTI-SKID lights illuminate.
7. Close (reset) PARKING BRAKE CONTROL circuit breaker M-36 EPC Panel (B1-216).
8. Verify PARKING BRAKES ON light and ANTI-SKID lights are OFF.

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NOTE 1: If the above procedures are unsuccessful. The anti-skid system should be considered inoperative and the system must be repaired.

NOTE 2: With failures in the parking brake light circuit, parking brakes may not set unless ANTI-SKID switch is placed to OFF.

NOTE 3: The Takeoff Warning Horn will sound if throttles are advanced for takeoff and the Parking Brake is still set. The Takeoff Warning System can be verified to be operative by the flight crew prior to takeoff by listening for the absence of the horn when throttles are advanced and aircraft is in a takeoff configuration, or by maintenance personnel using the following steps:

Takeoff Warning Check after Parking Brake release:

1. Ensure electrical power and hydraulic pressure are available.
2. Place flap / slat handle in a takeoff detent (O/EXT is acceptable), and set horizontal stabilizer trim to the reading that appears in the LONG TRIM TAKEOFF POSITION indicator.
3. Do not start engines. Advance both throttles and observe Takeoff Warning Horn does not sound.
4. Move stabilizer trim out of green band on indicator and observe Takeoff Warning Horn sounds.
5. Return throttles to idle and observe horn ceases to sound.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
32-00-09	Auto Brake System "DISP.APPR.REQ'D."	N	1	0	C (O)(M) May be inoperative provided a) Auto Ground Spoiler System is not ARMED for takeoff, and b) Auto Ground Spoiler System rejected takeoff (RTO) mode is placarded "DO NOT USE FOR TAKEOFF".

MEL ITEM	TAB LOCATION	PLACARD TEXT
32-00-09	1. Auto Brake System Control Pnl 2. Near Speedbrake Lever	1. Auto Brake System INOP 2. Do Not Use Auto Ground Spoiler System RTO mode

(O) PROCEDURES

Do not arm Auto Spoiler System for takeoff.

NOTE: No performance penalties associated with RTO Auto Spoilers and Auto Brakes.

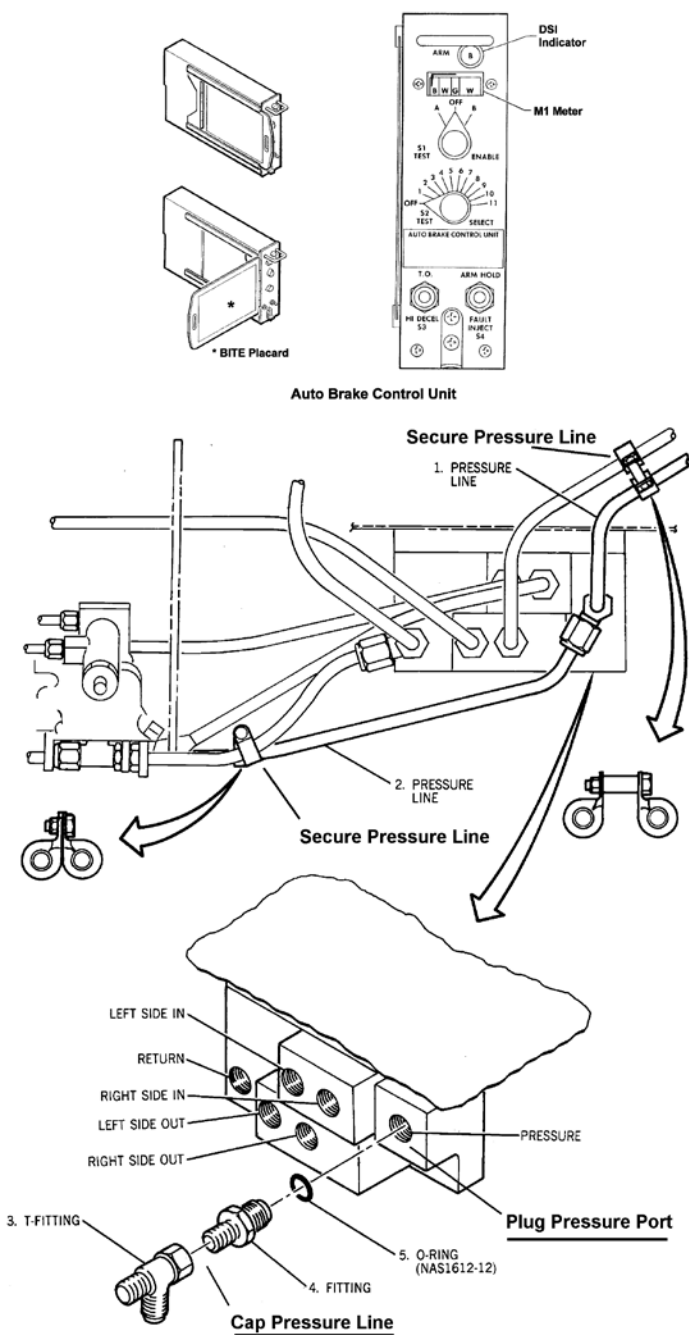
(M) PROCEDURES

Verify both #1 solenoid valves (one on each landing and takeoff manifolds) are in the closed position as follows:

1. Pressurize both right and left hydraulic systems to 2000 psi minimum.
2. Place AUTO BRAKE selector to MIN.
3. Place AUTO BRAKE ARM / DISARM switch to ARM. (Hold switch to ARM if necessary).
4. At the Auto Brake Control Unit in the aft right radio rack:
 - a. Place TEST SELECT switch (S2) to position 9.
 - b. Place TEST ENABLE switch (S1) to position B and hold.
 - c. Verify blue ARM light illuminates.
 - d. Verify meter indicates in the blue band.
 - e. If meter does not indicate in the blue band, comply with the following procedure for the takeoff manifold in the left wheel well.
 - 1) Install plug in the pressure port.
 - 2) Install cap on fitting (4) and plug on T-fitting (3).
 - 3) Secure pressure lines with clamps (or other means, e.g. Tywrap) as shown in figure.
 - 4) Make logbook entry for plugs/caps/clamps installed.
 - f. Release switch (S1).
 - g. Place TEST SELECT switch (S2) to position 10.
 - h. Place TEST ENABLE switch (S1) to position B and hold.
 - i. Verify blue ARM light illuminates.
 - j. Verify meter indicates in the blue band.

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- k. If meter does not indicate in the blue band, comply with the following procedure for the landing manifold in the right wheel well.
 - 1) Install plug in the pressure port.
 - 2) Install cap on fitting (4) or plug on T-fitting (3).
 - 3) Secure pressure lines with clamps (or other means, e.g. Tywrap) as shown in figure.
 - 4) Make logbook entry for plugs/caps/clamps installed.
 - l. Release S1 and return S2 to OFF.
5. Place AUTO BRAKE ARM / DISARM switch to DISARM.
 6. Place AUTO BRAKE selector to OFF.



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NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION			REMARKS OR EXCEPTIONS
33-00-01	Cockpit and Instrument Lighting Systems	Y - -	C	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 they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity are acceptable to the flight crew. NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-01	Associated Indicator, Panel or Lighting Switch	___ Cockpit / Instrument Lighting INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
33-00-02	Cabin Interior Illumination	Y	-	-	C May be inoperative provided: a) Sufficient lighting is operative for cabin crew to perform required duties, and b) Lighting configuration at dispatch is acceptable to the flight crew.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-02	Flight Attendant Cabin Lighting Control Panel	____ Cabin Lights INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
33-00-03	Cargo Compartment Lighting Systems	Y	-	0	C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-03	Aircraft Logbook	____ Cargo Compartment Light System(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	PASSENGER NOTICE SYSTEM (NO SMOKING/ FASTEN SEAT/ BELT RETURN TO CABIN)				
33-00-04A	Automatic System	Y	1	0	D (O) May be inoperative provided Manual Passenger Notice System is operative.
33-00-04B	Automatic System	Y	1	0	D (O) May be inoperative provided: a) Passenger Address System is operative, b) Crew Call Chimes and Cabin Interphone Systems are operative, and c) Procedures are used for alerting the Flight Attendants, and notifying passengers by use of the Public Address System when seat belts should be fastened, and smoking is prohibited.
33-00-04C	Manual System	Y	1	0	C (O) May be inoperative provided: a) Passenger Address System is operative, b) Crew Call Chimes and Cabin Interphone Systems are operative, and c) Procedures are used for alerting the Flight Attendants, and notifying passengers by use of the Public Address System when seat belts should be fastened, and smoking is prohibited.
33-00-04D	Lighted Signs "DISP.APPR.REQ'D."	Y	-	-	C May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a legible NO SMOKING / FASTEN SEAT BELT / RETURN TO CABIN sign is not readily available, and b) Associated seat or lavatory must be blocked and placarded "DO NOT OCCUPY". NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers.
33-00-04E	Lighted Signs	Y	-	-	C (O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.

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MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-04A	Fasten Seat Belt Switch	Automatic Passenger Notice System (Fasten Seat Belt / No Smoking Signs) INOP
33-00-04B	Fasten Seat Belt Switch	Automatic Passenger Notice System (Fasten Seat Belt / No Smoking Signs) INOP
33-00-04C	Fasten Seat Belt Switch	Manual Passenger Notice System (Fasten Seat Belt / No Smoking Signs) INOP
33-00-04D	Fasten Seat Belt Switch	_____ Fasten Seat Belt / No Smoking Sign(s) INOP
33-00-04E	Fasten Seat Belt Switch	_____ Fasten Seat Belt / No Smoking Sign(s) INOP

(O) PROCEDURES

33-00-04A

Operate the system manually.

33-00-04B, 33-00-04C, 33-00-04E

Pilots will alert the flight attendants by interphone and they will notify passengers by use of the Public Address System when seat belts should be fastened, and smoking is prohibited.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
33-00-05A	Anti-Collision Beacon Lights (Fuselage - Red) “DISP.APPR.REQ'D.”	Y	2	0	C	May be inoperative provided airplane is not operated at night.
33-00-05B	Anti-Collision Beacon Lights (Fuselage - Red)	Y	2	0	C	May be inoperative provided Wing Tip White Strobe / Anti-Collision Lights are operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-05A	Anti-Collision Light Switch	____ Anti-Collision Light(s) INOP
33-00-05B	Anti-Collision Light Switch	____ Anti-Collision Light(s) INOP

NOTE 1: Switch must be selected to the ON position when both are inop for the ACARS to operate.

NOTE 2: If K-11 circuit breaker is popped ACARS times will not transmit (IN - OUT).

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
WING AND NACELLE ILLUMINATION LIGHT SYSTEMS						
33-00-06A	Wing Illumination Lights "DISP.APPR.REQ'D."	Y				
33-00-06B	Nacelle Illumination Lights	Y	2	0	C	(O) May be inoperative provided ground deicing procedures do not require their use.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-06A	Wing / Nacelle Light Switch	___ Wing Illumination Light(s) INOP
33-00-06B	Wing / Nacelle Light Switch	___ Nacelle Illumination Light(s) INOP

(O) PROCEDURES

33-00-06A

Refer to Remarks or Exceptions column.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
	LANDING LIGHTS					
33-00-07A	Wing Lights	Y	2	0	C	May be inoperative provided both Nose Gear Lights are operative.
33-00-07B	Wing Lights "DISP.APPR.REQ'D."	Y	2	0	C	May be inoperative provided airplane is not operated at night.
33-00-07C	Nose Gear Lights	Y	2	0	C	(M) May be inoperative provided both Wing Landing Lights are operative.
33-00-07D	Nose Gear Lights "DISP.APPR.REQ'D."	Y	2	0	C	(M) May be inoperative provided airplane is not operated at night.
33-00-07E	Wing Light Retract System	Y	2	0	C	May be inoperative provided: a) Wing Landing Lights are retracted, b) Wing Landing Lights are not used, and c) Nose Gear Lights are operative.
33-00-07F	Wing Light Retract System "DISP.APPR.REQ'D."	Y	2	0	C	May be inoperative provided: a) Wing Landing Lights are retracted, b) Wing Landing Lights are not used, and c) Airplane is not operated at night.
33-00-07G	Wing Light Retract System "DISP.APPR.REQ'D."	Y	2	0	C	(O) May be inoperative provided: a) Wing Landing Lights are extended, b) Performance corrections are reduced by the values shown below for EACH extended light, c) Takeoff Speeds are determined using actual weight plus the weight penalty, (All other speeds are determined at actual weights), and d) A partially extended light shall be considered inoperative and deferred per MEL 33-00-07A or 33-00-07B as appropriate.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-07A	Associated Wing Light Switch(es)	___ Wing Landing Light(s) INOP
33-00-07B	Associated Wing Light Switch(es)	___ Wing Landing Light(s) INOP
33-00-07C	Nose Gear Light Switch	___ Nose Gear Landing Light(s) INOP
33-00-07D	Nose Gear Light Switch	___ Nose Gear Landing Light(s) INOP
33-00-07E	Associated Wing Light Switches	___ Wing Landing Light(s) INOP Retracted
33-00-07F	Associated Wing Light Switches	___ Wing Landing Light(s) INOP Retracted
33-00-07G	Associated Wing Light Switches	___ Wing Landing Light(s) INOP Extended

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(O) PROCEDURES

33-00-07G

33-00-07G	WING LIGHT RETRACT SYSTEM
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	1. Reduce ENROUTE LIMIT WT by 2,600 lbs per light extended. 2. Increase BLOCK FUEL by 1.75% per light extended.
NOTES	Make a notation on the Flight Plan when Enroute Climb is limiting.
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF 1. Reduce RATOW by 1,300 lbs per light extended. 2. Reduce T/O CLIMB LIMIT by 1,300 lbs per light extended. LANDING 1. Reduce RWY ALLOWABLE LANDING WT by 1,100 lbs per light extended. 2. Reduce LANDING CLIMB LIMIT WT by 1,100 lbs per light extended. OTHER CORRECTIONS 1. Determine V-Speeds from ODM Takeoff Section charts for applicable Thrust/Flap setting and enter with the actual takeoff weight increased by the MEL takeoff weight penalty of 1,300 lbs. per light extended. 2. Determine all other speeds at actual operating weight.

(M) PROCEDURES

33-00-07C, 33-00-07D

If light bulb(s) is cracked, bulb(s) may be deferred using this MEL provided speedtape is applied to cover/secure cracked bulb in place. No pieces may be missing from bulb.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
33-00-08	Ground Floodlights	Y	2	0	C

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-08	Associated Flood Light Switch(es)	____ Flood Light(s) INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
33-00-09A	Fixed Forward Position Light Bulbs (Wing Tips)	Y	4	2	C	One Bulb (red or green) must be operative on each wing tip. NOTE: Each wingtip Forward Position Light assembly has two bulbs, only one operates at a time. The aft bulb will illuminate when the forward bulb fails.	
33-00-09B	Fixed Forward Position Light Bulbs (Wing Tips) “DISP.APPR.REQ’D.”	Y	4	0	C	May be inoperative provided airplane is not operated at night.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-09A	Position / Strobe Light Switch	____ Forward Position Light(s) (Wing Tip) INOP
33-00-09B	Position / Strobe Light Switch	____ Forward Position Light(s) (Wing Tip) INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
33-00-10A	Fixed Aft Position Light Bulbs (Wing Tips, White)	Y	4	2	C	One Bulb (white) must be operative on each wing tip. NOTE: Each wingtip Aft Position Light assembly has two bulbs, only one operates at a time. The lower bulb will illuminate when the upper bulb fails.
33-00-10B	Fixed Aft Position Light Bulbs (Wing Tips, White) “DISP.APPR.REQ'D.”	Y	4	0	C	May be inoperative provided airplane is not operated at night.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-10A	Position / Strobe Light Switch	____ Aft Position Light(s) (Wing Tip) INOP
33-00-10B	Position / Strobe Light Switch	____ Aft Position Light(s) (Wing Tip) INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
33-00-14	Main Gear Wheel Position Inspection Lights "DISP.APPR.REQ'D."	Y	2	0 C	May be inoperative provided airplane is not operated at night.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-14	Aircraft Logbook	Main Gear Wheel Position Inspection Light(s) INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
33-00-15	Master Warning Lights	Y	2	1	C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-15	Affected Master Warning Light	___ Master Warning Light INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
33-00-16	Master Caution Lights	Y	2	1	C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-16	Affected Master Caution Light	____ Master Caution Light INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
33-00-19	Cabin Standby Lighting System	Y	1	0	C

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-19	Near Emergency Power Control Switch	Cabin Standby Lighting System INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
33-00-20	Exterior Emergency Illumination System “DISP.APPR.REQ’D.”	Y	1	0	B	May be inoperative provided airplane is not operated at night.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-20	Emergency Light Switch	Exterior Emergency Illumination System INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
33-00-21A	White Strobe / Anti-Collision Lights (Forward and Aft Wing Tips)	Y	4	0	C	May be inoperative provided both red Anti-Collision Beacon Lights are operative.
33-00-21B	White Strobe / Anti-Collision Lights (Forward and Aft Wing Tips) “DISP.APPR.REQ’D.”	Y	4	0	C	May be inoperative provided airplane is not operated at night.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-21A	Position / Strobe Light Switch	____ White Strobe / Anti-Collision Light(s) INOP
33-00-21B	Position / Strobe Light Switch	____ White Strobe / Anti-Collision Light(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
SERVICE AREA LIGHTS					
33-00-22A	Wheel Well Inspection Lights	Y	3	0	C
33-00-22B	Tail Compartment Lights	Y	-	0	C
33-00-22C	Fwd Accessory Compartment Lights	Y	1	0	C
33-00-22D	Water & Waste Service Panel Lights	Y	3	0	C
33-00-22E	E & E Compartment Lights	Y	3	0	C

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-22A	Aircraft Logbook	____ Wheel Well Maintenance Inspection Light(s) INOP
33-00-22B	Aircraft Logbook	____ Tail Compartment Light(s) INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
33-00-24	Seat Mounted Proximity Emergency Escape Path Marking System Lights	Y	1	1	C Must be operative except as provided: a) For Seat Mounted Modules: ▪ Red - 50% may be inoperative per module. ▪ One bulb may be inoperative where there is a single module installed. ▪ One module may be inoperative where there are dual modules installed on each seat. ▪ One bulb in each module may be inoperative where there are dual modules installed on each seat. ▪ White - 50% may be inoperative with no Two adjacent modules inoperative, and b) Three of the five bulbs for each emergency exit identifier may be inoperative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-24	1. Flight Deck Emergency Light Switch 2. Fwd F/A Panel Emergency Light Switch	____ Emergency Escape Path Marking Light(s) INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
	ELECTRONIC OVERHEAD ANNUNCIATOR PANEL (EOAP)					
33-00-25A	Scroll Switch / Lights	Y	2	0	C	May be inoperative provided all of the Cue Switch / Lights are operative.
33-00-25B	Cue Switch / Lights	Y	8	2	C	Six may be inoperative provided: a) MON and DOOR Cue Switch / Lights are operative, and b) Scroll Switch / Lights are operative.
33-00-25C	Display Screen Character Matrix Lighting Units	Y	-	-	C	A maximum of 7 diodes (bulbs) per character matrix Lighting Unit (35 bulb unit) may be inoperative. NOTE: Each display screen consists of 6 rows of characters with 20 characters per row, totaling 120 character Matrix Lighting Units.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-25A	Near Overhead Annunciator Panel (EOAP)	EOAP Scroll Switch / Light(s) INOP
33-00-25B	Near Overhead Annunciator Panel (EOAP)	EOAP Cue Switch / Light(s) INOP
33-00-25C	Near Overhead Annunciator Panel (EOAP)	EOAP Display Screen Character Matrix Lighting Unit(s) INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
33-00-26	Emergency Light Not Armed Annunciator	Y	1	0	B (O) May be inoperative provided it is verified that the Emergency Light System is ARMED.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-26	Emergency Light Switch	____ Emergency Light Not Armed Annunciator INOP

(O) PROCEDURES

1. With EMER LTS Switch in ARM position pull and secure breaker on overhead panel (A-14) EMER LIGHTS ARM AND CHARGE and observe that the Cockpit Emergency Light illuminates.
2. Reset Circuit Breaker and verify Emergency Light extinguishes.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
33-00-28	Annunciator / Warning Light Dimmer Function "DISP.APPR.REQ'D."	Y	1	0 B	May be inoperative provided: a) Airplane is not operated during daylight conditions if the Dimmer function is limited to the "DIM" position, and b) Lighting configuration and intensity are acceptable to the flight crew based on the ambient light conditions expected for the duration of the intended flight.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-00-28	PULL TO DIM Switch	Annunciator / Warning Light Dimmer Function INOP

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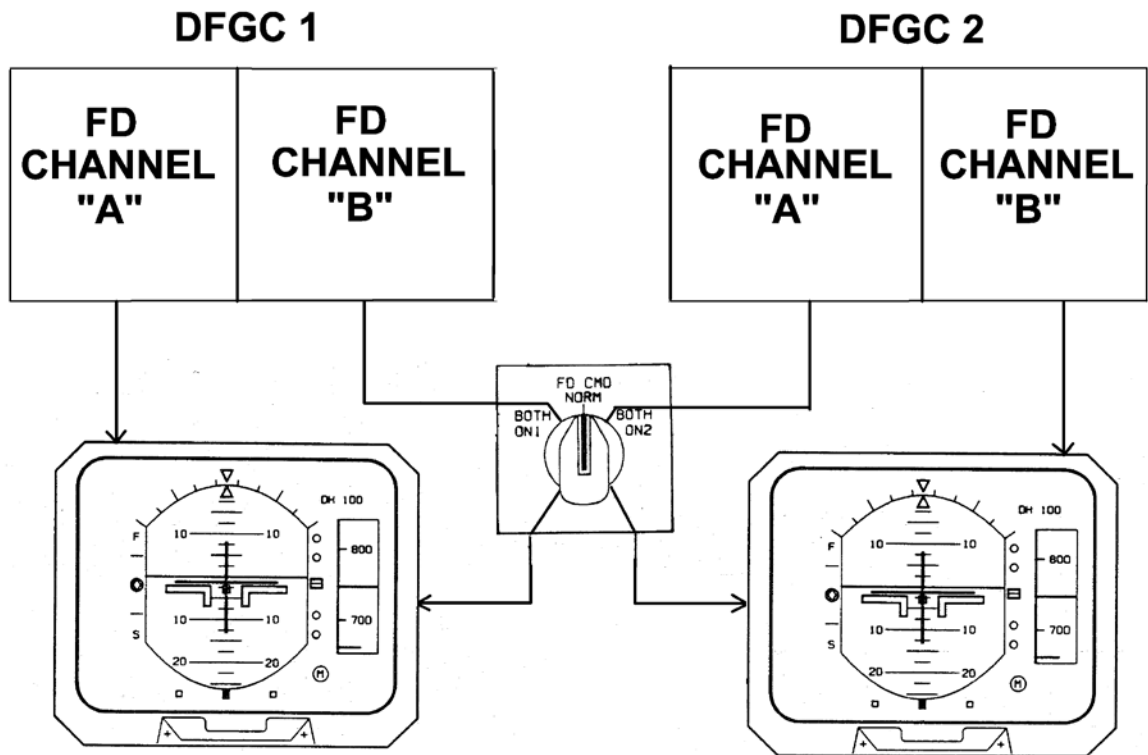
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34-00-52	Airspeed Indicator External Reference Bugs (Excludes Command Bugs).....	34-42
34-00-55	WINDSHEAR INOP Annunciation System	34-43



NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION			REMARKS OR EXCEPTIONS
34-00-00L	LLM Category II/III Status (Lower Landing Minimums) "DISP.APPR.REQ'D." Administrative Control Item	N	-	(M) Aircraft restricted to CAT I due to AMT is non-AFQ authorized. NOTE: This Item Number is only used for deferring the CAT II/III status of the aircraft and MCC authorization is required prior to its usage or removal. <u>CAT II/III</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-00L	Adjacent to each PFD.	CAT II/III NOT AUTHORIZED

(M) PROCEDURES

1. The AMT will be instructed by MCC to create a new log page in the aircraft logbook using the appropriate MEL Item Number.
2. The deferral code LLM must also be entered on the log page and the placard when deferring this item.
3. MCC authorization is required prior to its usage or removal.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
34-00-02	True Airspeed Indicator	Y	1	0	C	NOTE: Other systems such as FMS and DFSGS may be affected.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-02	True Airspeed / Static Air Temperature Indicator	True Airspeed Indicator INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-03A	Mach Indication Systems	Y	2	1 C	(O) May be inoperative provided: a) Pilot flying airplane above FL 250 has an operative Mach indication, b) Airspeed indicators are independently operative on each pilot's panel, c) Overspeed Warning System is operative, and d) Mach Trim System is operative. NOTE: Other systems affected (DFGS, GPWS, TAS / SAT, FMS) must be considered.
34-00-03B	Mach Indication Systems "DISP.APPR.REQ'D."	Y	2	0 C	(O) May be inoperative provided: a) Airspeed indicators are independently operative on each pilots panel, b) Airplane remains at or below FL 250, and c) Overspeed Warning System is operative. NOTE: Other systems affected (DFGS, GPWS, TAS / SAT, FMS) must be considered.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-03A	Associated Mach Airspeed Indicator	____ Mach Indication INOP
34-00-03B	Associated Mach Airspeed Indicator	____ Mach Indication INOP

(O) PROCEDURES

34-00-03A, 34-00-03B

Refer to the Remarks or Exceptions column.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-04A	Air Speed Command Bugs	Y	2	0	C (O) May be inoperative provided Autothrottle System controls airspeed to the selected airspeed displayed on the Flight Guidance Control Panel.
34-00-04B	Air Speed Command Bugs "DISP.APPR.REQ'D."	Y	2	0	C May be inoperative provided: a) Autothrottles are not used, and b) Enroute operations and/or approach minimums do not require their use, <u>CAT II/III</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-04A	Associated Mach Airspeed Indicator	___ Air Speed Command Bug(s) INOP
34-00-04B	1. Associated Mach Airspeed Indicator 2. Autothrottle Switch	___ Air Speed Command Bug(s) INOP Do Not Use Autothrottles

(O) PROCEDURES

34-00-04A

If autothrottles will not control selected airspeed, disconnect autothrottles.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-05	Overspeed Warning System "DISP.APPR.REQ'D."	Y	1	0 B	(O) May be inoperative provided: a) Both Mach Indication Systems are operative for flights conducted above FL 250, and b) The following speed limitations are observed: Mmo = .79 Mach above FL 250. Vmo = 325 KIAS below FL 250.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-05	Capt's Mach Airspeed Indicator	Overspeed Warning System INOP

(O) PROCEDURES

Refer to the Remarks or Exceptions column.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-07	Standby Altimeter Vibrator "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided VMC exists at the departure and arrival airports.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-07	Standby Altimeter Indicator	Standby Altimeter Vibrator INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-09A	RAT / Thrust Rating System	Y	1	0	C (O)(M) The RAT portion may be inoperative provided: a) A SAT Indication System or FMS SAT readout is available, b) Other systems affected by the RAT Probe (DFGC, CADDC, Thrust Rating, FMS, etc.) are considered, and c) Procedures are used to verify engine power settings.
34-00-09B	RAT / Thrust Rating System "DISP.APPR.REQ'D."	Y	1	0	C (O) EPR Limit / Thrust Rating Portion may be inoperative provided: a) A RAT or SAT Indication System is available, b) EPR Limit Chevron Automatic Mode is considered inoperative and deferred per MEL 77-00-01C, c) EPR Limit Mode of the Autothrottle is placarded inoperative and is not used, and d) Procedures are used to verify engine power settings.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-09A	Near RAT Readout on System Display Panel	RAT portion of RAT / Thrust Rating System INOP
34-00-09B	1. Thrust Rating Panel 2. Autothrottle Switch	1. EPR Limit / Thrust Rating Portion of RAT / Thrust Rating System INOP 2. Do Not Use EPR Limit Mode of the Autothrottle

(O) PROCEDURES

34-00-09A

Use SAT indication when temperature information is required. [Refer to ODM, Flight Planning section](#) for SAT to TAT conversions and EPR settings.

34-00-09B

1. Refer to [ODM, Takeoff Section](#) for EPR settings and set EPR indication limit manually.
2. If Autothrottles are used (Speed Select / Mach Select Modes), flight crew must ensure EPR does not exceed limits. Automatic EPR Limit Bug will be invalid.
3. ARTS switch must be in the OFF position.
4. Use of Normal Thrust is not authorized (Alternate or Max thrust must be used with the ART switch OFF).

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5. When conditions do not permit Assumed Temp:
 - a. For takeoffs below 5000 feet MSL, use AWABS Weights and V-Speeds for Normal Thrust /Flaps (TO / XX) and Max Thrust EPR Settings.
 - b. For takeoffs at or above 5000 MSL, use AWABS weights and V-Speeds for Max Thrust / Flaps (MAX / 05) and MAX thrust EPR settings (Dial-A-Flap System must be operative).
6. If MAX Power is used, a "MAX PWR USED" logbook entry is mandatory.

(M) PROCEDURES

34-00-09A

Refer to the Remarks or Exceptions column.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
34-00-10	Static Air Temperature Indicator	Y	1	0	C	(O) May be inoperative provided Ram Air Temperature (RAT) System is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-10	True Airspeed / Static Air Temperature Indicator	Static Air Temperature Indicator INOP

(O) PROCEDURES

Use RAT indicator when temperature information is required.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-13	Turn Bank / Indication Systems (Slip Indicator)	Y	4	1 C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-13	Associated PFD / ND	Slip Indicator(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-15	Non-Stabilized Magnetic Compass (Standby) "DISP.APPR.REQ'D."	Y	1	0 B	(O) May be inoperative provided: a) Any combination of two independent magnetic stabilized directional compass systems (IRUs) are operative, b) Limitations regarding Electronic Flight Instruments or IRS are applied, and c) All installed EFIS displays are operative, d) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-15	Aircraft Logbook	Standby Compass INOP

(O) PROCEDURES

1. Flight Crew must ensure that planned routes comply with limitations.
2. Refer to [Operations Manual, Volume 1](#), Limitations, Operating Limitations, Flight Management, Navigation.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-16A	Flight Director Systems "DISP.APPR.REQ'D."	Y	2	1	C (O) May be inoperative provided: a) Each panel has complete Flight Director information from an independent source, and b) Flight Director Command Selector is not moved in flight. <u>TAKEOFF</u> Captain's Flight Director must be operative with visibility less than 1600 RVR (1/4 mile). <u>CAT II/III</u> Not Authorized
34-00-16B	Flight Director Systems "DISP.APPR.REQ'D."	Y	2	0	C May be inoperative provided: a) For takeoff, visibility at the departure runway is not less than 1600 RVR (1/4 mile), b) Enroute operations and/or approach minimums do not require their use, and c) RNAV operations do not require their use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements . <u>CAT II/III</u> Not Authorized NOTE: CAT I (ILS) is authorized if at least one Autopilot is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-16A	Flight Director Command (FD CMD) Switch	___ Flight Director, DFGC ___, Ch ___ INOP
34-00-16B	Associated Flight Director Switches	___ Flight Director System(s) INOP

OPERATIONS NOTE:

Independent source information required above assumes EFIS CMD switch is in the **NORM** position.

(O) PROCEDURES

34-00-16A

Place Flight Director Command Selector to the operable side.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-17	Distance Measuring Equipment "DISP.APPR.REQ'D."	Y	2	1 C	May be inoperative provided: a) Approach minimums do not require its use, and b) RNAV operations do not require its use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements .

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-17	Associated RDMI DME Indicator	____ DME System INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-18	Marker Beacon System “DISP.APPR.REQ'D.”	Y	1	0	C May be inoperative provided approach minimums do not require its use.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-18	Near Captain's PFD	Marker Beacon System INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
34-00-19A	Weather Radar System “DISP.APPR.REQ’D.”	Y	1	0	C	No person may dispatch an aircraft in IFR or night VFR conditions when current weather reports indicate that thunderstorms, or other potentially hazardous weather conditions that can be detected with airborne weather radar, may be reasonably be expected along the route to be flown.
34-00-19B	Weather Radar Displays	Y	3	1	C	
34-00-19C	Predictive Windshear Mode	Y	1	0	C	(O) May be inoperative provided: a) Alternate procedures are used, and b) Windshear Detection and Guidance System (Reactive) operates normally.
34-00-19D	Predictive Windshear Mode “DISP.APPR.REQ’D.”	Y	1	0	B	(O) May be inoperative provided alternate procedures are used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-19A	Weather Radar Indicator	Weather Radar INOP
34-00-19B	Affected Weather Radar Display(s)	Weather Radar Display(s) INOP
34-00-19C	Radar Mode Selector Switch	Predictive Windshear Mode INOP
34-00-19D	Radar Mode Selector Switch	Predictive Windshear Mode INOP

(O) PROCEDURES

34-00-19C, 34-00-19D

1. Refer to the [FTCM, Maneuvers, Windshear](#) for a review of windshear detection and escape/recovery techniques during takeoff/departure and approach/landing.
2. Assess and minimize the probability of encountering windshear during takeoff/departure and approach/landing.
3. Flight crew must use Standard Callout procedures to assure flight crew awareness of airplane configuration, speed, altitude and flight path.
 - a. Refer to [Operations Manual, Volume 1, Normal Procedures, Standard Callouts](#).

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-20A	Radio Compass System (ADF) "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative unless required for the approach or route to be flown. NOTE: One or more of these systems may be required as noted on the approach plate.
34-00-20B	ADF Frequency Selector "DISP.APPR.REQ'D."	Y	2	1	C NOTE: One or more of these systems may be required as noted on the approach plate.
34-00-20C	ADF Frequency Selector "DISP.APPR.REQ'D."	Y	2	0	C May be inoperative unless required for the approach or route to be flown. NOTE: One or more of these systems may be required as noted on the approach plate.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-20A	ADF Control Panel	____ ADF INOP
34-00-20B	Affected ADF Frequency Selector Knob	____ ADF Frequency Selector INOP
34-00-20C	Affected ADF Frequency Selector Knob(s)	____ ADF Frequency Selector(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-21	VHF Navigation Systems (VOR / ILS / GS) "DISP.APPR.REQ'D."	Y	2	1 C	No. 2 VHF Navigation System may be inoperative provided enroute operations and/or approach minimums do not require its use. <u>CAT II/III</u> Not Authorized NOTE: One or more of these systems may be required as noted on the approach plate.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-21	Associated VHF Nav Control Panel	____ VHF Navigation INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-22A	ATC Transponder and Automatic Altitude Reporting Systems	Y	2	1	D
34-00-22B	ATC Transponder and Automatic Altitude Reporting Systems "DISP.APPR.REQ'D."	Y	2	0	B

May be inoperative provided:
a) Enroute operations do not require its use, and
b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.

RVSM Operations
Not Authorized

NOTE: TCAS will be inoperative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-22A	Transponder Control Panel	____ ATC Transponder / Mode C INOP
34-00-22B	Transponder Control Panel	____ ATC Transponder / Mode C INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
RADIO ALTIMETER SYSTEMS					
34-00-23A	Nbr. 1 Radio Altimeter System "DISP.APPR.REQ'D."	Y	1	0	A (M) May be inoperative provided: a) Enroute operations and/or approach minimums do not require its use, b) Affected Radio Altimeter system is deactivated, and c) Repairs are made within two (2) flight days. <u>CAT II/III</u> Not Authorized NOTE 1: If Nbr 2 Radio Altimeter is also inoperative then CAT I ILS and CAT II/III are not authorized. NOTE 2: An inoperative Number 1 Radio Altimeter will cause the GPWS and PWS to be inoperative.
34-00-23B	Nbr. 2 Radio Altimeter System "DISP.APPR.REQ'D."	Y	1	0	C (M) May be inoperative provided: a) Enroute operations and/or approach minimums do not require its use, and b) Affected Radio Altimeter system is deactivated. <u>CAT II/III</u> Not Authorized NOTE: If Nbr 1 Radio Altimeter is also inoperative then CAT I ILS and CAT II/III are not authorized.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	RADIO ALTIMETER SYSTEMS (continued)				
34-00-23C	Radio Altimeter Systems "DISP.APPR.REQ'D."	Y	2	0	A (M) May be inoperative provided: a) Enroute operations and/or approach minimums do not require their use, b) Affected Radio Altimeter system is deactivated, and c) Repairs are made within two (2) flight days. <u>CAT I ILS</u> Not Authorized <u>CAT II/III</u> Not Authorized NOTE: An inoperative Number 1 Radio Altimeter will cause the GPWS and PWS to be inoperative.
34-00-23D	Decision Height Indication "DISP.APPR.REQ'D."	Y	2	0	C May be inoperative provided enroute operations and/or approach minimums do not require their use. <u>CAT II/III</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-23A	1. Nbr. 1 Radio Altimeter Indicator 2. GPWS Test Switch	1. Nbr. 1 Radio Altimeter R/T INOP 2. GPWS INOP
34-00-23B	Nbr. 2 Radio Altimeter Indicator	Nbr. 2 Radio Altimeter R/T INOP
34-00-23C	1. Radio Altimeter Indicators 2. GPWS Test Switch	1. Both Radio Altimeter R/T's INOP 2. GPWS INOP
34-00-23D	Affected Radio Altimeter Indicator	____ Decision Height Indication(s) INOP

OPERATIONS NOTE:

With Nbr. 1 Radio Altimeter deactivated, landing gear aural warning may sound regardless of altitude when the following conditions exist:

- Landing gear is not down & locked,
- Throttles in idle position, and
- Airspeed less than 210 knots

Aural warning can be silenced if flaps are not in approach configuration (less than 26.0 degrees).

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(M) PROCEDURES

34-00-23A

Pull and secure Radio Altimeter Number 1 circuit breaker F-17 EPC panel.

34-00-23B

Pull and secure Radio Altimeter Number 2 circuit breaker F-3 EPC panel.

34-00-23C

Pull and secure Radio Altimeter Number 1 circuit breaker F-17, and Radio Altimeter Number 2 circuit breaker F-3 EPC panel.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-26	Navigation / Instrument Comparator, Monitor and Warning Systems "DISP.APPR.REQ'D."	Y	1	0 C	May be inoperative provided enroute operations and/or approach minimums do not require its use. <u>CAT II/III</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-26	Flight Mode Annunciator Panel	Navigation / Instrument Comparator, Monitor and Warning Systems INOP

NOTE: Autothrottle and Autopilot disconnect annunciations must be operative for an operative Autothrottle and Autopilot System.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-27	Standby Attitude Indicator (Gyro Horizon) "DISP.APPR.REQ'D."	Y	1	0 B	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-27	Standby Horizon Indicator	Standby Horizon Indicator INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
ALTITUDE ALERTING SYSTEMS					
34-00-28A	Altitude Alerting Systems "DISP.APPR.REQ'D."	Y	2	0	A (O) Both may be inoperative provided: a) Autopilot with altitude hold is operable, b) Enroute operations do not require its use, and c) Repairs are made within 3 flight cycles. d) Airplane does not depart from a designated airport (ATL,CVG & SLC) where repair or replacement can be made, <u>RVSM Operations</u> Not Authorized
34-00-28B	Altitude Alerting Systems	Y	2	1	C
34-00-28C	Aural Alert	Y	1	0	C May be inoperative provided: a) Visual alert is operative, and b) Auto-pilot with altitude hold and altitude capture is operative.
34-00-28D	Visual Alert	Y	2	0	C May be inoperative provided: a) Aural alert is operative, and b) Auto-pilot with altitude hold and altitude capture is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-28A	Altitude Select Knob	Both Altitude Alerting Systems INOP
34-00-28B	Altitude Select Knob	Altitude Alerting Systems INOP
34-00-28C	Altitude Select Knob	Altitude Alerting Aural Alert INOP
34-00-28D	Altitude Select Knob	Altitude Alerting Visual Alert INOP

(O) PROCEDURES

34-00-28A

- When operating using the Altitude Preselect mode of the Autopilot, monitor selected climb or descent and verify aircraft captures selected altitude.
- When operating in the Altitude Hold mode of the Autopilot, monitor altitude and verify aircraft maintains selected altitude.

NOTE: Altitude Hold mode will disengage when another pitch mode of the Autopilot is engaged or glideslope is captured.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	GROUND PROXIMITY WARNING SYSTEM (GPWS)				
34-00-29A	Ground Proximity Warning System (GPWS) "Contact MCC"	Y	1	0	A (O) May be inoperative provided: a) Alternate procedures are used, and b) Repairs are made within two flight days.
34-00-29B	Modes 1-4 "Contact MCC"	Y	4	0	A (O) May be inoperative provided: a) Alternate procedures are used, and b) Repairs are made within two flight days.
34-00-29C	Test Mode "Contact MCC"	Y	1	0	A (O) May be inoperative provided: a) The GPWS is considered inoperative and deferred per MEL 34-00-29A, and b) Repairs are made within two flight days.
34-00-29D	Glideslope Deviation(s) (Mode 5)	Y	1	0	B
34-00-29E	Advisory Callout (Mode 6) (Minimums Warning)	Y	1	0	B (O) May be inoperative provided alternate procedures are used.
34-00-29F	Terrain Mode (EGPWS / Enhanced Mode)	Y	1	0	B (O) May be inoperative provided alternate procedures are used.
34-00-29G	Terrain Display Functions	Y	2	1	C
34-00-29H	Terrain Display Functions	Y	2	0	B

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-29A	GPWS Test Switch	GPWS INOP
34-00-29B	GPWS Test Switch	GPWS Modes 1 thru 4 INOP
34-00-29C	GPWS Test Switch	GPWS Test Mode INOP
34-00-29D	GPWS Test Switch	GPWS Glideslope Deviation (Mode 5) INOP
34-00-29E	GPWS Test Switch	GPWS Advisory Callout (Mode 6) INOP
34-00-29F	GPWS Test Switch	GPWS Terrain Mode INOP
34-00-29G	Affected Terrain (TERR) Switchlight	____ GPWS Terrain Display INOP
34-00-29H	Terrain (TERR) Switchlight(s)	GPWS Terrain Displays INOP

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(O) PROCEDURES

34-00-29A, 34-00-29B, 34-00-29C, 34-00-29E, 34-00-29F

1. Review Standard Callout procedures. Refer to [Operations Manual, Volume 1](#), Normal Procedures, Introduction, Standard Callouts.
2. Preflight briefing to include review of terrain and/or obstructions in the proximity of the departure and arrival airports.
3. Pilot not flying should monitor flight path during takeoff, approach and landing, and alert the pilot flying if any of the following conditions exist:
 - a. Excessive descent rate.
 - b. Excessive terrain closure rate.
 - c. Altitude loss after takeoff or go-around.
 - d. Unsafe terrain clearance while not in the landing mode.
 - e. Deviation from glideslope.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-34	Instrument Switching System (Flight Director)	Y	1	0 C	May be inoperative provided: a) Each pilot's panel has complete Flight Director information from an independent source, and b) Associated switch is not moved during flight.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-34	Flight Director Command Switch	Flight Director Switching INOP in ____ Position

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	RADIO DISTANCE MAGNETIC INDICATION SYSTEMS (RDMI)				
34-00-39A	Compass Cards	Y	2	1 C	May be inoperative provided: a) Associated ND Compass information is operative, and b) Both pilots have independent Directional Compass information.
34-00-39B	Bearing Pointers	Y	4	0 C	
34-00-39C	DME Display "DISP.APPR.REQ'D."	Y	4	1 C	NOTE: Item 34-00-17 addresses dispatch with an inoperative DME.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-39A	Associated RDMI	___ RDMI Compass Card INOP
34-00-39B	Associated RDMI	___ RDMI Bearing Pointers INOP
34-00-39C	Associated RDMI	___ RDMI DME Display INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO. NAME / DESCRIPTION		REMARKS OR EXCEPTIONS					
ELECTRONIC FLIGHT INSTRUMENT SYSTEMS (EFIS) (MODE SELECT PANELS)		NOTE: Additional relief may be provided in other ATA chapters for systems using these systems for display.					
34-00-41A	Mode Selector MAP Positions	Y	2	1	C		
34-00-41B	Mode Selector MAP Positions "DISP.APPR.REQ'D."	Y	2	0	C	May be inoperative provided: a) FMS is not used, and b) RNAV operations do not require their use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements .	
34-00-41C	Mode Selector PLAN Positions	Y	2	1	C		
34-00-41D	Mode Selector PLAN Positions "DISP.APPR.REQ'D."	Y	2	0	C	May be inoperative provided the FMS is not used.	
34-00-41E	Bearing Pointer Selectors	Y	2	0	C	May be inoperative provided associated RDMI pointer(s) is operative.	
34-00-41F	Range Selectors "DISP.APPR.REQ'D."	Y	2	0	C	May be inoperative provided associated ND WX Radar Display is not required for operations being conducted.	
34-00-41G	N-AID, DATA, ARPT and WPT Data Selectors	Y	8	0	C		
34-00-41H	N-AID, DATA, ARPT and WPT Selector Internal Lights	Y	8	0	C		

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
ELECTRONIC FLIGHT INSTRUMENT SYSTEMS (EFIS) (MODE SELECT PANELS) (Continued)		NOTE: Additional relief may be provided in other ATA chapters for systems using these systems for display.			
34-00-41I	First Officers Navigation Display (ND) "DISP.APPR.REQ'D."	Y	1	0	A
		(O) May be inoperative provided: a) Compact Mode is displayed on the First Officers Primary Flight Display (PFD), b) Both Flight Directors must be operating in the normal mode, c) Captain makes all takeoffs, approaches, and landings, d) Enroute operations and/or approach minimums do not require its use, e) Standby Attitude Indicator and Non-Stabilized Magnetic Compass are operative, f) Repairs are made within three flight days, and g) Both symbol generators are operative. <u>CAT II/III</u> Not Authorized			

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-41A	Associated EFIS Mode Control Panel	___ Mode Selector MAP Position INOP
34-00-41B	1. Associated EFIS Mode Control Panel(s) 2. MCDU(s)	___ Mode Selector MAP Position(s) INOP Do Not Use FMS
34-00-41C	Associated EFIS Mode Control Panel	___ Mode Selector PLAN Position INOP
34-00-41D	1. Associated EFIS Mode Control Panel(s) 2. MCDU(s)	___ Mode Selector PLAN Position(s) INOP Do Not Use FMS
34-00-41E	Associated EFIS Mode Control Panel(s)	___ Bearing Pointer Selector(s) INOP
34-00-41F	Associated EFIS Mode Control Panel(s)	Range Selector(s) INOP
34-00-41G	Associated EFIS Mode Control Panel(s)	N-AID, DATA, ARPT and WPT Data Selector(s) INOP
34-00-41H	Associated EFIS Mode Control Panel(s)	N-AID, DATA, ARPT and WPT Selector Internal Light(s) INOP
34-00-41I	Affected Navigation Display (ND)	First Officers ND INOP

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(O) PROCEDURES

34-00-41I

1. Do not select Compact Mode on the Captain's PFD in flight except in the event of a display failure.
2. Refer to [Operations Manual, Volume 1](#), Limitations, Operating Limitations, Flight Instruments, Displays.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
FLIGHT MANAGEMENT SYSTEMS						
34-00-42A	Flight Management System (FMS) “DISP.APPR.REQ'D.”	Y	-	0	C	Specific modes (LNAV, VNAV) or functions may be inoperative provided mode or function is not required for operations being conducted; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements .
34-00-42B	Computer “DISP.APPR.REQ'D.”	Y	-	0	C	May be inoperative provided the FMS is not required for operations being conducted; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements . NOTE: GPWS Terrain Override FAIL Switchlight may be illuminated indicating that look-ahead terrain alerts and terrain display functions are inoperative.
34-00-42C	Multi-Function Control Display Units (MCDU)	Y	2	1	C	
34-00-42D	Navigation Data Base “DISP.APPR.REQ'D.”	Y	1	0	C	(O) May be out of currency provided: a) Current Aeronautical Charts, or current Navigation Database is used to verify Navigation Fixes PRIOR TO EACH DEPARTURE, b) Database will be validated by Flight Control using RVAL Tool , c) Approach Navigation Radios are manually tuned and identified, and d) Dispatch will not file a flight plan requiring RNAV data that is identified as changed within the current database. Refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements . Repetitive Check Required (Yellow Placard)

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MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-42A	Captain's MCDU	Flight Management System INOP
34-00-42B	1. Captain's MCDU 2. GPWS Terrain Override FAIL Switchlight	1. FMCS Computer INOP 2. EGPWS INOP
34-00-42C	Affected MCDU	____ MCDU INOP
34-00-42D	Captain's MCDU	FMS Navigation Database not current

OPERATIONS NOTE:

If dispatched with FMS inoperative, you will need to select the ARC or ROSE mode. Choosing either will allow you to get heading information on the NAV Display.

(O) PROCEDURES

34-00-42D

1. Select the route to be flown from the (non-current) database.
2. Check the intended route against current Jeppesen pages for agreement of all navigation data, using applicable departure, enroute and arrival charts or [RVAL tool](#).
3. If all information agrees, the FMS may be used normally on the route which was checked. Each new route must be checked in the same manner.
4. Any time the FMS data does not agree with current Jeppesen information, manual tuning and course selection must be accomplished.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	TRAFFIC ALERT/COLLISION AVOIDANCE SYSTEM (TCAS)				
34-00-43A	Traffic Alert/Collision Avoidance System (TCAS) "DISP.APPR.REQ'D."	Y	1	0	B (O)(M) May be inoperative provided: a) Enroute or approach minimums do not require its use, and b) System is deactivated and secured.
34-00-43B	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Displays	Y	2	1	C (O) May be inoperative provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.
34-00-43C	Resolution Advisory (RA) Display System(s)	Y	2	1	C (O) One may be inoperative on non-flying pilot side.
34-00-43D	Resolution Advisory (RA) Display System(s) "DISP.APPR.REQ'D."	Y	2	0	C (O) May be inoperative provided: a) Traffic Alert(TA) visual display and audio functions are operative, and b) TA only mode is selected by the crew, and c) Enroute or approach minimums do not require its use.
34-00-43E	TA Alert Display System(s) "DISP.APPR.REQ'D."	Y	2	0	C (O) May be inoperative provided: a) Resolution Advisory (RA) visual display and audio functions are operative, and b) Enroute or approach minimums do not require its use
34-00-43F	Audio Functions "DISP.APPR.REQ'D."	Y	1	0	B May be inoperative provided enroute or approach minimums do not require use of TCAS.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-43A	TCAS/Transponder Control Panel	TCAS INOP
34-00-43B	Associated TA / VSI	____ TCAS Combined TA and RA Dual Display INOP
34-00-43C	Associated TA / VSI	____ TCAS RA Display System INOP
34-00-43D	Associated TA / VSI	____ TCAS RA Display System(s) INOP
34-00-43E	Associated TA / VSI	____ TCAS TA Display System(s) INOP
34-00-43F	TCAS/Transponder Control Panel	Audio Functions INOP

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(O) PROCEDURES

34-00-43A

TCAS must be operative on routes outbound from the Continental United States to destinations outside the Continental United States, except Canada.

34-00-43B

1. Verify TA and RA elements and audio functions are operative on flying pilot side.
2. Verify TA and RA displays are visible to the flying pilot.

34-00-43C

Corrective action based on Resolution Advisories should be implemented by pilot with the operative RA display.

34-00-43D

Operate with the Function Selector of the Mode S/TCAS Control Unit in the TA position.

34-00-43E

Verify all RA Display and audio functions are operative. (This is displayed on the Weather Radar Indicator)

(M) PROCEDURES

34-00-43A

1. Pull and secure TCAS computer circuit breaker (K-8) or (H-25).
2. Deselect TCAS on the Weather Radar panel.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-44A	Windshear Detection and Guidance System (Reactive) "DISP.APPR.REQ'D."	Y	1	0	C (O) May be inoperative provided: a) Alternate procedures are used, and b) Predictive Windshear System operates normally.
34-00-44B	Windshear Detection and Guidance System (Reactive) "DISP.APPR.REQ'D."	Y	1	0	B (O) May be inoperative provided alternate procedures are used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-44A	Captain's Windshear Alert Light	Reactive Windshear INOP
34-00-44B	Captain's Windshear Alert Light	Reactive Windshear INOP

(O) PROCEDURES

34-00-44A, 34-00-44B

1. Refer to the [FCTM, Maneuvers, Windshear](#) for a review of windshear detection and escape/recovery techniques during takeoff/departure and approach/landing.
2. Assess and minimize the probability of encountering windshear during takeoff/departure and approach/landing.
3. Flight crew must use Standard Callout procedures to assure flight crew awareness of airplane configuration, speed, altitude and flight path.
 - a. Refer to [Operations Manual, Volume 1](#), Normal Procedures, Standard Callouts.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-48A	Global Positioning System (GPS) "DISP.APPR.REQ'D."	Y	-	0	C (O) May be inoperative provided alternate procedures are established and used.
34-00-48B	Global Positioning System (GPS) "DISP.APPR.REQ'D."	Y	-	0	D May be inoperative provided procedures do not require its use.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-48A	MCDU Display	Global Positioning System (GPS) INOP
34-00-48B	MCDU Display	Global Positioning System (GPS) INOP

(O) PROCEDURES

34-00-48A

If GPS is installed as the primary source for long range navigation information, ensure route to be flown does not rely on long range navigation information unless an alternate source is available.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-50	VHF Nav Panel Course Select Numbers	Y	6	0	C May be inoperative provided information is displayed on both Nav Displays (ND) or Primary Flight Displays (PFD).

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-50	Affected VHF Nav Control Panel	____ VHF Nav Course Select Number(s) INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-52	Airspeed Indicator External Reference Bugs (Excludes Command Bugs)	Y	8	2 C	(O) May be damaged or missing provided alternate procedures are used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-52	Associated Mach / Airspeed Indicator	____ Airspeed Indicator External Reference Bug(s) INOP

(O) PROCEDURES

1. Prior to departure, flight crew should crosscheck/confirm V-speeds.
2. If Airspeed Command Bug is also inoperative, at least one External Reference Bug should be available on each airspeed Indicator. This should be set to V₂ prior to takeoff, and to final approach speed prior to approach/landing.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-00-55	WINDSHEAR INOP Annunciation System "DISP.APPR.REQ'D."	Y	1	0	C (O) May be inoperative provided alternate procedures are used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-55	PWS INOP light	PWS INOP light INOP

(O) PROCEDURES

1. Refer to [FTCM, Maneuvers, Windshear](#) for a review of windshear detection and escape/recovery techniques during takeoff/departure and approach/landing.
2. Assess and minimize the probability of encountering windshear during takeoff/departure and approach/landing.
3. Flight crew must use Standard Callout procedures to assure flight crew awareness of airplane configuration, speed, altitude and flight path.
 - a. Refer to [Operations Manual, Volume 1](#), Normal Procedures, Standard Callouts.

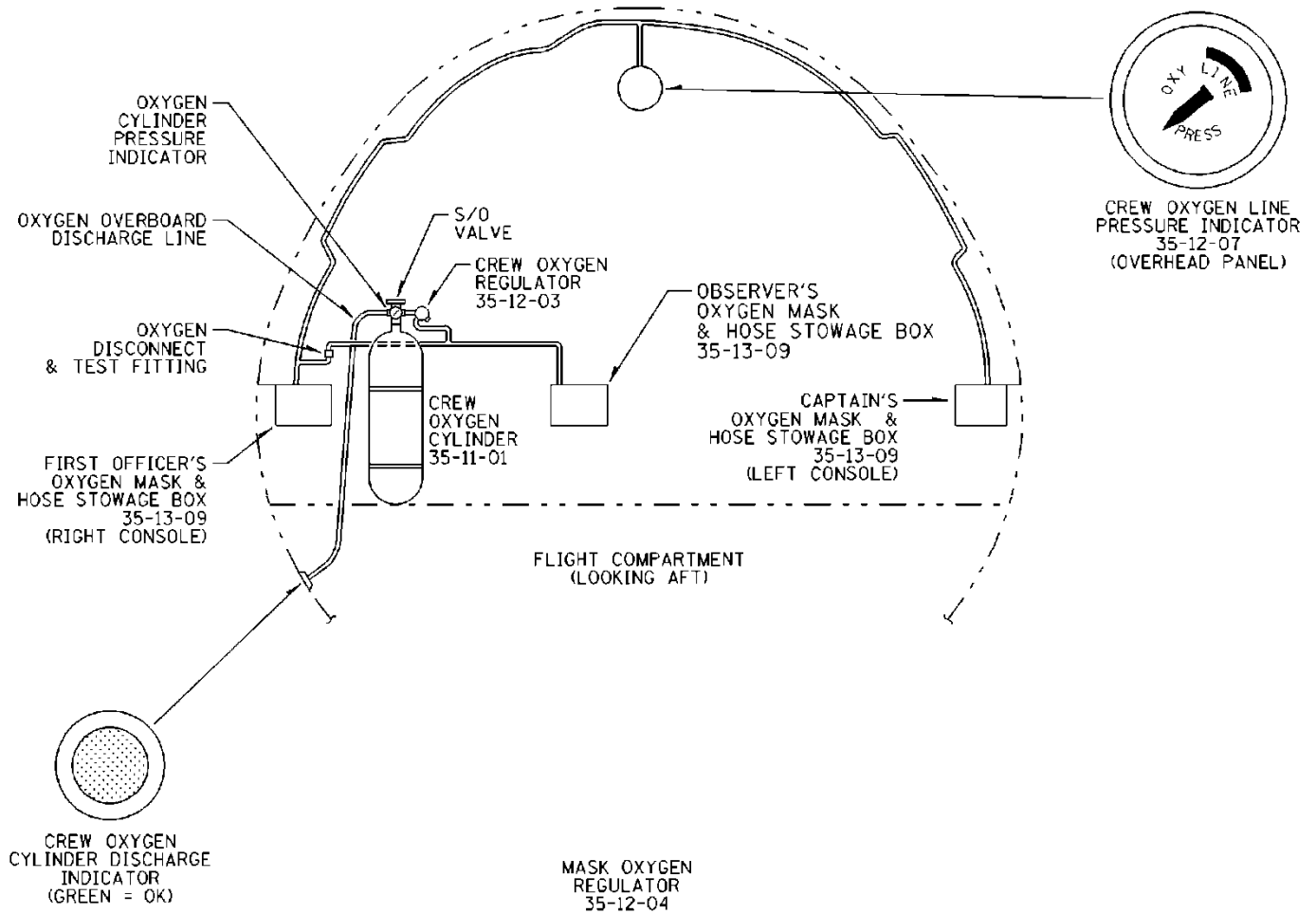
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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
CREW OXYGEN SYSTEM					
35-00-01A	Oxygen Line Pressure Gauge (Overhead Panel)	Y	1	1	B (O) May be inoperative provided: a) Direct reading gauge on the crew oxygen bottle indicates normal pressure, and b) Crew oxygen system is checked PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)
35-00-01B	Oxygen Cylinder Discharge Indicator (Exterior Green Disc)	Y	1	0	C (O) May be damaged or missing.

MEL ITEM	TAB LOCATION	PLACARD TEXT
35-00-01A	Oxygen Line Pressure Gauge	Oxygen Line Pressure Gauge INOP
35-00-01B	Aircraft Logbook	Green Oxygen Blow Out Disk Missing

(O) PROCEDURES

35-00-01A

PRIOR TO EACH DEPARTURE:

1. Ensure crew oxygen cylinder contains sufficient oxygen supply for dispatch.
 - a. Verify that the direct reading gauge on the crew oxygen bottle indicates normal pressure.

NOTE: The pressure gauge indicates cylinder pressure with the shutoff valve in either the open or closed position.

2. Verify shutoff valve is in the open position on the crew oxygen cylinder.
3. Refer to [Operations Manual, Volume 1](#), Supplementary Procedures, Section 1, Airplane, General, Emergency Equipment, Doors, Windows, Oxygen Mask / Regulator Check.

35-00-01B

1. Ensure crew oxygen cylinder contains sufficient oxygen supply for dispatch.
 - a. Verify that the direct reading gauge on the crew oxygen bottle indicates normal pressure.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
PASSENGER OXYGEN SYSTEM					
35-00-02A	Passenger Oxygen System "DISP.APPR.REQ'D."	Y	1	0	B (O) May be inoperative provided: a) Flight is not conducted where the minimum enroute altitude is above 14,000 ft. MSL, b) Both Air Conditioning Packs operate normally, c) All other components of the pressurization system operate normally, d) Airplane remains at or below FL 250, e) Portable oxygen units are provided for 10% of the passengers, and f) Passengers are appropriately briefed.
35-00-02B	Passenger Oxygen System "DISP.APPR.REQ'D."	Y	1	0	B (O) May be inoperative provided flight is conducted at or below 10,000 ft. MSL.
35-00-02C	Automatic Door Opening Function "DISP.APPR.REQ'D."	N	1	0	C (O)(M) May be inoperative provided a) All Oxygen Doors are CLOSED and LATCHED, b) Manual Oxygen Door Deploy System is operative, and c) Airplane remains at or below FL 300.
35-00-02D	Passenger Oxygen Mask Switch "DISP.APPR.REQ'D."	N	-	0	B (M) May be inoperative provided: a) Associated Oxygen Door is UNLATCHED and masks secured, and b) Associated seats are blocked.
35-00-02E	Oxygen Compartment Doors "DISP.APPR.REQ'D."	N	-	0	B (O)(M) May be inoperative provided: a) Associated Oxygen Door is UNLATCHED and masks secured, b) Passengers occupying associated seats are briefed on access to oxygen masks, and c) Airplane remains at or below FL 300.
35-00-02F	Oxygen Compartment Doors "DISP.APPR.REQ'D."	N	-	0	B (M) May be inoperative provided: a) Associated Oxygen Door is LATCHED, and b) Associated seats are BLOCKED.

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NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	PASSENGER OXYGEN SYSTEM (Continued)				
35-00-02G	PSU Oxygen Generator / Container "DISP.APPR.REQ'D."	N	-	-	B (M) May be inoperative provided: a) Associated oxygen door is CLOSED and masks secured, b) Associated oxygen generators / containers are not leaking, and c) Associated seats are BLOCKED.
35-00-02H	Lavatory Oxygen "DISP.APPR.REQ'D."	Y	3	0	C May be inoperative provided: a) Associated lavatory door is locked CLOSED and placarded "INOPERATIVE - DO NOT ENTER", and b) Associated lavatory is not used for any purpose. NOTE: These provisos are not intended to prohibit lavatory inspections by crewmembers.

MEL ITEM	TAB LOCATION	PLACARD TEXT
35-00-02A	Passenger Oxygen Mask Switch	Passenger Oxygen System INOP
35-00-02B	Passenger Oxygen Mask Switch	Passenger Oxygen System INOP
35-00-02C	Passenger Oxygen Mask Switch	Automatic Door Opening Function of Passenger Oxygen System INOP
35-00-02D	Passenger Oxygen Mask Switch	___ Passenger Oxygen Compartment Door Latch INOP
35-00-02E	Passenger Oxygen Mask Switch	___ Oxygen Compartment Doors INOP
35-00-02F	Passenger Oxygen Mask Switch	___ Oxygen Compartment Doors INOP
35-00-02G	Passenger Oxygen Mask Switch	___ Oxygen Generator INOP
35-00-02H	Passenger Oxygen Mask Switch	___ Lavatory Oxygen INOP

(O) PROCEDURES

35-00-02A

1. Verify minimum enroute altitude is not greater than 14,000 feet MSL.
2. Limit flight altitude to a maximum of FL 250.
3. Modify passenger briefing to accommodate this operation.

35-00-02B

Limit flight altitude to a maximum of 10,000 ft. MSL.

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35-00-02C

Limit flight altitude to a maximum of FL 300.

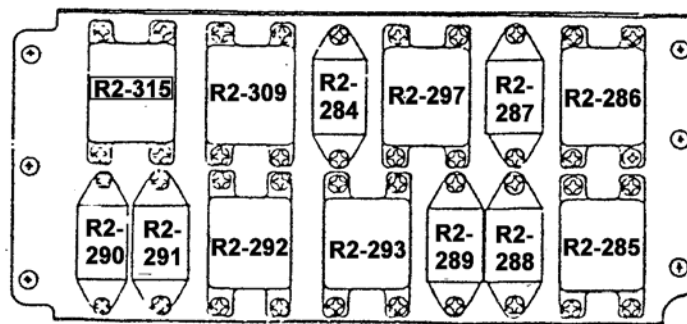
35-00-02E

1. No procedure required if affected seats are blocked.
2. If affected seats are occupied, limit flight altitude to a maximum of FL 300, and brief passengers on access to masks.

(M) PROCEDURES

35-00-02C

1. Remove the ground wire from terminal X2 of oxygen mask eject relay R2-315. The relay is located in the E & E Compartment Stairwell Relay Panel.
2. Close doors and reopen using OXY MASK EJECT switch.
3. Block seats for any doors which did not open.
4. Close remaining doors.
5. Install placard in cockpit next to OXY MASK EJECT switch to state Auto Opening Feature is inoperative.



E / E Stairwell Relay Panel

35-00-02D, 35-00-02E

1. Block off affected seat(s) if aircraft is to be flown above FL 300.
2. If affected seat(s) is to be occupied, secure door(s) in the closed position in a manner which will allow quick access by passengers in the event oxygen is required.

35-00-02F, 35-00-02G

Block off affected seats and placard door(s).

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
35-00-03	Oxygen-In-Use Advisory System	Y	1	0	C

MEL ITEM	TAB LOCATION	PLACARD TEXT
35-00-03	Cabin Oxygen On Light (EOAP)	Oxygen-In-Use Advisory System INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
35-00-04	Portable Oxygen Dispensing Units (Bottle and Mask) "Contact MCC"	Y	5	3 C	(O)(M) May be inoperative provided: a) Remaining bottles are distributed evenly throughout the passenger cabin, b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility, and c) Maintenance Control Center is notified regarding the unserviceable bottle and location of the removed mask assembly.

MEL ITEM	TAB LOCATION	PLACARD TEXT
35-00-04	Aircraft Logbook	____ Portable Oxygen Dispensing Unit(s) INOP

(O) PROCEDURES

Ensure cabin crew (Flight Leader) is notified of the unserviceable bottle and its location.

(M) PROCEDURES

1. Ensure serviceable bottles are evenly distributed throughout the cabin.
2. Remove mask/hose assembly from the unserviceable unit. Secure the mask in a location where it can be retrieved at the next available maintenance facility.
 - a. Disconnect mask assembly from oxygen cylinder outlet by rotating hose fitting $\frac{1}{2}$ turn and pulling out.
3. Place a piece of masking tape over the pressure gage of oxygen bottle and label INOP. Position the unserviceable cylinder in holder and fasten quick release clamp.
4. Using tape or other suitable means, cover affected oxygen bottle location placarding.

NOTE: For locations with two oxygen bottles installed, do NOT cover placard if remaining bottle is operative.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
35-00-05	PBE Smoke Hood Seals (Cockpit and Passenger Cabin)	Y	8	4	C (M) May be broken or missing.

MEL ITEM	TAB LOCATION	PLACARD TEXT
35-00-05	Aircraft Logbook	____ PBE Smoke Hood Seal(s) Broken / Missing

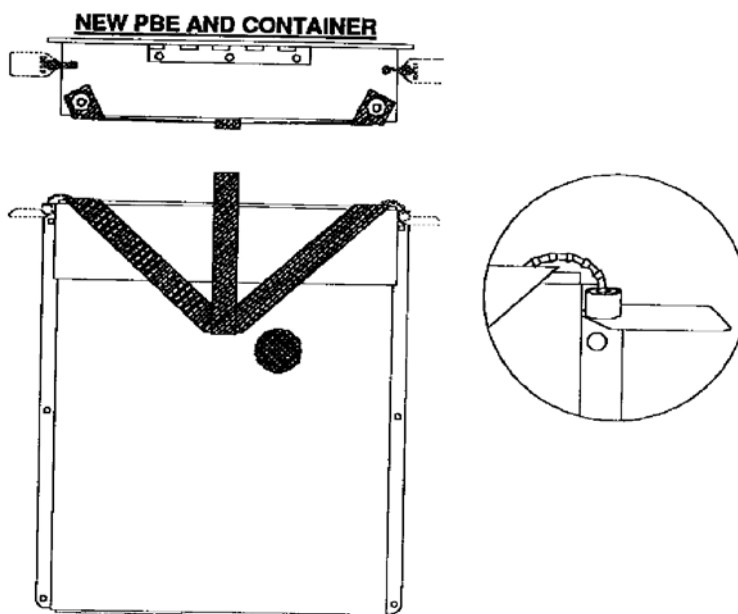
(M) PROCEDURES

With one seal missing or broken, the PBE is airworthy.

NOTE: Install the 2nd seal prior to flight or at the next available Delta maintenance station.

Both Seals Broken Or Missing: Maintenance is required and Flight Crew may not placard.

1. With both seals missing, remove the PBE and inspect for obvious damage (punctures, rips in pouch etc.).
2. If no obvious damage is found, reseal PBE in container.
3. If PBE is damaged, replace the PBE.



SEAL REPLACEMENT:

1. Thread tail of seal through container side, then through the hole in the door, and finally through the "ENTER" side of the seal flag.
2. If both seals are being replaced, start both seals before tightening.
3. Pull seal tight to tamper proof the door in the closed position.
4. Cut off tail protruding through the flag.

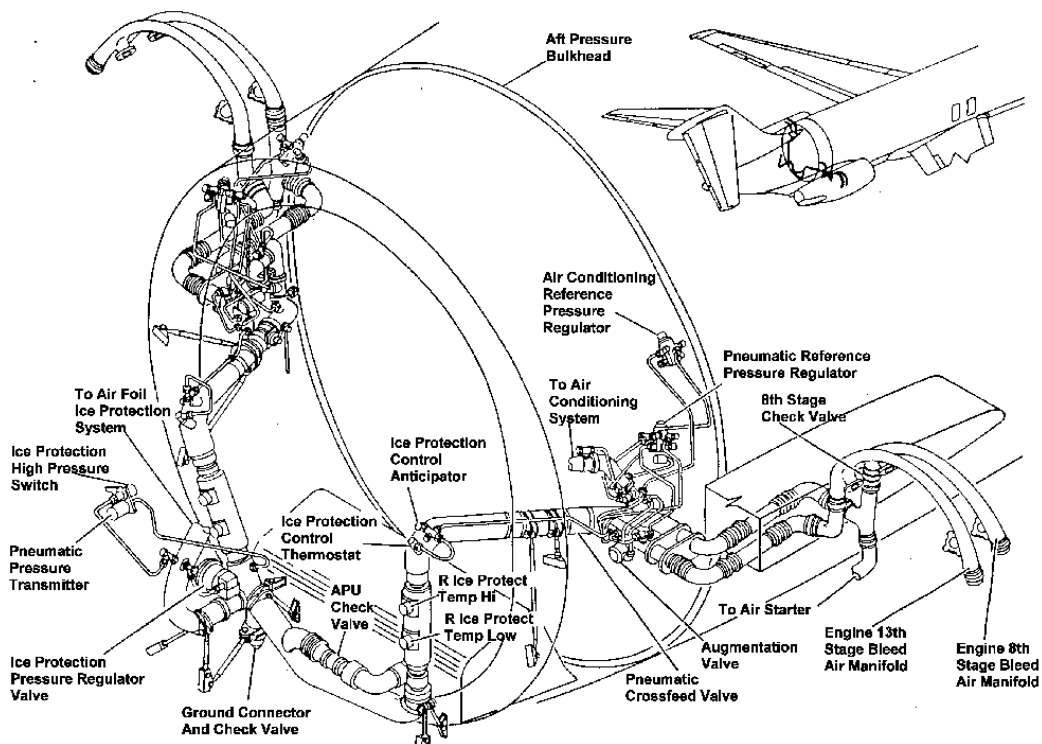
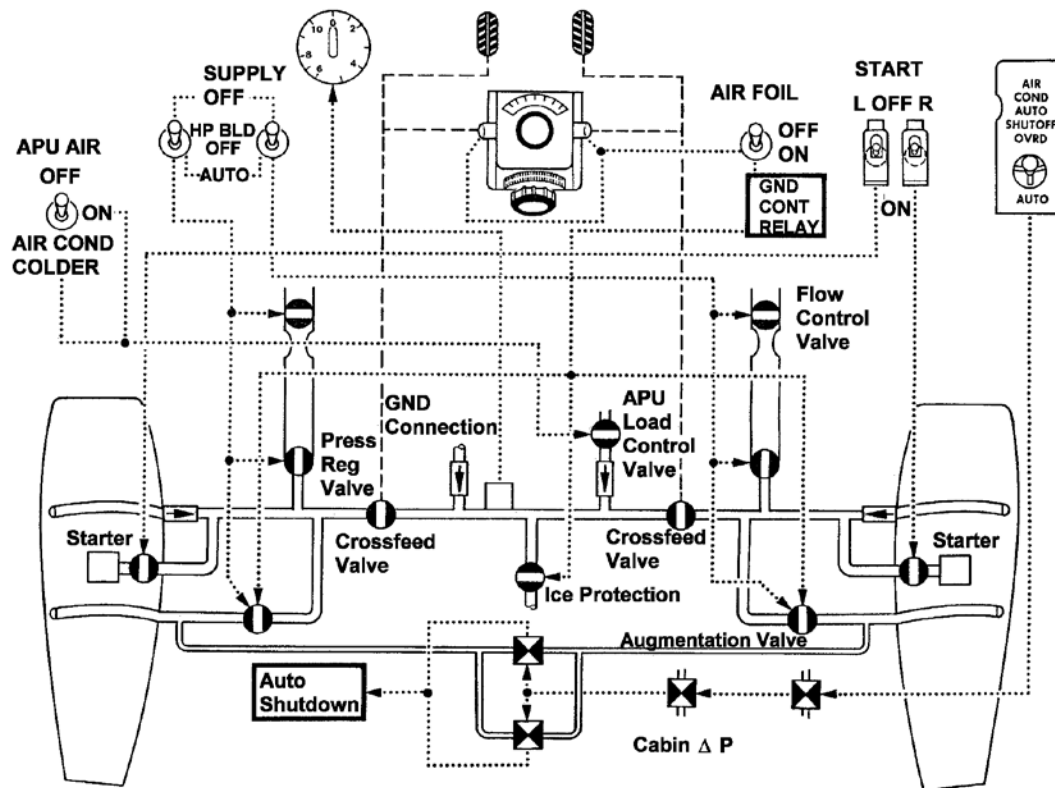
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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-00-01	Pneumatic Pressure Indicating System	Y	1	0	C (O) May be inoperative provided a means is available for determining pneumatic pressure for main engine starting.

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-00-01	Pneumatic Pressure Indicator	Pneumatic Pressure Indicator INOP

(O) PROCEDURES

1. Operate one air conditioning system prior to engine start to determine that the air conditioning pressure is at least 28 PSIG.
2. Select air conditioning systems to OFF prior to start and be alert for possible hot start due to slow engine rotation.
3. [QRH](#), Non-Normal Checklists, Section 3, Anti-Ice, Rain, AIRFL ICE PRES ABNML, should modify procedure to skip the following step: "PNEU PRESS Gauge above 22 PSI".

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-00-02	Pneumatic Pilot (Reference) Pressure Regulators "Contact MCC"	Y	2	1 C	(O) May be inoperative provided: a) Associated Air Conditioning Supply System is operated in the HP BLD OFF mode, and b) Remaining Air Conditioning System and Air Conditioning Supply Systems operates normally.

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-00-02	Associated A/C SUPPLY Switch	____ Pneumatic Pilot Pressure Regulator INOP

(O) PROCEDURES

Refer to Remarks or Exceptions column.

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-00-03	Ice Protection Temperature Control Systems "DISP.APPR.REQ'D."	Y	2	0	C May be inoperative provided flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-00-03	Ice Protection Panel	____ Ice Protection Temp Control INOP

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-00-04	Pneumatic Augmentation Valves "DISP.APPR.REQ'D."	Y	2	1 C	(O) May be inoperative provided: a) Flight is not made in known or forecast icing conditions, b) Associated Pneumatic Crossfeed Valve is CLOSED after engine start, and c) Associated Air Conditioning Supply System is operated in HP BLD OFF mode.

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-00-04	Ice Protection Panel	____ Pneumatic Augmentation Valve INOP

(O) PROCEDURES

Refer to Remarks or Exceptions column.

NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION			REMARKS OR EXCEPTIONS
36-00-05	Eighth Stage Pneumatic Check Valves "DISP.APPR.REQ'D."	N 2	1 C	(O)(M) May be inoperative provided: - Associated Check Valve is failed CLOSED allowing engine start, - Airplane remains at or below FL 250, - Associated Pneumatic Crossfeed Valve is CLOSED after engine start, - Flight is not made in known or forecast icing conditions, - Associated Air Conditioning Supply Switch is OFF, and - Associated Air Conditioning System is considered inoperative and deferred per MEL 21-00-01.

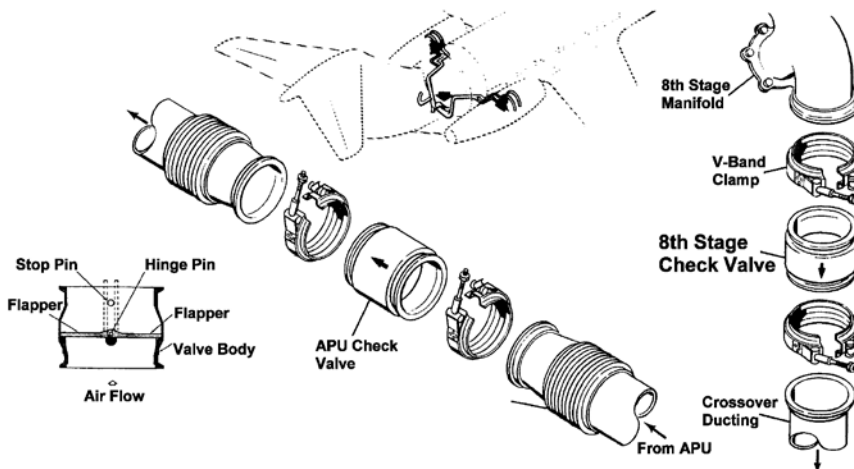
MEL ITEM	TAB LOCATION	PLACARD TEXT
36-00-05	1. Associated A/C SUPPLY Switch 2. Pneumatic Crossfeed Valve Lever	1. ____ Eighth Stage Pneumatic Ck Valve INOP. Do Not Use ____ A/C System 2. ____ Eighth Stage Pneumatic Ck Valve INOP. Close ____ Pneumatic X-feed After Engine Start.

(O) PROCEDURES

- Limit flight altitude to a maximum of FL 250.
- Flight not permitted in known or forecast icing conditions.
- Select affected air conditioning supply switch OFF.
- Do not select airfoil ice protection ON.

(M) PROCEDURES

- Determine in which position check valve has failed.
- Place affected pneumatic crossfeed valve closed.
- Select affected air conditioning supply switch OFF.



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-00-06A	Ground Connection and Pneumatic Check Valve "DISP.APPR.REQ'D."	N	1	0	C (O) May be inoperative OPEN provided: a) Flight is not made in known or forecast icing conditions, b) APU Air Control Switch is OFF and placarded "DO NOT USE", c) APU Pneumatic Distribution System is considered inoperative and deferred per MEL 49-00-01B, d) Engine Start is accomplished using ground Start Air, e) Pneumatic Crossfeed Valves are CLOSED after engine start, and f) Air Foil Ice Protection Switch is OFF and placarded "DO NOT USE".
36-00-06B	Ground Connection and Pneumatic Check Valve	N	1	0	C May be inoperative CLOSED.

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-00-06A	1. Air Foil Ice Protection Switch 2. APU Air Control Switch 3. Pneumatic Crossfeed Valve Lever	1. Ground Connection / Pneumatic Ck Valve INOP. Do Not Use Air Foil A/I 2. Do Not Use APU Air 3. Pneumatic X-feed valve Closed After Start
36-00-06B	Ice Protection Panel	Ground Connection / Pneumatic Ck Valve INOP

(O) PROCEDURES

36-00-06A

1. Flight is not permitted in known or forecast icing conditions.
2. Select APU air switch OFF and pneumatic crossfeed valves CLOSED.
3. Ensure Crossfeed Valves are placarded to reflect that they are to be retained in the closed position.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-00-07	Pneumatic Crossfeed Valves "DISP.APPR.REQ'D."	N	2	1 C	(O)(M) May be inoperative provided: a) Flight is not made in known or forecast icing conditions, b) Associated Pneumatic Crossfeed Valve is CLOSED AFTER ENGINE START, and c) Pneumatic Crossfeed Valve Quadrant is placarded "Locked Closed". Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-00-07	Associated Pneumatic Crossfeed Valves Lever	____ Pneumatic Crossfeed Valve INOP

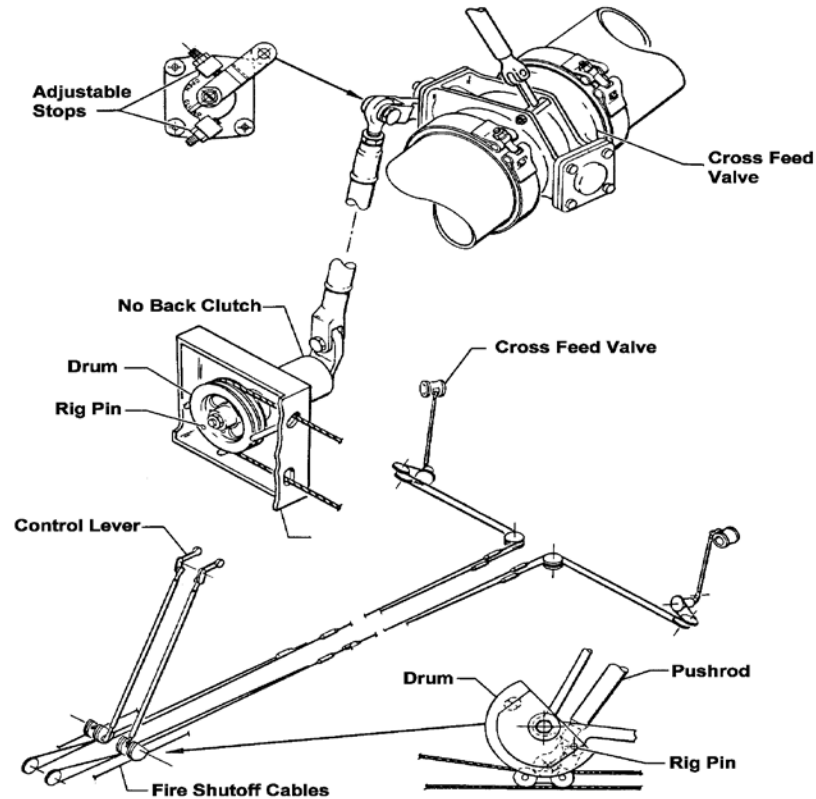
(O) PROCEDURES

1. Flight not permitted in known or forecast icing conditions.
2. To start affected engine, have maintenance temporarily open the affected Crossfeed Valve.
3. AFTER ENGINE START, instruct maintenance to secure affected Crossfeed Valve in closed position.

CONTINUED NEXT PAGE

(M) PROCEDURES

1. Secure the affected Crossfeed Valve in closed position by disconnecting the push rod at the valve and wiring valve in closed position.
2. Valve will have to be opened to allow affected engine to start upon pilot's instruction.
3. AFTER ENGINE START, secure affected Crossfeed Valve in closed position coordinating action with pilot.



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-00-08A	Air Conditioning Supply 570 Degrees F Thermostats	N	2	1	C (O) May be inoperative OPEN provided associated Air Conditioning Supply System is operated in HP BLD OFF mode.
36-00-08B	Air Conditioning Supply 570 Degrees F Thermostats	N	2	0	C (O) May be inoperative provided associated thermostat is CLOSED.
36-00-08C	Air Conditioning Supply 570 Degrees F Thermostats	N	2	0	C (O)(M) May be inoperative provided: a) Associated thermostat is OPEN, and b) Associated thermostat is deactivated.

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-00-08A	Associated A/C SUPPLY Switch	___ A/C Supply 570 Degrees F Thermostat INOP
36-00-08B	Associated A/C SUPPLY Switch	___ A/C Supply 570 Degrees F Thermostat(s) INOP
36-00-08C	Associated A/C SUPPLY Switch	___ A/C Supply 570 Degrees F Thermostat(s) INOP

(O) PROCEDURES

36-00-08A

1. Operate affected Air Conditioning Supply System in HP BLD OFF mode.
2. If icing conditions are encountered, select engine anti-ice and airfoil anti-ice both ON simultaneously.

36-00-08B, 36-00-08C

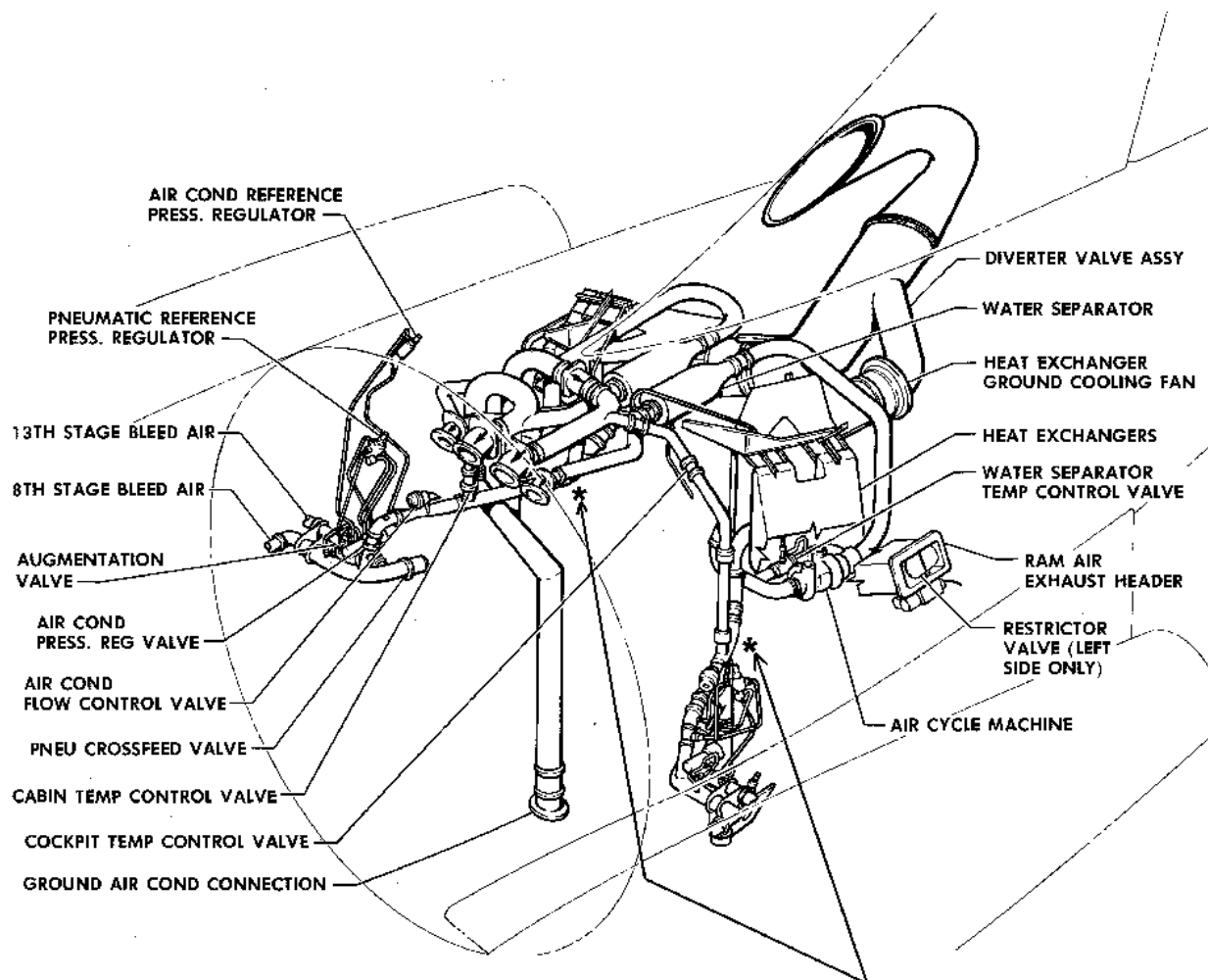
1. If icing conditions are encountered, select engine anti-ice and airfoil anti-ice both ON simultaneously.
2. If AIR COND SUPPLY TEMP HI message illuminates, refer to [QRH](#), Non-Normal Checklist, Section 2, Air Systems, AIR COND TEMP HIGH.

(M) PROCEDURES

36-00-08C

1. Disconnect air conditioning pilot pressure regulator sense line from 570° F Thermostat.
2. Cap and secure sense line.
3. Cap thermostat.

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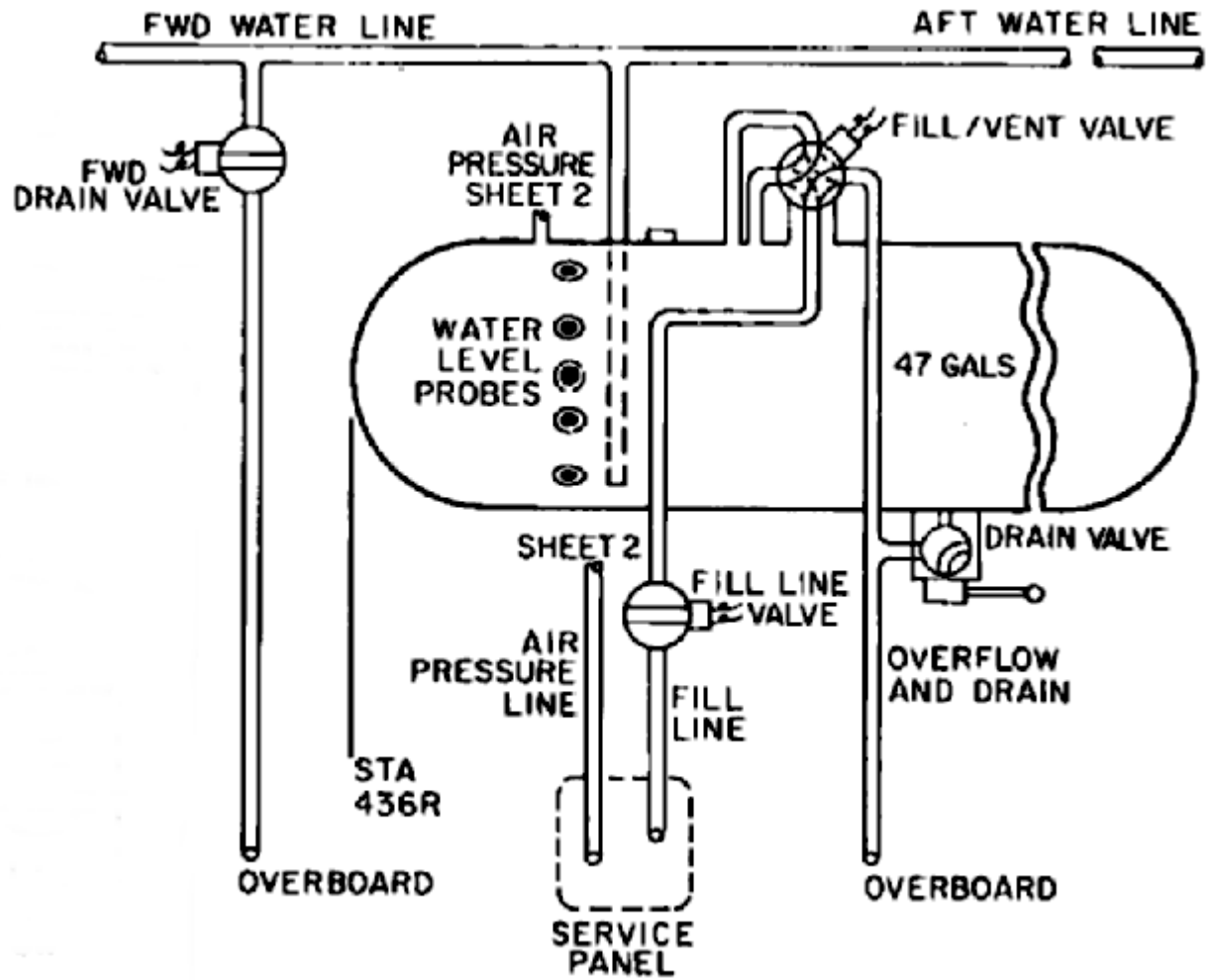


*** AC Supply 570 Degree Thermostats**
Thermostats located aprox. 2 feet from Flow Control Valves

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ATA 38 Contents

38-00-01A	Potable Water Systems.....	38-3
38-00-02A	Lavatory Waste Systems	38-5



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
38-00-01A	Potable Water Systems "DISP.APPR.REQ'D."	N	-	-	C (M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.
38-00-01B	Potable Water Systems "DISP.APPR.REQ'D."	N	-	-	C (O)(M) May be inoperative provided: a) System is drained, b) Procedures are used to ensure that system is not serviced, and c) Performance corrections are applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
38-00-01A	Aircraft Logbook	Potable Water System ____ INOP
38-00-01B	Aircraft Logbook	Potable Water System INOP

(O) PROCEDURES

38-00-01B

Apply the following Performance Corrections:

38-00-01B	POTABLE WATER SYSTEMS
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	None
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None OTHER CORRECTIONS (Manual Weight & Balance Worksheet only) Use OEW correction for "Drain Potable Water System" in ALM – Weight and Balance Section.

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(M) PROCEDURES

38-00-01A

1. Deactivate inoperative system component(s) and isolate as necessary.
2. Ensure system is properly serviced.
3. Check deactivated components(s) for leakage. No leakage allowed.

38-00-01B

1. Drain potable water tank.
2. Placard all lavatories and galleys appropriately, using "Inoperative Cabin Appearance" placard or equivalent, so as to prevent their use.
3. Install INOPERATIVE – DO NOT SERVICE placard on the inside of exterior service panel to ensure system is not serviced.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
38-00-02A	Lavatory Waste Systems "DISP.APPR.REQ'D."	N	-	-	C (M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.
38-00-02B	Lavatory Waste Systems "DISP.APPR.REQ'D."	N	-	-	C (M) Associated lavatory system (s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, b) The Pilot-in-Command will determine if flight duration is acceptable with a FWD lavatory unusable, and c) Associated lavatory door (s) is secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.

MEL ITEM	TAB LOCATION	PLACARD TEXT
38-00-02A	Aircraft Logbook	Lavatory Waste System ____ INOP
38-00-02B	Aircraft Logbook	____ Lavatory INOP

OPERATIONS NOTE

No changes to security procedures or passenger seating are required for an inoperative forward lavatory.

(M) PROCEDURES

38-00-02A

Inoperative individual lavatory waste system components:

1. Deactivate inoperative system component(s) and isolate as necessary.
2. Ensure system is properly serviced.
3. Check deactivated components(s) for leakage. No leakage is allowed.
4. If lavatory servicing panel leak is known, suspected, or reported, use MEL item 38-00-02B.

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38-00-02B

Inoperative lavatory waste system:

1. Deactivate inoperative system components(s) as necessary per AMM 38-30-00. No leakage is allowed.
2. For known, suspected, or reported leaks at a lavatory servicing panel, associated waste tank(s) must be drained per AMM 12-14-02.
3. Lock lavatory door closed and install an INOPERATIVE – DO NOT ENTER placard on the exterior of the associated lavatory door.
4. Install additional INOPERATIVE – DO NOT SERVICE placard on the interior of exterior service panel, as applicable.

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ATA 45

**THERE ARE NO ATA 45 ITEMS IN THE MD-88
MINIMUM EQUIPMENT LIST**

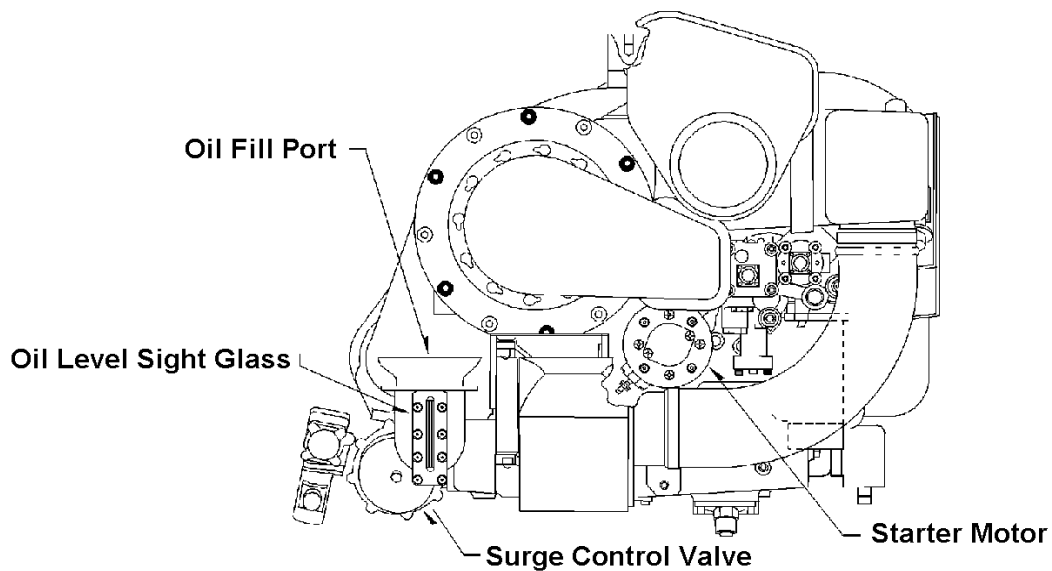
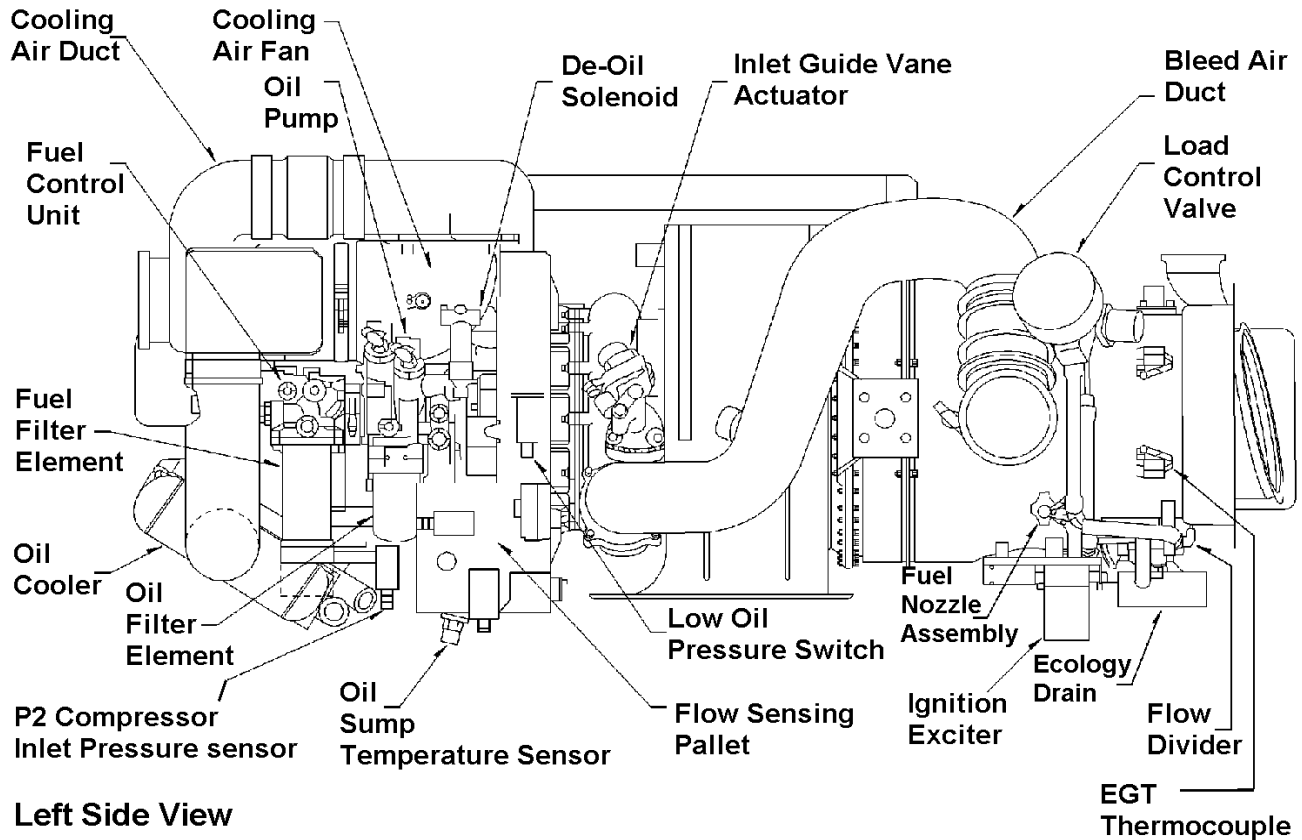
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 DELTA	MD-88 Minimum Equipment List	ATA 49 Airborne Auxiliary Power	R10 04/26/10 Page 49-1

ATA 49 Contents

49-00-01A	Auxiliary Power Unit	49-3
49-00-01B	APU Pneumatic Distribution System	49-3
49-00-02	APU Annunciator Light System (Includes Fire, High Oil Temperature, APU Fault Annunciator and Low Oil Pressure)	49-5
49-00-03	APU Fire Shutoff (Flight Deck)	49-6
49-00-04	APU Fire Shutoff (Exterior)	49-7
49-00-05A	APU Exhaust Gas Temperature Indicating System	49-8
49-00-06A	APU Pneumatic Check Valve	49-9
49-00-07A	APU Tachometer System	49-10
49-00-08	APU Bleed Load Control Valve	49-11
49-00-09A	APU Air Inlet Door Actuator	49-12
49-00-11	APU Data Memory Module	49-16



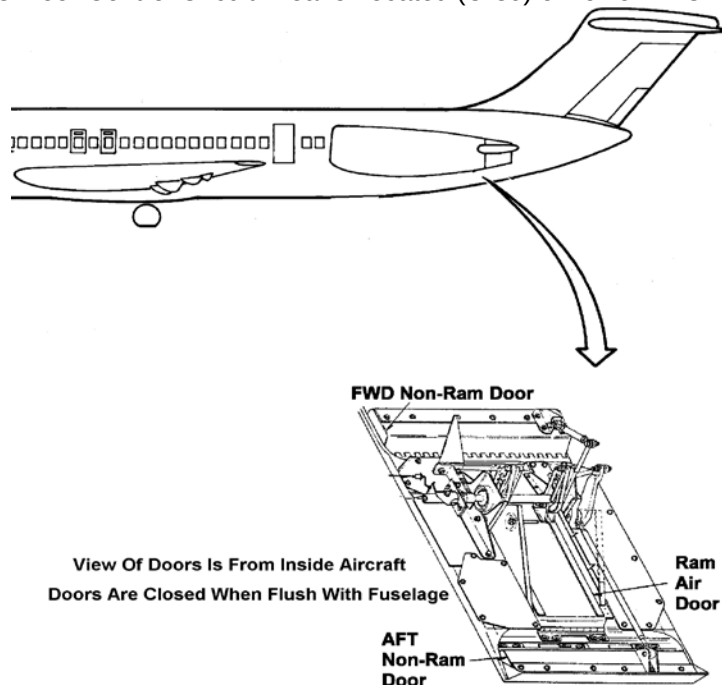
NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
49-00-01A	Auxiliary Power Unit "DISP.APPR.REQ'D."	Y	1	0	C (M) May be inoperative provided: a) APU is not required for Electrical Power or Pneumatic Supply, b) Air Inlet Doors (Ram and Non-Ram) are CLOSED, c) APU Control Circuit Breaker is secured, and d) AC Cross-Tie Relay is operative.
49-00-01B	APU Pneumatic Distribution System "DISP.APPR.REQ'D."	Y	1	0	C

MEL ITEM	TAB LOCATION	PLACARD TEXT
49-00-01A	APU Start Switch	APU INOP
49-00-01B	APU AIR Switch	APU Air INOP

(M) PROCEDURES

49-00-01A

1. Verify Ram and both Non-Ram doors are closed.
2. Pull and secure APU Control Circuit Breaker located (B-21) on Overhead Panel.
3. Pull and secure APU Door Control Circuit Breaker located (U-39) on lower EPC.



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OPERATIONS NOTE:

49-00-01A

For Battery Start procedures please reference [Battery Start Procedure in Vol. 1, page SP.7.5.](#)

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
49-00-02	APU Annunciator Light System (Includes Fire, High Oil Temperature, APU Fault Annunciator and Low Oil Pressure) "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided: a) APU is not used, b) Both Engine Generator Systems are operative, and c) AC Cross-Tie Relay is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
49-00-02	APU Start Switch	1. APU Annunciator Light System INOP 2. Do Not Use APU

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
49-00-03	APU Fire Shutoff (Flight Deck) "DISP.APPR.REQ'D."	Y	1	0 C	May be inoperative provided: a) APU is not used, b) Both Engine Generator Systems are operative, and c) AC Cross-Tie Relay is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
49-00-03	APU Start Switch	1. APU Fire Shutoff (Flight Deck) INOP 2. Do Not Use APU

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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
49-00-04	APU Fire Shutoff (Exterior)	Y	1	0 C	(O) May be inoperative provided APU operation is monitored in the cockpit.

MEL ITEM	TAB LOCATION	PLACARD TEXT
49-00-04	APU Start Switch	APU Fire Shutoff (Exterior) INOP

(O) PROCEDURES

APU must be monitored from the cockpit.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
49-00-05A	APU Exhaust Gas Temperature Indicating System	Y	1	0	C	May be inoperative provided the APU FAULT indication is not annunciated on the EOAP.
49-00-05B	APU Exhaust Gas Temperature Indicating System "DISP.APPR.REQ'D."	Y	1	0	C	May be inoperative provided: a) APU is not used, b) Both Engine Generator Systems are operative, and c) AC Cross-Tie Relay is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
49-00-05A	APU EGT Indicator	APU EGT Indicator INOP
49-00-05B	APU Start Switch	1. APU EGT Indicator INOP 2. Do Not Use APU

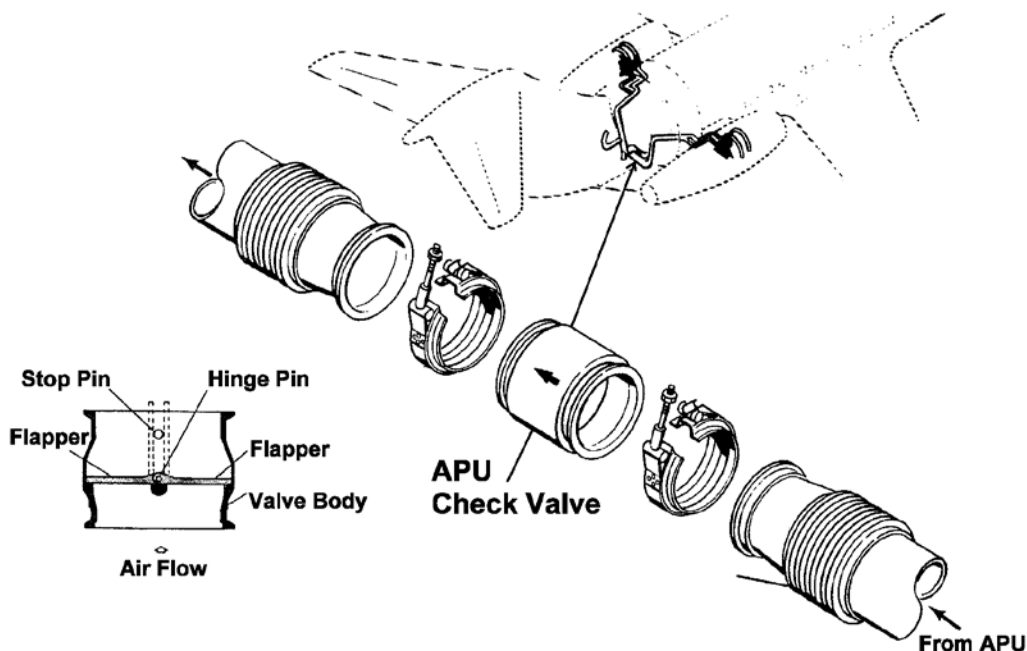
NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
49-00-06A	APU Pneumatic Check Valve "DISP.APPR.REQ'D."	N	1	0	C (O) May be inoperative OPEN provided: a) Flight is not made in known or forecast icing conditions, b) Pneumatic Crossfeed Valves are CLOSED after engine start, and c) Air Foil Ice Protection switch is OFF and is considered inoperative and deferred per MEL 30-00-18.
49-00-06B	APU Pneumatic Check Valve "DISP.APPR.REQ'D."	N	1	0	C May be inoperative CLOSED provided APU Air Switch remains OFF.

MEL ITEM	TAB LOCATION	PLACARD TEXT
49-00-06A	Air Foil Ice Protection Switch	1. APU Pneumatic Check Valve INOP 2. Do Not Use Air Foil Ice Protection 3. Pneumatic X-feed CLOSED After Start
49-00-06B	APU AIR Switch	1. APU Pneumatic Check Valve INOP 2. Do Not Use APU Air

(O) PROCEDURES

49-00-06A

APU Pneumatic Check Valve inoperative OPEN provided flight is not permitted in known or forecast icing conditions.



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NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
	APU TACHOMETER SYSTEM					
49-00-07A	APU Tachometer System	Y	1	0	C	May be inoperative provided the APU FAULT indication is not annunciated on the EOAP.
49-00-07B	APU Tachometer System “DISP.APPR.REQ’D.”	Y	1	0	C	May be inoperative provided: a) APU is not used, b) Both Engine Generator Systems are operative, and c) AC Cross-Tie Relay is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
49-00-07A	APU Tachometer (RPM Gauge)	APU Tachometer System INOP
49-00-07B	APU Start Switch	1. APU Tachometer INOP 2. Do Not Use APU

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
49-00-08	APU Bleed Load Control Valve "DISP.APPR.REQ'D."	N	1	0	C (O)(M) May be inoperative provided: a) Load Control Valve is secured CLOSED, and b) APU Air Control Switch remains OFF.

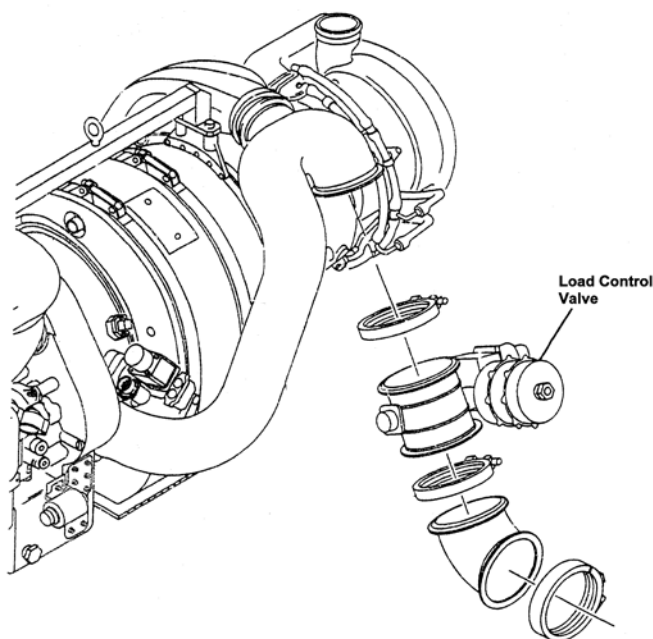
MEL ITEM	TAB LOCATION	PLACARD TEXT
49-00-08	APU AIR Switch	1. APU Bleed Load Control Valve INOP 2. Do Not Use APU Air

(O) PROCEDURES

External and / or crossbleed pneumatic start is required.

(M) PROCEDURES

1. Verify valve is in closed position as indicated by no airflow to pneumatic system with APU operating. This may be accomplished by observing a zero pressure indication on the pneumatic manifold pressure indicator located on the cockpit overhead panel.
2. Remove electrical connector from load control valve solenoid and secure connector to adjacent structure.



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
49-00-09A	APU Air Inlet Door Actuator	N	1	0	C	(M) May be inoperative provided: a) APU RAM door is secured CLOSED, and b) NON-RAM doors are secured full OPEN if APU operation is required or intended.
49-00-09B	APU Air Inlet Door Actuator “DISP.APPR.REQ’D.”	N	1	0	C	(M) May be inoperative provided: a) APU RAM door is secured CLOSED, b) NON-RAM doors are secured CLOSED, and c) APU is considered inoperative and deferred per 49-00-01, d) Both Engine Generator Systems are operative, and e) AC Cross-Tie Relay is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
49-00-09A	APU Start Switch	APU Air Inlet Door Actuator INOP
49-00-09B	APU Start Switch	1. APU Air Inlet Door Actuator INOP 2. Do Not Use APU

NOTE: With the non-ram doors secured open, the APU cannot be windmill started in flight and AC power must be available for electrical inflight starting.

(M) PROCEDURES

49-00-09A

- Secure actuator in position with Ram Door closed and Non-Ram Doors open.
- The APU inlet doors locking tool may be used when the APU door actuator fails in the closed position and replacement actuator is not readily available.
- The locking tool has the capability of positioning and locking the inlet door shaft in any position from 0° (all doors closed) to 180° (ram door open). The door mechanism must be secured in the 62° to 70° position (non-ram door open) for APU operation and 0° when the APU is not to be operated.

a. Installation of APU Inlet Door Locking Tool.

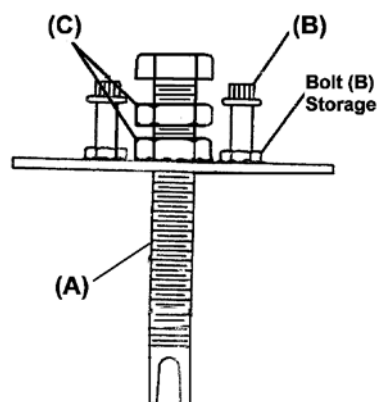
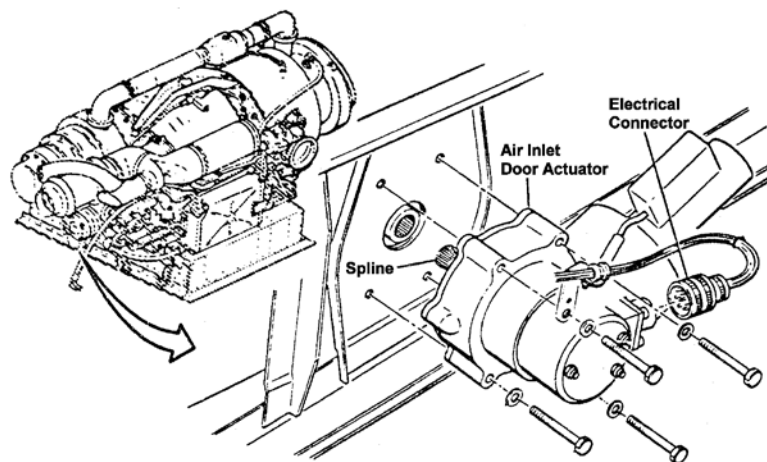
- Remove the APU Door Inlet Door Actuator.
- Position tool on APU inlet box actuator mounting surface and rotate bolt (A) until slot in end of bolt slips over bolt transversing inlet door drive shaft splined adapter.
- Make certain locking tool is flush against mounting surface and lock in place with two bolts (B).
- Rotate bolt (A) until inlet doors are in desired position and lock in place by tightening jamnut (C).

NOTE 1: If desired, jamnut may be locked wired, if provisions are made available.

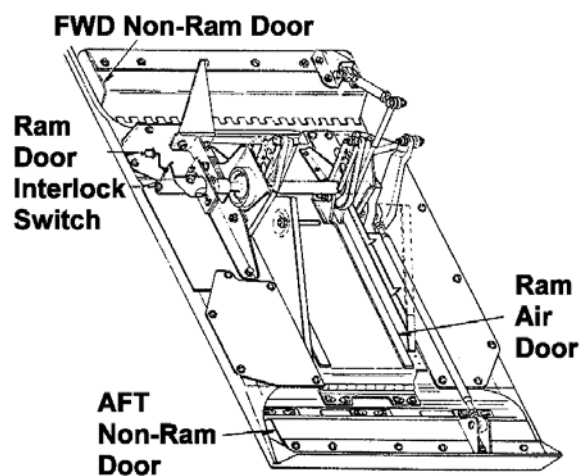
NOTE 2: With ram door secured closed and non-ram doors open, APU may be started electrically but cannot be windmill started.

NOTE 3: APU windmilling may cause oil transfer to APU gear case. Therefore, run APU to transfer oil back to tank before checking oil level.

CONTINUED NEXT PAGE



APU Inlet Door Locking Tool
10M-3081



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49-00-09B

1. Secure actuator in position with Ram Door closed.
2. The APU inlet doors locking tool may be used when the APU door actuator fails in the closed position and replacement actuator is not readily available.
3. The locking tool has the capability of positioning and locking the inlet door shaft in any position from 0° (all doors closed) to 180° (ram door open). Secured the door mechanism in the 0° position. It should be noted that, with the non-ram doors secured open, the APU cannot be windmill started in flight and AC power must be available for electrical inflight starting.

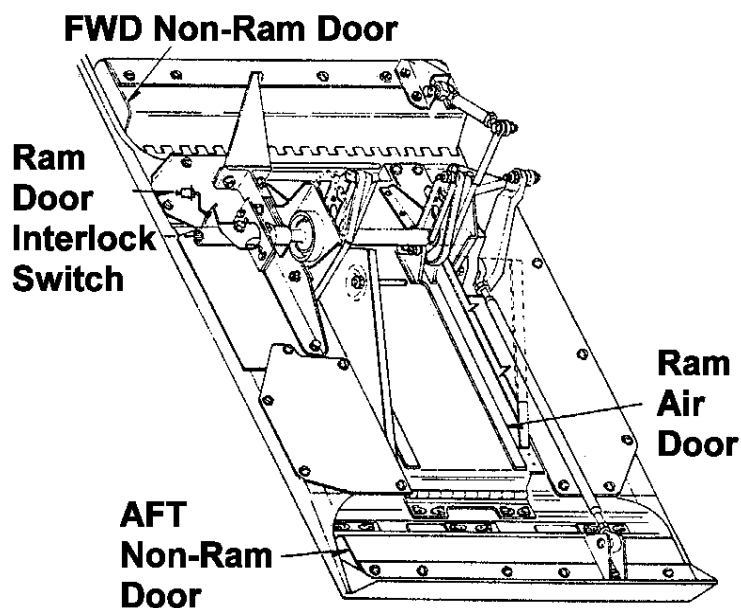
a. Installation of APU Inlet Door Locking Tool.

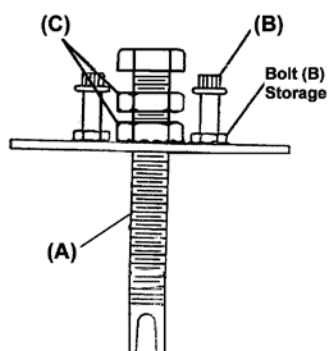
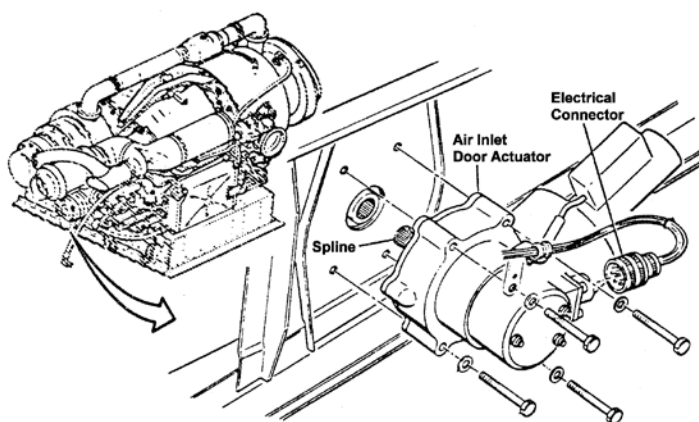
- 1) Remove the APU Door Inlet Door Actuator.
- 2) Position tool on APU inlet box actuator mounting surface and rotate bolt (A) until slot in end of bolt slips over bolt transversing inlet door drive shaft splined adapter.
- 3) Make certain locking tool is flush against mounting surface and lock in place with two bolts (B).
- 4) Rotate bolt (A) until inlet doors are in desired position and lock in place by tightening jamnut (C).

NOTE 1: If desired, jamnut may be locked wired, if provisions are made available.

NOTE 2: With Ram Door secured closed and Non-Ram Doors open, APU may be started electrically but cannot be windmill started.

NOTE 3: APU windmilling may cause oil transfer to APU gear case. Therefore, run APU to transfer oil back to tank before checking oil level.

**CONTINUED NEXT PAGE**



APU Inlet Door Locking Tool
10M-3081

	MD-88 Minimum Equipment List	ATA 49 Airborne Auxiliary Power	R16 08/28/14 Page 49-16

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
49-00-11	APU Data Memory Module	N	1	0	A (M) May be missing or inoperative provided repairs are made prior to the completion of the next heavy maintenance visit (Letter check or higher).

MEL ITEM	TAB LOCATION	PLACARD TEXT
49-00-11	Aircraft Logbook	APU Data Memory Module INOP

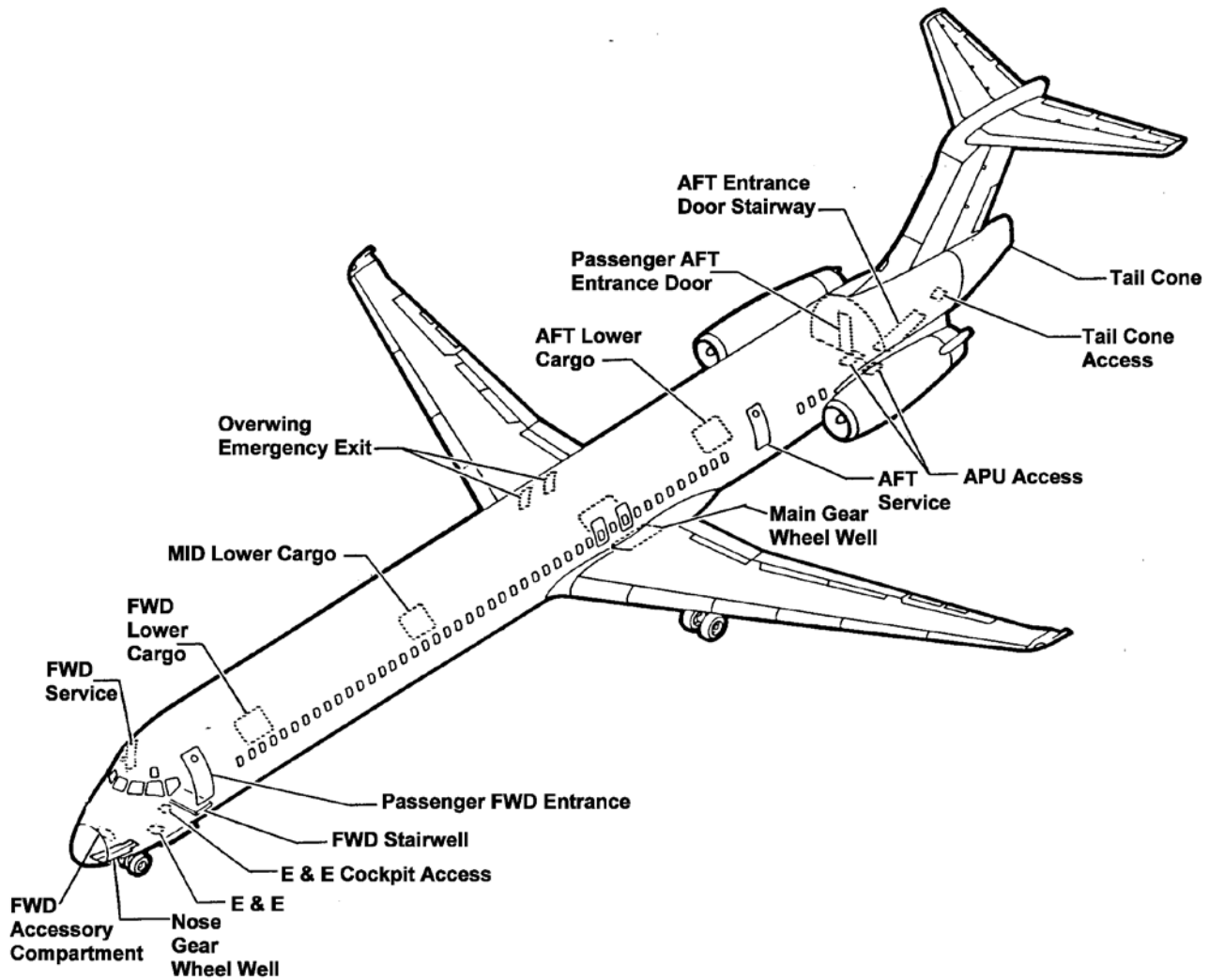
(M) PROCEDURES

If the ECU hours and cycles readings are not displayed, see [Aircraft Maintenance Manual 49-60-09](#) to determine if the DMM has been permanently deactivated.

	MD-88 Minimum Equipment List	ATA 52 Doors	R14 04/11/13 Page 52-1

ATA 52 Contents

52-00-03	Ventral Airstairs	52-3
52-00-04	Door Stop Screws	52-4
52-00-07A	Door Warning Annunciator Systems (Except Tailcone Annunciation)	52-5
52-00-07B	Fwd Stair Caution Indicator System (Fwd Stair Panel)	52-5
52-00-07D	Ventral Stairway Caution Indicator System (Aft Stair Panel)	52-5
52-00-12A	Enhanced Security Flight Deck Door Automatic Locking / Access / Control Systems	52-6
52-00-12B	Flight Deck Access Panel System (Keypad)	52-6
52-00-12C	Flight Deck Access Panel (Keypad) LEDs	52-6
52-00-12D	Flight Deck Access Panel (Keypad) Aural Tone (Beep)	52-6
52-00-12E	Flight Deck Door Control Panel LOCK FAIL Light	52-6
52-00-12F	Flight Deck Door Control Panel AUTO UNLK Light	52-6
52-00-12G	Flight Deck Door Lock Control Selector	52-6
52-00-12H	Flight Deck Door Control Sonalert	52-7
52-00-12I	Flight Deck Door Strike Assembly	52-8
52-00-13	Enhanced Security Flight Deck Door Dead Bolt	52-10



	MD-88 Minimum Equipment List	ATA 52 Doors	R16 08/28/14 Page 52-3

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
52-00-03	Ventral Airstairs "DISP.APPR.REQ'D."	N	1	0	C (M) May be inoperative provided: a) Ventral Airstairs are CLOSED and SECURED, b) Associated Rear Entrance / Exit door operates normally, and c) Emergency Walkway (ceiling / catwalk) is in the LOWERED position.

MEL ITEM	TAB LOCATION	PLACARD TEXT
52-00-03	Near EOAP	Ventral Airstairs INOP

(M) PROCEDURES

1. Tape access door secured closed.
2. Install placard (INOP) on the exterior handle access panel.
3. If Catwalk will not latch in the lowered position:
 - a. Secure catwalk to adjacent structure with safety wire or equivalent means.

	MD-88 Minimum Equipment List	ATA 52 Doors	R16 08/28/14 Page 52-4

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
52-00-04	Door Stop Screws "DISP.APPR.REQ'D."	N	-	-	C (O) One door stop screw may be inoperative or missing on any passenger, service, or cargo door provided flight is conducted in an unpressurized configuration.

MEL ITEM	TAB LOCATION	PLACARD TEXT
52-00-04	Near EOAP	____ Door Stop Screw(s) INOP/Missing

(O) PROCEDURES

1. Refer to [QRH](#), Non-Normal Checklist, Section 2, Air Systems, Unpressurized Flight.
2. Limit flight altitude to 10,000 feet MSL or below.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
52-00-07A	Door Warning Annunciator Systems (Except Tailcone Annunciation)	Y	1	0	C (O) May be inoperative for all associated doors provided it is verified by visual inspection that the associated door is CLOSED and LOCKED PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)
52-00-07B	Fwd Stair Caution Indicator System (Fwd Stair Panel)	Y	1	0	C May be inoperative provided the Fwd Stairway Door Annunciation System operates normally.
52-00-07C	Fwd Stair Caution Indicator System (Fwd Stair Panel)	Y	1	0	C (O) May be inoperative provided the Fwd Stairwell Door is verified by visual inspection to be CLOSED and LOCKED PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)
52-00-07D	Ventral Stairway Caution Indicator System (Aft Stair Panel)	Y	1	0	C

MEL ITEM	TAB LOCATION	PLACARD TEXT
52-00-07A	Near EOAP	____ Door Warning Annunciator INOP
52-00-07B	Near EOAP	Fwd Stair Caution Indicator System INOP
52-00-07C	Near EOAP	Fwd Stair Caution Indicator System INOP
52-00-07D	Near EOAP	Ventral Stairway Caution Indicator INOP

(O) PROCEDURES

52-00-07A, 52-00-07C

PRIOR TO EACH DEPARTURE:

1. Determine by visual inspection that affected door is closed and locked.
2. In the case of the Aft Stairway Door light, ensure Ventral Airstairs are flush with Fuselage after closing.

	MD-88 Minimum Equipment List	ATA 52 Doors	R16 08/28/14 Page 52-6

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
ENHANCED SECURITY FLIGHT DECK DOOR AUTOMATIC LOCKING SYSTEM					
52-00-12A	Enhanced Security Flight Deck Door Automatic Locking / Access / Control Systems	Y	1	0	C (O)(M) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock the door, and c) Alternate procedures are used for locking and unlocking the door using the dead bolt.
52-00-12B	Flight Deck Access Panel System (Keypad)	Y	1	0	C (O)(M) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock the door, and c) Alternate procedures are used for locking and unlocking the door using the dead bolt.
52-00-12C	Flight Deck Access Panel (Keypad) LEDs	Y	3	0	C (O) May be inoperative provided the cabin crew is notified of this condition.
52-00-12D	Flight Deck Access Panel (Keypad) Aural Tone (Beep)	Y	1	0	C (O) May be inoperative provided the cabin crew is notified of this condition.
52-00-12E	Flight Deck Door Control Panel LOCK FAIL Light	Y	1	0	C (M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door sonalert operates normally.
52-00-12F	Flight Deck Door Control Panel AUTO UNLK Light	Y	1	0	C (M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door sonalert operates normally.
52-00-12G	Flight Deck Door Lock Control Selector	Y	1	0	C (O)(M) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock the door, and c) Alternate procedures are used for locking and unlocking the door using the dead bolt.

CONTINUED NEXT PAGE

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
ENHANCED SECURITY FLIGHT DECK DOOR AUTOMATIC LOCKING SYSTEM (Continued)					
52-00-12H	Flight Deck Door Control Sonalert	Y	1	0	C (O)(M) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock the door, and c) Alternate procedures are used for locking and unlocking the door using the dead bolt.
52-00-12I	Flight Deck Door Strike Assembly	Y	1	0	C (O)(M) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock the door, and c) Alternate procedures are used for locking and unlocking the door using the dead bolt.

MEL ITEM	TAB LOCATION	PLACARD TEXT
52-00-12A	Flight Deck Door Control Panel	Flight Deck Door Automatic Locking / Access / Control Systems INOP
52-00-12B	Flight Deck Door Control Panel	Flight Deck Access Panel System (Keypad) INOP
52-00-12C	Flight Deck Door Control Panel	Flight Deck Access Panel (Keypad) _____ LED(s) INOP
52-00-12D	Flight Deck Door Control Panel	Flight Deck Access Panel (Keypad) Aural Tone (Beep) INOP
52-00-12E	Flight Deck Door Control Panel	Flight Deck Door Control Panel LOCK FAIL Light INOP
52-00-12F	Flight Deck Door Control Panel	Flight Deck Door Control Panel AUTO UNLK Light INOP
52-00-12G	Flight Deck Door Control Panel	Flight Deck Door Lock Control Selector INOP
52-00-12H	Flight Deck Door Control Panel	Flight Deck Door Control Sonalert INOP
52-00-12I	Flight Deck Door Control Panel	Flight Deck Door Strike Assembly INOP

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(O) PROCEDURES

52-00-12A, 52-00-12B, 52-00-12G, 52-00-12H, 52-00-12I

Refer to the [QRH](#), Non-Normal Checklist, Section 1, Airplane General, LOCK FAIL for procedures to follow when flight deck security door automatic locking system or components are inoperative.

NOTE: The FAA has authorized the use of the deadbolt for MEL dispatch. Disregard "For Ground Use Only" placard when dispatched under this MEL and procedures require use of the deadbolt.

52-00-12C

During preflight briefing, advise the Flight Leader of the following procedures for inoperative keypad LEDs:

1. Red LED Inoperative – Cabin crew to communicate with flight crew via interphone to confirm cockpit door lock status as necessary.
2. Green LED Inoperative – Sixty seconds after the correct access code is entered on the keypad, the yellow LED will extinguish and the door will unlock for 5 seconds.
3. Yellow LED Inoperative – Sixty seconds after correct access code is entered on the keypad, the green LED will illuminate and the door will unlock for 5 seconds.

NOTE 1: Door is set to open 60 seconds after correct access code is entered on keypad. Depending on keypad LED failure, a watch may be used to time the unlock sequence.

NOTE 2: Audible cues, such as cockpit door unlock tone and mechanical sounds of the door lock solenoid releasing, may aid in determining when cockpit door is unlocked.

52-00-12D

Ensure cabin crew (Flight Leader) is notified of the inoperative function of the keypad. Aural feedback (beep) will not be provided when making keypad entries.

(M) PROCEDURES

52-00-12A, 52-00-12B, 52-00-12G, 52-00-12H, 52-00-12I

Pull and secure the following circuit breakers to deactivate automatic locking system:

<u>Circuit Breaker</u>	<u>Panel Location</u>	<u>Row</u>
RAS KEYPAD (B1-454)	Lower EPC	P-24
RAS CNTL (B10-9045)	Lower EPC	R-34

CONTINUED NEXT PAGE

 DELTA	MD-88 Minimum Equipment List	ATA 52 Doors	R14 04/11/13 Page 52-9

52-00-12E, 52-00-12F

Verify normal operations of the automatic lock controls by performing the following:

1. Enter access code in the remote access system (RAS) keypad.
 - a. Make sure AUTO UNLK lights on the flight deck door control panel and aural warning sounds.
 - b. Make sure keypad amber LED lights.
2. Select DENY on the flight deck door control panel switch.
 - a. Make sure AUTO UNLK light goes out.
 - b. Make sure there is no aural warning at 30 seconds.
 - c. Make sure keypad red LED lights.
3. Select UNLK on the flight deck door control panel switch. Push in switch.
4. Turn flight deck door control panel switch CCW and hold.
 - a. Make sure continuous aural warning sounds.
 - b. Make sure LOCK FAIL lights.
5. Release flight deck door control panel switch.
 - a. Make sure switch returns to AUTO position.
 - b. Make sure aural warning stops.
 - c. Make sure LOCK FAIL light goes out.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
52-00-13	Enhanced Security Flight Deck Door Dead Bolt	Y	1	0	C	May be inoperative provided automatic lock controls operate normally.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
52-00-13	Flight Deck Door Control Panel	Flight Deck Door Dead Bolt INOP

	MD-88 Minimum Equipment List	ATA 53 Fuselage	R10 04/26/10 Page 53-1

ATA 53 Contents

53-00-00V	RVSM Status.....	53-2
53-00-01A	Tailcone Annunciator System	53-3

NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION			REMARKS OR EXCEPTIONS
53-00-00V	RVSM Status "DISP.APPR.REQ'D." Administrative Control Item	N	-	(M) Authorized by MCC when: a) RVSM operations cannot be used, b) No specific MEL item applies, and c) The aircraft must remain at or below FL280. NOTE: This Item Number is only used for deferring the RVSM status of the aircraft and MCC authorization is required prior to its usage or removal. <u>RVSM Operations</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
53-00-00V	Adjacent to each PFD.	RVSM OPERATIONS NOT AUTHORIZED

(M) PROCEDURES

1. The AMT will be instructed by MCC to create a new log page in the aircraft logbook using the appropriate MEL Item Number.
2. The deferral code VSM must also be entered on the log page and the placard when deferring this item.
3. MCC authorization is required prior to its usage or removal.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
53-00-01A	Tailcone Annunciator System "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided airplane is operated in day VMC only. NOTE 1: System includes Tailcone Release Mechanism Decal located over slot in tail exit door frame. NOTE 2: Tailcone Release Mechanism Decal has been punctured, apply a layer of tape over punctured decal.
53-00-01B	Tailcone Annunciator System "Contact MCC"	N	1	0	A (M) May be inoperative provided: a) Tailcone lockpins are verified to be properly seated and rotated within the lock, b) Tailcone locking cable is properly secured, c) No evidence of slack exists on cable leads, and d) System is repaired within two flight days. NOTE: System includes Tailcone Release Mechanism Decal located over slot in tail exit door frame.

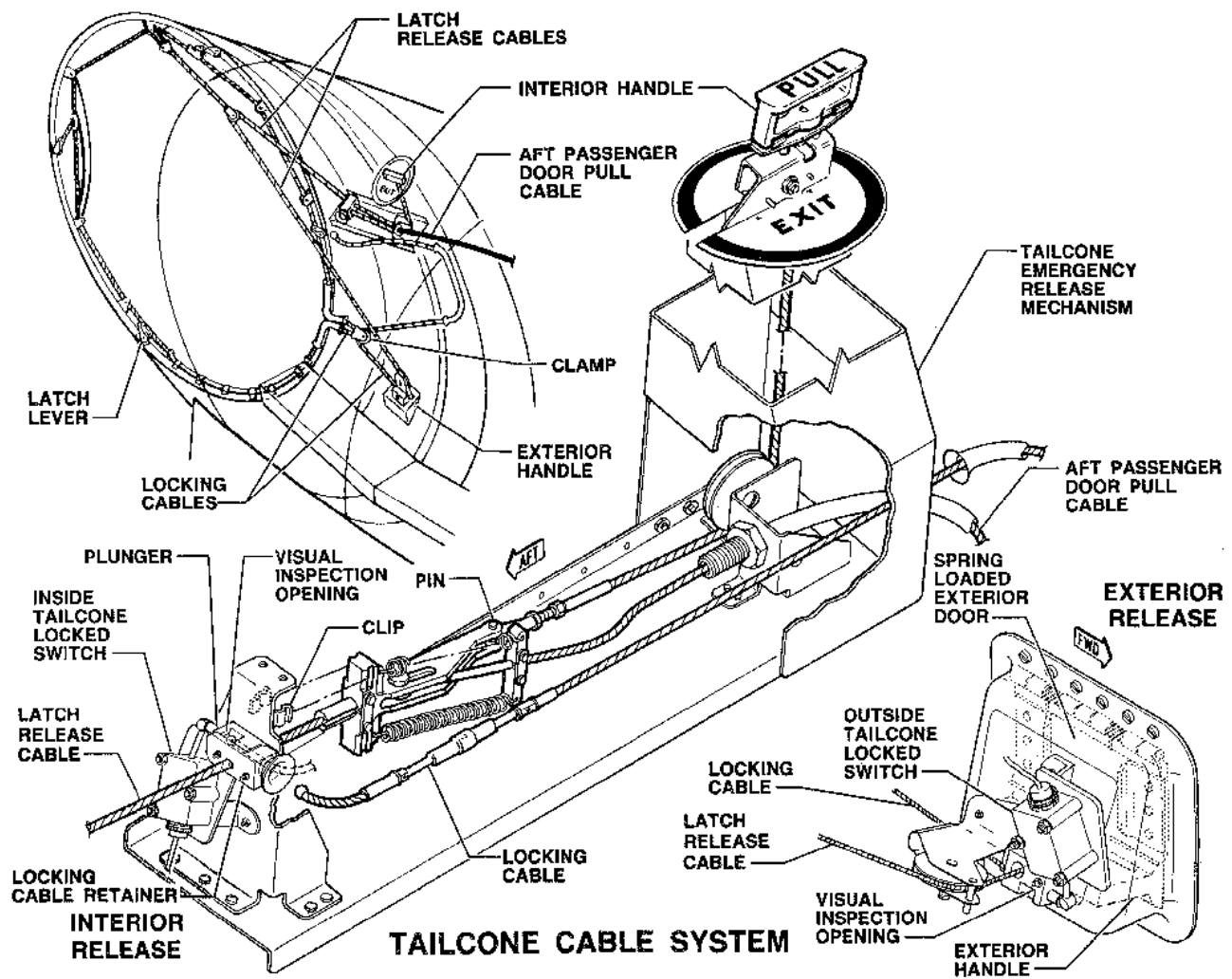
MEL ITEM	TAB LOCATION	PLACARD TEXT
53-00-01A	Near EOAP	Tailcone Annunciator System INOP
53-00-01B	Near EOAP	Tailcone Annunciator System INOP

(M) PROCEDURES

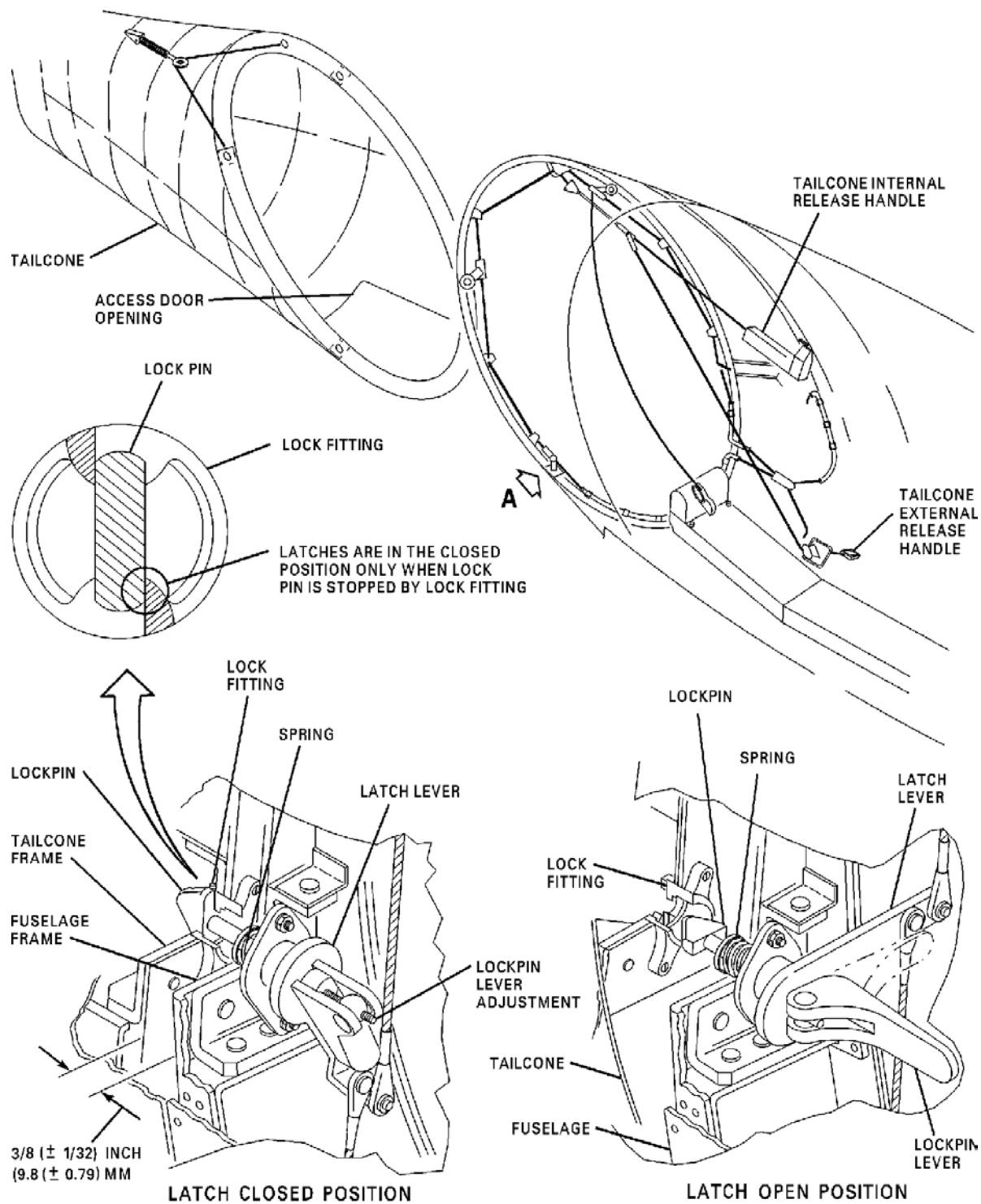
53-00-01B

1. Gain access to tailcone compartment.
2. Visually verify lockpins are seated and rotated within the lock.
3. Verify that locking cable is properly secured by pulling on all four leads of the cable at the clamp located just to the left of centerline and forward of the tailcone mating flange. All four leads must be taut with no evidence of slack or tendency to uncouple.
4. If Tailcone Release Mechanism Decal has been punctured, apply a layer of tape over punctured decal.

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	MD-88 Minimum Equipment List	ATA 56	R10 04/26/10 Page 56-1

ATA 56

**THERE ARE NO ATA 56 ITEMS IN THE MD-88
MINIMUM EQUIPMENT LIST**

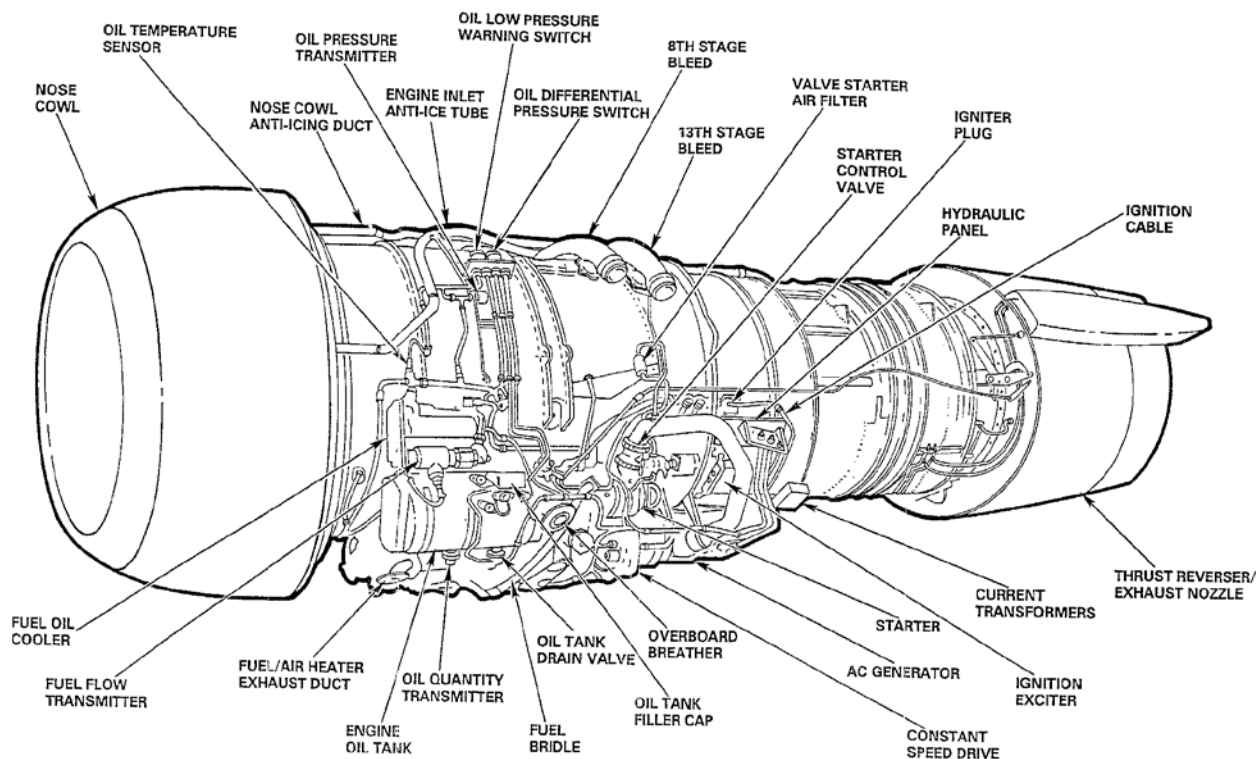
	MD-88 Minimum Equipment List	ATA 56	R10 04/26/10 Page 56-2

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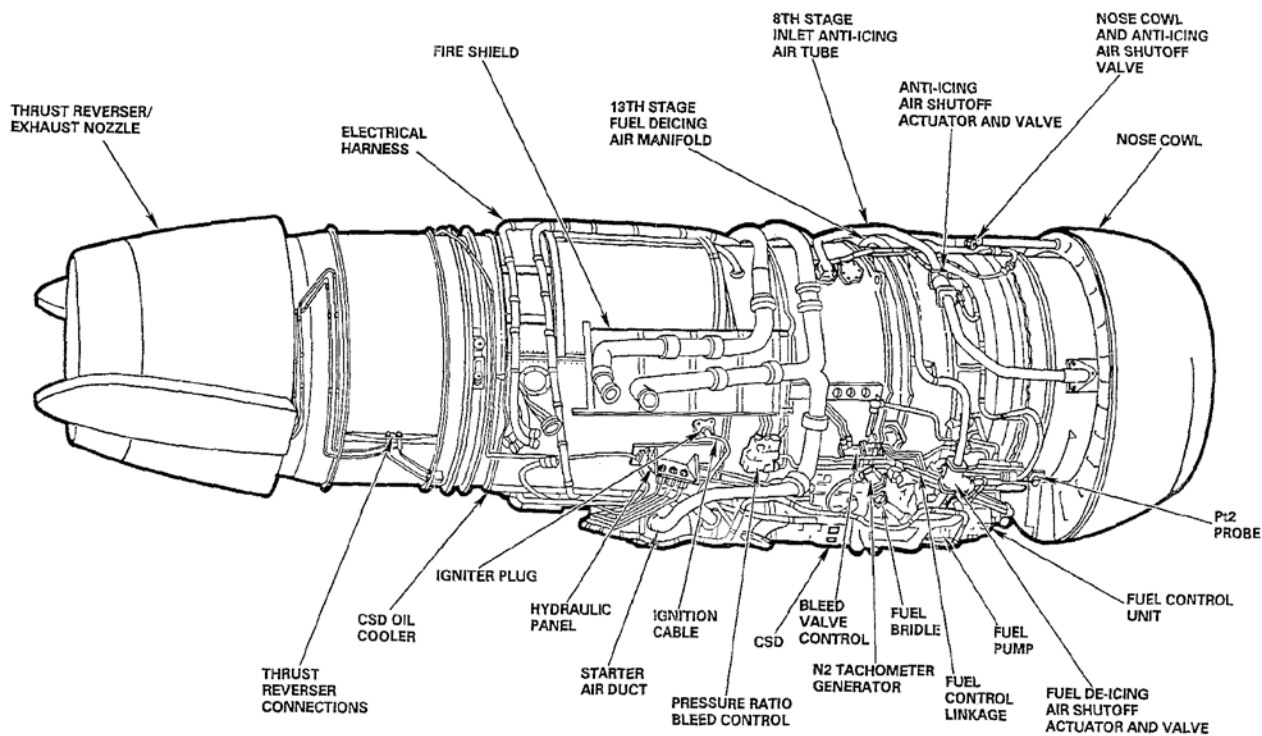
	MD-88 Minimum Equipment List	ATA 73 Engine Fuel and Control	R16 08/28/14 Page 73-1

ATA 73 Contents

	FUEL FLOW SYSTEMS.....	73-3
73-00-01A	Fuel Flow Rate / Fuel Used (Complete Indication)	73-3
73-00-01B	Fuel Flow Rate Indications	73-3
73-00-01C	Fuel Used Indicators	73-3
73-00-01D	Fuel Flow / Used Selector Button.....	73-3
73-00-01E	Fuel Used Reset System	73-3
73-00-02	Fuel Temperature Indicating Systems	73-4
73-00-03A	Inlet Fuel Pressure Low Annunciator System	73-5
73-00-04	Fuel Filter Pressure Drop Annunciator Systems.....	73-7
73-00-05	FUEL HEAT ON Annunciator Systems.....	73-8
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73-00-06A	Timers	73-9
73-00-06B	Valves.....	73-9
73-00-07	Approach Idle Control Systems.....	73-13
73-00-08A	Auto Reserve Thrust (ART) System.....	73-15
73-00-08B	Auto Reserve Thrust (ART) System.....	73-15



JT8D-200 EXTERNAL VIEWS-LEFT SIDE



JT8D-200 EXTERNAL VIEW-RIGHT SIDE

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
FUEL FLOW SYSTEMS					
73-00-01A	Fuel Flow Rate / Fuel Used (Complete Indication)	Y	2	1	B (O) May be inoperative provided Associated engine N1, N2, EPR, and Fuel Quantity Indicators are operative on all tanks containing usable fuel.
73-00-01B	Fuel Flow Rate Indications	Y	2	1	B (O) May be inoperative provided N1, N2, EPR, and Wing Main Tank Fuel Quantity Indicating Systems are operative for associated engine.
73-00-01C	Fuel Used Indicators	Y	2	0	C May be inoperative provided Fuel Quantity Indicators are operative on all tanks containing usable fuel.
73-00-01D	Fuel Flow / Used Selector Button	Y	1	0	C May be inoperative provided: a) Fuel Used Indicators are not used, and b) Fuel Flow Rate Indicators are operative.
73-00-01E	Fuel Used Reset System	Y	1	0	C May be inoperative provided Fuel Used Indicators are not used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
73-00-01A	Near Fuel Flow/Used Readouts on EDP	____ Fuel Flow Rate / Fuel Used (Complete Indication) INOP
73-00-01B	Near Fuel Flow/Used Readouts on EDP	____ Fuel Flow Rate Indication INOP
73-00-01C	Near Fuel Flow/Used Readouts on EDP	____ Fuel Used Indicator(s) INOP
73-00-01D	Near Fuel Flow/Used Readouts on EDP	____ Fuel Flow/Used Selector INOP
73-00-01E	Near Fuel Used Rest Button on EDP	____ Fuel Used Reset System INOP

OPERATIONS NOTE

If either #1 or #2 fuel flow inputs to the FMC are invalid, the following may result:

- Both TOTALIZER and CALCULATED fields will blank on PROGRESS page (2/2),
- PERF INIT will display blanks for fuel weight, and
- VNAV guidance will be inoperative.

(O) PROCEDURES

73-00-01A, 73-00-01B

Closely monitor EGT on affected engine during starts.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
73-00-02	Fuel Temperature Indicating Systems	Y	2	0 C	(O) May be inoperative provided: a) Ram Air Temperature System is operative, and b) Associated Fuel Heat ON Annunciator System is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
73-00-02	Near Fuel Temp Readout on System Display Panel	____ Fuel Temperature Indicating System(s) INOP

(O) PROCEDURES

Substitute RAT for fuel temperature indication on the ground if both the indicators are inoperative.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
73-00-03A	Inlet Fuel Pressure Low Annunciator System	Y	2	1	C (O) May be inoperative provided: a) Both Wing Tank Boost Pumps for affected engine are verified operative PRIOR TO EACH DEPARTURE, and b) Both Center Tank Boost Pumps are verified operative PRIOR TO EACH DEPARTURE if usable fuel is carried in the center tank. Repetitive Check Required (Yellow Placard)
73-00-03B	Inlet Fuel Pressure Low Annunciator System	Y	2	1	C (O) May be inoperative provided: a) Both wing tank boost pumps for affected engine are verified operative PRIOR TO EACH DEPARTURE, and b) The CENTER FUEL PRES LOW Annunciation System is operative if usable fuel is carried in the center tank. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
73-00-03A	Near EOAP	___ Inlet Fuel Pressure Low Light INOP
73-00-03B	Near EOAP	___ Inlet Fuel Pressure Low Light INOP

(O) PROCEDURES

73-00-03A

PRIOR TO EACH DEPARTURE:

- Proper operation of affected wing and center tank boost pumps may be verified by modifying [Operations Manual, Volume 1](#), BEFORE START fuel pump check procedure as follows:
 - Select FUEL X-FEED lever ON.
 - Turn off both wing tank pumps associated with the operative INLET FUEL PRESS LOW light and both center tank pumps.
 - Operate affected wing tank pumps one at a time, noting that operative INLET FUEL PRESS LOW light goes off.
 - If usable fuel is carried in the center tank, operate center tank pumps one at a time, noting that operative INLET FUEL PRESS LOW light goes off.
- Both wing tank boost pumps for the affected engine should be operated after center tank is empty.

CONTINUED NEXT PAGE

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73-00-03B

PRIOR TO EACH DEPARTURE:

1. Proper operation of affected wing tank boost pumps may be verified, if desired, by modifying [Operations Manual, Volume 1](#), BEFORE START fuel pump check procedure as follows:
 - a. Select FUEL X-FEED lever ON.
 - b. Turn off both wing tank pumps associated with the operative INLET FUEL PRESS LOW light and both center tank pumps.
 - c. Operate affected wing tank pumps one at a time, noting that operative INLET FUEL PRESS LOW light goes off.
2. Both wing tank boost pumps for the affected engine should be operated after center tank is empty.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
73-00-04	Fuel Filter Pressure Drop Annunciator Systems	N	2	1	B (O)(M) May be inoperative provided: a) It is verified that the malfunction is in the annunciator system, b) Associated Engine Fuel Heat System is operative, and c) Associated Fuel Temperature Indicating System is operative.

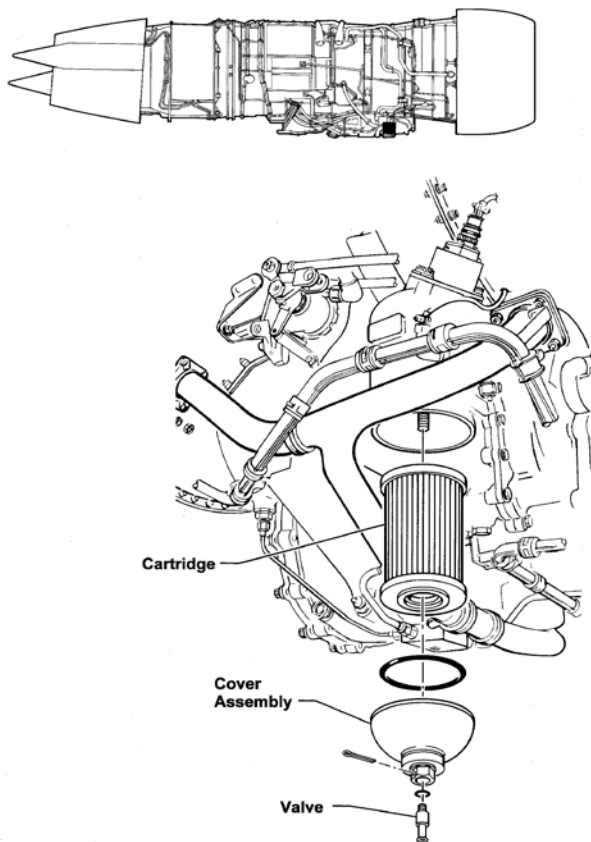
MEL ITEM	TAB LOCATION	PLACARD TEXT
73-00-04	Near EOAP	____ Fuel Filter Pressure Drop Light INOP

(O) PROCEDURES

Turn the fuel heat on once every 30 minutes when fuel temperature is 0° C or lower.

(M) PROCEDURES

Inspect fuel filter for contamination.



	MD-88 Minimum Equipment List	ATA 73 Engine Fuel and Control	R16 08/28/14 Page 73-8

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
73-00-05	FUEL HEAT ON Annunciator Systems	Y	2	0 C	(O) May be inoperative provided associated Fuel Temperature Indicating System is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
73-00-05	Associated Fuel Heat On Light	___ FUEL HEAT ON Light(s) INOP

(O) PROCEDURES

Observe fuel temperature rise following FUEL HEAT switch actuation.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
FUEL HEAT SYSTEMS					
73-00-06A	Timers	Y	2	0	C (O) May be inoperative provided associated Fuel Heat Valve is controllable from the cockpit.
73-00-06B	Valves "DISP.APPR.REQ'D."	N	2	1	C (O)(M) May be inoperative provided: a) Associated valve is CLOSED, b) Flight duration and altitude are limited to prevent fuel temperature from dropping below 40° F (5.0° C), and c) Associated Fuel Temperature Indicating System is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
73-00-06A	Associated Fuel Heat Switch(s)	____ Fuel Heat Timer(s) INOP
73-00-06B	Associated Fuel Heat Switch(s)	____ Fuel Heat Valve INOP CLOSED

(O) PROCEDURES

73-00-06A

1. Monitor fuel temperature indicator.
2. Hold fuel heat switch ON for one minute when required.
3. If valve fails to close, pull appropriate FUEL HEAT TIMER circuit breaker (Left K-29, Right L-29).

73-00-06B

1. Plan flight so that indicated fuel temperature will not drop below 40° F (5.0° C).
2. The following graph may be used to select minimum speeds and maximum altitude for planned flight. Indicated fuel temperature is 40° F (5.0° C) minimum before takeoff. Ram air temperature rise is used to maintain fuel temperature at or above 40° F (5.0° C) when the ambient temperature is lower. The ram air temperature rise at takeoff and approach speeds is small. Therefore, the Fuel Heat Valve must be operational when the indicated fuel temperature is 40° F (5.0° C) or lower.
3. In flight, if fuel temperature decreases below 40° F (5.0° C) decrease altitude or increase speed as required to increase temperature.

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ESTIMATED MINIMUM SPEED REQUIRED TO MAINTAIN RAT AT OR ABOVE 40° F (5° C)

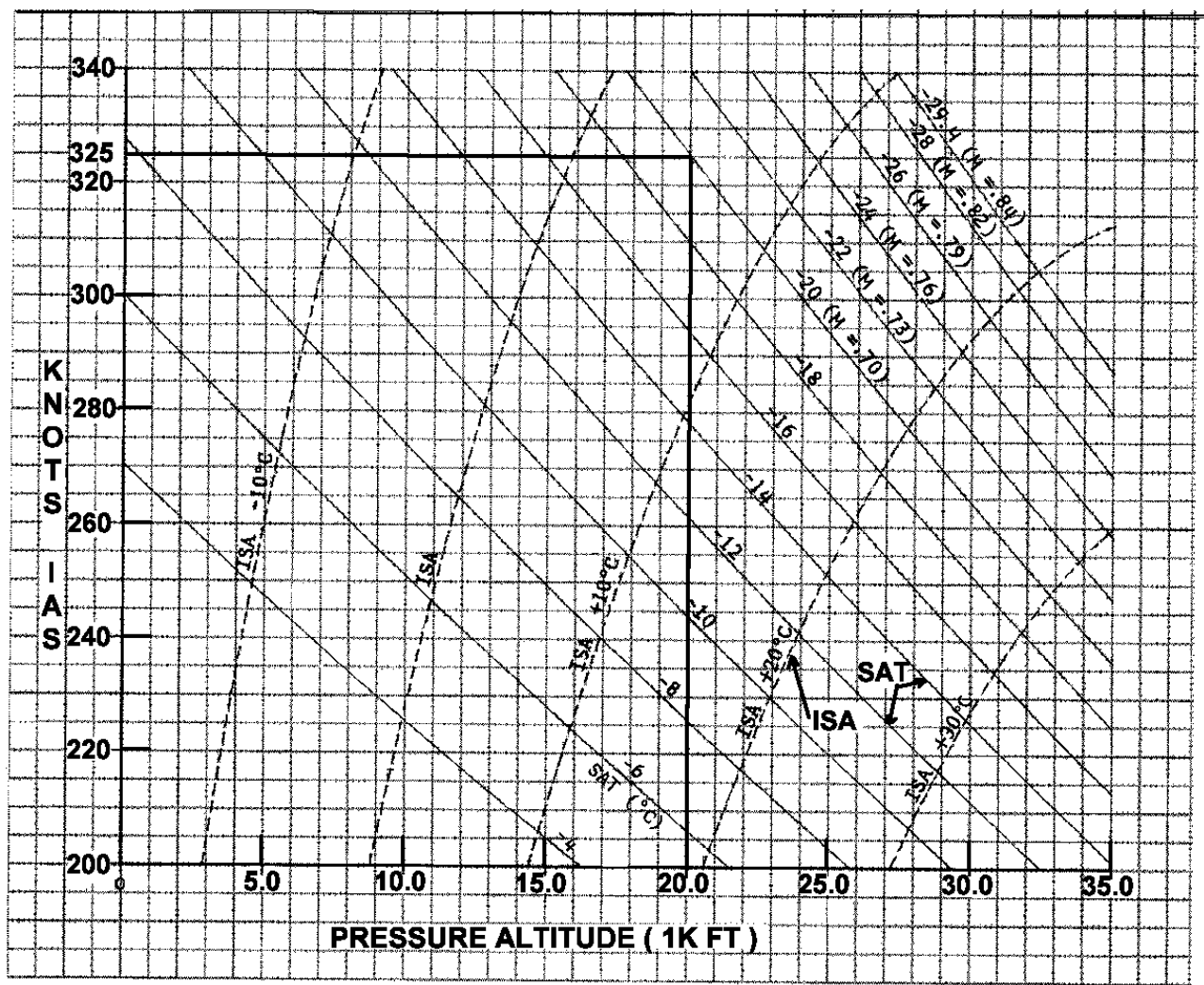
Enter the chart at a desired cruise altitude, and move vertically to the forecast SAT at that altitude. Then, move left to find the minimum airspeed at that given altitude and temperature condition required to maintain RAT at or above +5° C temperature/ altitude points on this graph. By plotting a series of and connecting these points, a lower boundary will be defined. Airspeed must be maintained at or above this limit.

Example Given the following forecast temperatures:

20,000 ft. -- -20° C (ISA + 4.5° C)

It is desired to cruise at 20,000 feet. By entering the chart at 20,000 feet and connecting with the -20° C SAT line, we can see that the flight crew must maintain at least 325 kts.

NOTE: Normal Climb Schedule can be followed since the large quantity of fuel in the tanks at takeoff combined with the relatively short duration of the climb will prevent fuel temperature from dropping significantly.



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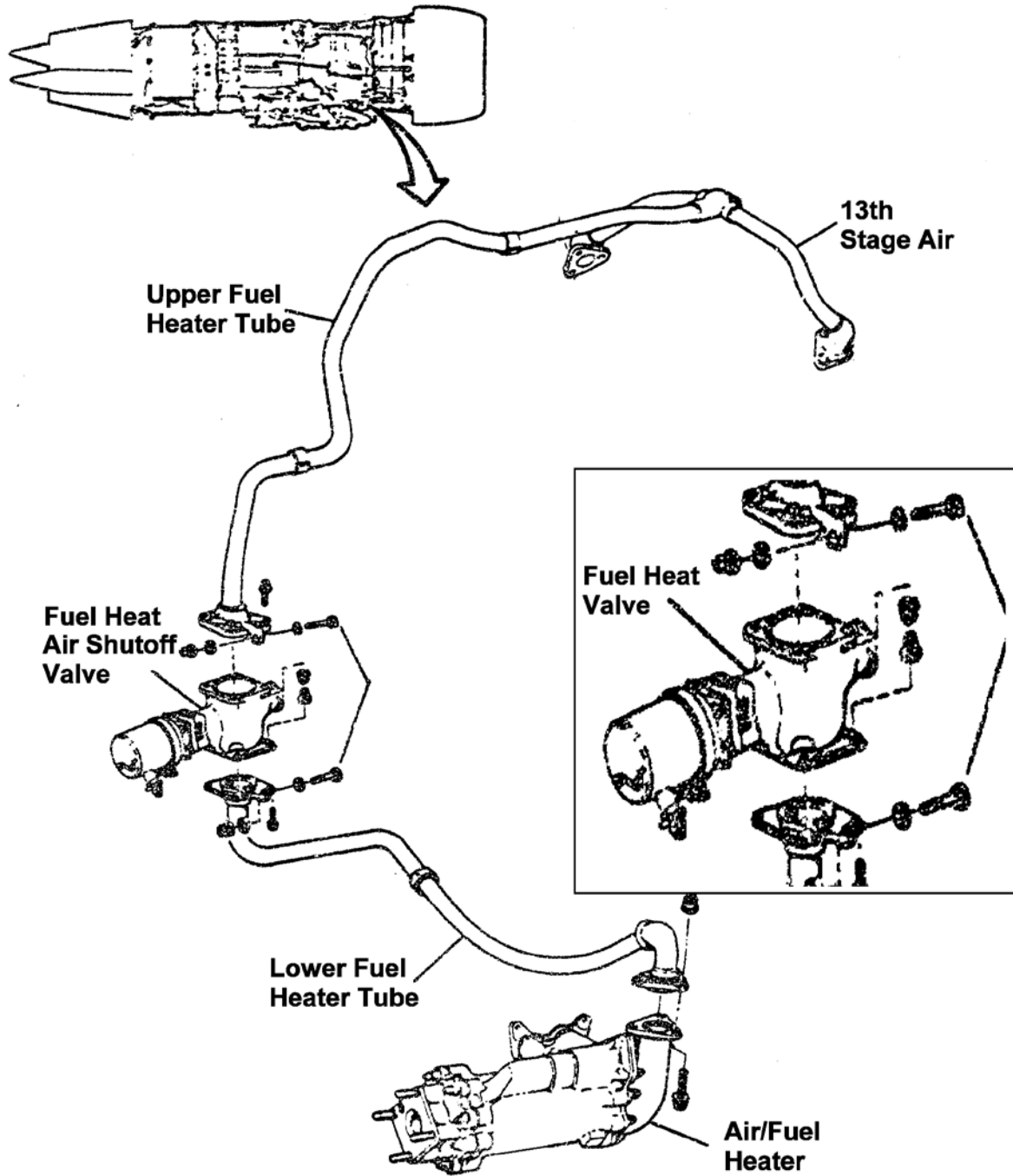
(M) PROCEDURES

73-00-06B

1. Gain access to the Valve, located on the forward lower right side of the engine.
2. If Valve is failed open, manually close Valve by moving the external valve position indicator to the closed position.
3. Wire the position indicator into place to secure the Valve.
4. Pull and secure the appropriate circuit breakers for the affected Valve as follows:

Left Engine	Fuel Heat Left Control	K-28
	Fuel Heat ON Message	S-36
Right Engine	Fuel Heat Right Control	L-28
	Fuel Heat ON Message	T-36

CONTINUED NEXT PAGE



	MD-88 Minimum Equipment List	ATA 73 Engine Fuel and Control	R17 04/26/16 Page 73-13

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
73-00-07	Approach Idle Control Systems "DISP.APPR.REQ'D."	Y	2	0	C (O)(M) May be inoperative in the Approach Idle Mode provided appropriate performance penalty is applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
73-00-07	Associated N ₂ Indicator	____ Approach Idle Control System(s) INOP

(O) PROCEDURES

1. With one or both failed in the Approach (Hi) idle mode, the following procedures below may be used at the Captains discretion to reduce brake requirements during two engine taxi situations.
 - a. After engine start, verify ART switch in AUTO, slats extended, and ART READY light on.
 - b. When conditions permit and prior to taxi, advance both engines to 64% N₁ or greater.
 - c. Retard one engine and verify power increase on other engine and ART (amber) light on.
 - d. Switch autobrakes OFF and DISARM spoilers prior to taxi.
 - e. Set engine power as required for taxi.

NOTE: The preceding steps reduce engine thrust at idle by activating ARTS. Excessive taxi speeds may be controlled with thrust reversers, if required.

- f. Reset ART just prior to takeoff by placing ART switch to OFF and back to AUTO. Verify ART light off and READY light ON.
- g. Set ART switch as required for Takeoff.
- h. Reset autobrakes / auto spoilers in preparation for takeoff.

NOTE 1: With one or both engines failed in the Approach (Hi) Idle mode, flight crews need to be aware of increased drag and distance requirements during descent and approach operations. Plan all crossing restrictions, approaches, descents and configuration changes taking into account higher engine idle speeds.

NOTE 2: Engine(s) will remain in approach (Hi) Idle during landing roll.

NOTE 3: At high altitude airports with cold ambient temperatures, idle EPR as high as 1.2 may be encountered. In order to minimize the possibility of FOD, consideration should be given to stowing thrust reversers when a safe stop is assured

2. When clear of runway after landing, ARTS must be activated as described in Steps 1a through 1d to reduce engine idle thrust.

CONTINUED NEXT PAGE

	MD-88 Minimum Equipment List	ATA 73 Engine Fuel and Control	R17 04/26/16 Page 73-14

73-00-07	APPROACH IDLE CONTROL SYSTEMS
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 400 lbs.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF 1. Reduce RATOW by 8,500 lbs. 2. Reduce T/O CLIMB LIMIT by 8,500 lbs. LANDING See ALM - Airports Section for airport landing chart (APPROACH IDLE CNTRL SYSTEM FAILED HI).

(M) PROCEDURES

With one or both failed to the approach (Hi) idle mode, pull (open) 28 VDC Approach Idle control circuit breaker (S-40).

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
73-00-08A	Auto Reserve Thrust (ART) System "DISP.APPR.REQ'D."	Y	1	0	C (O) May be inoperative provided the use of Normal (TO) Thrust is not authorized.
73-00-08B	Auto Reserve Thrust (ART) System "Contact MCC" "DISP.APPR.REQ'D."	Y	1	0	B (O) May be inoperative provided takeoff is conducted using MAX PWR settings. NOTE: Item deferred due to previous engine overtemp.

MEL ITEM	TAB LOCATION	PLACARD TEXT
73-00-08A	ART Switch	ART System INOP
73-00-08B	ART Switch	ART System INOP

(O) PROCEDURES

73-00-08A

NOTE: Normal (TO) Thrust is not authorized.

- Plan takeoff based on Assumed Temperature Reduced Thrust or Maximum (MAX) Thrust.
- For MAX power takeoff, select (TO) on TRP.
- Position ART switch to OFF.
- Use the following to determine weight limits, Stabilizer Settings and Speeds for the desired EPR setting:
 - If using Assumed Temperature Reduced Thrust, use corresponding Weights, Stabilizer Settings and Speeds from WDR.
 - If using MAX EPR, use TO or MAX Weights, Stabilizer Settings and V-Speeds from WDR.
 - For takeoffs below 5000 feet MSL, use Weights, Stabilizer Settings and V-Speeds for Normal Thrust / Flaps (TO/11, TO/18, TO/05, etc.).
 - For takeoffs at or above 5000 feet MSL, Weights, Stabilizer Settings and V-Speeds for Max Thrust / Flaps (MAX / 05, MAX / 04, etc.) may also be used.
- If MAX EPR is used, make logbook entry, "MAX PWR USED".

73-00-08B

NOTE: Use of Normal (TO) or Assumed Temperature (AT36, AT37, etc.) reduced thrust is not authorized.

- Select (TO) on TRP.
- Position ART switch to OFF.
- Plan takeoff based on Maximum (MAX) Thrust.
- Use the following to determine weight limits, Stabilizer Settings and Speeds for the desired (MAX) PWR setting:

CONTINUED NEXT PAGE

	MD-88 Minimum Equipment List	ATA 73 Engine Fuel and Control	R17 04/26/16 Page 73-16

- a. For takeoffs below 5000 feet MSL, use Weights, Stabilizer Settings and V-Speeds for Normal Thrust / Flaps (TO/11, TO/18, TO/05, etc.).
 - b. For takeoffs at or above 5000 feet MSL, use Weights, Stabilizer Settings and V-Speeds for Normal Thrust / Flaps (TO/11, TO/18, TO/05, etc.) or Max Thrust / Flaps (MAX / 05, MAX / 04, etc.).
5. Make logbook entry, "MAX PWR USED".

 DELTA	MD-88 Minimum Equipment List	ATA 74 Ignition	R10 04/26/10 Page 74-1

ATA 74 Contents

74-00-02	Ignition Systems-High Energy 20 Joule AC	74-2

	MD-88 Minimum Equipment List	ATA 74 Ignition	R16 08/28/14 Page 74-2

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
74-00-02	Ignition Systems-High Energy 20 Joule AC	Y	4	2	C	(O) May be inoperative provided both inoperative systems are not on the same engine.

MEL ITEM	TAB LOCATION	PLACARD TEXT
74-00-02	Associated IGN Switch(es)	____ Ignition System(s) INOP

(O) PROCEDURES

Use operative Ignition System for start, takeoff and landing and refer to [Operations Manual](#), Volume 1, Limitations, Operating Limitations, Engines, APU.

	MD-88 Minimum Equipment List	ATA 75	R10 04/26/10 Page 75-1

ATA 75

**THERE ARE NO ATA 75 ITEMS IN THE MD-88
MINIMUM EQUIPMENT LIST**

 DELTA	MD-88 Minimum Equipment List	ATA 75	R10 04/26/10 Page 75-2

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	MD-88 Minimum Equipment List	ATA 76 Engine Controls	R10 04/26/10 Page 76-1

ATA 76 Contents

76-00-01A	Automatic Engine Synchronization (AES) System.....	76-2
76-00-01B	N1 or N2 Mode	76-2
76-00-01C	ENG SYNC FAIL Annunciator.....	76-2

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
AUTOMATIC ENGINE SYNCHRONIZATION (AES) SYSTEM					
76-00-01A	Automatic Engine Synchronization (AES) System	Y	1	0	C (O) May be inoperative provided: a) ENGINE SYNC Switch remains OFF, and b) Engine Synchronizer circuit breaker is pulled and secured.
76-00-01B	N1 or N2 Mode	Y	1	0	C (O) May be inoperative provided affected Mode is not used.
76-00-01C	ENG SYNC FAIL Annunciator	Y	1	0	C

MEL ITEM	TAB LOCATION	PLACARD TEXT
76-00-01A	ENG SYNC Selector	Automatic Engine Synchronization System INOP
76-00-01B	ENG SYNC Selector	____ Eng Sync N1 or N2 Mode INOP
76-00-01C	ENG SYNC Selector	ENG SYNC FAIL Light INOP

(O) PROCEDURES

76-00-01A

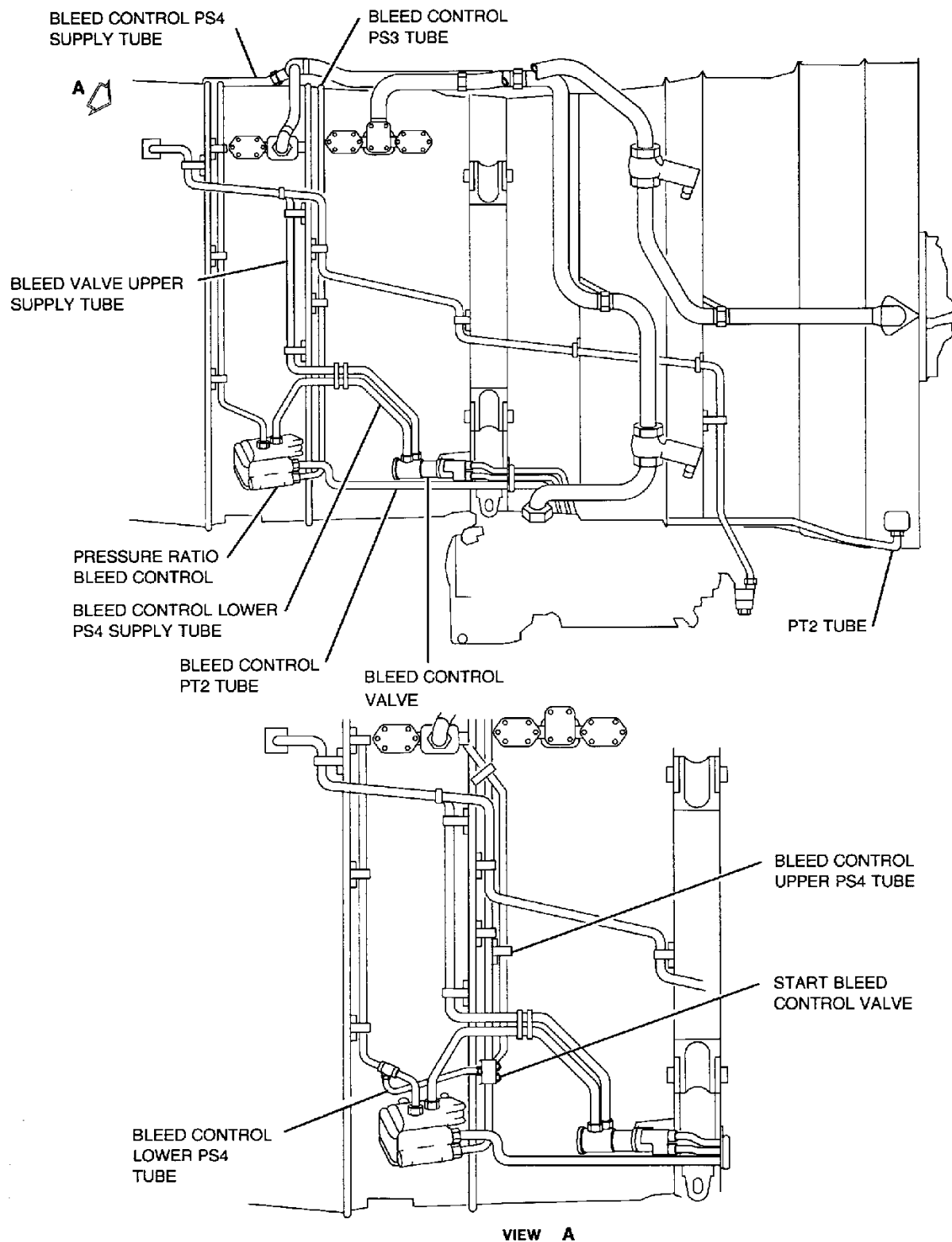
1. ENG SYNC Switch to OFF.
2. Pull and secure Engine Synchronizer circuit breaker T-40.

76-00-01B

Do not operate ENG SYNC Switch in affected mode(s).

ATA 77 Contents

77-00-01A	Engine Pressure Ratio Indicating Systems	77-3
77-00-01B	Digital EPR Readouts (Number Boxes)	77-3
77-00-01C	EPR Limit Chevrons Automatic Mode	77-3
77-00-01D	EPR Limit Chevrons Manual Mode	77-3
77-00-03	N ₁ Tachometer Indicating Systems	77-5
77-00-04	N ₂ Tachometer Indicating Systems	77-6



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	ENGINE PRESSURE RATIO INDICATING SYSTEMS				
77-00-01A	Engine Pressure Ratio Indicating Systems "DISP.APPR.REQ'D."	Y	2	1	C (O) May be inoperative provided: a) N1, N2, and Fuel Flow Indications on both engines are operative, b) Autothrottles are considered inoperative and deferred per MEL 22-00-15T, c) Enroute operations and/or approach minimums do not require its use, and d) Appropriate performance correction data is used. CAT II/III Not Authorized
77-00-01B	Digital EPR Readouts (Number Boxes)	Y	2	0	C
77-00-01C	EPR Limit Chevrons Automatic Mode	Y	2	0	C
77-00-01D	EPR Limit Chevrons Manual Mode	Y	2	0	C

MEL ITEM	TAB LOCATION	PLACARD TEXT
77-00-01A	EDP	____ EPR Indicator INOP
77-00-01B	EDP	____ Digital EPR Readouts INOP
77-00-01C	EDP	____ EPR Limit Chevrons Automatic Mode INOP
77-00-01D	EDP	____ EPR Limit Chevrons Manual Mode INOP

(O) PROCEDURES

77-00-01A

- ARTS switch must be in the OFF position.
- Reduced thrust takeoffs are NOT authorized.
- Set N1 on both engines in accordance with the N1 power setting tables for Operation for EPR Indicating System Inoperative, [ODM](#), Abnormal Section for Takeoff, G/A, and MCT. Procedures remain unchanged, except that N1 power settings must be used in lieu of EPR.

NOTE: N1 T/O settings provided in the ODM constitute a slightly more than normal power takeoff, but not a MAX power takeoff. Therefore, a logbook entry is not required if NORMAL power takeoff EGT limit is not exceeded.

CONTINUED NEXT PAGE

	MD-88 Minimum Equipment List	ATA 77 Engine Indicating	R17 04/26/16 Page 77-4

4. The Thrust Rating System must not be used for Go-Around or Max. Continuous Thrust Setting, except if an engine failure occurs and the operative engine has the operative EPR Indication System.
5. For Climb and Cruise Thrust setting, the CL and CR EPR values may be set on the engine with the valid EPR display, and the N1 values then matched between the two engines. However, flight crew must ensure N1 never exceeds the N1 limits for Max. Continuous Thrust on the N1 power setting charts.
6. Apply the following Performance Corrections:

77-00-01A	ENGINE PRESSURE RATIO INDICATING SYSTEMS
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Reduce ENROUTE LIMIT WT by 16,744 lbs.
NOTES	Make a notation on the Flight Plan when Enroute Climb is limiting.
AWABS	1. Performance weight corrections have been applied. 2. Refer to ODM – Abnormal section for N₁ settings (Takeoff, G/A and MCT) with EPR Indication Systems inoperative.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF – OAT below 80°F 1. Reduce RATOW by 17,940 lbs. 2. Reduce T/O CLIMB LIMIT by 17,940 lbs. TAKEOFF – OAT at 80°F to 100°F 1. Reduce RATOW by 35,133 lbs. 2. Reduce T/O CLIMB LIMIT by 35,133 lbs. TAKEOFF – OAT above 100°F 1. Reduce RATOW by 43,355 lbs. 2. Reduce T/O CLIMB LIMIT by 43,355 lbs. LANDING – OAT below 80°F 1. Reduce LANDING CLIMB LIMIT WT by 13,260 lbs. LANDING – OAT at 80°F to 100°F 1. Reduce LANDING CLIMB LIMIT WT by 17,440 lbs. LANDING – OAT above 100°F 1. Reduce LANDING CLIMB LIMIT WT by 23,720 lbs. OTHER CORRECTIONS 1. Refer to ODM – Abnormal section for N₁ settings (Takeoff, G/A and MCT) with EPR Indication Systems inoperative. 2. Determine V-Speeds from ODM Takeoff Section charts for applicable Thrust / Flap setting and enter with the actual takeoff weight increased by the MEL takeoff weight penalty (17,940 lbs. for OAT below 80°F or 35,133 lbs. for OAT at or between 80°F to 100°F or 43,355 lbs. for OAT above 100°F). 3. Determine all other speeds at actual operating weight.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
77-00-03	N ₁ Tachometer Indicating Systems "DISP.APPR.REQ'D."	Y	2	1 B	(O) May be inoperative provided N ₂ , EPR, and Fuel Flow Indicating Systems are operative for associated engine. NOTE: Automatic Reserve Thrust System (ART) may be inoperative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
77-00-03	1. EDP 2. ART Switch 3. ENG SYNC Switch	1. _____ N ₁ Tach INOP 2. Do Not Use ART System 3. Do Not Use ENG SYNC in N1 Mode

(O) PROCEDURES

- Normal (TO) Thrust is not authorized.
- Position ART switch to OFF.
- Plan takeoff based on Assumed Temperature Reduced Thrust or Maximum (MAX) Thrust.
- Use the following to determine weight limits, Stabilizer Settings and Speeds for the desired EPR setting:
 - If using Assumed Temperature Reduced Thrust, use corresponding Weights, Stabilizer Settings and Speeds from WDR.
 - If using MAX EPR, use TO or MAX Weights, Stabilizer Settings and V-Speeds from WDR.
 - For takeoffs below 5000 feet MSL, use Weights, Stabilizer Settings and V-Speeds for Normal Thrust / Flaps (TO/11, TO/18, TO/05, etc.).
 - For takeoffs at or above 5000 feet MSL, Weights, Stabilizer Settings and V-Speeds for Max Thrust / Flaps (MAX / 05, MAX / 04, etc.) may also be used.
- Visually confirm N1 rotation during each start procedure.
- Do not operate ENG SYNC in N1 mode.
- If MAX EPR is used, make logbook entry, "MAX PWR USED".

	MD-88 Minimum Equipment List	ATA 77 Engine Indicating	R16 08/28/14 Page 77-6

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
77-00-04	N ₂ Tachometer Indicating Systems	Y	2	1	B	(O) May be inoperative provided N ₁ , EPR, and Fuel Flow Indicating Systems are operative for associated engine.

MEL ITEM	TAB LOCATION	PLACARD TEXT
77-00-04	EDP	____ N ₂ Tach INOP

(O) PROCEDURES

Refer to [QRH](#), Non-Normal Checklist, Section 7, Engines, APU, N2 - NO ROTATION (88).

	MD-88 Minimum Equipment List	ATA 78 Exhaust	R10 04/26/10 Page 78-1

ATA 78 Contents

78-00-01	Thrust Reverser Systems (Includes Accumulators and Accumulator Low Annunciators)	78-2
78-00-02	Engine Reverse Unlock Light (Amber) Indicating Systems	78-5
78-00-03	Engine Reverse Thrust Light (Blue) Indicating Systems.....	78-6

	MD-88 Minimum Equipment List	ATA 78 Exhaust	R16 08/28/14 Page 78-2

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
78-00-01	Thrust Reverser Systems (Includes Accumulators and Accumulator Low Annunciators) "DISP.APPR.REQ'D."	N	2	1	C (O)(M) May be inoperative provided: a) No external leakage exists in associated accumulator, and b) Associated Reverser is DEACTIVATED and STOWED.

MEL ITEM	TAB LOCATION	PLACARD TEXT
78-00-01	Associated Reverse Thrust / Reverser Unlock Light	____ Thrust Reverser System INOP

(O) PROCEDURES

1. Verify Engine REVERSE UNLOCK light is not illuminated unless dispatch relief has been provided by MEL 78-00-02 to the affected thrust reverser.
2. During walkaround, verify upper and lower Reverser doors are faired at the leading edge.
3. Use unaffected thrust reverser within limits of directional controllability.
4. Antiskid System must be operative and utilized.

NOTE: Should one engine's parameters read consistently high until the gear is lowered on approach where the parameters then match up, there is a chance that the engine with the higher readings is stuck in approach idle. If the engine happens to be the one with the inoperative reverser, caution should be used upon landing when activating the reverser levers as asymmetrical thrust is likely. Avoid using greater than idle reverse thrust unless necessary.

(M) PROCEDURES

1. Visually verify Thrust Reverser Doors are fully closed. When properly closed, upper and lower doors should be faired at the leading edge, and Engine Reverse Unlock Light will be extinguished.

NOTE 1: If Reverser Doors are not fully closed, attempt to restow the affected Thrust Reverser by cycling the affected Reverse Thrust Lever (with hydraulic power available) from forward idle, to reverse and back to forward idle.

NOTE 2: If Reverser Doors appear to be faired but Engine Reverse Unlock Light does not extinguish, refer to [MEL 78-00-02](#) for dispatch relief for the Engine REVERSE UNLOCK Light Indicating System.

2. Visually verify that the overcenter links on both sides of the affected Reverser are over center.

NOTE: The links, carriage, and other Thrust Reverser actuation hardware can be viewed in the vicinity of the Stang Fairings and through access holes in the beam assembly. Refer to the figure on the following page.

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3. Visually inspect all visible portions of the driver links, idler links, overcenter links, carriage assembly, beam assembly, and guide rods, for integrity and security as follows:

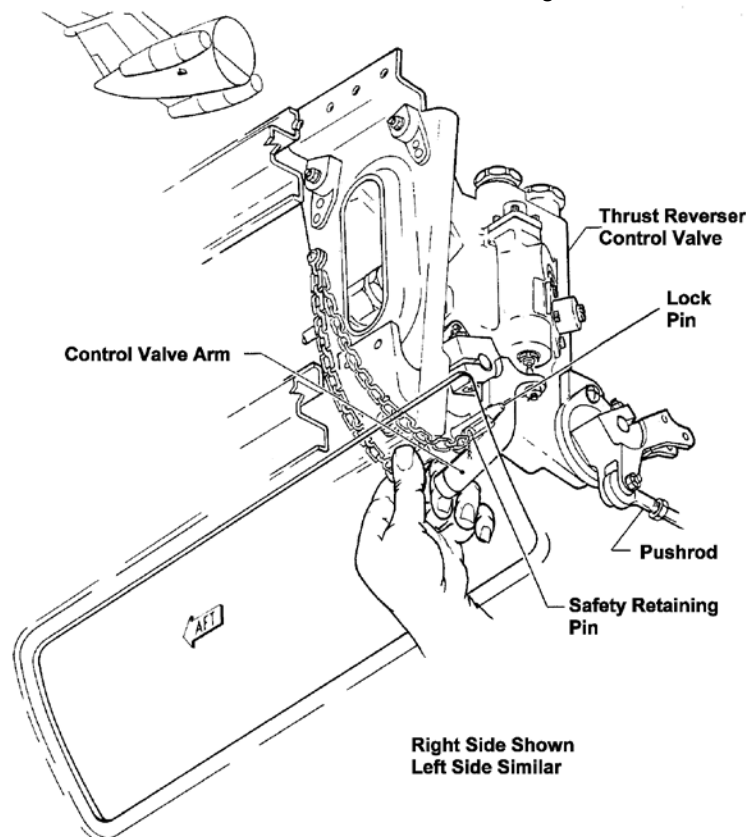
- a. Verify none of the above hardware is fractured or cracked.
- b. Ensure all bolt and nut attachments, including cotter pins or other attachment retention devices, between links, carriage assembly, and beam are present.
- c. Verify the carriage assembly is attached to guide rods and that the guide rods are not bent.

NOTE: If damage to any of the above components is detected, or if affected reverser fails to properly stow, refer to Maintenance Manual for appropriate repair instructions prior to further flight.

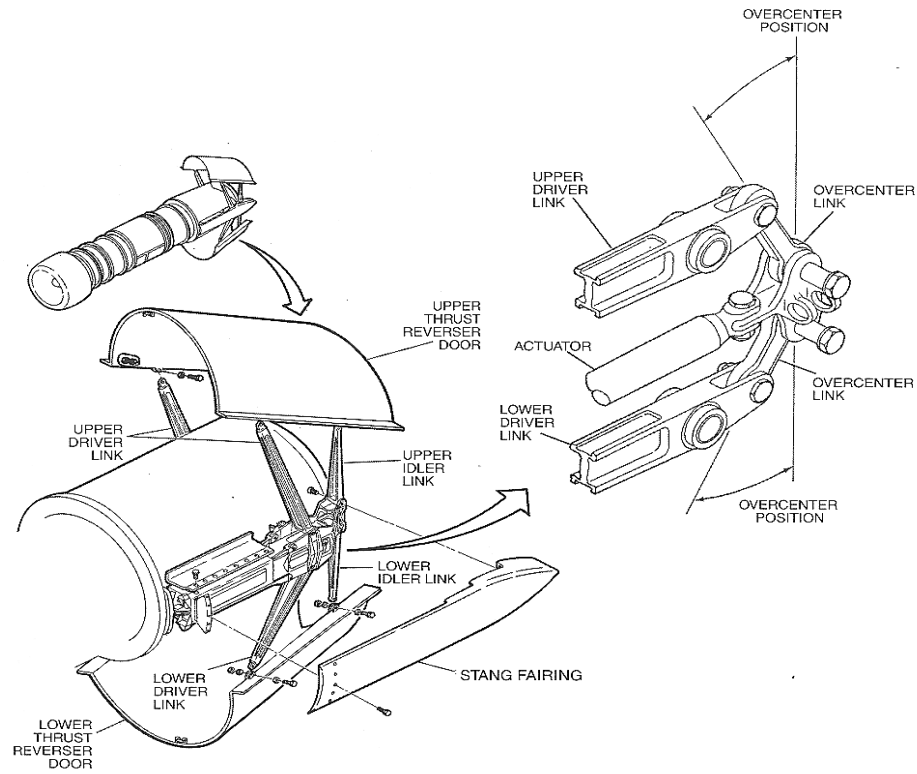
4. Deactivate affected reverser as follows:

- a. Open affected thrust reverser control valve access door.
- b. Pull Control Valve Handle out to Dump position and hold.
- c. Insert lockpin to retain the handle in the Dump position. Secure lockpin in place using safety retaining pin (if installed) or with lockwire.
- d. Close door.

5. Pull and secure affected thrust reverse accumulator low message circuit breaker (Left S-29, Right T-29).



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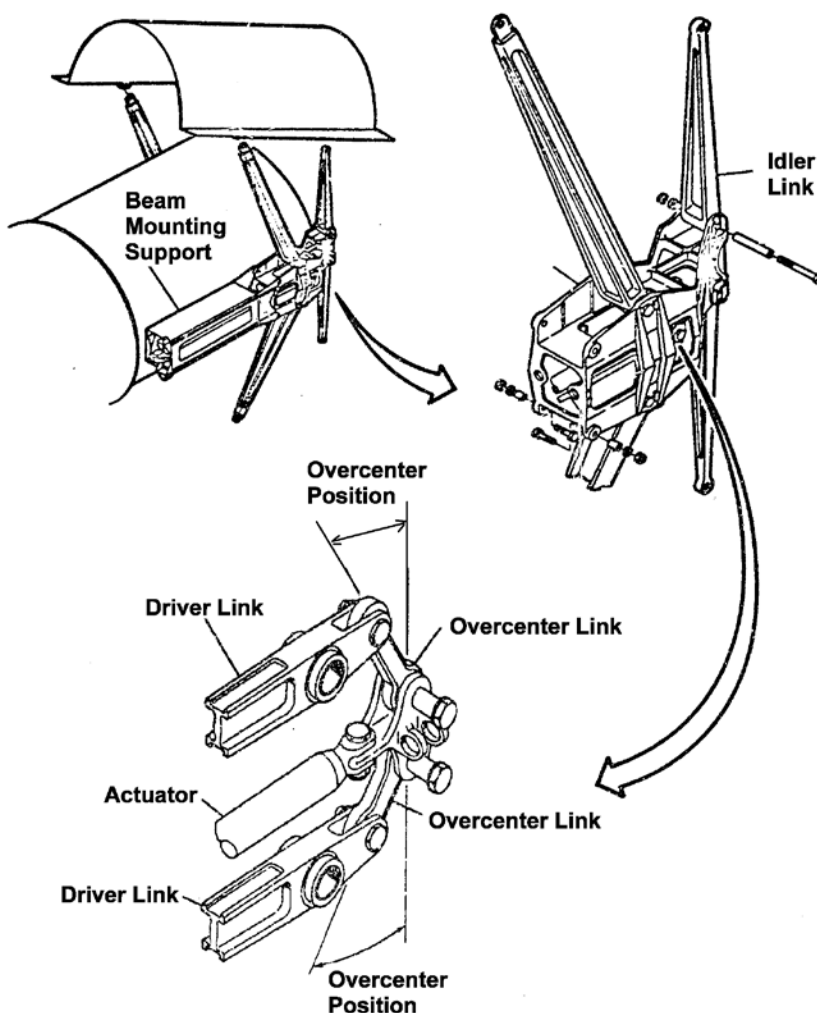
 DELTA	MD-88 Minimum Equipment List	ATA 78 Exhaust	R16 08/28/14 Page 78-5

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
78-00-02	Engine Reverse Unlock Light (Amber) Indicating Systems "Contact MCC"	N	2	1	C (M) May be inoperative provided associated thrust reverser is inspected for proper stowage in the retracted position PRIOR TO EACH DEPARTURE (Log Book Entry Required). Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
78-00-02	Affected Reverse Unlock Light	___ Engine Reverse Unlock Light (Amber) INOP

(M) PROCEDURES

1. Verify upper and lower thrust reverser doors are faired at the leading edge.
2. Verify that the over-center links are over-center.



	MD-88 Minimum Equipment List	ATA 78 Exhaust	R16 08/28/14 Page 78-6

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
78-00-03	Engine Reverse Thrust Light (Blue) Indicating Systems	Y	2	0	C (O) May be inoperative provided associated engine reverser interlock system is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
78-00-03	Affected Reverse Thrust Light	___ Engine Reverse Thrust Light(s) (Blue) INOP

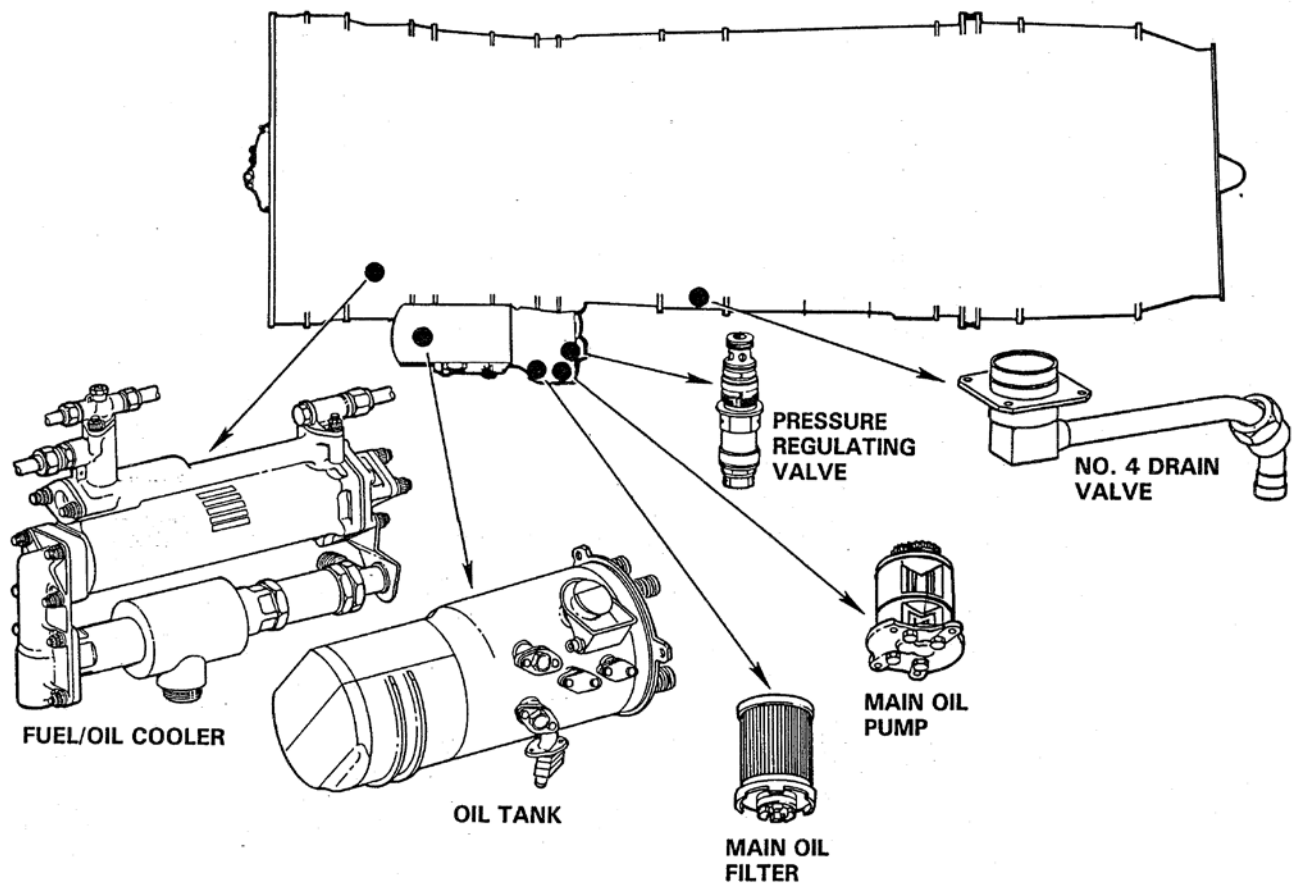
(O) PROCEDURES

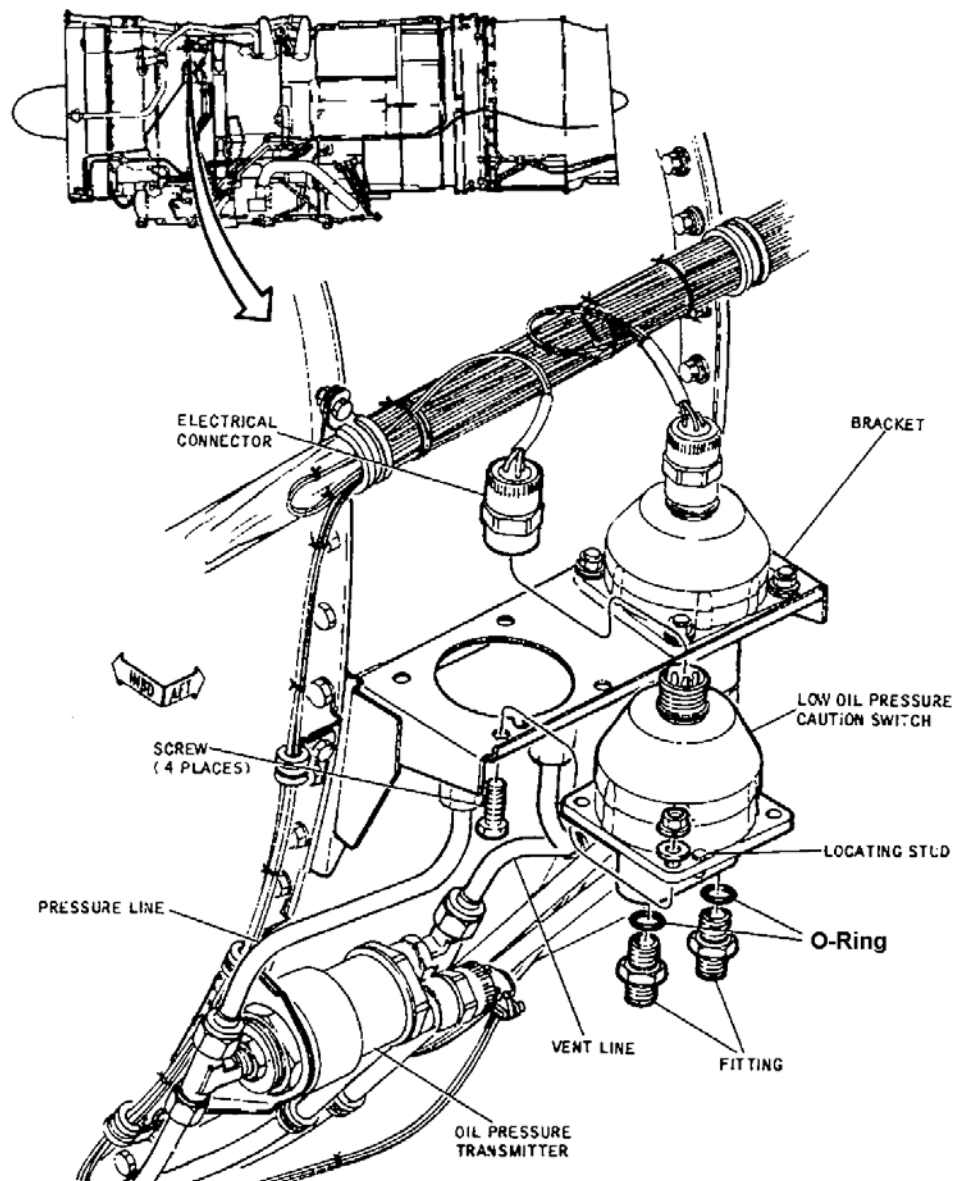
Ascertain that reverse lever cannot be actuated past interlock stop until reversers are deployed.

	MD-88 Minimum Equipment List	ATA 79 Oil	R10 04/26/10 Page 79-1

ATA 79 Contents

79-00-02	Engine OIL PRESSURE LOW Annunciators	79-4
79-00-03	Engine Oil Quantity Indicating Systems.....	79-5
79-00-05	Engine OIL STRAINER CLOGGING Annunciator Systems	79-6





NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
79-00-02	Engine OIL PRESSURE LOW Annunciators	Y	2	1 B	(O) May be inoperative provided associated Engine Oil Quantity Indicating System is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
79-00-02	Near EOAP	___ Engine OIL PRESSURE LOW Light INOP

(O) PROCEDURES

Monitor oil pressure, temperature, and quantity indications.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
79-00-03	Engine Oil Quantity Indicating Systems "Contact MCC"	N	2	0	B
					(O)(M) May be inoperative provided: a) Associated Engine Oil Quantity is verified (visual or dip stick check) PRIOR TO EACH DEPARTURE (Log Book Entry Required), b) There is no evidence of above normal oil consumption or leakage, and c) Associated Engine Oil Pressure Low Annunciator System is operative. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
79-00-03	System Display Panel	___ Engine Oil Quantity Indicator(s) INOP

NOTE: The [AMM](#) specifies time limits for oil servicing after engine shutdown. If it is necessary to run the engine prior to servicing, the flight crew may accomplish this task if qualified maintenance personnel are not available.

(O) PROCEDURES

Monitor oil pressure, temperature and pressure caution systems.

(M) PROCEDURES

PRIOR TO EACH DEPARTURE:

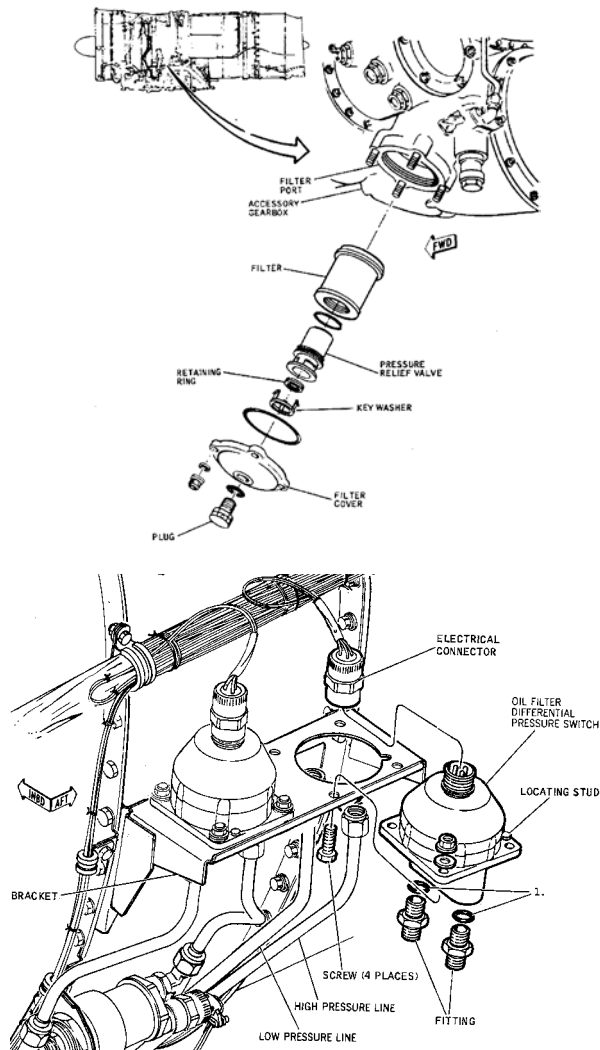
1. Check (visual or dipstick) oil quantity within 30 minutes of shutdown.
2. Check airplane log book and maintenance records to make sure oil consumption is within limits.

NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION			REMARKS OR EXCEPTIONS
79-00-05	Engine OIL STRAINER CLOGGING Annunciator Systems	N 2	1 B	(M) May be inoperative provided the Main Oil Filter / Strainer (screen) is inspected ONCE EACH FLIGHT DAY and is verified to be clean. (Logbook Entry Required). Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
79-00-05	Near EOAP	____ Engine OIL STRAINER CLOGGING Light INOP

(M) PROCEDURES

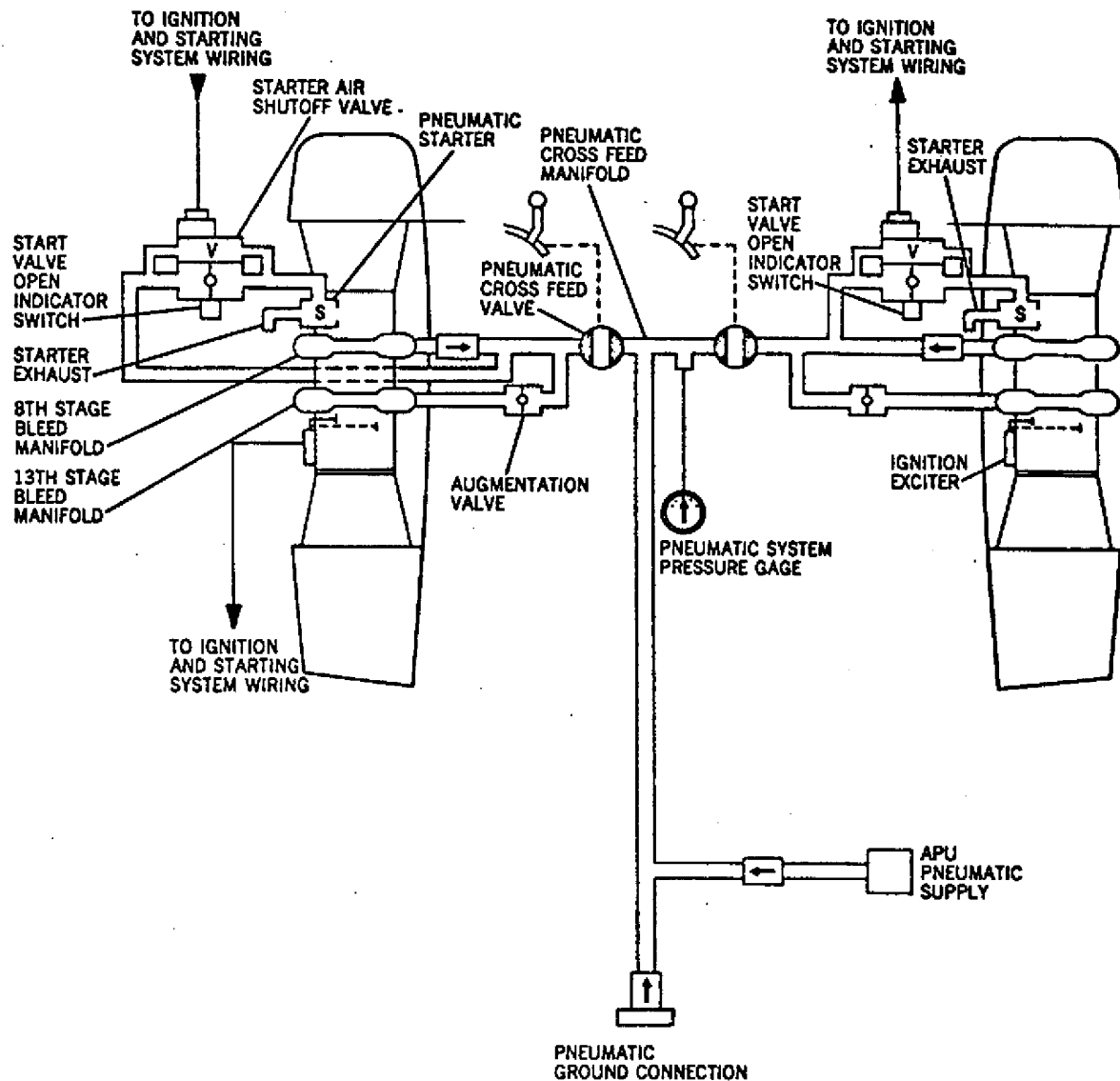
1. Verify the Main Oil Filter is clean.
2. Disconnect and stow electrical connector on the associated Engine Oil Strainer Clog Switch.



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ATA 80 Contents

80-00-01A	START VALVE OPEN Annunciator Systems	80-3
80-00-02	Starter Shutoff Valves	80-6



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
80-00-01A	START VALVE OPEN Annunciator Systems "Contact MCC"	N	2	0	C (O)(M) May be inoperative OFF provided it is verified that the associated Starter Shutoff Valve is CLOSED AFTER STARTING. Repetitive Check Required (Yellow Placard)
80-00-01B	START VALVE OPEN Annunciator Systems "Contact MCC"	N	2	0	C (O)(M) May be inoperative ON provided it is verified that the associated Starter Shutoff Valve is CLOSED AFTER STARTING. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
80-00-01A	Near EOAP	___ START VALVE OPEN Light(s) INOP
80-00-01B	Near EOAP	1. ___ START VALVE OPEN Light(s) INOP 2. Associated start valve must be manually opened then closed

(O) PROCEDURES

80-00-01A

START VALVE OPEN Annunciation inoperative OFF (not illuminated when start valve is open):

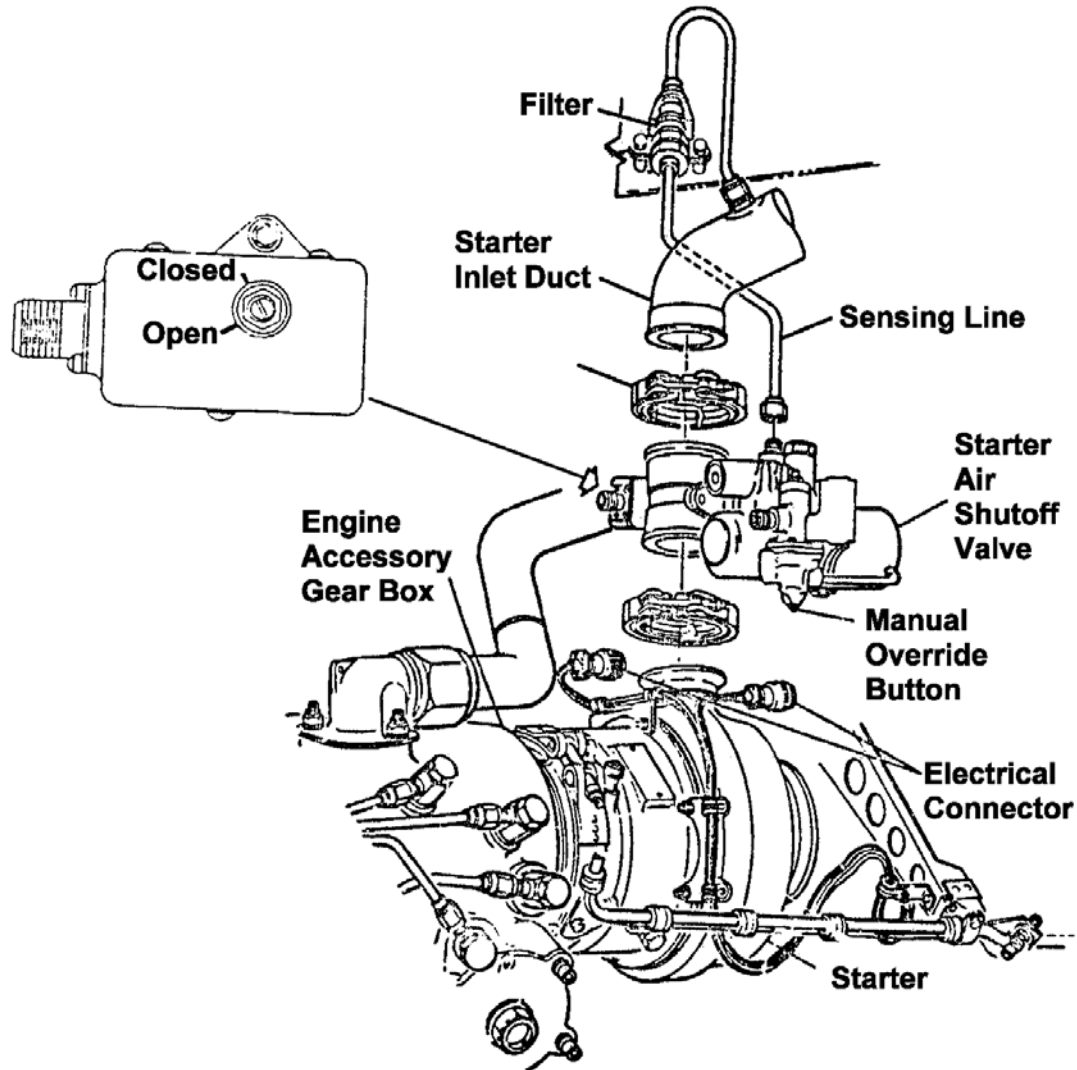
1. Perform normal engine start procedure except:
 - a. Coordinate with personnel on ramp to ensure starter valve closes after engine start.

80-00-01B

START VALVE OPEN Annunciation inoperative ON (continuously illuminated after start valve commanded closed).

1. Perform normal engine start procedure except:
 - a. Announce "OPEN START VALVE" and select / hold overhead START switch ON for affected engine.
 - b. At 40% N2 release START switch and announce "CLOSE START VALVE".

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(M) PROCEDURES

80-00-01A

START VALVE OPEN Annunciation inoperative OFF (not illuminated when start valve is open):

1. Establish and maintain communications with flight deck.
2. Observe associated start valve during engine start.
3. Check that starter valve closes after engine start.
4. If starter valve remains open, advise crew to close engine cross-feed valve immediately and close start valve using manual hex head feature on valve.

80-00-01B

START VALVE OPEN Annunciation inoperative ON (continuously illuminated after start valve commanded closed).

1. Open the appropriate engine lower cowl door.
2. Deactivate the start valve as follows:
 - a. Disconnect the control air line at the valve port.
 - b. Install a plug in the control air line and secure the control air line.
 - c. Install a cap on the start valve control air port.
3. For engine start, establish and maintain communications with flight deck.
4. Upon command from flight deck, open the start valve using the manual hex head feature.
5. Upon command from flight deck, promptly close the valve AFTER ENGINE START.

CAUTION: If difficulties are encountered while attempting to close start valve, advise the crew to close engine cross-feed valve immediately.

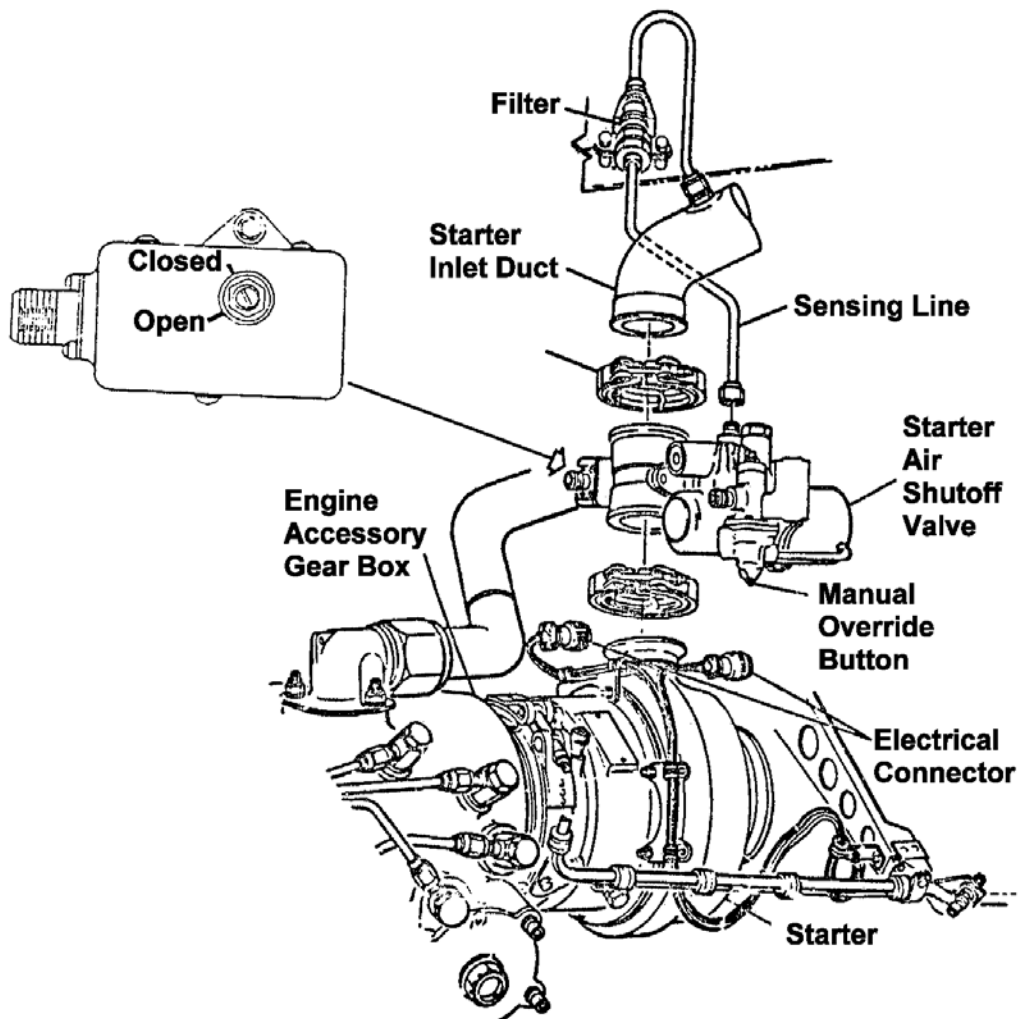
6. Verify that the start valve external position indicator indicates the valve is CLOSED and that no air discharges from the starter exhaust outlet after starting.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
80-00-02	Starter Shutoff Valves "Contact MCC"	N	2	0	C (O)(M) May be inoperative CLOSED provided alternate starting procedures are used. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
80-00-02	Associated Engine Start Switch	___ Starter Valve(s) INOP

(O) PROCEDURES

1. Perform normal engine start procedure except:
 - a. Announce "OPEN START VALVE" and select / hold overhead START switch ON for affected engine.
 - b. At 40% N2 release START switch and announce "CLOSE START VALVE".



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(M) PROCEDURES

1. For engine start, establish and maintain communications with flight deck.
2. Upon command from flight deck, open the start valve using the manual override button or hex head feature.

CAUTION: Use only hand pressure to depress override button. Use of a screwdriver or other type of prying device can deform the pin mechanism inside valve. A deformed pin can allow valve to open uncommanded when air pressure is available to engine start valve. If undetected or uncorrected, this condition will result in significant damage to the engine starter.

3. Upon command from flight deck, promptly close the valve.

CAUTION: If difficulties are encountered while attempting to close start valve, advise the crew to close engine cross-feed valve immediately.

4. Verify that the start valve external position indicator indicates the valve is CLOSED and that no air discharges from the starter exhaust outlet after starting.

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Revision 17 complies with FAA MD-88 MMEL revision
39. 05/28/2014

FAA-APPROVED

BY: FAA DELTA CMO-27
EFFECTIVE DATE: 04/26/2016


John R. Brooke
Principal Operations Inspector

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FM-7	04/26/16	21-19	04/26/16	22-6	08/28/14	24-7	08/28/14
FM-8	04/26/16	21-20	04/26/16	22-7	04/26/16	24-8	08/28/14
FM-9	04/26/16	21-21	04/26/16	22-8	08/28/14	24-9	08/28/14
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FM-12	04/26/16	21-24	04/26/16	22-11	04/26/16	24-12	08/28/14
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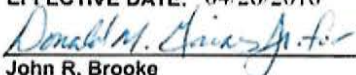
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BY: FAA DELTA CMO-27
EFFECTIVE DATE: 04/26/2016


John R. Brooke
Principal Operations Inspector

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