DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

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BOEING 727

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77	77-1	41 a	08/24/1999
	77-2	41 a	08/24/1999
	77-3	40 a	03/23/1999
	77-4	40 a	03/23/1999
78	78-1	38	02/14/1996
	78-2	41 a	08/24/1999

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Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
	78-3	41 a	08/24/1999
	78-4	38	02/14/1996
79	79-1	40	12/21/1998
	79-2	40	12/21/1998
80	80-1	40	12/21/1998

BOEING 727

Highlights of Change

Effective above date, the B-727 Master Minimum Equipment List has been revised. Please replace affected pages of the previous list with revision 41a for a complete up to date MMEL.

22 AUTO FLIGHT

6. Yaw Dampers
COMMENT: Added STC's ST00488SE and ST00507SE.

34 NAVIGATION

4. Mach/Airspeed Aural Warning Systems
COMMENT: Added STC's ST00488SE and ST00507SE to sub item 2).

77 ENGINE INDICATING

1. Engine Pressure Ratio Systems
COMMENT: Corrected STC numbers ST00399SE and ST00448SE in sub items 1) and 2).

78 ENGINE EXHAUST

1. Thrust Reversers
COMMENT: Added STC's ST00488SE and ST00507SE to sub item 4).

2. Thrust Reversers Operating Lights
COMMENT: Added STC's ST00488SE and ST00507SE to sub item 2).

BOEING 727

Definitions

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.

b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

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

d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type

Definitions

Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

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

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for

operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

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

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

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

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

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required to be published as a part of the operator's manual or MEL.

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

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

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

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

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

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

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

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

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance

Definitions

record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

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

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

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

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

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

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message,

Definitions

do not affect dispatch and do not require action other than as addressed within an operators standard maintenance program.

b. DOUGLAS (MD-11)

Some Douglas aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS).

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

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

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-320/319/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that effects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-320/319/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant, however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

BOEING 727

Definitions

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

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

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

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

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

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft

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

BOEING 727

Preamble
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

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

BOEING 727

Preamble
(Effective 6/14/89)

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

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

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

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

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

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

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
1.	Air Conditioning Packs			
	1) All Models Except 727-100 in Class "E" Cargo Configuration C	2	1	(O)One may be inoperative provided altitude is limited to FL 250 or below.
	2) All Models Except Class "E" Configurations C	2	0	(M)(O)One or both may be inoperative for unpressurized flight.
	3) 727-100 All Models in Class "E" Cargo Configuration C	2	1	(O)Left pack may be inoperative provided: a) Right pack operates normally, and b) Altitude is limited to FL 250 or below.
	4) 727-200 Air Cycle Machines (ACM) C	2	1	(O)One may be inoperative provided: a) Bleed air to the associated pack is not turned on at TAT above +19 degrees C, b) Air is not supplied to an inoperative ACM, c) Associated pack is operated in MANUAL with mix valve operated from 3/8 full cold toward hot as required, d) Ram air doors remain fully open during pack operation.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	C	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
2.	Pack Air Shut-Off Valves				
	1) All Models Except 727-100 And 727-100QF Class "E" Cargo Configuration	C	2	0	(M)One or both may be inoperative closed provided associated pack is considered inoperative.
	2) 727-100 All Models in Class "E" Cargo Configuration	C	2	1	(M)(O)Left system valve may be inoperative closed provided left pack is considered inoperative.
	3) 727-200	C	2	0	(M)(O)One or both may be inoperative open, and pack(s) may be used provided: a) Associated flow control and shutoff valve operates normally, and b) APU air is not used.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
3.	Pack Air Flow Control Systems			
	1) 727-100, 100QF Except Class "E" Cargo Configuration C	2	0	(O)May be inoperative provided: a) Associated pack is considered inoperative, and b) Reference is made to AFM Performance Data for auto-pack trip system inoperative when appropriate.
	2) 727-100 All Models in Class "E" Cargo Configuration C	2	1	(O)Left system may be inoperative provided: a) Reference is made to AFM Performance Data for auto-pack trip system inoperative when appropriate, and b) Left pack is considered inoperative.
	3) 727-200 C	2	0	(M)(O)One or both may be inoperative provided: a) Associated pack is considered inoperative. OR b) Associated pack may be utilized by using the override plunger on the flow control valve to open the valve, and c) Reference is made to AFM Performance Data for auto-pack trip system inoperative when appropriate.
	C			(Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
3. Pack Air Flow Control Systems (Cont'd)				
4) 727-200F	C	2	1	(O)One may be inoperative provided: a) Reference is made to AFM Performance Data for auto-pack trip system inoperative when appropriate, b) Override plunger on flow control valve is not used, and c) Associated pack is considered inoperative.
4. Pack Trip System				
1) All Models	C	2	0	(O)One or both warning light(s) may be inoperative provided associated overheat switches, duct pressure, and pack temperature gauges operate normally.
2) 727-200	C	2	1	(O)One pack trip system may be inoperative provided associated duct pressure and pack temperature gauges operate normally, and associated pack is operated as follows: a) It is not turned on at TAT above 19 degrees C, b) It is operated with MANUAL mix valve at least 3/8 from full cold position before and after supplying bleed air, and c) Cooling doors are full open during pack operation.

1. SYSTEM & SEQUENCE NUMBERS / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
5. Pack Cooling Fans				
1) 727-100 Except Class "E" Cargo Configuration	C	2	0	(M)(O)One or both may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.
2) 727-100 All Models in Class "E" Cargo Configuration	C	2	1	(M)(O)Left pack cooling fan may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.
3) 727-200	C	2	0	(M)(O)One or both may be inoperative provided the associated pack is operated only in flight with the landing gear and flaps retracted.
4) 727-200F and 727-200 Cargo Conversions Operated In Class "E" Configurations	C	2	1	(M)(O)Either pack cooling fan may be inoperative provided: a) Associated pack is operated only in flight with landing gear and flaps retracted, and b) On airplanes with Smoke Control System: Normal, Abnormal, and Emergency Procedures are developed and used requiring the associated pack to be shut OFF before selecting the Smoke Control Switch ON.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
6.	Cooling Fan Air Inlet Door Actuators			
	1) All Models Except Class "E" Cargo Configuration C	2	0	(O)One or both may be inoperative CLOSED provided associated pack(s) are operated only in flight with flaps retracted.
	2) 727-100 All Models in Class "E" Cargo Configuration C	2	1	(O)Left door actuator may be inoperative CLOSED or partially CLOSED provided: a) Associated pack is considered inoperative. OR b) Associated pack is operated only in flight with flaps retracted.

(Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
6. Cooling Fan Air Inlet Door Actuators (Cont'd)				
3) 727-200F and 727-200 Cargo Conversions Operated In Class "E" Configurations	C C	2	1	(O)Either door actuator may be inoperative CLOSED provided: a) Associated pack is considered inoperative. OR b) Associated pack is operated only in flight with flaps retracted, and c) On airplanes with Smoke Control System: Normal, Abnormal, and Emergency Procedures are developed and used requiring the associated pack to be shut OFF before selecting the Smoke Control Switch ON. NOTE: With an approved inlet cover, door is considered closed.
4) 727-100 and 727-100QF	C	2	0	(O)One or both may be inoperative OPEN.
5) 727-200 Except Class "E" Cargo Configuration	C	2	0	(O)One or both may be inoperative OPEN or PARTIALLY OPEN provided associated pack(s) is considered inoperative. (Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
6.	Cooling Fan Air Inlet Door Actuators (Cont'd)			
	6) 727-200F and 727-200 Cargo Conversions Operated In Class "E" Configurations	C	2	1	Either may be inoperative OPEN or PARTIALLY OPEN provided associated pack is considered inoperative.
7.	Pack Cooling Air Modulation System			
	1) Pack Cooling Doors Manual Control System	C	2	0	(M)(O)One or both may be inoperative provided: a) Associated systems(s) are secured fully open. OR
		C			b) An Automatic control mode operates normally.
		C	2	1	(M)(O)One may be inoperative other than fully open provided: a) Pack cooling door is deactivated, b) Pack is operated in MANUAL, and in flight only with landing gear and flaps retracted, c) Pack startup is made with mix valve set at 1/3 from full cold, or warmer, and (Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
7.	Pack Cooling Air Modulation System (Cont'd)			
	1) Pack Cooling Doors Manual Control System (Cont'd) C			d) Pack temperature is monitored continuously. OR e) An Automatic control mode operates normally.
	2) Pack Cooling Doors Automatic Control System C	2	0	(M)(O)One or both may be inoperative provided: a) Manual control mode operates normally. OR b) Associated system(s) are secured fully open.
	C	2	1	(M)(O)One may be inoperative other than fully open provided: a) Manual control mode operates normally. OR b) Pack cooling door is deactivated, c) Pack is operated in MANUAL, and in flight only with landing gear and flaps retracted, d) Pack startup is made with mix valve set at 1/3 from full cold, or warmer, and e) Pack temperature is monitored continuously.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
8.	Pack Cooling Door Position Indicators	C	2	0	(O)One or both may be inoperative provided associated pack trip warning system or pack temperature gauge operates normally.
		C	2	0	(O)One or both may be inoperative provided associated pack cooling door(s) remain full open.
9.	Pack Cooling Air Modulation System Temperature Limit Switches	C	2	0	(O)One or both may be inoperative provided: a) Associated pack temperature indicator and pack trip warning system operate normally, and b) Manual operations of pack cooling doors are confirmed.
		C	2	0	(O)One or both may be inoperative provided associated pack cooling door(s) remain fully open during pack operation.
10.	Pack Temperature Gauges	C	2	0	(O)One or both may be inoperative provided associated pack trip warning system operates normally.
		C	2	0	(O)One or both may be inoperative provided associated pack cooling door(s) remain fully open during pack operation.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
11. Air Mix Valves					
	1) All models Except Class "E" Cargo Configuration(s)	C	2	0	(M)May be inoperative provided associated pack is considered inoperative and is not used.
	2) 727-100C In Class "E" Cargo Configuration				
	a) Right Valve	C	1	0	(M)May be inoperative provided: a) Valve is deactivated in the full cold position, b) Right pack operates with the valve in the full cold position for smoke removal procedure, and c) Left pack operates normally.
	b) Left Valve	C	1	0	(M)(O)May be inoperative provided: a) Right pack operates normally, and b) Left pack is considered inoperative and is not used.
	3) 727-200F	C	2	1	Either Left or right valve may be inoperative provided associated pack is considered inoperative and is not used.
12. Air Mix Valve Position Indicators		C	2	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
13.	Cabin Rate of Climb Indicator	C	1	0	May be inoperative provided: a) All other instruments and functions of the pressurization system operate normally. OR b) Flight is conducted in an unpressurized configuration.
14.	Cabin Altitude Warning System	C	1	0	May be inoperative provided flight remains at or below 10,000 feet MSL.
15.	Cabin Altitude Indicator	C	1	0	(O)May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided for the flight crew to convert differential pressure to cabin altitude. OR c) Flight is conducted in an unpressurized configuration.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
16.	Cabin Pressure Control System			
	1) Pneumatic System			
	a) Automatic Mode	C 1	0	May be inoperative provided Manual Mode operates normally.
	b) Manual Mode	C 1	0	May be inoperative provided Automatic Mode operates normally.
	c) Automatic and Manual Modes	C 2	0	(M)(O)Both modes may be inoperative for unpressurized flight provided: a) Outflow valve remains open, or is removed, and b) Extended overwater flight is prohibited.
	2) Electric System			
	a) Automatic and/or Standby Modes	C 2	0	May be inoperative provided both Manual Modes, AC and DC, operate normally.
	b) Automatic and Manual AC Modes	A 2	0	(O)May be inoperative provided: a) Standby and Manual DC Modes operate normally, b) Aircraft is operated at FL250 or below, and c) Operations are limited to not more than three flight days before repair is made.

(Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
16. Cabin Pressure Control System (Cont'd)				
c) Standby and Manual DC Modes	A	2	0	(O)May be inoperative provided: a) Automatic and Manual AC Modes operate normally, b) Aircraft is operated at FL250 or below, and c) Operations are limited to not more than three flight days before repair is made.
d) All Modes	C	4	0	(M)(O)May be inoperative for unpressurized flight provided: a) Outflow valve remains open, and b) Extended overwater flight is prohibited.
17. Ground Venturi Fan	C	1	0	
18. Outflow/Safety Valves				
1) Pneumatic System	C	2	0	(M)(O)One or both may be inoperative provided: a) Airplane is operated unpressurized with the inoperative valve(s) remaining open, or removed, and b) Extended overwater flight is prohibited. (Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
18. Outflow/Safety Valves (Cont'd)				
2) Outflow Valve (Electric System)				
a) AC Powered Actuator System	A	1	0	(M)(O)May be inoperative provided: a) DC Powered Actuator System operates normally, b) Inoperative AC System does not restrict DC System, c) Aircraft is operated at FL250 or below, and d) Operations are limited to not more than three flight days before repair is made.
b) DC Powered Actuator System	A	1	0	(M)(O)May be inoperative provided: a) AC Powered Actuator System operates normally, b) Inoperative DC System does not restrict AC System, c) Aircraft is operated at FL250 or below, and d) Operations are limited to not more than three flight days before repair is made.
	C	1	0	(M)(O)May be inoperative for unpressurized flight provided: a) Outflow valve remains open, and b) Extended overwater flight is prohibited.
				(Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
18. Outflow/Safety Valves (Cont'd)				
	3) Safety Valves (With Electric Outflow Valves) C	2	1	One may be inoperative closed for pressurized flight.
	C	2	0	(M)(O)One or both may be inoperative for unpressurized flight provided: a) Outflow valve remains open, and b) Extended overwater flight is prohibited.
19. Ram Air Shutoff *** Valve				
	1) 727-100/-100C (Except Class "E" Cargo Configuration) D	1	0	(M)May be inoperative closed.
	C	1	0	(M)(O)May be inoperative open for left pack operation only, during either pressurized or unpressurized flight.
	2) 727-100C (Class "E" Cargo Configuration) C	1	0	(M)May be inoperative open provided right pack operates normally.
	3) 727-200 D	1	0	(M)May be inoperative closed.
	C	1	0	(M)(O)May be inoperative open for unpressurized flight.

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
20.	Passenger Cabin Temperature Control System				
	1) Automatic Mode	C	1	0	May be inoperative provided Manual Mode operates normally.
	2) Manual Mode	C	1	0	May be inoperative provided Automatic Mode operates normally.
	3) Automatic And Manual Modes				
	a) Except For 727-100C In Class "E" Cargo Configuration	C	2	0	(M)(O)Both modes may be inoperative provided Right Pack is considered inoperative.
	b) 727-100C In Class "E" Cargo Configuration	C	2	0	(M)May be inoperative provided: a) Right Air Mix Valve is secured in the full cold position, b) Right pack operates with the valve in the full cold position for smoke removal procedure, and c) Left pack operates normally. NOTE: This item may be identified as Main Cabin Temperature Control System on all cargo configurations.
21.	Cabin Temperature Gauge	C	1	0	

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22. Flight Deck Temperature Control system				
	1) Automatic Mode C	1	0	May be inoperative provided Manual Mode operates normally.
	2) Manual Mode C	1	0	May be inoperative provided Automatic Mode operates normally.
	3) Automatic And Manual Modes C	2	0	(M)(O)Both modes may be inoperative provided Left Pack is considered inoperative.
23. Forward Cargo Heat Outflow Valve	C	1	0	May be inoperative open for two pack operations only.
	C	1	0	May be inoperative closed for all-passenger operations only.
24. Gasper Fan ***	D	1	0	

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25.	Water Separator Anti-Icing Systems				
	1) Passenger Configurations	C	2	1	One may be inoperative provided the other pack operates normally.
	2) Class "E" Cargo Configurations				
	a) 727-100, And 100QF	C	2	1	(O)Left system may be inoperative provided right pack operates normally.
	b) 727-200	C	2	1	(O)Either left or right system may be inoperative provided the other pack operates normally.
	3) All Models Except For Class "E" Cargo Configuration	C	2	0	(O)One or both may be inoperative provided associated pack(s) is considered inoperative.
26.	Cabin Differential Pressure Gauge	C	1	0	(O)May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to the crew to convert cabin altitude to differential pressure. OR c) Flight is conducted in an unpressurized configuration.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27.	Zone Control *** Protection System			
	1) 727-200 Passenger and Combi Configuration	C	1	0	(O)May be inoperative provided associated valves remain closed.
	2) 727-200 Cargo Configuration From STC	C	1	0	(M)(O)May be inoperative provided: a) Associated valves are de-activated closed. OR b) Zone Control Indicating System operates normally, and c) Associated valves remain closed.
28.	Zone Temperature *** Control Valves (727-200)	C	2	0	(M)One or both may be inoperative closed.
		C	2	0	(M)(O)One or both may be inoperative fully or partially open provided: a) A blocking plate is installed. OR b) Right pack valve remains closed.
29.	Zone Control *** Indicating System (727-200)	D	1	0	
30.	Auto-Pack Trip System	C	1	0	(O)May be inoperative provided AFM performance data and procedures are followed.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31.	Auto-Pack Trip Armed Light	C	1	0	(O)May be inoperative provided AFM performance data and procedures are followed.
32.	Airflow Multiplier Bypass Valve	C	1	0	
33.	Airflow Multiplier (727-200 Only)	C	1	0	
34.	Ram Cooling Inlet Check Valves	C	2	0	(O)One or both may be inoperative open provided associated pack is operated only in flight with the landing gear retracted.
35.	Air Conditioning Ground Connection Check Valve				
	1) All Configurations	D	1	0	(M)May be inoperative closed for pressurized flight.
	2) All Passenger Configurations Only	C	1	0	(O)May be inoperative open provided flight is conducted in an unpressurized configuration.
36.	Outflow Valve Position Indicator	C	1	0	

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
37. Equipment Cooling Fan (Or Flow Control Valve)				
1) All Configurations Except Class "E" Cargo Configurations	C	1	0	(O)May be inoperative provided: a) Icing conditions do not exist below 1,000 feet AGL (proportional window heat only), b) Airplane is not equipped with draw-through NI-CAD battery case (solid battery cover), c) Ground use of radio equipment is limited to that necessary for checkout and clearance procedures, not to exceed 30 minutes, d) DME and Radio Altimeter circuit breakers remain open until not more than five minutes prior to takeoff, e) Both air conditioning packs operate normally, and pressurization is normal, (Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
37.	Equipment Cooling Fan (Or Flow Control Valve) (Cont'd)			f) INS is not operated, g) No. 2 forward panel blower fan (if installed) operates normally, h) Tape reproducer and proportional window heat ONLY remain off until reaching 1,000 feet AGL, i) Cabin and flight deck temperature is maintained at or below 75 degrees F (24 degrees C), j) Airplane is not operated in all-cargo Class "E" configuration, k) When INS provides primary attitude information, dispatch is prohibited, and l) De-Fog system operates normally.
	2) No Equipment/ No Rack Cooling Fan Light	C	1	0	(M)May be inoperative provided Equipment/Rack Cooling Fan operates normally.
		C	1	0	May be inoperative provided Equipment/Rack Cooling Fan is considered inoperative. NOTE: Light will illuminate on the ground with an inoperative Rack Cooling Fan, but will extinguish in flight.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38.	Main Cargo Smoke Control System (727-200F)	C C	1	0	May be inoperative provided: a) Main deck cargo compartment remains empty. OR b) Only non-combustible materials are carried.
39.	Supply Duct Temperature Gauge	C	1	0	May be inoperative provided both duct overheat warning systems operate normally.
40.	Duct Overheat Warning Systems	C	2	0	One or both may be inoperative provided the supply duct temperature gauge operates normally.

SYSTEM & SEQUENCE NUMBERS / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTO FLIGHT				
1. Autopilot System	C	1	0	May be inoperative provided approach minimums or operations do not require its use. NOTE: Any mode which operates normally may be used.
1) Disengage Switches	C	2	1	One may be inoperative provided the autopilot is not utilized at less than initial approach altitude.
2) Heading Select Mode	C	1	0	May be inoperative provided manual mode and altitude hold operate normally.
3) Altitude Select Mode	C	1	0	May be inoperative provided altitude alert operates normally.
4) IAS Hold Mode	C	1	0	
5) Mach Hold Mode	C	1	0	
6) Aux Nav Mode	C	1	0	
7) VOR/LOC Mode	C	1	0	May be inoperative provided approach minimums do not require its use.
8) ILS Auto Glideslope Mode	C	1	0	May be inoperative provided approach minimums do not require its use.
9) G/A Mode	C	1	0	May be inoperative provided approach minimums do not require its use. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
1.	Autopilot System (Cont'd)				
	10) Land Mode	C	1	0	May be inoperative provided approach minimums do not require its use.
	11) Elevator Servo System				
	a) Mode A or B	C	2	1	(M)One system mode, A or B, may be inoperative provided autopilot will engage when operative system A or B is selected.
	b) Mode AB	C	1	0	May be inoperative provided auto-land operations are not conducted.
2. ***	Autopilot Pitch Monitor System	D	1	0	
3.	DELETED				Deleted prior to Rev. 27.
4.	Autopilot Disengaged Warning System				
	1) Lights	C	2	1	
		C	2	0	Both may be inoperative provided autopilot is not engaged.
	2) Aural Warning	C	1	0	May be inoperative provided approach minimums do not require its use.
5.	DELETED				Deleted prior to Rev. 27.

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
6.	Yaw Dampers (Excluding airplanes with STC's SA5938NM, STOO488SE or ST00507SE)	C	2	0	One or both may be inoperative provided: a) AFM Limitations are complied with, and] b) Switch associated with inoperative system remains OFF.] NOTE: Autopilot is inoperative when both yaw dampers are inoperative or OFF.
7.	Yaw Damper Engage Lights or Warning Flags	C	2	0	(O)One or both may be inoperative provided: a) Proper motion of the rudder position indicators are verified before each departure, and b) AFM yaw damper inoperative limitations are observed.
8.	Yaw Damper Ground Test Circuit (727-200 Only)	C	2	0	(O)One or both may be inoperative provided proper motion of the rudder position indicators are verified before each departure.
9. ***	Autothrottle Systems	D	1	0	May be inoperative provided approach procedures do not require its use.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
	10. A/P Approach *** Progress Display Panel				
	1) Flare Annunciations (Arm and Capture)	C	2	0	(O)Arm and Capture functions may be inoperative provided Autoland is not used.
	2) Glideslope Annunciations (Arm and Capture)	C	2	0	(O)Arm and Capture functions may be inoperative provided Autopilot is not coupled to the Glide Slope (G/S) during approach.
	3) VOR/LOC Annunciations (Arm and Capture)	C	2	0	(O)Arm and Capture functions may be inoperative provided Autopilot is not used in the NAV/LOC Mode.
	4) Nav Annunciations (ARM and Capture)	C	2	0	(O)Arm and Capture functions may be inoperative provided the autopilot is not used in the AUX NAV mode.
	5) Altitude Hold Annunciations	A	2	0	May be inoperative provided: a) Altitude alert operates normally, and b) Operations are limited to not more than three flight days before repair is made.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
1.	Flight Deck Speaker System	C	1	0	May be inoperative provided procedures do not require its use.
2.	Passenger Address System				
	1) Passenger Configuration	B	1	0	(O)May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight Deck/Cabin Interphone system and aural alerting (chime) operates normally. NOTE: Any station that operates normally may be used.
	2) Cargo Configuration	D	1	0	
***	3) Cockpit Volume Level Indicator	C	-	0	
***	4) Cockpit PA Monitor/Speaker Switch	C	1	0	May be inoperative in OFF (not selected) position.
***	5) Cockpit PA In Use Light	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
3.	Communications System (VHF,HF,UHF)	D	-	-	Any in excess of those required by FAR, and not powered by a Standby Bus, may be inoperative.
	1) VHF Comm				
***	a) Frequency Transfer Light	C	-	0	
***	b) Frequency Transfer Switch	C	-	0	
	c) Frequency Selectors	C	-	-	One per each VHF Comm required by FAR must operate normally.
	d) Frequency Indicators	C	-	-	One per each VHF Comm required by FAR must operate normally.
4.	Flight Interphone System				
	1) Flight Deck to Ground Feature	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
	2) Lavatory Interphone Speaker (All Cargo Con-figuration Only)	C	-	0	(O)May be inoperative provided alternate procedures are established and used.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
5.	Audio Selector Panels				
	1) Flight Deck Audio Selector Panels				
***	a) Receive/Transmit Function of Receive/Transmit and Intercom Switches	C	-	0	(M)May be inoperative provided: a) A separate push-to-talk (PTT) switch operates normally at affected crew station, and b) Affected switch is electrically failed open.
***	b) Amplifiers (Panels equipped with dual amplifiers)	C	-	-	One amplifier in each panel may be inoperative provided one amplifier operates normally at each required crew station.
	c) Mixer Switches (ADF, HF, NAV, MKR, VOICE, RANGE)	C	-	-	(O)One switch on each audio panel may be inoperative provided: a) The flight interphone function operates normally, b) Alternate procedures for monitoring radios and identifying stations are established and used, and c) Associated function operates normally at other required crew stations.
***	2) Other Than On Flight Deck	D	-	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
6.	Service Interphone System (Flight Deck to Cabin)(Cabin to Flight Deck)(Cabin to Cabin)	B	1	0	(O)May be inoperative provided: a) PA system operates normally and can be used as an alternate communications link between the flight deck and the cabin, and b) Alternate communication procedures between the affected Flight Attendants station(s) and the flight deck are established and used. NOTE: Any station that operates normally may be used.
7.	DELETED				Deleted prior to Rev. 27.
8. ***	Selective Call System (SELCAL)	D	1	0	
9.	DELETED				Deleted, Rev. 29.
10.	Cockpit Voice Recorder System (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
11. ***	ARINC Communications Addressing and Reporting System (ACARS)	D	1	0	
***	1) ACARS Printer	D	1	0	
12.	Emergency Locator Transmitter (ELT)	D	-	-	As required by FAR.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
13.	Boom Microphones				
	1) Cockpit Voice Recorder Equipped To Record Boom Microphone per FAR 121.359(g), 135.151(d), or 125.227(e)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
***	2) Cockpit Voice Recorder Not Equipped To Record Boom Microphone	D	-	0	
14.	Pre-recorded *** Passenger Announcement System	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
15.	Cockpit Speaker *** Audio Integrating System (Add On System)	C	2	0	(M)May be inoperative provided: a) Associated speaker isolation amplifier operates normally, b) Associated headset(s) receive all normal selections, and c) Associated headset operates normally and is worn during all operations.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS			
16.	Control Wheel Push-to-talk (PTT) Switches C	2	1	(M)(O)One may be inoperative provided: a) Alternate PTT switch is installed and operates in normal communications and with oxygen mask, b) Alternate procedures are established and used, and c) Affected switch is either verified failed open or is deactivated.
17.	Hand Held Microphones C	-	0	May be inoperative or missing provided associated boom microphones are operative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
	18. Alerting Systems (Chime/Light)				
	1) Flight Deck Call B Light	1	0		May be inoperative provided the flight deck chime is operative. NOTE: The flight deck chime must always be operative.
	2) Flight Attendant B Call Lights	-	0		May be inoperative provided: a) PA system is operative, and b) Affected light is not used for Lavatory Smoke Detector Alerting.
	3) Flight Attendant B Chime	-	0		May be inoperative provided: a) PA system is operative, and b) Affected chime is not used for Lavatory Smoke Detector Alerting. Note: Item 18 does not include the passenger to attendant call system. The passenger to attendant call system was previously included as item 25-15 and was subsequently deleted as it is considered to be a passenger convenience item.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER			
1.	Generators and Constant Speed Drive Units — B	3	2	(M)(O)One generator or CSD may be inoperative provided: a) Electrical loads are monitored, b) Two generators operate normally, c) All TRs operate normally, and d) One air conditioning pack fan is deactivated.
2.	CSD Low Pressure Lights — C	3	0	Any or all may be inoperative provided the associated generator functions and indicators operate normally.
3.	CSD Oil Temperature Gauges — C	3	0	Any or all may be inoperative provided the associated KW/KVAR meter and generator drive low pressure lights operate normally.
4.	Automatic Generator Paralleling System — C	1	0	(O)May be inoperative provided manual paralleling procedures are followed.
5.	Generator Synchronization Lights — C	2	0	One or both may be inoperative provided auto-paralleling operates normally for parallel generator operation.
6.	Transformer Rectifiers — B	3	2	No. 1 or No. 2 TR may be inoperative provided all generators, DC busses and essential TR operate normally.
7.	DELETED			

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
8.	AC Voltmeter				
	1) Residual Voltage Function	C	1	0	
9.	DELETED				
10.	DELETED				
11.	DELETED				
12.	Generator System Annunciator Panel	C	1	0	
13.	DELETED				
14.	External Power System	C	1	0	
15.	KW/KVAR Meters				
	1) KW Meters	C	3	2	One KW meter may be inoperative provided: a) Associated CSD oil temperature gauge operates normally, and b) All generators operate normally.
		C	3	2	One KW meter may be inoperative for an associated inoperative generator.
	2) KVAR Meters	C	3	0	

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
16. ***	Constant Speed Drive Ejector Valves	C	-	-	(M)(O)One may be inoperative open provided: a) All limit EPRS on associated engine are reduced by .03, and b) Performance limited gross weight is reduced by: - Takeoff and Landing - 2,500 lbs. (1,134 kg.). - En route climb (1 or 2 engines inoperative) - 4,800 lbs. (2,177 kg.).
17.	Essential Power Generator Selector Position	C	3	2	(M)(O)One generator postion may be inoperative provided: a) Essential power can be provided through the two remaining generator positions, b) Remaining generator channels operate normally, c) All AC buses are paralleled, and d) Three-phase circuit breaker for the inoperative position is opened and secured, as prescribed by the operators appropriate procedures.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER			
18.	Automatic Standby Bus Transfer System (Auto Standby Switching)			
	1) Automatic Transfer Function B	1	0	(O)May be inoperative provided: a) Normal, Abnormal, and Emergency Procedures are established and used for manual transfer, and b) Manual transfer operates normally and is verified once each flight day.
***	2) Ground Test Function C	1	0	(O)May be inoperative provided system integrity is verified once each flight day.
19.	Master Warning Light (WARN) (Pilot Center Panel) C	1	0	May be inoperative provided the essential power failure light on the F/E panel operates normally.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS			
1.	DELETED			Deleted prior to Rev. 33.
2.	Megaphones D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, and b) Required distribution is maintained.
3.	Rear Entrance Door Strap C	1	0	May be inoperative provided a passenger announcement is made to stay clear until the door is opened. NOTE 1: Not required for -200 series, or -100 series airplanes with two type I rear exits. NOTE 2: Not required for all cargo operations.
4.	Crewmember Shoulder Harness (Flight Deck)			Deleted, Rev. 35.

1. SYSTEM & SEQUENCE NUMBERS / ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS			
5. Flight Attendant Seat Assembly (Single or Dual Position)			
1) Required Flight Attendant Seats	B	-	-	(M)(O)One seat or assembly (dual position) may be inoperative provided: a) Affected seat or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies the passenger seat most accessable to the inoperative seat(s), c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat is stowed or secured in the retracted position, e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY", and f) If the ventral door attendant's seat (727-100 without two TYPE I exits only) is inoperative, the aft entry restraint aisle strap will not be used, and a passenger announcement will be made to stay clear until the door is opened. (Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS			
5.	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)			
	2) Excess Flight Attendant Seats	C	-	-	(M)May be inoperative provided: a) Affected seat or seat assembly is not occupied, and b) Folding type seat is stowed or secured in the retracted position. NOTE 1: A folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing lap belt is considered inoperative. NOTE 3: The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable FAR are met.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
6.	Pallet Locks Passenger/Cargo Convertible Airplane				
	1) Passenger Pallet Locks	C	-	-	A maximum of one per pallet may be inoperative provided: a) Three seats in the group associated with that lock are blocked by folding and securing the backrests in a forward position, and b) If more than one lock is inoperative open, the pallet must be removed.
	2) Cargo Pallet Locks	C	-	-	(O)As required by the appropriate Approved Weight & Balance Control and Loading Manual.
		C	-	0	Any or all cargo locks may be inoperative at a pallet position provided that pallet is removed.
7.	Passenger Cabin Window Shades	D	-	0	May be inoperative in a compartment used for cargo provided AFM Limitations are observed. NOTE: Passenger Cabin Window Shades in compartments configured for passengers only are considered a passenger convenience item.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS			
8.	"FASTEN SEAT BELT WHILE SEATED" Sign or Placard 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.
9.	Flight Attendant Flashlight Holders/ Flashlights			
	1) Passenger And Mixed Configurations C	-	-	May be inoperative or missing provided the crewmember assigned to the associated position has a normally operating flashlight of equivalent lighting characteristics readily available.
***	2) Cargo Configuration D	-	0	
10.	AFT Airstair Access Panels			Deleted, Rev. 39.
11. ***	Flight Crew Power Seat Adjustment System D	-	0	May be inoperative provided manual seat adjustment system operates normally.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS			
12.	Passenger Convenience Item(s)	-	0	Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort, or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document. NOTE: EXTERIOR LAVATORY DOOR ASH TRAYS ARE NOT CONSIDERED CONVENIENCE ITEMS.

SYSTEM & SEQUENCE NUMBERS / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
13. Passenger Seat(s)	D	-	-	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 seat(s) may include the seat(s) behind and/or adjacent outboard seats.
1) Recline Mechanism	D	-	-	May be inoperative and seat occupied provided seat is secured in the up-right position.
2) Underseat Baggage Restraining Bars	D	-	-	(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 established to alert Cabin Crew of inoperative restraining bar.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
14.	Observer Seat(s)				
	1) Primary Observer Seat (Including associated equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days. OR
		A			c) Second observer's seat is available and acceptable to an FAA inspector for the performance of official duties, and d) Repairs are made within two flight days. OR
		A			e) Primary observer's seat is available with the required minimum safety equipment (safety belt and oxygen) and acceptable to an FAA inspector for the performance of official duties, and f) Repairs are made within two flight days.
					(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
14.	Observer Seat(s) (Cont'd)				
	1) Primary Observer Seat (Including associated equipment) (Cont'd)				NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
***	2) Additional Observer Seat(s) (Including associated equipment)	D	-	0	NOTE: The Pilot-in-Command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
15.	Flight Attendant Call System				Deleted, Rev. 38. (Included in Item 25-12.)

SYSTEM & SEQUENCE NUMBERS / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
16. Lower Cargo Door Barrier Curtain	C	-	0	May be inoperative or may be dysfunctional and not perform its intended function provided: a) Interior netting system is utilized to keep cargo free of cargo door. OR
	C			b) "Pod" cargo containers are utilized to keep cargo free of cargo door. OR
	C			c) Cargo compartment remains empty.
				NOTE: Lower Cargo Door Barrier Curtain may have two torn non-contiguous ribs and/or be missing two non-contiguous support clips and still be considered to provide its intended function.
17. Interior Cargo *** Hold Nets And Net Support Fittings	C	-	0	All may be inoperative or missing provided: a) Lower Cargo Door Barrier Curtain is functional and operates normally. OR
	C			b) "Pod" cargo containers are utilized to keep cargo free of cargo door. OR
	C			c) Cargo compartment remains empty.
18. Onboard Cargo *** Container System	C	1	0	(M)May be inoperative provided the system is deactivated and secured.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS			
19.	Flotation Equipment (Crew and Passenger) C	-	-	Any in excess of that required by FAR may be inoperative or missing.
20.	Flight Crew Seats			
	1) Armrests B	6	0	(M)May be inoperative in the up position or removed provided seat is acceptable to the affected crewmember.
	2) Lumbar/Thigh Supports Adjustments C	-	0	May be inoperative provided seat is acceptable to the affected crewmember.
	3) Recline System A	-	0	May be inoperative provided: a) Seat is secured in an upright position acceptable to the affected crewmember, and b) Repairs are made within three landings.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
21.	Lavatory Door Ashtrays				
	1) Airplanes with more than one lavatory door ashtrays installed	A	-	-	One may be missing provided it is replaced within 10 calendar days.
	2) Airplanes with only one lavatory door ashtray installed	A	1	0	May be missing provided it is replaced within 3 calendar days.
22.	First Aid Kits	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.
23.	Galley Waste Receptacles Access Doors/Covers	C	-	-	(M)May be inoperative provided the container is empty and the access is secured to prevent waste introduction into the compartment.

SYSTEM & SEQUENCE NUMBERS / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION				
1. Engine Fire Extinguisher Discharge Lights	C	2	0	
2. Engine Fire Extinguisher Thermal/Discharge Discs	C	3	0	(M)May be missing provided gauge readings or other acceptable procedures are used to verify adequate charge.
3. DELETED				
4. DELETED				
5. Engine Fire Detection Test System	C	1	0	(M)Flight deck test feature may be inoperative provided an alternate procedure is established to assure integrity of the system before first flight of the day.
6. Engine Overheat and Fire Detection Systems (Kidde System)	C	6	3	One complete system (A or B) on each engine may be inoperative.
7. Portable Fire Extinguishers	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION			
8.	Wheel Well Fire Detection System C	1	0	(O)May be inoperative provided: a) Brakes are inspected and are cool to the touch immediately before starting engines, and b) After takeoff, landing gear remains extended for 10 minutes to avoid the possibility of retracting a wheel overheated by a dragging brake. NOTE 1: Performance is the prime consideration. When an engine fails at V1 or later, landing gear should be retracted until performance penalties associated with gear extended are not a problem. NOTE 2: Pilots should consider the effects associated with delayed raising or lowering of the landing gear during winter operations from contaminated runways.
9.	Fire Warning Ground Fault Detector Systems C	3	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
10.	Overheat Detection Systems (Strut and Body)				
	1) Lower Aft Body System	C	1	0	(M)(O)May be inoperative provided: a) No bleed air is used on the airplane, and b) Both packs are considered inoperative.
	2) Flight Deck Test Feature	C	1	0	(M)May be inoperative provided system integrity is verified by an approved alternate procedure once each flight day.
11.	APU Fire Protection/Detection System	C	1	0	(M)(O)May be inoperative and APU used provided: a) APU is used for starting of one engine only, and b) A fire guard is stationed on the ground adjacent to the APU at all times while it is operating, and for at least 5 minutes following APU shutdown. OR
		C			c) May be inoperative provided APU is not used.
	1) APU Test Feature	C	1	0	(M)May be inoperative provided an approved procedure is established to verify integrity of the system.
	2) External Warning Horn and/ or Warning Light	C	1	0	May be inoperative provided during the entire period of APU operation, the system is monitored at the flight deck APU control panel.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
12.	APU Fire Extinguisher Discharge Disc	C C C	1	0	(M)(O)May be missing provided: a) Gauge reading is used to verify adequate charge. OR b) If HTL type bottle is installed, integrity is verified by weighing the bottle once each flight day. OR c) APU Fire Protection/ Detection System is considered inoperative. OR d) APU is not operated.
13.	Engine Fire Detector Inoperative Lights	C	-	0	
14.	Main Cargo Compartment Smoke Detection System				
	1) Passenger and Combi Configurations	C	1	1	Those lamps corresponding to pickup points in the passenger compartment may be inoperative.
	2) 727-200F				
	1) Amplifier A	C	1	0	May be inoperative provided Amplifier B operates normally.
	2) Amplifier B	C	1	0	May be inoperative provided Amplifier A operates normally.

(Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION			
14.	Main Cargo Compartment Smoke Detection System (Cont'd)			
	3) 727-100 (STC # SA189650 Conversion) and 727-200 Cargo Conversions	C	1	0	May be inoperative provided restrictions in AFM Supplement are observed. NOTE: Main Cargo Compartment Smoke Detection System is not required in an All-Passenger configuration.

1. SYSTEM & SEQUENCE NUMBERS / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION				
15. Lavatory Fire Extinguisher Systems	C	-	-	For each lavatory, the lavatory fire extinguisher system may be inoperative provided Lavatory Smoke Detector system operates normally.
	C	-	-	(M)(O)For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", and c) Lavatory is not used for any purpose. NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers. NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.
16. Master Fire Warning Bell Cutout Switches	C	-	1	(O)When multiple switches are installed, may be inoperative provided: a) One operates normally at a pilot station, and b) All other components of the fire warning system, both visual and aural, operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
17.	Lavatory Smoke Detection Systems	C	-	-	For each lavatory, the lavatory smoke detection system may be inoperative provided Lavatory fire extinguisher system operates normally.
		C	-	-	(M)(O)For each lavatory, the lavatory smoke detection system 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 not used for any purpose. NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers. NOTE 2: A lavatory smoke detection system is not required for all-cargo operations.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
18. ***	Passenger Compartment Smoke Detection System (Add On System)				
	1) Pick Points				
	a) Smoke Detectors	C	-	-	Sensing lamps within passenger compartments occupied by passengers or flight attendants may be inoperative
	b) Flame Detectors	C	-	-	
	2) Smoke Test System	C	1	0	May be inoperative provided flame (heat) test system operates normally.
	3) Flame (Heat) Test System	C	1	0	May be inoperative provided smoke test system operates normally.
19. ***	Lower Cargo Compartment Smoke Detection System	C	-	0	May be inoperative until required by FAR.
20. ***	Lower Cargo Compartment Fire Suppression System	C	-	0	May be inoperative until required by FAR.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
1.	DELETED				
2.	Stabilizer Main Electric Trim Operating Light	C	1	0	
3.	Trailing Edge Flap Position Indicating Systems (Outboard)				Deleted, Rev. 38.
4.	DELETED				
5.	DELETED				
6.	Leading Edge Device Position Light System	C	2	1	(O)F/E annunciator panel lights may be inoperative provided forward instrument panel L.E.D. position indicator lights operate normally.
		C	2	1	(O)Forward instrument panel L.E.D. position indicator lights may be inoperative provided the F/E annunciator panel lights are used to confirm proper L.E.D. position after each movement of the flap handle to position UP, 2 and 5 degrees as follows: 1) Flaps UP - ALL L.E.D.'s UP, 2) Flaps 2 degrees - No's. 2,3, 6,7 extended, 3) Flaps 5 degrees - All extended.
7.	DELETED				

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
8.	Rudder Position Indicators	C	2	0	(M)(O)One or both may be inoperative provided: a) Rudder is visually checked for proper movement before each departure, b) AFM yaw damper limitations are observed, and c) Associated power control unit low pressure lights operate normally. OR d) Rudder is visually checked for proper movement before each departure, e) Associated power control unit low pressure lights operate normally, and f) Associated yaw damper is verified to operate normally prior to each departure using the test function.
		C			
9.	DELETED				
10.	Elevator Position Indicators	C	2	1	One may be inoperative provided remaining indicator operates normally.
		C	2	0	(M)Both may be inoperative provided elevator is visually checked for proper movement once each flight day.
11.	DELETED				
12.	DELETED				
13.	DELETED				

1. SYSTEM & SEQUENCE NUMBERS / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS				
14. DELETED				
15. DELETED				
16. PCU Low Pressure Lights (A and B Systems)	C	6	3	One light on each control may be inoperative provided all other flight deck hydraulic pressure and quantity gauges, and warning lights operate normally.
17. Stabilizer Cruise Trim System				
1) 727-100, 100QF	C	1	0	
2) 727-200	C	1	0	(O)May be inoperative provided: a) Altitude is limited to 15,000 feet MSL or less, b) Airspeed is limited to 250 KIAS or less, c) Aft CG is limited to 32% MAC, and d) Pilot's panel is placarded to indicate airspeed and altitude limitations. NOTE: Autopilot pitch axis will be inoperative on all models.

SYSTEM & SEQUENCE NUMBERS / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS				
18. Stall Warning Systems	C	-	1	(M)(O)Systems in excess of one may be inoperative provided remaining system is verified to operate normally before each departure.
1) Vane Heater/ Power Failure Light	C	1	0	May be inoperative provided: a) Stall warning system operates normally, and b) Airplane is not operated in known or forecast icing conditions.
2) Test Indicator Rotating Card	C	-	0	(O)May be inoperative provided stall warning system operates normally.
19. DELETED				
20. Stabilizer Actuated Elevator Trim (Neutral Shift)	C	1	0	May be inoperative provided autopilot is not used below 1,500 feet AGL during approach and landing.
21. Auto Spoiler *** System	D	1	0	(M)(O)May be inoperative provided: a) System is electrically deactivated, and b) AFM performance decrements are observed.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
22.	Rudder Load Limiter System (Lower Rudder)	C	1	0	(O)Low pressure mode (800 psi) may be inoperative provided: a) Rudder load limiter circuit breaker is pulled and collared, b) Altitude is limited to 10,000 feet MSL or below, and c) Airspeed does not exceed 240 KIAS. OR d) System "A" (lower rudder) switch is turned off after flaps have been retracted, and on before flaps are extended, and e) AFM yaw damper inoperative speed and altitude limitations are complied with. NOTE: Failure to restore power to the lower rudder before approach may reduce crosswind landing capability.
23.	Control Wheel Trim Switches	C	2	1	Copilot's may be inoperative provided stabilizer trim system (including pilot's control wheel switch and cruise trim switch) operates normally.
24.	Flap Load Relief System	C	1	0	(O)May be inoperative provided flaps 40 setting is not used above landing weight of 142,500 lbs. (64,637 kg).

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
25. Stabilizer Main *** Trim Heater System (Add On System)	C	1	0		(M)May be inoperative provided system is deactivated and secured.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
1.	Pressure Fueling System	C	1	0	(M)May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system which operates normally may be used.
	1) Volumetric Top Off (VTO) Units	C	3	0	(M)May be inoperative provided: a) Associated fuel quantity gauge on refueling panel operates normally and is monitored during refueling. OR b) Associated fuel quantity gauge on Flight Engineer's panel operates normally, c) Communications procedures are established between the flight deck and the person refueling, and d) Fuel quantity is monitored from the flight deck during refueling. OR e) An alternate means to determine fuel quantity during the fueling process is used, and f) Operations are limited to not more than three flight days before repair is made.
2.	Refueling Control Panel Quantity Gauges	C	-	0	(M)Any or all may be inoperative provided an acceptable alternate procedure is used to verify fuel quantity during fueling.

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
3.	Manually Operated Defueling Valve	C	1	0	(M)May be inoperative provided it remains closed.
4.	Fuel Boost Pumps (Tanks 1, 2, and 3)				
	1) All Models Except 727-100QF	C	8	-	(O)May be inoperative provided AFM Limitations are observed.
	2) 727-100QF	A	8	-	(M)(O)May be inoperative provided: a) AFM Limitations are observed, b) Continuous ignition is verified to operate normally once each flight day, and c) Operations are limited to not more than three flight days before repair is made.
5.	DELETED				
6.	Fuel Boost Pump Low Pressure Warning Lights	B	-	-	(M)(O)One may be inoperative provided: a) All pumps in associated tank operate normally, and b) During takeoff, initial climb and landing, the tank with the inoperative warning light is manifolded to another tank where all boost pumps operate normally. OR
		C			c) Associated pump is inoperative.
7.	Fuel Crossfeed Manifold Valves	C	3	2	(M)(O)One may be inoperative provided the valve is secured open.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
8.	Fuel Valve In-Transit Lights				
	1) Manifold Valve Lights	C	3	2	(M)(O)One may be inoperative provided: a) Associated valve is verified to operate normally before each departure. OR
		C			b) Associated valve is locked open.
	2) Fuel Shutoff Valve Lights	C	3	2	(M)One may be inoperative provided proper valve operation is verified by use of the fire switch, start lever, or flight engineer panel switch prior to each takeoff.
	3) Fuel Dump Valve Lights				
	a) 727-100/ JT8D-1	C	4	0	(M)May be inoperative provided: a) Takeoff gross weight does not exceed 105% of the authorized maximum landing weight, and b) Performance is not dependent upon fuel dumping for en route engine(s) out procedures. OR
		C			c) Operations of the nozzle valve and fuel transfer capability through the fuel dump system is verified once each flight day.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
8.	Fuel Valve In-Transit Lights (Cont'd)				
	b) All Other 727 Models	C	4	0	(M)May be inoperative provided: a) Takeoff gross weight does not exceed maximum landing weight climb limit plus 1,850 lbs. (839 kg) for the 727-100 and 100QF, or 2,200 lbs.(998 kg) for the 727-200, and b) Performance is not dependent upon fuel dumping for en route engine(s) out procedures. OR c) Operation of the nozzle valve and fuel transfer capability through the fuel dump system is verified once each flight day.
	4) Fuel Dump Nozzle Valve Lights				
	a) 727-100/JT8D-1	C	2	0	(M)Both may be inoperative provided: a) Takeoff gross weight does not exceed 105% of the authorized maximum landing weight, and b) Performance is not dependent upon fuel dumping for en route engine(s) out procedures. OR

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
8.	Fuel Valve In-Transit Lights (Cont'd)				
		C			c) Operation of the nozzle valve and fuel transfer capability through the fuel dump system is verified once each flight day.
	b) All Other 727 Models	C	2	0	(M)Both may be inoperative provided: a) Takeoff weight does not exceed maximum landing weight climb limit plus 1,850 lbs. (839 kg) for the 727-100 and 100QF, or 2,200 lbs. (998 kg) for the 727-200, and b) Performance is not dependent upon fuel dumping for en route engine(s) out procedures. OR
		C			c) Operation of the nozzle valve and fuel transfer capability through the fuel dump system is verified once each flight day.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL			
9.	Fuel Dump System			
1) 727-100/JT8D-1	C	1	0	May be inoperative provided: a) Takeoff gross weight does not exceed 105% of the authorized maximum landing weight, b) All jettison valves remain closed, and c) Performance is not dependent upon fuel dumping for en route engine(s) out procedures.
2) All Other 727 Models	C	1	0	May be inoperative provided: a) Takeoff gross weight does not exceed maximum landing weight climb limit plus 1,850 lbs. (839 kg) for the 727-100 and 100QF, or 2,200 lbs. (998 kg) for the 727-200, b) All jettison valves remain closed, and c) Performance is not dependent upon fuel dumping for en route engine(s) out procedures.
10. Fuel Quantity *** Totalizer	D	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
11.	Flight Deck Fuel Quantity Gauges				
	1) Main Tanks (With associated Refueling Control quantity gauge operative)	C	3	2	(O)One may be inoperative provided: a) Fuel dump system (including all boost pumps) operates normally, b) Procedures are established to assure that fuel in the tank with the inoperative indicator will not be emptied below the non-dumpable level if fuel dump is required, and c) Associated fuel flow meter operates normally.
		C	3	2	(O)One may be inoperative provided: a) Associated fuel flow meter operates normally, b) Takeoff gross weight does not exceed the following: (1) (727-100/JT8D-1) 105% of the authorized maximum landing weight, (2) (727-100 and -100QF) Maximum landing climb limit weight plus 1,850 lbs. (839 kg), (3) (727-200) Maximum landing climb limit weight plus 2,200 lbs. (998 kg), and c) (727-100/JT8D-1) Performance is not dependent upon fuel dumping for en route engine(s) out procedures.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
11.	Flight Deck Fuel Quantity Gauges (Cont'd)				
	2) Main Tanks (With any or all associated Refueling Control quantity gauges inoperative)	C	3	2	(M)(O)One may be inoperative provided: a) Fuel tank is emptied and serviced with a known quantity of fuel, b) Associated fuel flow meter operates normally, c) Takeoff gross weight does not exceed the following: (1) (727-100/JT8D-1) 105% of the authorized maximum landing weight, (2) (727-100 and -100QF) Maximum landing climb limit weight plus 1,850 lbs. (839 kg), (3) (727-200) Maximum landing climb limit weight plus 2,200 lbs. (998 kg), and d) (727-100/JT8D-1) Performance is not dependent upon fuel dumping for en route engine(s) out procedures. (Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL			
11.	Flight Deck Fuel Quantity Gauges (Cont'd)			
	2) Main Tanks (With any or all associated Refueling Control quantity gauges inoperative) (Cont'd) C	3	2	(M)(O)One may be inoperative provided: a) Fuel tank is measured by the use of dripsticks, b) Associated fuel flow meter operates normally, c) Takeoff gross weight does not exceed the following: (1) (727-100/JT8D-1) 105% of the authorized maximum landing weight, (2) (727-100 and -100QF) Maximum landing climb limit weight plus 1,850 lbs. (839 kg), (3) (727-200) Maximum landing climb limit weight plus 2,200 lbs. (998 kg), and d) (727-100/JT8D-1) Performance is not dependent upon fuel dumping for en route engine(s) out procedures. (Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL			
11.	Flight Deck Fuel Quantity Gauges (Cont'd)			
	2) Main Tanks (With any or all associated Refueling Control quantity gauges inoperative) (Cont'd)			NOTE: When measuring wing tanks through use of dripsticks, wings must be within 1/16 degree of level in the lateral axis if pitch attitude is lower than 1 degree down, or within 1/8 degree of level at all other pitch attitudes, unless SB 28-48, or production equivalent, is incorporated.
	A	3	2	(M)(O)One may be inoperative provided: a) Fuel tank is serviced with fuel as determined from a continuous fuel log. This method is limited to: (1) A maximum of 5 consecutive flight legs not to exceed 10 hours total after determining original fuel quantity by measurement, (2) Flights on which all other lights, gauges and switches associated with that system operate normally, and (3) If associated tank is No. 1 or No. 3, both wing tanks are serviced equally,

(Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL			
11.	Flight Deck Fuel Quantity Gauges (Cont'd)			
	2) Main Tanks (With any or all associated Refueling Control quantity gauges inoperative) (Cont'd)			b) Associated fuel flow meter operates normally, c) Takeoff gross weight does not exceed the following: (1) (727-100/JT8D-1) 105% of the authorized maximum landing weight, (2) (727-100 and -100QF) Maximum landing climb limit weight plus 1,850 lbs. (839 kg), (3) (727-200) Maximum landing climb limit weight plus 2,200 lbs. (998 kg), and d) (727-100/JT8D-1) Performance is not dependent upon fuel dumping for en route engine(s) out procedures. (Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL			
	2) Main Tanks (With any or all associated Refueling Control quantity gauges inoperative) (Cont'd)	C	3	2	(M)(O)One may be inoperative provided: a) Fuel tank is emptied and serviced with a known quantity of fuel, b) Associated fuel flow meter operates normally, c) Fuel dump system (including all boost pumps) operates normally, and d) Procedures are established to assure that fuel in the tank with the inoperative indicator will not be emptied below the non-dumpable level if fuel dump is required. (Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL			
	2) Main Tanks (With any or all associated Refueling Control quantity gauges inoperative) (Cont'd)	C	3	2	(M)(O)One may be inoperative provided: a) Fuel tank is measured by the use of dripsticks, b) Associated fuel flow meter operates normally, c) Fuel dump system (including all boost pumps) operates normally, and d) Procedures are established to assure that fuel in the tank with the inoperative indicator will not be emptied below the non-dumpable level if fuel dump is required. NOTE: When measuring wing tanks through use of dripsticks, wings must be within 1/16 degree of level in the lateral axis if pitch attitude is lower than 1 degree down, or within 1/8 degree of level at all other pitch attitudes, unless SB 28-48, or production equivalent, is incorporated. (Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL			
	2) Main Tanks (With any or all associated Refueling Control quantity gauges inoperative) (Cont'd)	A	3	2	(M)(O)One may be inoperative provided: a) Fuel tank is serviced with fuel as determined from a continuous fuel log. This method is limited to: (1) A maximum of 5 consecutive flight legs not to exceed 10 hours total after determining original fuel quantity by measurement, (2) Flights on which all other lights, gauges and switches associated with that system operate normally, and (3) If associated tank is No. 1 or No. 3, both wing tanks are serviced equally, b) Associated fuel flow meter operates normally, c) Fuel dump system (including all boost pumps) operates normally, and d) Procedures are established to assure that fuel in the tank with the inoperative indicator will not be emptied below the non-dumpable level if fuel dump is required. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
	11. Flight Deck Fuel Quantity Gauges (Cont'd)				
	*** 3) Auxiliary Tanks	C	-	-	(O)Gauges for one aux tank may be inoperative and the tank may be used, provided: a) SB 727-28 A62, or production equivalent, has been incorporated, and b) Fuel quantity in associated tank is verified by an acceptable alternate procedure.
		C	-	0	(M)All may be inoperative and the tanks not used provided: a) SB 727-28 A62, or production equivalent, has been incorporated, and b) Fuel quantity in associated tank is verified by an acceptable alternate procedure, and is considered as part of the zero fuel weight.
		C	-	0	(M)All may be inoperative and the tanks not used provided associated tanks are verified empty after each refueling.
		C	-	0	(M)All may be inoperative and the tanks not used provided associated tanks are verified empty and fill valve deactivated.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL			
12.	Fuel Temperature Gauge C	1	0	(O)May be inoperative provided Total Air Temperature or Ram Air Temperature is substituted as an indication of fuel temperature.
13.	Fenwall Fuel Surge Tank Suppression System D	1	0	
***				
14.	Fuel Dripsticks C	-	0	(M)One or more may be inoperative provided fuel quantity is verified by an alternate acceptable procedure.
15.	Fuel Sump Drain Valves C	-	-	One may be inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
	16. Auxiliary Fuel *** Tank Boost Pumps				
	1) Specified Models	C	-	-	(O)One pump in each tank may be inoperative provided: a) Tank remains empty. OR b) Fuel quantity remaining in other tanks is adequate to reach an alternate destination if the remaining pump fails at any time, c) Fuel in the associated tank(s) is included as payload, and d) The effect on airplane balance in the event auxiliary tank fuel cannot be used is accounted for by limiting cargo compartment payload as follows: SEAT SPACING LESS THAN 32 INCHES: FWD TANK ANY PUMP INOP.-- Forward cargo compartment remains empty. AFT TANK ANY PUMP INOP.-- Aft cargo compartment remains empty. (Continued)
		C			
	i) All Models (All Passenger Configuration)	C			

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
	16. Auxiliary Fuel *** Tank Boost Pumps (Cont'd)				
	i) All Models (All Passenger Configuration) (Cont't)	C			SEAT SPACING 32 INCHES OR MORE: FWD TANK ANY PUMP INOP.-- No restrictions. AFT TANK ANY PUMP INOP.-- Aft cargo compartment load maximum 2,000 lbs. (907 kgs.)
	ii) 727-100C,-100 Conversions (In All Cargo or Combi Configuration)	C			FWD TANK ANY PUMP INOP.-- Forward cargo compartment remains empty. AFT TANK ANY PUMP INOP.-- Aft cargo compartment remains empty.
	iii) 727-200F (All Cargo Configuration)	C			FWD TANK ANY PUMP INOP.-- Forward cargo compartment remains empty. AFT TANK ANY PUMP INOP.-- Aft cargo compartment load maximum 2000 Lbs (907 Kgs)
	2) All Models	C	-	-	Both pumps in any aux tank may be inoperative provided: a) Tank remains empty. OR b) Fuel in the associated tank(s) is included as part of the zero fuel weight, and c) Cargo compartment payload limitations for Specified Models, noted above, are observed.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
17.	Fueling Bay Fuel Cap	C	2	0	(M)One or both may be missing provided: a) Refueling receptacle is visually checked for contamination before each refueling, and b) No leakage is detected.
18.	*** Page/PATS Auxiliary Tank Fuel System	C	1	0	(M)May be inoperative provided: a) Both auxiliary tank fuel valve and vent valve are verified closed, b) Auxiliary tank circuit breakers are pulled and collared, and c) Auxiliary tank is drained of fuel.
19.	*** Page/PATS Auxiliary Tank Fuel Valve Open Light (Fueling Panel)	C	1	0	(M)May be inoperative provided: a) Auxiliary tank valve open light on F/E panel operates normally, and b) All other functions of the system operate normally.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL			
20. ***	ATS (Aircraft Tank Service) Auxiliary Tank Fuel System (STC SA 3810 WE)			
	1) Sub-systems Forward, Mid and Aft C	3	0	(M)May be inoperative provided: a) Flight operations are not predicated on the use of the inoperative sub-system(s) fuel, b) Associated aux fuel tanks are verified empty, c) Associated appropriate electrical circuits are deactivated and secured, d) Associated auxiliary tank vent valves are verified open, and e) Aircraft Center of Gravity (C/G) limitations are observed and maintained through-out the flight profile.
	2) Air Pressure Indicator C	1	0	
	3) Vent Valves C	2	1	(M)(O)One may be inoperative open provided: a) Remaining vent valve operates normally, b) Fuel quantity in other tanks is adequate to reach an alternate destination, if the remaining valve fails at any time during flight, and (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
20. ***	ATS (Aircraft Tank Service) Auxiliary Tank Fuel System (STC SA 3810 WE) (Cont'd)				
	3) Vent Valves (Cont'd)	C			c) Fuel in associated aux tank is considered undumpable and that fuel weight is included in all take off alternate landing performance considerations including center of Gravity (Weight and Balance) envelope.
	4) Vent Valve Intransit Lights	C	2	1	(M)One may be inoperative provided: a) It is verified that both vent valves operate normally before each departure, when ATS aux tank fuel is required. OR b) Associated valve is either inoperative or considered inoperative.
		C			(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
20. ***	ATS (Aircraft Tank Service) Auxiliary Tank Fuel System (STC SA 3810 WE) (Cont'd)				
	5) System Bleed Air Pressure Valves	C	2	1	(O)One may be inoperative provided: a) Remaining pressure valve operates normally, b) Fuel quantity in other tanks is adequate to reach an alternate destination, if the remaining valve fails at any time during flight, and c) Fuel in associated aux tank is considered undumpable and that fuel weight is included in all take off alternate landing performance considerations including center of Gravity (Weight and Balance) envelope.
	6) Transfer Valve Intransit Lights	C	3	2	(O)One may be inoperative provided: a) Associated transfer valve is verified to operate normally before each departure, when ATS aux fuel is required.
	7) ATS System Quantity Indicator	C	1	0	May be inoperative provided: a) Fuel quantity in ATS Aux Tank System is verified by an alternate acceptable procedure. OR b) Tanks are verified to be empty before each departure.
		C			

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
21. ***	ATS (Aircraft Tank Service) Auxiliary Tank Refuel Valve Intransit Lights (STC SA 3810WE)	C	3	0	(M)May be inoperative provided: a) An alternate means of determining that the fueling valves operate is utilized, and b) Quantity of fuel in the associated tank is known after each refueling.
22. ***	Auxiliary Fuel Tank System (STC SA 3564WE)				
	1) Forward System	C	1	0	(O)May be inoperative provided: a) Any fuel in the Forward Aux Tanks is considered unusable, and b) AFM Limitations are applied.
	2) Aft System	C	1	0	(O)May be inoperative provided: a) Any fuel in the AFT Aux Tanks is considered unusable, and b) AFM Limitations are applied.

1. SYSTEM & SEQUENCE NUMBERS / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULIC POWER				
1. System "A" Pumps				
1) Depressurization Function	C	2	0	(O)May be inoperative on one or both pumps. NOTE: Starting # 1 or # 2 engines will pressurize nose wheel steering system, unless alternate procedures are established and used.
2. DELETED				Deleted prior to Rev. 33.
3. System "A" Heat Exchanger Bleed Air Control Valves ***	C	2	1	(M)One may be inoperative closed provided the associated overheat light operates normally.
4. Ground Interconnect Valve (A and B Systems)	C	1	0	(M)May be inoperative provided valve remains closed.
5. Brake Interconnect System	C	1	0	(M)(O)May be inoperative closed provided approved procedures are defined in the operator's manual for "B" System malfunctions. NOTE: Both brake pressure and brake pressure indication(s) are absent during a battery start.
6. DELETED				Deleted prior to Rev. 33.
7. DELETED				Deleted prior to Rev. 33.

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29	HYDRAULIC POWER				
8.	System Pressure Indication Systems ("A" or "B") (Flight Deck)	C	2	1	(O)One may be inoperative provided: a) Associated low pressure warning lights operate normally, and b) Associated system pressure is checked before each departure.
9.	Pump Low Pressure Lights ("A" System)	C	2	1	(O)One may be inoperative provided: a) The output of the associated pump is checked before each departure, and b) Both pumps remain ON continuously during flight.
10.	Pump Low Pressure Lights ("B" System)	C	2	1	(O)One may be inoperative provided: a) The output of the associated pump is checked before each departure, and b) Both pumps remain ON continuously during flight.
11.	Accumulator Pressure Indication Systems	C	-	0	(O)May be inoperative provided associated flight deck gauge operates normally.
12.	DELETED				Deleted prior to Rev. 33.
13.	"A", "B" and Standby System Overheat Lights	C	3	0	

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29	HYDRAULIC POWER			
14.	System "A" Quantity Indication System (F/E Panel) C	1	0	(M)May be inoperative provided: a) Quantity is checked before each departure, b) "A" system pressure gauge operates normally, and c) "B" system and Standby system quantity gauges operate normally.
15.	System "B" Quantity Indication System (F/E Panel) C	1	0	(M)May be inoperative provided: a) Quantity is verified adequate, and b) Ground interconnect is verified closed before each departure.
16.	Standby System Quantity Indication System (F/E Panel) C	1	0	May be inoperative provided adequate quantity is verified before each departure.
17.	Reservoir and Fill Station Quantity Indication System C	1	0	
18. ***	Low Level Lights ("A" and "B") Systems D	2	0	
19. ***	Reservoir Air Pressure Gauge D	1	0	

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
1.	Wing Anti-Icing Duct Temperature Indicating System	C	1	0	May be inoperative provided valve position lights operate normally when the system is in use.
2.	Wing Anti-Icing System	C	1	0	(M)May be inoperative provided: a) The airplane is not operated in known or forecast icing conditions, and b) Inoperative valve remains closed. OR
		C			c) Damaged ducting is removed, and a suitable blocking plate is installed.
3. ***	Wing Anti-Icing Interconnect Valve	D	1	0	(M)May be inoperative provided: a) The interconnect valve remains closed, and b) Engine anti-icing AFM limitations are observed.
		C	1	0	May be inoperative open provided: a) No. 2 engine thermal anti-icing is not operated on the ground or during takeoff, and b) Icing conditions do not exist on the ground at departure airport.
4.	Wing Anti-Ice Valve Position Lights	C	2	0	One or both may be inoperative provided wing anti-icing duct temperature indicating system operates normally.
5. ***	Wing Anti-Ice Auto Trip System	D	1	0	

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
6.	Wing Anti-Ice Isolation Valves (B-727-100 And 100QF APU Equipped Airplanes)	C C	2	0	(M)One or both may be inoperative provided: a) Both valves are secured open by an accepted maintenance procedure. OR b) Flight is not operated in known or forecast icing conditions.
7. ***	Tail Anti-Icing System	C	1	0	May be inoperative provided AFM limitations are observed.
8. ***	Tail Anti-Icing Duct Temperature Indicating System	C	1	0	May be inoperative provided the valve position light operates normally when the system is in use.
9. ***	Tail Anti-Icing Valve Position Light	C	1	0	May be inoperative provided temperature indicator operates normally.
10.	DELETED				Deleted prior to Rev. 27 A.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION			
11.	Engine and Cowl Anti-Ice Valves All Models (Except 727-100QF) C	10	9	(M)One may be inoperative closed provided: a) Airplane is not operated in known or forecast icing conditions, and b) All other anti-ice valves operate normally.
	All Models (Except 727-100QF) C	1	0	(M)No. 2 engine 13th stage valve may be inoperative open provided: a) No. 2 engine automated sixth stage bleed valve is not installed or is deactivated closed, and b) All other anti-ice valves operate normally. (Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION			
11.	Engine and Cowl Anti-Ice Valves (Cont'd) All Models (Excluding Valsan 727-100, -200RE and 727-100QF) C	9	8	(M)(O)One pod engine cowl valve or one inlet guide vane valve, or the No. 2 engine mixed air valve may be inoperative open provided: a) All thrust rating limits on the affected engine, except takeoff and go-around are reduced by .03 EPR, or .05 EPR for No. 2 engine mixed air valve, b) En route climb limited weight is reduced by 4,900 lb. (2,223 kg) or by 8,100 lb. (3,674 kg) for No. 2 engine mixed air valve, c) At temperatures greater than 50 degrees F (10 degrees C), (1) Takeoff and go-around thrust limits on the affected engine are reduced by .03 EPR, or by .05 EPR for No. 2 engine mixed air valve, (2) Takeoff and landing performance limited weight is reduced by 2,900 lb. (1,315 kg), or by 4,600 lb. (2,087 kg) for No. 2 engine mixed air valve, d) All other anti-ice valves operate normally, and (Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION			
11.	Engine and Cowl Anti-Ice Valves (Cont'd) All Models (Excluding Valsan 727-100, -200RE and 727-100QF)	C		e) Operating temperature with one pod engine cowl valve inoperative open is limited to 50 degrees F (10 degrees C) maximum (ambient or Total Air Temperature) unless S/B 30-31 "Nose Cowl TAI Spray Ring Modification" has been incorporated. ADDITIONAL REQUIREMENTS FOR JT8D-15-15A AND JT8D-17/17A ENGINES The adjustments listed below must be applied when dispatching with anti-ice OFF, and the following conditions exist: Takeoff-- JT8D-15/15A Pressure altitude between 3,000 feet and 10,000 feet, ambient temperature below 0 degrees F (-18 degrees C). JT8D-17/17A Pressure altitude between 3,000 feet and 10,000 feet, ambient temperature below 15 degrees F (-10 degrees C). (Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION			
11.	Engine and Cowl Anti-Ice Valves (Cont'd) All Models (Excluding Valsan 727-100, -200RE and 727-100QF)	C		Go Around-- JT8D-15/15A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 0 degrees F (-18 degrees C). JT8D-17/17A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 15 degrees F (-10 degrees C). (1) Takeoff and go-around thrust limits on the affected engine are reduced by .03 EPR, and (2) Takeoff and landing performance weight is reduced by 2,900 lb. (1,315 kg), or by 2,600 lb. (1,179 kg) for No. 2 engine mixed air valve, OR (3) AFM Appendix 28 for JT8D-15/15A or AFM Appendix 61 for JT8D-17/17A weight reductions are observed. NOTE: Valve position light operation not required for the specific inoperative valve. (Continued)
		C		

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
11.	Engine and Cowl Anti-Ice Valves (Cont'd) (Valsan B-727-100/ 200RE Only)	C	9	8	(M)(O)One inlet guide vane valve, or the No. 2 engine mixed air valve (cowl shutoff valve) may be inoperative open provided: a) All other anti-ice valves operate normally, b) All thrust rating limits on the affected engine, except takeoff and go-around, are reduced by: Pod Engine, inlet guide vane valve, .05 EPR. No. 2 Engine, inlet guide vane valve, .03 EPR, or mixed air valve, .05 EPR. c) En route climb limited weight is reduced by: Pod Engine, inlet guide vane valve 6900 lbs. (3130 kg.). No. 2 Engine, inlet guide vane valve, 4900 lbs. (2223 kg.) or by 8100 lbs. (3674 kg.) for mixed air valve, and d) At temperatures greater than 50 Deg. F (10 Deg. C), (1) Takeoff and go-around thrust limits on the affected engine are reduced by: Pod Engine, inlet guide vane valve, .05 EPR. No. 2 Engine, inlet guide vane valve, .03 EPR, or mixed air valve .05 EPR. (Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION			
11.	Engine and Cowl Anti-Ice Valves (Cont'd) (Valsan B-727-100/200RE Only) C			(2) Takeoff and landing performance weight is reduced by: Pod Engine, inlet guide vane valve, 5100 lbs. (2313 kg.) No. 2 Engine, inlet guide vane valve, 2900 lbs. (1315 kg.) or mixed air valve 4600 lbs. (2087 kg.). NOTE: No relief is given for Pod Engine cowl valves in the open position on the Valsan B-727-100/200RE. Additional Requirements for JT8D -15/15A and JT8D-17/17A Engines In addition, the adjustments listed below must be applied to the No. 2 engine, when dispatching with anti-ice OFF, a valve open, and the following conditions exist: Takeoff: JT8D-15/15A - Pressure altitude between 3000 ft. and 10000 ft., ambient temperature below 0 Deg. F (-18 Deg. C). JT8D-17/17A - Pressure altitude between 3000 ft. and 10000 ft., ambient temperature below 15 Deg. F (-10 Deg. C). (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
11.	Engine and Cowl Anti-Icing Valves (Cont'd) (Valsan B-727-100/ 200RE Only)	C			Go-Around: JT8D-15/15A - Pressure altitude between 3000 ft. and 10000 ft., total air temperature below 0 Deg. F (-18 Deg. C) JT8D-17/17A - Pressure altitude between 3000 ft. and 10000 ft., total air temperature below 15 Deg. F (-10 Deg. C). (1) Takeoff and go-around thrust limits on the affected engine are reduced by .03 EPR, and (2) Takeoff and landing performance weight is reduced by: No. 2 Engine - inlet guide vane valve, 2900 lbs. (1315 kg.) or mixed air valve 2600 lbs. (ll79 kg.), OR (3) AFM Appendix 28 for JT8D-15/15A or AFM Appendix 61 for JT8D-17/17A weight reductions are observed. NOTE: Valve position light operation not required for the specific inoperative valve. (Continued)
		C			

1. SYSTEM & SEQUENCE NUMBERS	ITEM	C	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
11.	Engine and Cowl Anti-Ice Valves (Cont'd) (B-727-100QF Only)	C	3	2	(M)(O)One valve may be inoperative secured open provided: a) Engine start procedure for anti-ice valve secured open is used, b) AFM engine EPR reductions for inlet anti-ice ON for effected engine are used, c) Aircraft performance is determined using AFM engine inlet anti-ice ON correction chart, d) Outside Air Temperature (OAT) does not exceed 55 degrees F (12 degrees C) with valve secured open on engines 1 or 3 and OAT does not exceed 80 degrees F (26 degrees C) with valve secured open on No. 2 engine, and e) All other engine anti-ice valves operate normally.
	(B-727-100QF Only)	C	3	2	(M)One may be inoperative secured closed provided: a) Airplane is not operated in known or forecast icing conditions, and b) All other engine anti-ice valves operate normally.
	1) Indicator Lights (B-727-100QF Only)	C	3	0	(M)(O)May be inoperative provided normal valve operation is verified prior to operation in known or forecast icing conditions

1. SYSTEM & SEQUENCE NUMBERS / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION				
12. Pitot Heat Systems	B	2	1	(O)Pilot's or Copilot's may be inoperative provided the airplane is not operated in known or forecast icing conditions.
	B	1	0	(O)Auxiliary pitot heat system may be inoperative provided: a) Dispatch deviations for affected equipment are observed, and b) All affected equipment must be identified and the crew advised. NOTE: Light not required for an inoperative heater.
13. Static Port Heater System	C	-	-	One may be inoperative provided the airplane is not operated in known or forecast icing conditions.
1) B-727-100/QC And 727-100QF	C	-	0	All may be inoperative provided static port system has been modified per AD-76-17-07 or production equivalent.
2) B-727-200	C	-	0	(O)May be inoperative provided AFM Limitations, Takeoff at 35 Deg. F. (2 Deg. C) or below are observed.
14. Elevator Feel Pitot Heater	C	2	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.
15. Flight Deck Window Heat System	C	8	-	NOTE: See AFM for window heat requirements.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION			
16.	Windshield Wipers C	2	0	May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
	1) Windshield Wiper Speeds C	-	1	May be inoperative provided one speed operates normally at both pilot stations.
17. ***	Rain Repellent System D	1	0	
18. ***	Ice Detection System D	1	0	

1. SYSTEM & SEQUENCE NUMBERS / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION				
19. Pitot/Static, Temperature Probe Heater Indicating System				
*** 1) Ammeter System				
a) AC Ammeters	B	2	0	(M)May be inoperative provided associated heaters are verified to operate normally.
b) Heater Off Light	B	1	0	(O)May be inoperative provided: a) All other components of the pitot heat system are verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions.
*** 2) 8 Light System				
a) PITOT L & R Lights	B	2	1	(O)One may be inoperative provided: a) All other components of the pitot heat system are verified to operate normally, and b) The airplane is not operated in known or forecast icing conditions.
b) ELEV PITOT L & R, STATIC L & R, AUX PITOT, and TEMP PROBE Lights	B	6	0	(M)May be inoperative provided associated heaters are verified to operate normally. NOTE: Light not required for an inoperative heater.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
20.	Total Air Temperature Probe Heater	C C	-	0	(O)May be inoperative provided: a) An approved alternate system is installed and operates normally, OR b) Airplane is not operated in known or forecast icing conditions. NOTE: Light not required for an inoperative heater.
21.	Windshield Heat Power On/Overheat Test	C	1	0	
22.	De-Fog System	C	1	0	
23.	Anti-Ice Duct Overheat Light System	C	1	0	(M)May be inoperative provided: a) Associated anti-ice valves remain closed, and b) Airplane is not operated in known or forecast icing conditions.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
24.	Drain Mast Heaters	C	-	0	(M)May be inoperative provided: a) Associated TOILET FLUSH PORT(S) is capped at toilet service panel, and b) Associated galley is used without water service. OR c) Associated lavatory entrance door is secured to prevent use of lavatory, and d) Associated galley is used without water service. OR e) Water supply to associated galley, lavatory sink, and drinking fountain is secured OFF, and f) Associated galley drains, lavatory sinks, and drinking fountain drains are not used.
		C			
		C			
25.	Windshield *** Perimeter Heater	D	1	0	
26.	Pitot Heat Indicating System (Heater OFF Monitor)				Deleted, Rev. 38. (Combined with Item 30-19.)
27.	Wing Anti-Ice Pressure Regulating Valve (727-100QF)	C	1	0	(M)(O)May be inoperative provided: a) Valve is secured open by an acceptable maintenance procedure, and b) EPR settings and performance data for wing anti-ice ON, as appropriate, are used.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS				
1.	Clocks	C	-	1	May be inoperative provided one clock at either the pilot's or copilot's position operates normally.
2.	Flight Data Recorder (FDR)	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport where repairs or replacements can be made, and c) Repairs are made within three flight days.
	1) DFDR Recording Parameters required by FAR	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport where repairs or replacements can be made, and c) Repairs are made within three flight days.
	2) DFDR Recording Parameters not required by FAR	C	-	0	
3. ***	AIDS Maintenance Recorder	D	1	0	May be inoperative provided: a) Alternate procedures are used. OR b) Maintenance procedures are not dependent upon its use.
		D			

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
1.	Landing Gear Door Warning System	C	1	0	
2.	Landing Gear Warning Horn Function				Deleted, Rev. 29.
3.	Landing Gear Indication	B	-	2	May be inoperative provided center panel indicators, and one other indicating system operates normally.
4. ***	Ground Lock Pin Annunciator System	D	1	0	
5.	Antiskid System	C	1	0	(O)May be inoperative provided AFM Limitations are observed.
	1) Test Feature	C	1	0	
	2) Touchdown Feature	C	1	0	
	3) Annunciators	C	-	0	May be inoperative for an inoperative system.
6. ***	Nose Wheel Brake/ Anti-skid System	D	1	0	(O)May be inoperative provided: a) Nose wheel brake/anti-skid switch remains OFF, and b) AFM Limitations are observed.
7.	Parking Brake				Deleted, Rev. 29.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR			
8.	Parking Brake Light			
	1) Solenoid-Operated Parking Brake Valve C	1	0	(O)Light may be inoperative provided anti-skid system is turned OFF when parking brake is in use.
	2) Motor Operated Parking Brake Valve (Mark III Anti-Skid System) C	1	0	(M)Light may be inoperative provided the parking brake shutoff valve operates normally.
9.	Pneumatic Brake System			Deleted, Rev. 29.
10.	Flight Deck Pneumatic Brake Pressure Indicator A	1	0	May be inoperative provided: a) Pneumatic brake pressure indicator in the nose wheel well operates normally. b) Pneumatic brake pressure is verified before each departure, and c) Operations are limited to not more than three flight days before repair is made.
11.	Pneumatic Brake Pressure Indicator (Nose Wheel Well) C	1	0	May be inoperative provided indicator on the flight deck operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
12. Tail Skid	C	1	0		(M)(O)May be inoperative provided: a) Tail skid is secured extended, b) Aft lavatory drain mast is deactivated, and c) The following performance penalties are applied: 2,000 lb. (907 kg) gross weight reduction to 2nd segment climb limits. 6,000 lb. (2,722 kg) gross weight reduction to one engine inoperative en route climb limits. 6,800 lb. (3,084 kg) gross weight reduction to two engine inoperative en route climb limits. 1,400 lb. (635 kg) gross weight reduction to approach climb and landing climb limits. OR
	C				d) Tail skid is secured extended, e) Water supply to aft galleys, lavatory sinks, and drinking fountain is secured OFF, f) Aft galley drains, lavatory sinks, and drinking fountain drains are not used, and g) Performance penalties in c) above are applied.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
12.	Tail Skid (Cont'd)				
	1) 727-200 Only	C	1	0	May fail to lock when retracted provided: a) Tail skid extends and retracts normally, b) Tail skid warning light illuminates only when gear handle is placed OFF following retraction, and operates normally during routine operations, c) After gear retraction, the gear handle is placed OFF momentarily and door warning lights remain extinguished (indicating proper locking of gear and doors), and d) Following (c), the gear handle is returned to UP and the tail skid annunciator extinguishes. NOTE: Handle should remain UP until necessary to lower gear.
13.	Tail Skid Position Light	C	1	0	(M)May be inoperative provided tail skid is functionally checked once each flight day.
14.	Rudder Pedal Nose Wheel Steering System	C	1	0	(O)May be inoperative provided: a) Operation of other systems is not impaired, and b) All takeoffs and landings are made by the pilot occupying the left seat.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
15. ***	Autobrake System	D	1	0	(M)May be inoperative provided that if the autobrake disarm light illuminates with the autobrake ARM switch OFF, the inlet pressure line to the autobrake valve module must be capped. NOTE: AFM takeoff and landing distances are not based on use of autobrakes.
16. ***	Brake Low Pressure Light	D	1	0	
17. ***	Brake Temperature Monitoring System	D	1	0	
18. ***	Nose Gear Steering Lockout System	C	1	0	(M)(O)May be inoperative provided: a) System is deactivated, pressurized, and b) Alternate procedures for push-back and towing are utilized.
19. ***	Direct reading Tire Pressure indicator(s)	D	-	0	
20.	Nose Gear Snubber Pads	C	2	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
1.	Cockpit/Flight Deck C /Flight Compartment and Instrument Lighting Systems	-	-		Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. Note: When making above determination, consideration should be given to lighting available with only Standby or Essential buses powered.

1. SYSTEM & SEQUENCE NUMBERS / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS				
2. Cabin Interior Illumination System				
1) Passenger And Combi Configurations Without Photoluminescent Escape Path Marking Systems	C	-	-	Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.
2) Passenger And Combi Configurations With Photoluminescent Escape Path Marking Systems	C	-	-	Individual lights may be inoperative provided: a) Remaining lighting is sufficient for cabin attendants to perform their duties, and b) FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with: 1) FAA engineering approval letter, 2) FAA approved report of the Type Design holder, 3) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or 4) An FAA approved report incorporated in the Master Drawing List for the applicable STC.
3) Cargo Configurations	C	-	-	As required by FAR.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
3.	Passenger Notice System "No Smoking/ Fasten Seat Belt/ Return To Cabin Signs"	C	-	-	(M)No passenger seat, cabin attendant seat, or lavatory may be occupied from which a "No Smoking/ Fasten Seat Belt/Return To Cabin sign is not readily legible or that seat or lavatory must be blocked and placarded - "DO NOT OCCUPY".
		C	-	-	(O)"No Smoking/Fasten Seat Belt/ Return To Cabin" signs may be inoperative, and affected passenger seat(s), cabin attendant seat(s) or lavatories may be occupied provided: a) PA system operates normally and can be clearly heard throughout the cabin during flight, and b) PA system is used to alert the cabin crew and to notify passengers when seat belts should be fastened, smoking is prohibited, and return to cabin is required.
	1) Aural Tone Feature	C	1	0	
	2) Lavatory "Return To Seat" Light, In All Cargo Configurations	C	-	0	May be inoperative provided alternate procedures are established and used.
4.	AFT AIRSTAIR Compartment Service Light System	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
5.	Cargo Compartment Light System	C	1	0	May be inoperative for Class "D" compartments.
6.	Wheel Well Lights				
	1) Main Wheel Lights	C	-	0	
	2) Nose Wheel Well Light(s)	C	-	1	May be inoperative provided the Nose Gear Down Lock Light (Aft Light), focused on the nose gear down lock, operates normally.
7. ***	High Intensity Oscillating or Strobe Navigation Lights	D	-	0	
8.	Anti-Collision Beacon	C	2	1	One unit may be inoperative for night operations provided strobe anti-collision (wing/tail mounted lights) are installed and operate normally.
		C	2	0	Both may be inoperative for night operations provided Minneapolis-Honeywell airplane recognition light system or approved equivalent is installed and operates normally.
		C	2	0	All may be inoperative for day operations.
9.	Wing Illumination Lights	C	2	0	(O)May be inoperative provided ground deicing procedures do not require their use.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
10.	Landing Lights	C	4	2	One on each side may be inoperative for night operations.
		C	4	0	All may be inoperative for day operations.
11. ***	Taxi Light	C	-	0	
12.	Runway Turnoff Lights	C	2	0	
13.	Position Lights (Wing Tips & Tail)				
	1) Bulbs	C	-	4	One or two bulbs may be inoperative for night operations provided the following minimum lights operate normally: a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light at each wing tip position.
		C	-	0	All may be inoperative for day operations.
14.	DELETED				

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
15.	Interior Emergency Lighting System				
	1) Combi (Mixed) or All Cargo Configurations Only	C	-	-	Individual lights may be inoperative in cargo areas provided: a) No one occupies those areas during flight, and b) Flight deck and forward entrance door exit lights operate normally.
16.	Exterior Emergency Lighting System				
	1) Passenger Combi, and All Cargo Configurations	B	1	0	May be inoperative for day operations.
	2) All Cargo Operations	B	1	0	May be inoperative for all-cargo night operations provided the forward entry door escape slide lights operate normally.
	a) Forward Entry Door Escape Slide Lights	B	-	0	May be inoperative for day operations.
		B	-	0	May be inoperative for night operations provided the interior emergency exit system lights over the cockpit entry door or the left forward entry door of the aircraft are removable (for emergency use) type lights.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
17.	Floor Proximity Emergency Escape Path Marking System	C	1	1	Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA approved report of the Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), and d) An FAA approved report incorporated in the Master Drawing List for the applicable STC. NOTE: Not required for all cargo operations.
18. ***	Master Caution System Annunciator Lights, Left and Right (Pilot's Glareshield)	C	-	-	(O)One may be inoperative for normally operating systems.
19. ***	Logo Lights	D	-	0	
20. ***	Sterile Cockpit Light System (Add On System)	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
21.	Aft Airstair Tread Lights	C	-	0	

SYSTEM & SEQUENCE NUMBERS / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
1. True or Calibrated *** Airspeed Indicator (Both Analogue and EFIS)	C	1	0	
2. Airspeed Indicators (IAS)				
*** 1) Basic Indications (Pointer And Manual Mode Flag)	C	2	2	(M)(O)Mode Selector indicator at copilot's station ONLY may be inoperative, and a standard airspeed indicator substituted provided: a) Both Mach/Airspeed warning systems operate normally, b) Red Line is marked on glass at 350 KIAS, and c) A placard is placed next to instrument stating "Red Line is the limit for Mode B operation except when existing limit speed pointer (Barber Pole) is lower."
*** 2) Integral Airspeed Reference Bug	A	2	1	One may be inoperative provided repair or replacement is made within three flight days.
*** 3) External Airspeed Bugs	C	-	1	May be inoperative provided alternate procedures are established and used.
*** 4) Digital Airspeed Readout	C	-	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
3.	Mach Indicators				
	1) Basic Indicators (Pointers)	C	-	1	All but one may be inoperative provided one Mach/Airspeed warning system operates normally.
		C	-	0	All may be inoperative provided operating altitude is limited to FL 330 or below.
	2) Mach OFF Flag	C	-	0	May be inoperative provided all basic indicators are considered inoperative.
***	3) Digital Mach Readout	C	-	1	All but one may be inoperative provided one Mach/Airspeed warning system operates normally.
4.	Mach/Airspeed Aural Warning Systems				
	1) B-727-100/200 And 727-100QF	B	2	1	One may be inoperative provided speed is limited to less than M .88.
	2) Valsan B-727-100/200RE and airplanes with STC's ST00488SE or ST00507SE	B	2	1	One may be inoperative provided speed is limited to less than M .85.] (Continued)]

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
4.	Mach/Airspeed Aural Warning Systems (Cont'd)	B			
	3) B-727-100/200 And 727-100QF	B	2	0	(O)Both systems may be inoperative provided: a) Both Machmeters operate normally, and b) The following speed limits are observed: Vmo - 320 KIAS below FL 260. Mmo - .78 above FL 260. OR
		B			c) If the overspeed warning system malfunctions during flight by sounding earlier than scheduled, continue operation at speeds below the warning horn setting, OR
		B			d) If the warning system sounds below M .86, deactivate the system by pulling the associated circuit breaker, then observe the Vmo/Mmo speed limits shown below: Vmo - 320 KIAS below FL 260. Mmo - .78 above FL 260. NOTE 1: If the operating warning system is dual (A/B) mode, only the selected mode is required to operate normally. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
4.	Mach/Airspeed Aural Warning Systems (Cont'd)	B			
	4) Valsan B-727-100/200RE Only	B	2	0	(O)Both systems may be inoperative provided: a) Both Machmeters operate normally, and b) The following speed limits are observed: Vmo - 320 KIAS below FL 260. Mmo - .78 above FL 260. OR
		B			c) If the overspeed warning system malfunctions during flight by sounding earlier than scheduled, continue operation at speeds below the warning horn setting, OR
		B			d) If the warning system sounds below M .85, deactivate the system by pulling the associated circuit breaker, then observe the Vmo/Mmo speed limits shown below: Vmo - 320 KIAS below FL 260. Mmo - .78 above FL 260.
					NOTE 1: If the operating warning system is dual (A/B) mode, only the selected mode is required to operate normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
5.	Altimeters				
	1) Basic Altimeters	C	-	2	May be inoperative provided: a) One altimeter operates normally at each pilot station, and b) At least one of the above is a pneumatic, or servo-pneumatic altimeter.
***	2) Servo Pneumatic Altimeter Mode	C	-	0	(M)May be inoperative provided Altimeter remains in the pneumatic mode.
	3) Standby Pneumatic Altimeter	C	-	0	May be inoperative provided at least one of the pilot's altimeters is a pneumatic or servo-pneumatic (switchable) altimeter.

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
	6. Altimeter Vibrators				
	1) Servo-Pneumatic	C	2	1	One may be inoperative provided associated air data computer function is installed and operating normally.
	2) Pneumatic	C	2	1	One may be inoperative provided VMC exists at departure and arrival airports.
	3) Pneumatic (With 2 Electric Altimeters)	C	1	0	May be inoperative provided VMC exists at departure and arrival airports.
	a) Analogue Instrument System	C	1	0	May be inoperative provided VMC exists at departure and arrival airports.
	b) EFIS Instrument System	C	1	0	May be inoperative provided VMC exists at departure and arrival airports.
	4) One Pneumatic and One Servo-Pneumatic	C	2	1	Servo-pneumatic may be inoperative provided associated air data computer function is installed and operating normally.
		C	2	1	Pneumatic may be inoperative provided VMC exists at departure and arrival airports.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
7.	DELETED				
8. ***	Static Air Temperature Gauge (Both Analogue and EFIS)	D	1	0	May be inoperative provided Total Air Temperature or Ram Air Temperature gauge operates normally.
9. ***	Ram Air Temperature Gauge	D	1	0	May be inoperative provided Total Air Temperature or Static Air Temperature gauge operates normally.
10.	Total Air Temperature Gauge (Both Analogue and EFIS)	C	1	0	May be inoperative provided Ram Air Temperature or Static Air Temperature gauge operates normally.
11.	DELETED				
12.	Standby Horizon Indicator	B	1	0	Except for EFIS equipped airplanes may be inoperative for day VMC conditions provided a third switchable source of attitude reference is available.
13. ***	Angle of Attack Indicators	D	-	0	
14.	Turn and Bank Indicators				
	1) Rate of Turn Indicators	C	2	1	Turn function of one instrument may be inoperative for VMC flight.
		C	2	0	May be inoperative provided the Standby Horizon indicator operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
15. DELETED					
16.	Non-Stabilized Magnetic Compass	B	1	0	(O)May be inoperative provided any combination of three gyro or INS (IRU) stabilized Compass Systems are operative.
		B	1	0	(O)May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.
		B	1	0	(O)May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
17.	Flight Director Systems	C	-	0	May be inoperative provided approach procedures do not require its use. Note: Any mode which operates normally may be used.
*** 1)	Go-Around Switches	C	-	0	May be inoperative provided approach procedures do not require their use.
*** a)	Go Around Annunciation	C	-	0	May be inoperative provided: a) G/A function is not used, and b) Approach minimums do not require its use.
*** 2)	Altitude Hold Mode (ALT/ALT HOLD)	C	-	0	
*** 3)	Go-Around Mode (G/A)	C	-	0	
*** 4)	Nav Back Course Mode (NAV BACK)	C	-	0	May be inoperative provided approach minimums do not require its use.
*** 5)	VOR/LOC Mode (NAV/LOC)	C	-	0	May be inoperative provided approach minimums do not require its use.
*** 6)	NAV Mode (NAV)	C	-	0	
18.	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by FAR may be inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
19.	Marker Beacon Systems	C	-	-	May be inoperative provided approach procedures do not require its use.
***	1) Excess Items	D	-	0	
20.	Doppler Navigation System	C	-	-	As required by FAR.
***	1) Excess Items	D	-	0	
21.	Weather Radar	C	-	-	As required by FAR.
	1) Map	C	-	0	
	2) Test	C	-	0	(O)May be inoperative provided an alternate means is developed and used to verify system operates normally.
	3) Turbulence Detection	C	-	0	
	4) Display(s)	C	-	1	
***	5) Excess Items	D	-	0	
22.	Radio Compass (ADF) Systems	C	-	-	As required by FAR.
***	1) Excess Items	D	-	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
23.	VHF Navigation Systems (VOR/ILS)	D	-	-	Any in excess of those required by FAR, and not powered by a Standby Bus, may be inoperative.
***	1) Self Test	D	-	0	
***	2) Frequency Transfer Light	C	-	0	
***	3) Frequency Transfer Switch	C	-	0	
	4) Frequency Selectors	C	-	-	One per each VHF Nav required by FAR must operate normally.
	5) Frequency Indicators	C	-	-	One per each VHF Nav required by FAR must operate normally.
24.	ATC Transponders and Automatic	C	-	-	As required by FAR.
	Altitude Reporting Systems	D	-	-	Any in excess of those required by FAR may be inoperative.
25.	Instrument Comparator Warning Systems	C	-	0	May be inoperative provided approach minimums do not require its use.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
26. Air Data Systems (KIFIS or CADC)	C	-	-	May be inoperative provided: a) Dispatch deviations for affected equipment are observed, and b) All affected equipment is listed in this column of the individual operator's MEL.
*** 1) Flight Deck Self Test Switches	C	-	0	(M)May be inoperative provided an alternate test procedure is established and used.
27. Altitude Alerting Systems	A	-	0	(O)Except where enroute operations require its use, may be inoperative provided: a) Autopilot with altitude hold is operative, and b) Repairs are made within three flight days.
1) Dimming Feature	A	-	0	May be inoperative (failed) in the Bright Mode for day operations provided operations are limited to three flight days before repair is made.
	A	-	0	May be inoperative (failed) in the Dim Mode for night operations provided operations are limited to three flight days before repair is made.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
28. Radio Altimeter Systems				
1) Indications (Analogue And EFIS)	C	-	0	May be inoperative provided approach minimums or operating procedures do not require use of the indicator(s).
a) Decision Height (DH) Annunciation, Set Indication, Set Control	C	-	0	May be inoperative provided approach minimums or operating procedures do not require its use.
2) Receiver/ Transmitter (R/T) Units				
a) Dual R/T Units	C	2	1	May be inoperative provided: a) Failed R/T Unit by design, does not provide inputs to the GPWS, and b) Approach minimums or operating procedures do not require use of failed indicator.
	A	2	0	May be inoperative provided: a) Dispatch deviation for GPWS inoperative, is observed, b) Approach minimums or operating procedures do not require use of failed indicators, and c) Operations are limited to not more than two flight days before repair is made.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
28. Radio Altimeter Systems (Cont'd)				
2) Receiver/ Transmitter (R/T) Units (Cont'd)				
b) Single R/T Units	A	1	0	May be inoperative provided: a) Dispatch deviation for GPWS inoperative, is observed, b) Approach minimums or operating procedures do not require use of failed indicators, and c) Operations are limited to not more than two flight days before repair is made.
3) Radio Altimeter Indications On EADI (EFIS Instrument System)	A	2	0	May be inoperative provided: a) Dispatch deviation for GPWS inoperative, is observed, b) Approach minimums or operating procedures do not require its use, and c) Operations are limited to not more than three flight days before repair is made.
4) R/A Test Switch(es)	C	-	0	(M)May be inoperative provided an alternate test procedure is established and used.

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
29.	Ground Proximity Warning System (GPWS)	A	-	0	(O)May be inoperative provided: a) Alternate Procedures are established and used, and b) Repairs are made within two flight days.
	1) (Modes 1 - 4)	A	-	0	(O)May be inoperative provided: a) Alternate Procedures are established and used, and b) Repairs are made within two flight days.
	2) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
	3) Glideslope Deviation (Mode 5)	B	2	0	
***	4) Advisory Callouts	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
***	5) Windshear Mode	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
***	6) Enhanced GPWS	C	-	0	
30. ***	Speed Command System	D	1	0	May be inoperative provided approach minimums or operating procedures are not dependent upon its use.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
31.	Long Range Navigation Systems (Other Than INS i.e. Loran, Omega)	C	-	-	As required by FAR.
***	1) Excess Items	D	-	0	
32.	Performance Data	D	-	0	
***	Computer System				
***	1) PDCS INOP Flag In Airspeed Indicator	D	-	0	May be inoperative provided Airspeed Bug Selector remains in manual mode.
***	2) PDCS Command EPR System	D	1	0	May be inoperative provided EPR Setting Controls remain in manual mode.
***	3) PDCS EPR Bugs	D	3	0	May be inoperative provided associated EPR Setting Control remains in manual mode.
33.	Inertial Naviga-	C	-	-	As required by FAR.
***	tion System (INS)				
***	1) Excess Items	D	-	-	
***	2) Auxiliary Drift Angle/ Ground Speed Indicator (Separate From INS CDU) (Add On Indicator)	C	-	0	
34.	Flight Director	D	-	-	Moved To Item 34 - 17, Rev. 35.
***	Go-Around Switches				

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
35.	Microwave Landing System (MLS)	C	-	-	As required by FAR.
***	1) Excess Items	D	-	0	
36. ***	Head-Up Display System (HUD)	D	-	-	May be inoperative provided approach procedures do not require its use. NOTE: Any mode which operates normally may be used.
37.	RMI Systems (Both Analogue and EFIS)				
	1) Compass Cards	C	-	1	One may be inoperative provided: a) Associated HSI operates normally, and b) Remaining RMI operates normally. NOTE: FOEB Policy requires both pilot's HSI's to operate normally.
	2) VOR/ADF Pointer Indication	C	-	1	May be inoperative provided other VOR/ADF system(s) operate normally and meet FAR requirements.
38. ***	Metric Altimeter	D	-	0	
39.	True or Calibrated Airspeed Indicator				Deleted Rev. 33c, Combined with Item 1.
40.	Airspeed Vibrator	C	2	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
41.	Traffic Alert Collision Avoidance System I (TCAS I)	C	-	0	(M)May be inoperative provided the system is deactivated and secured.
	Traffic Alert Collision Avoidance System II (TCAS II)	C	-	0	(M)May be inoperative provided the system is deactivated and secured.
***	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1	(O)One may be inoperative on the non-flying pilot side provided TA and RA elements and audio functions are operative on flying pilot side.
	2) Resolution Advisory (RA) Display System(s)	C	2	1	(O)One may be inoperative on the non-flying pilot side.
		C	-	0	(O)May be inoperative provided: a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and b) TA only mode is selected by the crew.
	3) TA Display System(s)	C	-	0	(O)May be inoperative provided all installed RA displays and audio functions are operative.
42. ***	Windshear Detection and Guidance Systems	C	-	0	(O)May be inoperative provided alternate procedures are established and used.

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
43.	Attitude Reference Systems: Vertical Gyro, INS, IRU	C	-	2	May be inoperative provided a) An independent attitude reference source is available to each ADI, and b) Attitude reference switching and selection capability is normal.
44.	*** Auxiliary Vertical Gyro	D	-	0	
45.	Instrument Source Select Switches (EFIS) (STC)	C	-	-	May be inoperative provided: a) Associated instruments operate from isolated sources, and b) Inoperative switches are not moved in flight.
46.	*** Flight Profile Advisory System (FTA-80)	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
47.	EFIS Cooling Fans (STC SA 7942SW)				
	1) Captain's Front Instrument Panel EFIS Fans	A	2	1	(M)One fan may be inoperative provided: a) Operation of the remaining fan is verified before each departure, b) Unpressurized flight is not contemplated, and c) Operations are limited to not more than three flight days before repair is made.
	2) First Officer's Front Instrument Panel EFIS Cooling Fans	A	2	1	(M)One fan may be inoperative provided: a) Operation of the remaining fan is verified before each departure, b) Unpressurized flight is not contemplated, and c) Operations are limited to not more than three flight days before repair is made.
48.	Comparator Reset Switch (STC SA 7942SW)	C	2	0	Either pilot's switch may be inoperative provided the associated comparator is considered inoperative.
49. ***	Global Positioning System	D	-	0	May be inoperative provided procedures do not require its use.
50. ***	Flight Director Approach Progress Display Panel	C	2	0	May be inoperative provided associated flight director mode is considered inoperative and not used.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
51.	Radio Altimeter	C	2	0	May be inoperative provided
***	Altitude Display (Rising RWY in ADI)				approach minimums do not require its use.
52.	Horizontal Situation Indicators (HSI)				
	1) Glide Slope	C	2	0	May be inoperative provided approach procedures do not require its use, i.e., ILS procedures are not required.
	2) TO-FROM Indicator	C	2	0	May be inoperative provided RMI VOR needle on the respective pilot's instrument panel operates normally.
	3) INS Indication				
***	a) Waypoint ALERT Light	C	2	1	
***	b) TRUE/MAG Heading Annunciator	C	2	1	One may be inoperative provided INS Annunciator operates normally.
***	c) Miles-To-Go/ Ground Speed	C	2	1	
***	d) INS Annunciator	C	2	1	One may be inoperative provided TRUE/MAG Heading Annunciator operates normally.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION			
53.	Attitude Director Indicator (ADI)			
*** 1)	Course Deviation Indicator	A 2	1	One may be inoperative provided: a) Course deviation indicator in associated HSI operates normally, and b) Operations are limited to not more than three flight days before repair is made.
		C 2	0	May be inoperative provided approach procedures do not require its use, i.e., ILS procedures are not required.
*** 2)	Glide Slope Deviation Indicator	A 2	1	One may be inoperative provided: a) Glide slope indicator in associated HSI operates normally, and b) Operations are limited to not more than three flight days before repair is made.
		C 2	0	May be inoperative provided approach procedures do not require its use, i.e., ILS procedures are not required.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION			
54. ***	EFIS Course Heading Panel (CHP) (STC SA 7942SW)			
	1) Course Control (CRS CTL) Functions C	2	0	May be inoperative provided associated primary course needle operates normally and can be controlled by the course knob.
	2) Course Direct Control (PUSH CRS DIRECT) Functions C	2	0	
	3) Elapsed Time (ET) Functions C	2	0	
	4) Heading Sync (PUSH HDG SYNC) Functions C	2	0	
	5) Nav. Data (NAV DATA) Functions C	2	0	

1. SYSTEM & SEQUENCE NUMBERS / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
55. EFIS Display *** Control Panel (DCP) (STC SA 7942SW)				
1) Course Preselect (CRS PRE) Functions	C	2	0	
2) Course Active (CRS ACT) Functions	C	2	1	(O)One may be inoperative provided: a) Associated active course is displayed on the EHSI, and b) Associated preselect and course transfer functions operate normally.
3) Bearing (BRG) Functions	C	2	0	May be inoperative provided: a) Associated RMI bearing pointer operates normally. OR b) Approach minimums do not require its use.
4) Course Transfer (CRS XFR) Functions	C	2	0	
5) Radar (RDR) Switches	C	2	1	One may be inoperative provided radar information can be displayed on the operative system.
	C	2	0	May be inoperative provided weather radar is considered inoperative.
6) DIM Functions	C	4	2	One may be inoperative on each DCP provided display brightness is acceptable to the flight crew.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
55.	EFIS Display *** Control Panel (DCP) (STC SA 7942SW) (Cont'd)				
	7) Select/Range (SEL/RNG) Controls				
	a) Select Functions	C	2	0	(O)May be inoperative provided: a) Appropriate navigation sensor is selected in the active mode, and b) Associated RMI bearing pointers operate normally.
	b) Range Functions	C	2	0	
	8) EHSI Mode Selectors (ARC, MAP, HSI)	C	2	0	May be inoperative provided: a) One EHSI operates normally in ARC or MAP mode allowing display of weather radar. OR b) Weather radar is considered inoperative.
56.	EFIS Self Test *** Switches (STC SA 7942SW)	A	2	0	(M)(O)May be inoperative provided: a) An alternate procedure is used to test the system prior to flight, and b) Operations are limited to not more than one flight day before repair is made.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
57. Liquid Crystal *** Displays (LCD) (ADI & HSI) (STC ST01115AT)		A	4	3	(M)(O)First Officer's lower LCD may be inoperative provided: a) First Officer's RMI operates normally, b) Integrate mode is selected on First Officer's upper LCD, c) Approach minimums do not require its use, and d) Operations are limited to not more than one flight day before repair is made.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
58. ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	1	0	
	1) Link and Display Processor Unit (LDPU)	C	1	0	Note: CDTI display of data from other aircraft systems may be used.
	2) Cockpit Display of Traffic Information (CDTI)	C	1	0	Note: ADS-B data transmissions may continue.
	3) CDTI Control Panel	C	1	0	May be inoperative and operable controls used provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.
	4) Data Link Transmitter(s)	C	-	0	
	5) Data Link Receivers	C	-	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
1.	Crew Oxygen System				Deleted prior to Rev. 29.
2.	Passenger/Persons Service Units	C	-	-	(M)May be inoperative for unrestricted flight operations provided: a) No person(s) occupies the associated seat(s), and b) Seat(s) are blocked from occupancy.
	1) Automatic Opening Feature of Door Latch(es)	B	-	-	(M)(O)May be inoperative unlatched, and taped closed provided: a) PSU oxygen system operates normally, b) Flight is operated at FL 250 or below, and c) Passenger(s)/persons occupying the seat(s) with the inoperative door latch(es) are briefed on oxygen mask access.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
3.	Flight Deck Oxygen Pressure Indicators				
	1) Crew Indicator (Single Indicator on Flight Engineer's Panel)	A	1	0	(M)(O)May be inoperative provided: a) Before each departure, alternate procedure is used to verify oxygen supply is above minimum required for dispatch, b) Each regulator's oxygen emergency lever is verified to be in the NORMAL or OFF position prior to each flight, and c) Operations are limited to not more than three flight days before repair is made.
	2) Passenger Indicator	C	1	0	(M)May be inoperative provided an alternate procedure is used to verify oxygen supply is above minimum required before each departure.
4.	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	(M)Any in excess of those required by FAR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
5.	Passenger Oxygen System				
	1) Passenger And Combi Operations	B	1	0	(M)(O)May be inoperative provided: a) Flight is not conducted where the minimum altitude en route is above 14,000 feet MSL, b) Both air conditioning packs, and all other components of the pressurization system operate normally, c) Maximum altitude does not exceed FL 250, d) Portable oxygen units for at least 10% of the passengers are provided, with each unit capable of delivering a minimum of 2 liters per minute for 30 minutes, and e) Passenger briefing procedures are modified to accommodate this operation.
	2) Cargo Operations	B	1	0	May be inoperative provided: a) A portable oxygen supply sufficient for planned operations, meeting the requirements of the operating rule, is available for each occupant. OR
		D			b) Associated seats are not occupied, and c) Any person(s) on that flight or series of flights in any compartment is verbally informed about the status of those affected seats.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN			
6.	Protective Breathing Equipment (PBE) D	-	-	Any in excess of those required by FAR may be inoperative.
7. ***	Servicing Panel Pressure Indicator C	1	0	(M)May be inoperative provided Crew Oxygen Pressure is checked as required per applicable servicing procedures after each service.

1. SYSTEM & SEQUENCE NUMBERS / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC				
1. Manifold Isolation Shutoff Valves				
1) 727-100C Class "E" Cargo Configuration (Excluding 727-100QF)	C	2	1	(M)Left valve may be inoperative closed.
	C	2	1	(M)(O)Right valve may be inoperative open provided No. 2 bleed air shutoff valve is installed and operating normally.
2) All Others (Excluding 727-100QF)	C	2	1	(M)One may be inoperative closed.
	C	2	1	(M)(O)One may be inoperative open provided No. 2 bleed air shutoff valve is installed and operating normally.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC			
2.	Ground Pneumatic Connector Check Valve C	1	0	May be inoperative closed.
	1) All Models Except 727-100C And 727-100QF Class "E" Cargo Configuration C	1	0	(O)May be inoperative open provided: a) The right isolation shutoff valve and Engine No. 3 bleed air shutoff valve remains closed except for engine start, b) Right air conditioning pack remains OFF, and c) Altitude is limited to FL 250 or below.

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
3.	Precooler Temperature Control Systems				
	1) All Models Except 727-100QF	C	2	0	(M)May be inoperative provided cooling air modulating valve remains full open.
		C	2	0	(M)(O)May be inoperative provided: a) Associated engine bleed remains OFF except for engine start, and b) AFM Configuration Limitations regarding use of No. 2 engine bleed for pack operation are observed.
	2) 727-100QF	C	3	2	(M)(O)One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Associated engine bleed valve remains closed after engine start, and c) AFM Configuration Limitations regarding use of No. 2 engine for pack operation is observed.

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
4.	Precooler Systems				
	1) All Models Except 727-100QF	C	2	0	(O) May be inoperative provided: a) Associated pod engine bleed remains closed after start, and b) AFM Configuration Limitations regarding use of No. 2 engine bleed for pack operation are observed.
	2) 727-100QF	C	3	2	(O)One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Associated engine bleed valve remains closed after engine start, and c) AFM Configuration Limitations regarding use of No.2 engine for pack operation is observed.
5.	Pneumatic Duct Pressure Indicating Systems	C	2	1	(O)One may be inoperative provided, that in the case of a single pack operation, the duct pressure indicator associated with the working pack operates normally.
6.	Engine Bleed Air Shutoff Valves				
	1) 727-100C And 100QF Class "E" Cargo Configuration	C	-	-	(M)Engine No. 1 valve ONLY may be inoperative closed.
	2) All Others	C	-	-	(M)One may be inoperative closed.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	C	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
7.	Engine Bleed Air Trip-Off Lights	C	2	0	(O)One or both may be inoperative provided the associated engine bleed is not used except for engine start.
	1) 727-100C Cargo Configuration	C	2	1	(O)Left light may be inoperative provided the associated engine bleed is not used except for engine start.
	2) 727-100QF	C	3	2	(O)Left light only may be inoperative provided the aircraft is not operated in known or forecast icing conditions.
8.	(Moved to 21-38)				
9.	(Moved to 21-39)				
10.	Engine No. 2 High Temperature Warning System	C	1	0	(O)Except for 727-100C and 100QF Class "E" Cargo Configuration, may be inoperative provided engine bleed is not used except for engine start.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC			
11.	13th Stage Bleed Air Modulating and Shutoff Valves (Engines 1 and 3)			
	1) All Except 727-200F And 727-100QF	C	2	0	(O)One or both may be inoperative closed.
		C	2	1	(O)One may be inoperative open provided the associated engine bleed air shutoff valve is closed after engine start, and not opened in flight.
	2) 727-200F	C	2	1	(M)One valve may be inoperative closed. NOTE: One pack may be inoperative provided it is associated with the inoperative valve.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
12.	Manifold Isolation Shutoff Valves 727-100QF With TAY 651 Engines				
	1) No. 1 Engine Isolation Valve	C	1	0	(M)May be inoperative closed.
	2) No. 2 Engine Isolation Valves	C	2	1	(M)Left isolation valve only may be inoperative closed provided: a) Airplane is operated at FL 250 or below. OR b) Airplane is not operated in known or forecast icing conditions, and c) Operations are limited to not more than three flight days before repair is made.
		A			
13.	*** 12th Stage Shutoff Valve Open Lights (12 SOV OPEN) 727-100QF	C	3	0	
14.	*** Engine Bleed Valve Open Lights 727-100QF	D	3	0	
15.	12th Stage Bleed System 727-100QF With TAY 651 Engines	C	3	0	(M)(O)One may inoperative closed provided: a) Airplane is not operated in known or forecast icing conditions, and b) All other bleed components operate normally.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38	WATER/WASTE			
1.	Potable Water Systems C	-	-	(M)May be inoperative provided appropriate procedures are established to deactivate applicable system components, (i.e., tank drained), to prevent its servicing, inspect system for leaks and to provide for crewmember inspection.
2.	Lavatory Systems C	-	-	(M)May be inoperative provided appropriate procedures are established applicable to deactivate system components, (i.e., drain waste), secure door closed, placard inoperative, and to provide for crewmember inspection.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49	AIRBORNE AUXILIARY POWER				
1.	Auxiliary Power Unit	C	1	0	May be inoperative provided procedures are not dependent upon its use.
	1) APU Pneumatic System	C	1	0	(O)(M)May be inoperative and the generator used, provided the APU bleed valve remains closed.
	2) APU Generator	C	1	0	(O)May be inoperative and the pneumatic source used, provided the generator field relay remains open.
2. ***	APU Exhaust Door System	C	1	0	(O)May be inoperative provided: a) APU door annunciator light operates normally, b) Speed is restricted to 250 KIAS if APU door annunciator light illuminates, c) APU exhaust door is removed from the takeoff warning horn circuit by SB 49-25 or production equivalent.

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49	AIRBORNE AUXILIARY POWER				
3.	APU Annunciator Lights				
*** 1)	APU Exhaust Door Annunciator light (APU)	C	1	0	(M)May be inoperative provided that before each departure the following is accomplished: a) Visually verify that the exhaust door is closed flush with the wing surface, b) Visually verify in wheel well that door locking cams are locked, c) Deactivate door actuator by pulling and collaring the actuator circuit breaker.
*** 2)	Louvered Exhaust System APU Light	C	1	0	(M)May be inoperative provided the APU fuel shutoff valve located on the left wing rear spar is verified closed before each departure.
3)	APU Crank Light	C	1	0	(O)May be inopertive provided alternate procedures for verifing APU starter operation are established and used.
4)	APU Bleed Light (727-200)	C	1	0	May be inoperative provided the aircraft is restricted to a single pack during ground operation.
4.	APU EGT Indicator	C	1	0	May be inoperative provided APU is considered inoperative.
5.	APU Cockpit Hourmeter	C	1	0	
6.	APU Start Counter Meter	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS				
1.	Aft Entry Door	C	1	0	May be inoperative closed in the all-cargo configuration.
2. ***	Forward Airstair	D	1	0	
3.	Aft Airstair				
	1) Passenger Or Combi Configurations (Applies Only To 727-100, and -100 With 119 Or Less Passengers, and 727-200)	C	1	0	(M)or(O)May be hydraulically inoperative provided: a) Stairs can be operated manually (including free-fall extension), b) Stairs are manually stowed and locked after preflight inspection, and c) When main deck cargo is being loaded or unloaded while in a mixed configuration, airstair side struts are fully extended (locked) before enplaning or deplaning passengers. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS				
3.	Aft Airstair (Cont'd)				
	2) Cargo Configurations (727-100C, 200F, And Other Cargo Conversions, STC's)	C	1	0	(M)or(O)May be hydraulically inoperative provided: a) Stairs can be operated manually, b) No persons are seated aft of cargo unless stairs will extend by free-fall, c) Stairs are manually stowed and locked after preflight inspections, and d) When main deck cargo is being loaded or unloaded, one of the following occurs: i) airstair side struts are fully extended (locked), using an alternate means. OR
		C			ii) a tail stand is installed. OR
		C			iii) an acceptable fueling and loading schedule, designed to prevent aircraft tipping, is utilized.
4.	Door Warning Light System (Including Main Deck Cargo Door)	C	-	0	(O)May be inoperative provided the door(s) are verified closed and locked.
5.	Center Engine Duct Access Door Warning Light	C	1	0	(O)May be inoperative provided door is verified closed and locked.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS				
6.	AFT AIRSTAIR Warning Light System	C	1	0	One or both control station red lights may be inoperative when the airstair is in the DOWN and LOCKED position.
		C	1	0	One or both control station red lights may be inoperative with the airstair UP and locked provided the F/E panel amber AFT AIRSTAIR light operates normally.
		C	1	0	F/E panel amber AFT AIRSTAIR light may be inoperative provided: a) Control station red light operates normally during airstair operation, and, b) Control station red light extinguishes when locked UP.
		C	1	0	(O)F/E panel green AFT AIRSTAIR light may be inoperative.
	1) 727-100C, 200F, and 727-100, 727-200 Cargo Conversions (STC's) In Class "E" Configuration	C	1	0	(M)May be inoperative provided: a) Door is deactivated closed, b) No persons, cargo handlers or passengers are carried behind the cargo, and either c) A tailstand is used for cargo loading and unloading. OR d) An acceptable fueling and loading schedule, designed to prevent aircraft tipping is utilized.
		C			

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS				
7. ***	Aft Airstair Pneumatic Emergency Extension System	C	1	0	May be inoperative provided: a) Boeing SB 52-60 or production equivalent has been incorporated, b) Passengers are limited to 119 persons, and c) Mixed passenger/cargo operations are prohibited. NOTE: Not required for all-cargo operations.
8.	FWD Cabin Door Pressure Stop Fittings	C	18	17	(M)(O)Either the upper aft fitting, or the fifth-from-top forward fitting may be broken or missing provided: a) No visible defects on other fittings for the associated doors can be found, b) Auto pressurization controller operates normally and is used, and c) Pressure differential does not exceed 6.8 psi.
9.	Aft Airstair In-Flight Security Mechanism	A	1	0	(M)May be inoperative unlocked, or missing provided operations are limited to three flight days before repair is made. NOTE: Not required for all-cargo operations.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS				
10.	Lower Cargo Door Pressure Stop Fittings	A	-	-	(M)One may be broken or missing on each cargo door or frame provided: a) There are no visible defects on the other fittings for the associated door, b) Auto pressurization controller operates normally and is used, c) Not more than 50 landings are made before completion of repairs or replacements, and d) Adjacent stop fittings are inspected within 25 landings.
		C	-	-	Two may be broken or missing on any cargo door or frame provided the airplane is operated in an approved unpressurized configuration only.
11.	Entry/Service Door Hold Open Latch Assembly	C	-	0	May be inoperative for all-cargo operations.
		C	-	0	Latch release lever may be inoperative for passenger/cargo operations.

SYSTEM & SEQUENCE NUMBERS / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS				
12. Cargo Door Electric Hydraulic Pump	A	1	0	May be inoperative for 120 days provided: a) Manual hand pump is designed to perform the exact same function as the electric pump, i.e. provide cargo door system hydraulic pressure only, and b) Manual hand pump operates normally and is used in accordance with accepted procedures.
13. Cockpit Door Hinge Pin Emergency Release Cables (STC) ***	C	-	0	(O)May be broken or missing provided alternate procedures for abnormal access and egress are established.
14. Cockpit Door Lock	A	1	0	(M)May be inoperative provided: a) An alternate method of locking the cockpit door is developed and used, and b) Operations are limited to not more than three flight days before repair is made. NOTE: Not required for all cargo operations.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
56	WINDOWS				
1. ***	Pilot's Left Sliding Window External Emergency Opening System				
	1) Passenger Configuration	C	1	0	
	2) Cargo Configuration	C	1	0	May be inoperative provided: a) An approved rigid bulkhead or equivalent is properly installed. OR b) Main cargo compartment remains empty.
		C			

1. SYSTEM & SEQUENCE NUMBERS / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL & CONTROL				
1. DELETED				
2. Fuel Filter Heater System	C	3	0	(O)(M)May be inoperative provided: a) Fuel temperature is maintained at or above 0 degrees C (32 degrees F), and b) Associated fuel deicing air valve is deactivated closed.
3. Fuel Heat Valve Lights	C	3	2	(O)One may be inoperative provided: a) The associated valve operates normally prior to each flight, and b) Oil temperature gauge is monitored during flight.
4. Fuel Filter Differential Pressure Warning Systems	C	3	2	(O)One may be inoperative provided heater system operates normally.
5. APR System ***	D	1	0	(O)May be inoperative provided: a) System is deactivated, and b) Operations are conducted in accordance with AFM.
6. Engine Fuel *** Shutoff Valve Start Lever Switches	D	3	0	(M)May be inoperative provided F/E fuel shutoff switches are installed and operating normally.

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL				
7.	Fuel Flow Meters	C	3	2	One may be inoperative provided: a) N1, N2 and EPR gauges for the associated engine operate normally, and b) The associated fuel quantity gauges operate normally.
8. ***	Fuel Used Gauges	D	3	0	
9.	Dual Datum Idle Control System 727-100QF With TAY 651 Engines	C	3	0	May be inoperative failed in Flight Idle provided: a) Anti Skid System operates normally, and b) For operating weights of 110,000 lbs. and below, use V Speeds and Field Length required for 110,000 lbs.
10.	Fuel Low Pressure Lights (Tay 651 Engines)	C	3	2	(M)One may be inoperative provided: a) Associated Engine (tank) fuel boost pumps operate normally, and b) Associated engine fuel filter differential pressure warning lights operate normally.
11.	Approach Idle Functions (Valsan B-727-100/ 200RE Only)	C	2	1	(M)(O)May be inoperative on one engine provided any appropriate AFM Performance Limitations are observed.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
74	IGNITION			
1.	High Energy Ignition Systems (Three Twin 20-Joule Systems) C	6	3	One system on each engine may be inoperative.
2.	Low Energy Ignition Systems C	3	0	(O)Any or all may be inoperative provided switching is available to select FLIGHT for high energy continuous ignition.
3.	High Energy Ignition Systems (Three Twin 10-Joule Systems) 727-100QF C	6	3	One system on each engine may be inoperative.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 ENGINE INDICATING				
1. Engine Pressure Ratio Systems				
1) All models without STC's ST00555SE, ST00399SE, or ST00448SE	A	3	2	(O)One may be inoperative provided: a) Before the loss of the EPR gauge, all associated engine indications were normal,] b) N1, N2 and fuel flow meter on the associated engine operate normally,] c) Appropriate N1 thrust setting curves are available, d) Assumed temperature reduced thrust is not permitted, e) 727-100QF apply appropriate AFM performance corrections, and f) Operations are limited to not more than three flight days before repair is made. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING				
1.	Engine Pressure Ratio Systems (Cont'd)				
	2) All models with STC's ST00555SE, ST00399SE, or ST00448SE	A	3	2	(M)(O)One may be inoperative provided: a) Before the loss of the EPR gauge, all associated engine indications were normal, b) N1, N2 and fuel flow meter on the associated engine operate normally, c) Appropriate N1 thrust setting curves are available, d) Assumed temperature reduced thrust is not permitted, e) 727-100QF apply appropriate AFM performance corrections, f) Associated EPR indicator circuit breaker is pulled if engine No. 1 or No. 3 indicator is inoperative (only allowed if there is a separate circuit breaker for the EPR indicator), g) Takeoff is not made with flaps in the 25 degree position if engine No. 1 or No. 3 indicator is inoperative, and h) Operations are limited to not more than three flight days before repair is made. (Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING			
1.	Engine Pressure Ratio Systems (Cont'd)			
	3) Digital Indicators (All models) C	3	0	
	4) EPR Bug (all models) A	3	2	One may be inoperative provided operations are limited to not more than three flight days before repair is made.
2.	N1 Tachometers B	3	2	(M)(O)One may be inoperative provided: a) EPR, N2 and fuel flow meters on the associated engine operate normally, and b) APR System is not required for takeoff performance.
***	1) Digital Indicators C	3	0	
3.	N2 Tachometers B	3	2	(O)One may be inoperative provided: a) EPR, N1 and fuel flow indicators for the associated engine operate normally, and b) An alternate starting procedure is used.
***	1) Digital Indicators C	3	0	
4.	MOVED TO 73-7			

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING				
5.	EGT Gauges				
***	1) Overtemperature Warning Lights (Amber)	D	3	0	
6. ***	Vibration Indicating System	C	1	0	May be inoperative unless required by maintenance procedures.
7.	Engine Failure Detection Lights	C	2	0	(O)May be inoperative provided: a) APR System is not used, and b) AFM performance data and procedures are observed.
8.	MOVED to 73-5				
9.	MOVED to 73-8				
10.	Turbine Gas Temperature Gauges (TGT) (TAY 651 Engines)				
	1) Digital Indicators	C	3	0	
11.	Engine Overheat Warning Light Bright/Dim Switch 727-100QF	C	1	0	Switch select function may be inoperative.
12.	Engine Idle Lights 727-100QF	C	3	2	

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78 ENGINE EXHAUST				
1. Thrust Reversers				
1) B-727-100/200 Only	C	3	2	(M)One may be inoperative provided: a) There is no damage to the thrust reverser system that would adversely affect operation of the airplane, and b) A procedure is established to determine the related thrust reverser is locked in the closed (forward thrust) position.
2) Valsan B-727 -100/200RE Only	C	2	1	(M)One may be inoperative provided: a) There is no damage to the thrust reverser system that would adversely affect operation of the airplane, b) No external leakage exists, c) The respective THRUST REV. ACCUM. LOW PRESS light is deactivated, and d) A procedure is established to determine the related thrust reverser is locked in the closed (forward thrust) position. NOTE: On airplanes with Auto Spoiler RTO feature, if No. 1 Reverser System is inoperative, the Auto Spoiler RTO feature will also be inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78	ENGINE EXHAUST				
1.	Thrust Reversers (Cont'd)				
	3) B-727-100QF	C	2	1	(M)One may be inoperative provided: a) There is no damage to the thrust reverser system that would adversely affect operation of the airplane, b) No external leakage exists, and c) A procedure is established to determine that the related thrust reverser is locked in the closed (forward thrust) position.
	4) B-727-100/200 with Quiet Wing System STC's ST00488SE or ST00507SE	C	2	1	(M)One may be inoperative provided: a) There is no damage to the thrust reverser system that would adversely affect operation of the airplane, and b) A procedure is established to determine the related thrust reverser is locked in the closed (forward thrust) position.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78	ENGINE EXHAUST				
2.	Thrust Reversers Operating Lights				
	1) B-727-100/200 Only	C	3	0	(M)May be inoperative provided: a) There is no damage to the thrust reverser system that would adversely affect operation of the airplane, and b) A procedure is established to determine the related thrust reverser is locked in the closed (forward thrust) position.
	2) Valsan B-727-100/200RE, B-727-100QF and airplanes with STC's ST00488SE or ST00507SE	C	2	0	(M)May be inoperative provided: a) There is no damage to the thrust reverser system that would adversely affect operation of the airplane, and b) A procedure is established to determine the related thrust reverser is locked in the closed (forward thrust) position.
3.	Thrust Reverser In Transit Lights				
	1) B-727-100/200 Only (Excluding B-727-100QF)	C	3	0	
	2) Valsan B-727 -100/200RE Only	C	2	0	

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78	ENGINE EXHAUST			
4.	Thrust Reverser Accumulator Pressure Indicator (Valsan B-727-100/ 200RE Only C	2	0	(M) One or both may be inoperative provided: a) No external leakage exists, and b) Respective THRUST REV. ACCUM. LOW PRESS light(s) operate normally.
5.	Thrust Reverser Accumulator Lights (Valsan B-727-100/ 200RE Only C	2	0	(M) One or both may be inoperative provided: a) No external leakage exists, and b) Respective thrust reverser accumulator pressure indicator(s) operate(s) normally and are checked before each departure.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL			
1.	Oil Quantity Indicators			
	1) All Models Except 727-100QF B	3	2	(M)One may be inoperative provided: a) Associated oil tank is filled to maximum recommended capacity before each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Associated low oil pressure warning light, and oil temperature and oil pressure indicators operate normally.
	2) 727-100QF C	3	0	(M)May be inoperative provided: a) It is verified that the associated oil tank level is adequate for the flight being planned including alternate planning considerations, and b) It is verified that the oil tank level is not more than two quarts low before each refueling. NOTE: The oil quantiy indicators on the TAY 651 engines are not operative in flight.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL				
1.	Oil Quantity Indicators (Cont'd)				
	3) Oil Quantity Indicator Test Feature (All Models)	C	1	0	(M)May be inoperative provided: a) Oil quantities are checked once each flight day for correct service, b) There is no evidence of above normal oil consumption or leakage, and c) Engine low oil pressure warning lights, and oil temperature and oil pressure indicators operate normally.
2.	Oil Filter Bypass Warning Lights	C	3	2	(M)One may be inoperative provided: a) Malfunction is in the warning system, and b) Associated main oil screen is inspected for presence of contaminants at least every 12 hours.
3.	DELETED				
4.	Oil Low Pressure Warning Lights	B	3	2	(O)One may be inoperative provided the associated engine oil pressure, oil temperature and oil quantity indicators operate normally.
5.	DELETED				
6. ***	Engine Oiler System (STC SA 1327SO)	C	1	0	(M)May be inoperative provided alternate (normal) procedures are established and used.

SYSTEM & SEQUENCE NUMBERS / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
80 STARTING				
1. Starter Valve *** Open Lights				
1) All Models Except 727-100QF	C	3	0	(O)May be inoperative provided the Start Valve Arming System is installed and operating normally.
2) 727-100QF	A	3	0	(O)May be inoperative provided: a) Associated start valve is verified closed after engine start, and b) Operations are limited to not more than three flight days before repair is made.
2. Engine Starter *** Auto Cutout System				
1) All Models Except 727-100QF	C	3	0	(O)May be inoperative provided associated start switch is manually selected OFF at 40 per cent N2 RPM.
2) 727-100QF	C	3	0	(O)May be inoperative provided associated start switch is manually selected OFF at 42 per cent N2 RPM.
3. Starter Valves	C	3	0	(M)(O)May be inoperative provided alternate starting procedures are established and used.
4. Start Valve Arming *** System	C	1	0	(O)May be inoperative provided Starter Valve Open Lights are installed and operating normally.