9.01 Contents – Minimum Equipment List

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9.02 PREAMBLE

Base documents used in the preparation of this MEL are:

a) FAA MMEL for B757, Revision 28d dated 29/04/2008
b) CAA MMEL Supplement for B757 (Rolls-Royce engines only), Revision 5a dated 21/05/08
c) CAA MMEL Policy Items (PI)
d) JAR-OPS 1 MEL Policy Document (TGL26)

The MEL applies to all flights performed on "G" registered aircraft, whether revenue passengers and/or cargo are carried, or not.

This MEL takes into consideration (the operator's) particular aircraft equipment, configuration and operation conditions, routes being flown and requirements set by the Authority.

This MEL may not waive a limitation or an emergency procedure in the Airplane Flight Manual (AFM) nor deviate from any applicable Airworthiness Directive or any other Mandatory Requirement and will be no less restrictive than the MMEL. Similarly, any Additional Certification Requirements, or other special provisions, as appropriate, which have been determined as necessary by the Authority shall not be waived unless otherwise agreed or varied by the Authority.

The MEL is intended to permit operations with inoperative items of equipment for a period of time until rectification can be accomplished.

Rectification is to be accomplished at the earliest opportunity.

MEL Conditions and Limitations do not relieve the Commander from determining that the aircraft is in a fit condition for safe operation with specified unserviceabilities allowed by the MEL.

The provisions of the MEL are applicable until the aircraft commences the flight, when the primary source of information is the Quick Reference Handbook (QRH). Any decision to continue a flight following a failure or unserviceability, which becomes apparent after the commencement of a flight, must be the subject of pilot judgement and good airmanship. The Commander may continue to make reference to and use the MEL as appropriate. For example, the MEL states that, with an Air Conditioning Pack inoperative, the maximum altitude is FL350. If however a pack fails during cruise at FL380, there is no requirement to descend to FL350 or below.

By approval of the MEL, the Authority permits dispatch of the aircraft for flight with certain items or components inoperative provided an acceptable level of safety is maintained by use of appropriate operational or maintenance procedures, by transfer of the function to another operating component, or by reference to other instruments or components providing the required information.

Note: For dispatch with airframe or engine parts missing, refer to the CONFIGURATION DEVIATION LIST (CDL).

Any errors, omissions or comments concerning this MEL should be addressed to the Fleet Systems Manager or Technical Development Pilot, Flight Operations, Luton.

Contents of MEL

The MEL contains only those items required by Operating Regulations or those items of airworthiness significance, which may be inoperative prior to dispatch, provided that appropriate limitations and procedures are observed. Equipment obviously basic to aircraft airworthiness such as wings, rudders, flaps, engines, landing gear, etc. are not listed and must be operative for all flights. It is important to note that:

ALL ITEMS WHICH ARE RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND NOT INCLUDED ON THE LIST ARE **AUTOMATICALLY REQUIRED TO BE OPERATIVE.**

Criteria for dispatch

The decision of the Commander of the flight to have allowable inoperative items corrected prior to flight will take precedence over the provisions contained in the MEL. The Commander may request requirements above the minimum listed whenever in his judgement such added equipment is essential to the safety of a particular flight under the special conditions prevailing at the time.

The MEL cannot take into account multiple unserviceabilities. Therefore, before dispatching an aircraft with multiple MEL items inoperative, it must be assured that any interface or inter-relationship between inoperative items will not result in a degradation in the level of safety and/or an undue increase in crew workload. It is particularly in this area of multiple discrepancies and especially discrepancies in related systems, that good judgement – based on the circumstances of the case, including climatic and en-route conditions – must be used.

Maintenance Action

Engineering advice is available from Thomson Airways Maintrol:

Telephone:	+44 (0) 1582 648033 or 648163
Fax:	+44 (0) 1582 646596
VHF:	131.750 – Callsign "Baltech Luton"
HF:	Phone patch via Stockholm Radio
SITA:	LTNLEBY

Every effort shall be made by Maintenance to correct all technical defects as early as practicable and that the aircraft be released from a maintenance station in a fully operational condition. The Commander must be informed by Maintenance as soon as practicable, should it be impossible to rectify the inoperative item prior to departure. Whenever an aircraft is released by Maintenance for dispatch with items inoperative the following is required:

(a) The Technical Log aboard the aircraft must contain a detailed description of the inoperative item(s), special advice to the flight crew, if necessary and information about corrective action taken.
(b) When they are accessible to the crew in flight, the control(s) and/or indicator(s) related to inoperative unit(s) or component(s) **must be clearly placarded**.
(c) If inadvertent operation could produce a hazard such equipment must be rendered inoperative (physically) as given in the appropriate maintenance procedure.
(d) The relevant operational and maintenance procedures are contained in the Boeing Dispatch Deviations Guide (DDG) or Aircraft Maintenance Manual (AMM).

When multiple unserviceabilities arise, attention must be given to a possible degradation of safety due to the possible interrelated or additive effects, and/or undue increase in crew workload. If necessary, guidance must be sought from Thomson Airways Maintrol.

When checking the acceptability of an inoperative unit or component for dispatch, this MEL is the approved source and takes precedence over other information in case of conflict.

The MEL annotation (M) indicates that a Maintenance Procedure has been established. The procedure must be utilised prior to the first flight undertaken following discovery of the defect, and if necessary, repeated at specified intervals during operation under the terms of the MEL to maintain the required level of safety. The procedures should be taken as the minimum required.

Maintenance personnel normally accomplish Maintenance procedures. However, other personnel may be qualified and authorised to perform certain functions. If in doubt as to who may be qualified and/or authorised to perform a specific Maintenance Procedure, contact Thomson Airways Maintrol.

The MEL annotation (O) indicates that an Operational Procedure, or change to an existing procedure, has been established. The procedure, or procedural change, must be used to maintain the required level of safety while operating under the terms of the MEL. The procedures should be taken as the minimum required.

The flight crew normally accomplish Operational Procedures. However, other personnel may be qualified and authorised to perform certain functions, at the discretion of the Commander.

Maintenance and Operation procedures are normally found in the corresponding section of the Boeing Dispatch Deviations Guide, unless otherwise specified in the remarks column. Section 2 (titled MMEL) of the Boeing 757 Dispatch Deviations Guide (DDG) is not CAA approved. However, the Maintenance (M) and Operational (O) procedures contained in section 2 are accepted by the CAA as the minimum required to be performed.

Regardless of whether an MEL entry is annotated with an (M) or (O) procedure pilots and engineers should read the corresponding DDG entry, as notes can be included that contain important information.

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9.03 NOTES AND DEFINITIONS

Rectification Intervals

Items of equipment are classified in systems according to the ATA100 specification. Individual items within a given ATA classification are numbered sequentially. This numbering system assists with cross-referencing with the Boeing DDG and other documents.

The main body of the page contains the equipment, system, components or function listed in ATA numerical order. The [CAA] entry, where applicable, indicates where a CAA supplement or CAA Policy Item has been used in place of the FAA MMEL. The main body of the page also contains "Remarks or Exceptions". This includes statements prohibiting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation and appropriate notes. For example equipment that is required to be operative for ETOPS operations but is otherwise an allowable defect will contain a statement "Except for ETOPS operations etc."

Rectification Interval: Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators given in the "Rectification Interval" column.

Four Rectification Interval categories are used:

Category A: No standard interval is specified, however items in this category shall be rectified in accordance with the conditions stated in the remarks column of the MEL. Where a time period is specified it shall start at 0001 on the calendar day following the day of discovery.

Category B: Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery.

Category C: Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery.

Category D: Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.

Where an item entry contains more than one Rectification Interval the more restrictive should normally be used. If the less restrictive Rectification Interval is used the additional conditions must be stated in the aircraft Technical Log (e.g. Section 9.24.25-1 HMG; if Rectification Interval category C is used the aircraft must be operated non-ETOPS).

Number Installed: The number of specified items normally installed in the aircraft. Where the number installed varies across the fleet, a dash will appear as the entry in this column.

Number Required for Dispatch: The minimum number of the specified items required for operation provided the conditions defined are met. Where the number required for dispatch is variable, a dash will appear as the entry in this column.

Rectification Interval Extension Procedure

A Rectification Interval Extension (RIE) procedure is available which allows a one-time extension of the applicable Rectification Interval B or C for the same duration as that specified in the MEL. The RIE procedure is not available for items with a Category A Rectification Interval.

The Rectification Interval Extension (RIE) procedure will be co-ordinated by Thomson Airways Maintrol and must be strictly adhered to. It requires liaison between Thomson Airways Engineering, Flight Operations and Airworthiness. When authorised by Airworthiness an RIE Number will be issued by Maintrol. An engineer will normally complete the Technical Log by raising a new Work Order to record the extension to the original rectification interval and the RIE Number. The Work Order is "closed" with a document reference to the originating (transferred) Work Order. The existing A/C Status Sheet for the original defect is amended by

completing the Rectification Interval Extension block to show that a RIE has been used and which Work Order it was extended against.

120 Day Calendar

The 120 Day addition table is provided to assist in the calculation of the expiry of Category D Rectification Intervals. Use of the table is illustrated by the following example:

Example: Initial Defect recorded in Technical Log at **1430UTC on 23 March**.

Step 1: Enter Table 1 left column with 23 March. Read across to right column and extract Expiry Day (Entry day – 2) and Expiry Month (July).

Step 2: Rectification Interval Expiry day is 21st (23rd minus 2 days). Rectification Interval Expiry month is July.

Step 3: Rectification Interval Expiry date is **21 July at 2359UTC**

Date of Initial Defect Entry	(Expiry day) Expiry Month at 2359 UTC
01 JAN – 31 JAN *	(Entry day + 0) MAY
01 FEB – 28 FEB *	(Entry day + 0) JUN
01 MAR – 02 MAR	(Entry day + 28) JUN
03 MAR – 31 MAR	(Entry day – 2) JUL
01 APR – 02 APR	(Entry day +29) JUL
03 APR – 30 APR	(Entry day – 2) AUG
01 MAY – 03 MAY	(Entry day + 28) AUG
04 MAY – 31 MAY	(Entry day – 3) SEP
01 JUN – 02 JUN	(Entry day + 28) SEP
03 JUN – 30 JUN	(Entry day – 2) OCT
01 JUL – 03 JUL	(Entry day + 28) OCT
04 JUL – 31 JUL	(Entry day – 3) NOV
01 AUG – 02 AUG	(Entry day + 28) NOV
03 AUG – 31 AUG	(Entry day – 2) DEC
01 SEP – 02 SEP	(Entry day + 29) DEC
03 SEP – 30 SEP	(Entry day – 2) JAN
01 OCT – 03 OCT	(Entry day + 28) JAN
04 OCT – 31 OCT	(Entry day – 3) FEB
01 NOV – 30 NOV *	(Entry day + 0) MAR
01 DEC *	(Entry day +30) MAR
02 DEC – 31 DEC*	(Entry day –1) APR
*** If defect entry date between 01 NOV of an approaching Leap Year and 29 FEB of a Leap Year use Table below**	

Leap Year ONLY	
Date of Initial Defect Entry	**(Expiry day) Expiry Month at 2359 UTC**
01 NOV (Leap Year – 1)	(Entry day + 28) FEB (Leap Year)
02 NOV – 30 NOV (Leap Year – 1)	(Entry day – 1) MAR (Leap Year)
01 DEC – 02 DEC (Leap Year – 1)	(Entry day + 29) MAR (Leap Year)
03 DEC – 31 DEC (Leap Year – 1)	(Entry day – 2) APR (Leap Year)
01 JAN (Leap Year)	(Entry day + 29) APR (Leap Year)
02 JAN – 31 JAN (Leap Year)	(Entry day – 1) MAY (Leap Year)
01 FEB (Leap Year)	(Entry day + 30) MAY (Leap Year)
02 FEB – 29 FEB (Leap Year)	(Entry day – 1) JUN (Leap Year)

Autoland System

Whenever an inoperative item of equipment constitutes part of the Autoland System, a downgrading of the Autoland System will result. There are two levels of downgrading as shown in the table below:

ASA indication with component inoperative	Autoland Operational Status
NO AUTOLND / MANUAL LND	CAT 1 / NO AUTOLAND
NO LAND 3 / AUTOLAND 2	CAT 3A

(1) If a defect occurs on equipment that constitutes part of the Autoland System the following must be accomplished prior to dispatch:

- Raise a Technical Log Work Order to record the equipment defect.
- Raise a separate Technical Log Work Order to record the Automatic Landing System downgrade.

Note: If the equipment defect cannot be rectified prior to the next flight and the aircraft can be dispatched in accordance with the MEL, both the equipment defect Work Order and the Autloand System downgrade Work Order must be deferred (transferred). Following rectification of the equipment defect, the associated Work Order and A/C Status Sheet can be closed. Closing the Autoland System downgrade Work Order and associated A/C Status Sheet will depend on the approvals held by the engineer.

(2) If an Autoland is unsatisfactory due to a suspected Autoland System fault then in addition to the crew completing the Autoland Report Form, the following must be accomplished prior to dispatch:

- Raise a Technical Log Work Order with the words "Automatic Landing System Inoperative"

Note: If the Autoland System defect cannot be rectified prior to the next flight the Autoland System Inoperative Work Order must be deferred (transferred). Closing the Autoland System Inoperative Work Order and associated A/C Status Sheet will depend on the approvals held by the engineer.

Navigation Equipment

The minimum communication and navigation equipment required to be operative by legislation comprises:

a) Two independent radio communication systems (note that this does not distinguish between the requirement for VHF or HF communication equipment),
b) SSR transponder equipment as required for the route being flown,
c) One VOR system, one ADF system and one DME except that an ADF system need not be installed provided that the use of ADF is not required in any phase of the planned flight,
d) One ILS (or MLS) where ILS (or MLS) is required for approach navigation purposes,
e) One marker beacon receiving system,
f) An area navigation system where area navigation is required for the route being flown (for further details see OMA Section 8.9.2),
g) An additional DME system on any route, or part thereof, where navigation is based only on DME signals,
h) An additional VOR receiving system on any route, or part thereof, where navigation is based only on VOR signals,
i) An additional ADF system on any route, or part thereof, where navigation is based only on NDB signals

This MEL takes the above requirements into consideration and also applies any further restrictions, alleviations or exemptions.

Ferry Flights

Ferry flights are flights carrying neither passengers nor freight for valuable consideration, for the purpose of returning the aircraft to a place where it can be repaired. These flights may be dispatched with less than the equipment specified in this MEL, provided all the equipment expected to be utilised in flight is operable and any relevant Sections of the Airplane Flight Manual are applied. A EASA permit to fly must be authorised prior to the ferry. For more information contact Thomson Airways Maintrol.

Definitions:

As required by Air Navigation Legislation / Operating Requirements: The associated item must comply with legal provisions such as the Air Navigation Order, EU-OPS1 or any other legislation in force during the flight.

Authority: For aircraft registered in the UK this is the Civil Aviation Authority.

Ballast: Where ballast is required to be carried it should comprise of bags of aggregate i.e. non-combustible.

[CAA]: Indicates where a CAA Supplement or Policy Item has been used in place of the FAA MMEL.

Calendar Day: A period of 24 hours elapsed time commencing at 0001 UTC following the day of recording of the defect in the aircraft Technical Log, ending at 2359 UTC.

For example, if a defect was recorded at 1000 UTC on the 7th of the month and the MEL Rectification Interval was 3 Calendar Days (Category B), the 3 day interval would commence at 0001 UTC on the 8th and end at 2359 UTC on the 10th. Dispatch prior to rectification would be permitted until 2359 UTC on the 10th.

Combustible (Material): Material which is capable of catching fire and burning.

When an MEL item specifies the condition that only non-combustible materials are to be carried, it is the operator's responsibility to determine that all material (including containers, packing material and palettes etc.) in the associated compartments is of a non-combustible nature.

If it cannot be determined that any proposed cargo is non-combustible, then this cargo must not be loaded into compartments where combustible materials are prohibited.

PASSENGER BAGGAGE IS DEEMED TO BE "COMBUSTIBLE".

Commencement of flight: The point when an aircraft begins to move under its own power for the purpose of preparing for flight.

Dash (-): When used in the "Number Installed" or "Number Required for Dispatch" column indicates a variable quantity. When used in the "Rectification Interval" column indicates that a Rectification Interval is not applicable. Where the associated text permits dispatch with the item inoperative a dash indicates that there is no time limit for rectification.

Day of Discovery: The date (UTC) that a defect is recorded in the aircraft Technical Log.

Day Operation: Any flight conducted from the point of takeoff to landing between 30 minutes before sunrise and 30 minutes after sunset.

Deleted: When applied to an item number, indicates that the item was previously listed but is now required to be operative.

Dispatch: The point at which an aircraft first moves under its own power for the purpose of commencing a flight.

ETOPS: Refers to Extended Range Operations which may be defined as "operation of a two-engine aeroplane over a route that contains a point further than one hour flying time at the normal one-engine inoperative cruise speed (in still air) from an adequate airport.

Note: For the 757-200 aircraft this distance is 400 nautical miles.

Extended Overwater Flight: Refers to an operation over-water at a horizontal distance of more than 50 nautical miles from the nearest shoreline.

Flight: For the purpose of the MEL, a flight is the period of time between the moment when an aeroplane begins to move by its own means, for the purpose of preparing for takeoff, until the moment the aeroplane comes to a complete stop on its parking area, after the subsequent landing (and no subsequent takeoff).

Flight Day: A 24 hour period from 0001 UTC until 2359 UTC during which at least one flight is scheduled for the affected aircraft, excluding the Day of Discovery.

Flight Hour: The time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing.

Fly Away Kit: Is not normally carried.

Icing Conditions: The definition of this term is that used in the Thomson Airways Operations Manual Part B, Supplementary Procedures, Adverse Weather.

IMC: Instrument Meteorological Conditions means weather precluding flight in VMC (Visual Flight Conditions).

Inoperative: A system(s) or item of equipment is deemed inoperative if it malfunctions such that it does not accomplish its intended purpose and/or is not consistently functioning within its designed operating limit(s) or tolerance(s).

(M): Maintenance Procedure must be established, published and utilised prior to the first flight undertaken following discovery of the defect, and if necessary repeated. See MEL Preamble.

Night: The time from half an hour after sunset until half an hour before sunrise (both times inclusive), sunset and sunrise being determined at surface level.

(O): Operational Procedures, see MEL preamble.

Slippery Runway: When landing on runways contaminated by ice, snow, slush, or standing water, the braking action must be considered. If the braking action is good conditions should not be expected to be as good as on clean dry runways. When using Tables in the Performance Inflight manual, take the landing distance for the reported braking action and apply the adjustments from the table as required. The figures in the tables are based on actual distance, flaps 30, 1000' of air distance, 2 engines and maximum reverse thrust.

System: System means the group of directly related components, which together perform a specified function, for example "RPM indication system" would include the RPM indication, tachometer generator, circuit breaker and associated circuitry.

Visible Moisture: The definition of this term is that used in Thomson Airways Operations Manual Part B, Supplementary Procedures, Adverse Weather.

VMC: Weather permitting flight in accordance with the Visual Flight Rules. The definition of VMC does not include "VFR-on-top".

"It is not reasonably practical to repair or replace before the commencement of flight / It is not reasonable practicable for repairs or replacements to be made": This statement is intended to cover situations where there is a lack of a replacement part(s), inadequate engineering resources or manpower to enable the defect to be rectified.

Note: The intention of this statement is that the aircraft may be dispatched if there are inadequate available spares or if there are no qualified and authorised personnel on base to perform the task. The definition is not

dependent on whether there is enough time available to complete the task before the next flight. If the aircraft is at a maintenance base or any other airport, but the spare(s) or manpower are not available, then the aircraft may be dispatched. As soon as the aircraft lands at an airport where the spares are available and there are qualified and authorised personnel on base, the defect must be rectified.

"The aircraft may depart on the flight or series of flights for the purpose of returning directly to a base where repairs or replacements can be made / the aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made": *This statement is intended to allow the aircraft to be flown, using the most direct route, to the nearest maintenance base where arrangements for repairs or replacements can be made.*

Note: Once the aircraft lands at the maintenance base, the aircraft shall not be dispatched until the defect has been rectified.

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
21 AIR CONDITIONING				
23-1 Return Air Grille	C	-	-	(M) One may be broken or missing provided: a) Broken or missing grille is located within a designated area, and b) Grille is removed and replaced with a blanking plate.
25-1 Recirculation Fans				
1) Right Fan	C	1	0	(O) May be inoperative provided additional fuel usage is considered.
2) Left Fan	C	1	0	(M)(O) May be inoperative provided: a) Both air conditioning packs and the pressurisation system operate normally, b) Dispatch is prohibited for OAT above 41°C at departure and destination, c) Aircraft remains at or below FL350, and d) The aft cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits (see Notes and Definitions Section 9.03). In addition, for ground operations: e) At least one pack is operating with OAT above 18°C, f) Both packs are operating for OAT above 32°C, and g) Weather radar remains off except as required for weather evaluation immediately prior to takeoff. Note: *When Left fan is inoperative the DIM function of the indicator lights system is inoperative.*
25-2 Recirculation Fan INOP Lights [CAA]	C	2	1	One may be inoperative.

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
21 AIR CONDITIONING				
31-1 Auto Cabin Pressure Control Systems	C	2	1	One may be inoperative provided the manual mode and one autopilot operate normally.
	C	2	0	(M)(O) Both may be inoperative provided: a) Flight is conducted unpressurised, b) Manual cabin pressure control system operates normally, and c) Cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits (see Notes and Definitions Section 9.03).
	C	2	0	(M)(O) Both may be inoperative provided: a) Flight is conducted unpressurised, b) Extended overwater flight is prohibited, and c) Cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits (see Notes and Definitions Section 9.03).
31-2 Manual Cabin Pressure Control System	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurised, b) Extended overwater flight is prohibited, and c) Cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits (see Notes and Definitions Section 9.03).
31-3 Outflow Valve	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurised, b) Extended overwater flight is prohibited, and c) Cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits (see Notes and Definitions Section 9.03).

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
21	**AIR CONDITIONING**				
32-1	Positive Pressure Relief Valves	C	2	1	(M) One may be inoperative closed.
		C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurised, condition, b) Manual cabin pressure control system operates normally, and c) Cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits (see Notes and Definitions Section 9.03).
		C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurised configuration, b) Extended overwater flight is prohibited, and c) Cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits (see Notes and Definitions Section 9.03).
33-1	CABIN RATE of Climb Indicator	C	1	0	May be inoperative provided both automatic pressure control systems operate normally.
		C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurised, and b) Cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits (see Notes and Definitions Section 9.03).
33-2	CABIN DIFF Pressure Indicator	C	1	0	(O) May be inoperative provided: a) CABIN ALT indicator operates normally, and b) The chart provided in the DDG is used to convert cabin altitude to differential pressure.
		C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurised, and b) Cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits (see Notes and Definitions Section 9.03).

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
21	**AIR CONDITIONING**				
33-3	CABIN ALT Indicator	C	1	0	(O) May be inoperative provided: a) CABIN DIFF pressure indicator operates normally, and b) The chart provided in the DDG is used to convert cabin differential pressure to cabin altitude.
		C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurised, and b) Cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits (see Notes and Definitions Section 9.03).
33-4	Outflow VALVE Position Indicator	C	1	0	May be inoperative.
33-5	Cabin Altitude Control AUTO INOP Light	C	1	0	(O) May be inoperative provided: a) Both automatic control systems operate normally, and b) CABIN ALT or CABIN RATE of climb indicator operates normally.
33-6	Cabin Altitude Warning System	C	1	0	May be inoperative provided aircraft remains at or below 10,000ft AMSL.
40-1	Forward Cargo Heating System	C	1	0	(M) May be inoperative deactivated.
40-2	Aft Cargo Heating System	C	1	0	(M) May be inoperative deactivated.
45-1	Flight Crew Auxiliary Heat Systems (Foot and Shoulder)	C	4	0	May be inoperative off.
		C	4	0	(M) May be inoperative provided associated system is deactivated. Note: *Any portion that operates normally may be used.*

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
21	**AIR CONDITIONING**				
51-1	Air Conditioning Packs [CAA]	C	2	1	Except for ETOPS operations, one may be inoperative provided: a) Aircraft remains at or below FL350, and b) High-flow mode is verified to be operating normally on the remaining pack. Note: *With an air conditioning pack inoperative or off, isolation valve closed and anti-ice off, a Bleed OFF light may illuminate during any phase of flight. This is most likely to occur during takeoff due to high engine power settings combined with low bleed demands. Under these conditions the PRSOV is regulating air pressure so that the engine bleed air valve is nearly closed and the light is activated. As engine power is reduced, bleed air pressure is reduced and the valve opens far enough to extinguish the Bleed OFF light.*
51-2	Pack Flow Control/Shutoff Valves	C	2	1	(M)(O) One may be inoperative closed for an associated inoperative pack (see Item 9.21.51-1 – Air Conditioning Packs).
	1) High-Flow Mode	C	2	1	Except for ETOPS operations, one may be inoperative provided the remaining (opposite) pack operates normally.
		C	2	0	(O) Except for ETOPS operations, both may be inoperative provided: a) All remaining functions of both packs operate normally, b) All recirculation fans operate normally, and c) Cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits (see Notes and Definitions Section 9.03).
51-3	Pack Temperature Control Systems	C	2	1	One may be inoperative off for an associated inoperative pack (see Item 9.21.51-1 – Air Conditioning Packs).
	1) Automatic Mode	C	2	0	May be inoperative provided associated standby mode operates normally.
	2) Standby Mode	C	2	0	May be inoperative provided associated automatic mode operates normally.

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
21	**AIR CONDITIONING**				
51-4	Pack Temperature Control Valves	C	2	1	(M) Right valve may be inoperative deactivated in the mid position provided the left pack operates normally in the automatic mode.
		C	2	1	(M) One valve may be inoperative closed in standby mode provided the remaining (opposite) pack operates normally in the automatic mode.
		C	2	1	One may be inoperative for an associated inoperative pack (see Item 9.21.51-1 – Air Conditioning Packs).
51-5	Pack Altitude Switches	C	2	0	Both may be inoperative.
51-7	Air Cycle Machine (ACM)	C	2	1	(M)(O) Except for ETOPS operations, one may be inoperative provided: a) Associated pack is operated in standby warm, b) Flow control valve in the associated pack is verified to operate normally, c) Associated pack is turned off at TAT above 0°C, and d) Remaining (opposite) pack operates normally. Note: *In case of failure of the remaining (opposite) pack, the associated pack (pack with inoperative ACM) may be turned off below 10,000ft AMSL if necessary to control cabin temperature.*
52-1	Pack RESET Switches	C	2	1	One may be inoperative provided both packs operate normally.
		C	2	1	One may be inoperative for an associated inoperative pack (see Item 9.21.51-1 – Air Conditioning Packs).
52-2	Pack INOP Lights	C	2	1	One may be inoperative.
52-3	Air Conditioning Pack OFF Lights	C	2	1	(M) One may be inoperative off provided associated EICAS message and all other pack indications operate normally.
53-1	Ram Air Inlet/Exhaust Door Systems	C	2	0	(M)(O) May be inoperative provided doors are secured open with pack(s) operating.
		C	2	1	(M)(O) One may be inoperative in any position for an associated inoperative pack (see Item 9.21.51-1 – Air Conditioning Packs).

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
21 AIR CONDITIONING				
58-3 Forward Equipment Cooling Supply Fans	A	2	1	Except for ETOPS operations, the primary cooling fan may be inoperative provided: a) Flight is conducted in day VMC only, b) Operations are limited to not more than one flight day before repairs are made, and c) Equipment Cooling is selected to ALTN.
	C	2	1	Except for ETOPS operations, the primary cooling fan may be inoperative provided: a) Forward equipment cooling auxiliary supply fan is installed and operates normally, and b) Equipment cooling is selected to ALTN.
58-5 Aft Equipment/Lav/Galley Exhaust Fans				
1) Aircraft With A Number 3 Cargo Door [G-OOOZ]	C	2	1	One may be inoperative provided both aft equipment cooling supply fans operate normally.
2) Aircraft Without A Number 3 Cargo Door [All other 757-200 Aircraft]	C	2	1	One may be inoperative provided operations do not require the use of ADF navigation equipment.
58-7 Forward Equipment Cooling Overboard Exhaust Valve	C	1	0	(M)(O) May be inoperative open provided: a) Flight is conducted unpressurised, and b) Cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits (see Notes and Definitions Section 9.03).
	C	1	0	(M)(O) May be inoperative in the smoke (partially open) position provided: a) Both packs operate normally, b) Aircraft remains at or below FL350, and c) Cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits (see Notes and Definitions Section 9.03).
58-13 Equipment Cooling Airflow Detection System	C	1	0	(M) May be inoperative provided equipment cooling airflow is verified to operate normally before each flight.
58-14 Forward Equipment Cooling Auxiliary Supply Fan [All 757-200 Aircraft except G-OOBG & G-OOBH]	C	1	0	Except for ETOPS operations, may be inoperative.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
21 AIR CONDITIONING				
58-15 Forward and Aft Equipment Cooling Air Filters [If installed]				
1) Forward Filter	C	1	0	(M) May be inoperative removed provided: a) All forward equipment cooling supply fans operate normally, and b) Inlet area is inspected and found to be free of foreign objects.
2) Aft Filter	C	1	0	(M) May be inoperative removed provided: a) All aft equipment/lav/galley exhaust (vent) fans operate normally, and b) Inlet area is inspected and found to be free of foreign objects.
61-1 Cabin Compartment Temperature Control System	C	2	0	(M) May be inoperative provided associated zone trim air modulating valve or trim air regulating/shutoff valve remains closed. Note: *If affected compartment temperature becomes too hot or too cold, select trim air off to achieve 24°C control.*
61-2 Flight Deck Compartment Temperature Control System	C	1	0	(M) May be inoperative provided associated zone trim air modulating valve or trim air regulating/shutoff valve remains closed. Note: *If affected compartment temperature becomes too hot or too cold, select trim air off to achieve 24°C control.*
61-3 Trim Air Regulating/Shutoff Valve System	C	1	0	(M) May be inoperative provided trim air regulating/shutoff valve is secured closed.
61-4 Zone Trim Air Modulating Valves	C	3	0	(M) May be inoperative closed.
	C	3	0	(M) May be inoperative in any position provided the trim air regulating shutoff valve remains closed.
61-5 Trim Air OFF Light	C	1	0	May be inoperative.
61-6 Compartment Temperature INOP Lights	C	3	0	(M) May be inoperative provided the associated trim air modulating valve remains closed.
	C	3	0	(M) May be inoperative provided the trim air regulating/shutoff valve remains closed.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
21 AIR CONDITIONING				
61-7 Trim Air Check Valves	C	2	0	(M) May be inoperative provided one failed check valve is secured closed.
65-1 COMPT TEMP Indications	C	3	0	May be inoperative.

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B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
22 AUTOMATIC FLIGHT CONTROL				
10-1 Autopilot Systems [CAA]	C	3	2	(M) One may be inoperative provided: a) Associated FCC SERVO circuit breaker is pulled and collared, b) Approach minima do not require its use (see Notes).
	C	3	1	(M) Two may be inoperative provided: a) At least two FCC power circuit breakers remain in, b) Associated FCC SERVO circuit breakers are pulled and collared, c) Approach minima and enroute operations (see Notes) do not require their use.
	B	3	0	(M) Except for ETOPS operations, all may be inoperative provided: a) At least one FCC power circuit breaker remains in, b) All three FCC SERVO circuit breakers are pulled and collared, and c) Number of flight sectors and sector duration is acceptable to the flight crew. Notes: *1) Autoland Operation Status is Cat IIIA with one autopilot inoperative.* *2) With one autopilot system inoperative, NO LAND 3 (AUTOLAND 2 on some aircraft) will be annunciated on the ASAs. With more than one autopilot inoperative NO AUTOLND (MANUAL LND on some aircraft) will be annunciated.* *3) Autopilot Altitude Hold function is required to be operative for RVSM operations.* *4) Any mode that functions normally may be used.*

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
22 AUTOMATIC FLIGHT CONTROL				
11-1 Control Wheel Autopilot Disengage Switches [CAA]				
1) Aircraft not fitted with autopilot disengage bar [G-OOBG, G-OOBH, G-OOOZ]	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1500ft AGL, and b) Approach minima do not require the use of autopilot.
2) Aircraft fitted with autopilot disengage bar [All other 757-200 Aircraft]	C	2	1	One may be inoperative provided: a) Autopilot is not used below 500ft AGL, and b) Approach minima do not require the use of autopilot.
11-2 A/P DISC Light	C	1	0	May be inoperative provided: a) Autopilots are not used below 1500ft AGL, and b) All other autopilot disengagement alerts operate normally.
11-3 Mode Control Panel Selectors				
1) VERT SPD Selector (DN & UP	C	1	0	(O) May be inoperative provided FL CH funtion operates normally.
2) BANK LIMIT Selector	C	1	0	(O) May be inoperative.
3) Selector Push Functions [CAA]				
a) IAS/MACH	C	1	0	(O) May be inoperative.
b) HDG SEL	B	1	0	(O) May be inoperative. Note: *The rotational function of these selectors must operate normally.*

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
22 AUTOMATIC FLIGHT CONTROL				
11-4 Mode Control Panel Switches				
1) A/P ENGAGE Switches / Paddles (L, C, R CMD) [As installed]	C	3	1	(O) Two may be inoperative. Note: *All operative autopilots may be used during autoland operations.*
	B	3	0	Except for ETOPS operations, may be inoperative provided: a) Enroute operations and approach minima do not require their use, and b) Number of flight segments and segment duration is acceptable to flight crew.
2) A/T ARM Switch	C	1	0	May be inoperative off provided approach minima do not require use of autothrottle system.
3) A/T SPD Mode Engage Switch	C	1	0	(O) May be inoperative provided procedures and approach minima do not require its use.
4) F/D Switches	C	2	0	May be inoperative off provided approach minima do not require use of flight director displays.
5) IAS/MACH SEL Switch	C	1	0	May be inoperative provided IAS is displayed in associated window.
6) APP Switch	C	1	0	May be inoperative provided approach minima do not require the use of autopilot or Flight Director.
7) LOC Switch	C	1	0	(O) May be inoperative.
8) B/CRS Switch [If installed]	C	1	0	(O) May be inoperative.
9) VNAV, FL CH, V/S, ALT HOLD Switches [CAA]	C	4	3	(O) One may be inoperative provided procedures or RVSM operations do not require its use. Note: *Automatic Altitude hold function is required to be operative for RVSM operations.*
10) LNAV, HDG HOLD Switches	C	2	1	(O) One may be inoperative provided: a) HDG SEL operates normally, and b) Procedures or enroute operations do not require its use.
11) EPR/THR Switch	C	1	0	May be inoperative provided both thrust levers are operated manually for takeoff.

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
22	**AUTOMATIC FLIGHT CONTROL**				
11-5	Mode Control Panel Windows				
	1) Airspeed (IAS/MACH)	C	1	0	(O) May be inoperative provided command airspeed bug on airspeed indicator (and ADI speed tape, if installed) operates normally on both sides.
	2) Heading (HDG)	C	1	0	(O) May be inoperative provided selected heading indications on both HSIs operate normally.
	3) Vertical Speed (VERT SPD)	C	1	0	(O) May be inoperative provided Vertical Speed mode is not selected.
11-6	Mode Control Panel Switch Lights				
	1) Autopilot Engage Switch Lights (CMD)	C	3	2	One may be inoperative.
	2) Mode Selector Switch Lights	C	-	-	Lights for any two switches may be inoperative.
		B	-	0	May be inoperative. Note: *A switch with one lamp operational is considered to be operating normally.*
14-1	AUTOLAND STATUS Annunciators	C	2	0	May be inoperative provided approach minima do not require their use. Note: *Both ASAs must be operative for Cat IIIB approach with a decision height of 15ft RA or less. The PM's ASA must be operative for all autolands.*
14-2	Automatic Landing System	C	1	0	May be inoperative provided approach minima do not require its use.
	1) Triple Channel Autoland (LAND 3)	C	1	0	May be inoperative provided approach minima do not require its use.
21-1	Yaw Dampers [CAA]	A	2	1	(M) One may be inoperative with the aircraft continuing the flight or series of flights for a maximum of 25 flight hours prior to completion of repairs.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
22 AUTOMATIC FLIGHT CONTROL				
30-1 Thrust Management System (Including Autothrottle System)	C	1	0	(M) May be inoperative provided approach minima do not require its use. Notes: *1) Autoland Operational Status is Cat IIIA with thrust management system inoperative.* *2) For Takeoff EPR see PI.10.1 General.*
1) Autothrottle Servo	C	1	0	(M) May be inoperative provided: a) Autothrottles are deactivated, and b) Approach minima do not require the use of autothrottles.
2) Autothrottle Disconnect Switches	C	2	1	One may be inoperative.
	C	2	0	(M) Both may be inoperative provided: a) Autothrottles are deactivated, and b) Approach minima do not require the use of autothrottles.
3) Thrust Mode Select Panel				
a) Derate Switches	C	2	0	May be inoperative.
b) TEMP SEL Selector	C	1	0	May be inoperative.
c) TO/GA Switch	C	1	0	May be inoperative.
d) CLB Switch	C	1	0	(O) May be inoperative provided Automatic Climb Thrust Select option is installed operates normally.
e) CON Switch	C	1	0	(O) May be inoperative provided Maximum Continuous Thrust is set manually if required.
f) CRZ Switch	C	1	0	May be inoperative.

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
22	**AUTOMATIC FLIGHT CONTROL**				
30-2	Go-Around Switches	C	2	1	(M) One may be inoperative provided: a) Approach minima do not require its use, and b) Remaining Go-Around switch is verified to operate normally.
		C	2	0	May be inoperative provided: a) Both thrust levers are operated manually for go-around, and b) Autopilot and Flight Director are not used below 500ft AGL or applicable approach minimum, whichever is higher. Note: *Flight Director Go-Around and Windshear guidance are not available with both Go-Around switches inoperative.*
34-1	Autothrottle Disconnect (A/T DISC) Light	C	1	0	May be inoperative provided: a) Associated EICAS annunciation operates normally, and b) Associated aural alert operates normally.
		C	1	0	May be inoperative provided: a) A/T ARM switch remains off, and b) Approach minima do not require its use.
41-1	Maintenance Control Display Panel (MCDP)	D	1	0	May be inoperative.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
23 COMMUNICATIONS				
00-1 Boom Microphones [CAA]				See Item 9.23.51-5 – Flight Crew Communication Equipment.
10-1 Radio Tuning Panels (Digital RTPs) [As installed]	C	3	2	One may be inoperative provided the left Radio Tuning Panel operates normally.
11-1 Communications Systems (VHF, HF) [CAA]				
1) VHF Communications	C	-	2	Any in excess of two, and not powered by a standby bus may be inoperative. Note: *On all 757 aircraft the left VHF is powered by the standby bus.*
a) Frequency transfer light [If installed]	C	-	0	May be inoperative.
b) Frequency transfer switch [If installed]	C	-	0	May be inoperative provided associated VHF active frequency can be selected.
c) Frequency selector knob	C	-	2	Minimum of two required.
d) Frequency indication	C	-	2	Minimum of two required. Note: *The effect of multiple failures of the above components must be considered with reference to the overriding requirement for VHF Communication.*
2) High Frequency (HF) Communication system	D	2	-	Any in excess of those required for the intended route may be inoperative. Note: *One HF is required for operations on Tango routes.*
	A	2	1	(O) Any in excess of one may be inoperative for not more than 3 calendar days for flight on a route that requires two Long Range Communication Systems, provided alternate communication procedures are established and used. Note: *If the remaining HF fails enroute VHF contact should be made with nearby aircraft for relays of position reports.*

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
23 COMMUNICATIONS				
12-2 Emergency Locator Transmitter (ELT) [CAA]				See Section 9.25.63-10 – Emergency Locator Transmitter (ELT).
21-1 Selective Call System (SELCAL) [CAA]	D	1	0	May be inoperative provided procedures do not require its use.
	C	1	0	(O) May be inoperative provided flight crew monitor appropriate frequency. Note: *One pilot will monitor the appropriate HF frequency at all times.*
22-1 ACARS System [If installed]	C	-	0	May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use. Note: *Any station function(s) that operate normally may be used.*
1) ACARS Printer	C	-	0	May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
31-1 Passenger Address System (PA)	B	1	0	(O) May be inoperative provided: a) Cabin interphone chimes and indicator lights are operative, and b) The alternative normal and emergency procedures contained in the SEP Manual Section 2 are used. Note: *Any station function(s) that operate normally may be used.*
	C	1	0	(O) May be inoperative provided: a) PA is not required by Operating Regulations, and b) The alternative normal and emergency procedures contained in the SEP Manual Section 2 are used. Note: *Any station function(s) that operate normally may be used.*

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B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
23 COMMUNICATIONS				
31-1 Passenger Address System (PA) (cont.)				
1) Lavatory Speakers	C	-	0	(O) May be inoperative and the lavatory used provided the alternative normal and emergency procedures contained in the SEP Manual Section 2 are used.
2) Cabin Speakers	C	-	-	May be inoperative provided the inoperative speakers are not adjacent to each other.
	C	-	-	(M) No passenger seat or cabin attendant seat may be occupied from which Passenger Address System is not audible and intelligible, and that seat must be blocked and placarded DO NOT OCCUPY.
31-2 Pre-recorded Passenger Announcement System	C	1	0	(O) May be inoperative provided alternative procedures are established and used. Note: *A manual passenger safety briefing will be required (see SEP Manual Section 2).*
	D	1	0	May be inoperative provided procedures do not require its use.
31-3 Headsets/Microphones				See Item 9.23.51-5 – Flight Crew Communication Equipment.
40-1 Crewmember Interphone System [CAA]				Note: *Any station function(s) that operate normally may be used.*
1) Flight Deck to Cabin, Cabin to Flight Deck	A	-	-	(M)(O) May be inoperative provided: a) The PA system operates normally, b) Alternative procedures are used for access to the Flight Deck (see SEP Manual Section 2), and c) Repairs or replacements are made within two flight days.
2) Cabin to Cabin	-	1	1	Interphone system, excluding Cabin Crew Handsets, must be operative.
(cont.)				

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
23 COMMUNICATIONS				
40-1 Crewmember Interphone System (cont.)				
3) Cabin Crew Handsets	C	-	-	(O) A maximum of 50% of handsets may be inoperative provided: a) The handset at the forward cabin attendant station is operative, and b) Alternate procedures are used between the affected station(s) (see SEP Manual Section 2). Note: *An operative handset at an inoperative Cabin Attendant seat shall not be counted to satisfy the 50% requirement.*
4) Flight Deck to Ground	C	1	0	(O) May be inoperative provided alternative procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
41-1 Alerting System (Audio/Visual)				
1) Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided the Flight Deck Audio Alerting System operates normally. Note: *The Flight Deck Audio Alerting System must always be operative.*
2) Cabin Crew Visual Alerting System	B	1	0	(O) May be inoperative provided: a) PA system operates normally, and b) Alternative procedures for contacting cabin attendants are established and used (see SEP Manual Section 2). Notes: *1) Passenger to Cabin Crew Call System is considered a passenger convenience item.* *2) Any Visual Alerting System function(s) that operate normally may be used.*

(cont.)

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
23 COMMUNICATIONS				
41-1 Alerting System (Audio/Visual) (cont.)				
3) Cabin Crew Audio Alerting System	B	-	0	May be inoperative provided: a) PA system operates normally, and b) Alternative procedures for contacting cabin attendants are established and used (see SEP Manual Section 2). Note: *Passenger to Cabin Crew Call System is considered a passenger convenience item.*
42-1 Handset Systems [CAA]				See Item 9.23.40-1 – 3) Cabin Crew Handsets
43-1 Ground Crew Call System	C	1	0	(O) May be inoperative provided alternative procedures are established and used.
1) Ground Crew Call Horn	C	1	0	(O) May be inoperative provided alternative procedures are established and used.
51-1 Flight Deck Interphone System				See Item 9.23.40-1 – Crewmember Interphone System.
51-3 Flight Deck Speakers [CAA]				
1) Communications Speakers	C	2	0	May be inoperative for communication purposes provided each Crew Member has an operative headset.
2) Aural Warning Alert Speakers	C	2	0	May be inoperative provided all appropriate aural and visual alert functions are operating normally and the associated audible warnings are available to the crew by means other than loudspeakers.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
23 COMMUNICATIONS				
51-4 Push-To-Transmit (PTT) Switches				
1) Control Wheel PTT Switches	C	2	1	(M) One may be inoperative provided: a) Associated Audio Selector Panel or Glareshield PTT switch (if installed) operates normally, and b) Affected switch is deactivated.
2) Flight Crew Audio Selector Panel PTT Switches	C	2	1	(M) One may be inoperative provided: a) Associated Control Wheel or Glareshied PTT switch (if installed) operates normally, and b) Affected switch is verified failed open.
3) Glareshield PTT Switches [If installed]	C	2	1	(M) One may be inoperative provided: a) Associated Audio Selector Panel or Control Wheel PTT switch operates normally, and b) Affected switch is deactivated.
51-5 Flight Crew Communication Equipment [CAA]	D	-	-	Any in excess of those required by Operating Requirements for Flight Deck Crew Members may be inoperative or missing.
1) Boom Microphones / Headsets	D	-	-	One headset (ANR or non-ANR), including boom microphone, is required for each Crew Member on flight deck duty. Any in excess of those required may be inoperative or missing. Notes: *1) The ANR function may be inoperative.* *2) Intermixing of ANR and non-ANR headsets is permitted.*
70-1 Video Surveillance System				
1) Flight Deck Door	C	1	0	(O) May be inoperative provided alternative procedures are used for access to the Flight Deck (see SEP Manual Section 2).
71-1 Cockpit Voice Recorder (CVR) System [CAA]	A	1	0	May be inoperative provided: a) It is not reasonably practicable to repair or replace the system before commencement of the flight, b) The aircraft does not exceed 8 further flights with the CVR inoperative, c) Not more than 72 hours have elapsed since the CVR was found to be inoperative, and d) The Flight Data Recorder operates normally.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
24 ELECTRICAL POWER				
00-1 Engine Generator Channels [CAA]	A	2	1	(M)(O) For non-ETOPS, or ETOPS operations up to 138 minutes, one may be inoperative provided: a) APU driven generator operates normally and is used to supply busses of the inoperative channel throughout the flight, b) All generator control units, including APU, operate normally, c) The Hydraulic Motor Generator is verified to operate normally, d) If the APU is to be used as a source of essential power and has been operating in heavy falling or blowing snow, before departure the inlet plenum is inspected to verify that accumulations of snow or ice are not present, and e) Repairs or replacements are carried out within three calendar days (see Notes and Definitions Section 9.03). Note: *The additional fuel burn for the anticipated period of APU use should be accounted for. See OMA 8.3.19 – Prolonged APU Usage.*

(cont.)

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
24 ELECTRICAL POWER				
00-1 Engine Generator Channels (cont.)				
1) Aircraft not fitted with Main / APU Battery Tie System [G-OOBI and G-OOBJ]	A	2	1	(M)(O) For non-ETOPS operations, one may be inoperative provided: a) APU generator operates normally and is used to supply busses of the inoperative channel throughout the flight, b) All generator control units, including APU, operate normally, c) Aircraft remains within 30 minutes of a adequate airport, d) If the APU is to be used as a source of essential power and has been operating in heavy falling or blowing snow, before departure the inlet plenum is inspected to verify that accumulations of snow or ice are not present, and e) Repairs or replacements are carried out within three calendar days (see Notes and Definitions Section 9.03). Note: *The additional fuel burn for the anticipated period of APU use should be accounted for. See OMA 8.3.19 – Prolonged APU Usage.*

(cont.)

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
24 ELECTRICAL POWER				
00-1 Engine Generator Channels (cont.)				
2) Aircraft fitted with Main / APU Battery Tie System [All other 757-200 Aircraft]	A	2	1	(M)(O) For non-ETOPS operations, one may be inoperative provided: a) APU generator operates normally and is used to supply busses of the inoperative channel throughout the flight, b) All generator control units, including APU, operate normally, c) EICAS Status message APU BAT NO STBY is not displayed, d) If the APU is to be used as a source of essential power and has been operating in heavy falling or blowing snow, before departure the inlet plenum is inspected to verify that accumulations of snow or ice are not present, and e) Repairs or replacements are carried out within three calendar days (see Notes and Definitions Section 9.03). Note: *The additional fuel burn for the anticipated period of APU use should be accounted for. See OMA 8.3.19 – Prolonged APU Usage.*
00-2 APU Generator [CAA]	A	1	0	(M)(O) For ETOPS operations up to 138 minutes, may be inoperative provided: a) Both engine driven generators operate normally, b) The Hydraulic Motor Generator is verified to operate normally, and c) ETOPS operations are limited to a maximum of 3 flight days prior to completion of repairs (see Notes and Definitions Section 9.03).
1) Aircraft not fitted with Main / APU Battery Tie System [G-OOBI and G-OOBJ]	C	1	0	(M)(O) For non-ETOPS operations, may be inoperative provided: a) Both engine driven generators operate normally, and b) The aircraft remains within 30 minutes of an adequate airport or the Hydraulic Motor Generator is verified to operate normally.
(cont).				

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
24 ELECTRICAL POWER				
00-2 APU Generator (cont.)				
2) Aircraft fitted with Main / APU Battery Tie System [All other 757-200 Aircraft]	C	1	0	(M)(O) For non-ETOPS operations, may be inoperative provided: a) Both engine driven generators operate normally, and b) EICAS Status message APU BAT NO STBY is not displayed.
11-1 Generator DRIVE Lights	B	2	1	(M) One may be inoperative off provided associated EICAS message is verified to operate normally.
	B	2	1	(M) One may be inoperative off provided associated IDG is disconnected (see Item 9.24.00-1 – Engine Driven Generator Channels).
25-1 Hydraulic Motor Generator (HMG)				Note: *HMG is installed on all 757-200 aircraft except G-OOBG and G-OOBH.*
1) ADIRS Equipped Aircraft [G-OOBC – G-OOBF]	C	1	0	Except for ETOPS operations, may be inoperative.
	C	1	0	(M) For ETOPS operations up to 138 minutes, may be inoperative provided both engine generators and APU generator operate normally.
	A	1	0	(M)(O) For ETOPS operations beyond 138 minutes, may be inoperative provided: a) Both engine generators and APU generator operate normally, b) The APU must be started prior to reaching the ETOPS segment and operated continuously until with 60 minutes of an adequate airport, c) Operations are limited to a maximum of three flight days prior to repair (see Notes and Definitions Section 9.03). Note: *The additional fuel burn for the anticipated period of APU use should be accounted for. See OMA 8.3.19 – Prolonged APU Usage.*
(cont.)				

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
24 ELECTRICAL POWER				
25-1 Hydraulic Motor Generator (HMG) (cont.)				
2) Air Data Computer (ADC) Equipped Aircraft [All other 757-200 Aircraft]	C	1	0	(O) Except for ETOPS operations, may be inoperative provided: a) Centre IRS operates normally, and b) First officer's IRS instrument source select switch operates normally.
	C	1	0	Except for ETOPS operations, may be inoperative for Day VMC flight.
	C	1	0	(M)(O) For ETOPS operations up to 138 minutes, may be inoperative provided: a) Both engine generators and APU generator operate normally, b) Centre IRS operates normally, and c) First officer's IRS instrument source select switch operates normally.
	A	1	0	(M)(O) For ETOPS operations beyond 138 minutes, may be inoperative provided: a) Both engine generators and APU generator operate normally, b) The APU must be started prior to reaching the ETOPS segment and operated continuously until within 60 minutes of an adequate airport, c) Center IRS operates normally, d) First Officer's IRS instrument source select switch operates normally, and e) Operations are limited to a maximum of three flight days prior to repair (see Notes and Definitions Section 9.03). Note: *The additional fuel burn for the anticipated period of APU use should be accounted for. See OMA 8.3.19 – Prolonged APU Usage.*

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
24 ELECTRICAL POWER				
25-2 Hydraulic Motor Generator Valve				Note: *HMG is installed on all 757-200 aircraft except G-OOBG and G-OOBH.*
1) ADIRS Equipped Aircraft [G-OOBC – G-OOBF]	C	1	0	(M) Except for ETOPS operations, may be inoperative closed.
	C	1	0	(M) For ETOPS operations up to 138 minutes, may be inoperative closed provided both engine generators and APU generator operate normally.
	A	1	0	(M)(O) For ETOPS operations beyond 138 minutes, may be inoperative closed provided: a) Both engine generators and the APU generator operate normally, b) The APU must be started prior to reaching the ETOPS segment and operated continuously until within 60 minutes of an adequate airport, c) Operations are limited to a maximum of three flight days prior to repair (see Notes and Definifitions Section 9.03). Note: *The additional fuel burn for the anticipated period of APU use should be accounted for. See OMA 8.3.19 – Prolonged APU Usage.*

(cont.)

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
24 ELECTRICAL POWER				
25-2 Hydraulic Motor Generator Valve (cont.)				
2) Air Data Computer (ADC) Equipped Aircraft [All other 757-200 Aircraft]	C	1	0	(M)(O) Except for ETOPS operations, may be inoperative closed, provided: a) Centre IRS operates normally, and b) First officer's IRS instrument source select switch operates normally.
	C	1	0	(M) Except for ETOPS operations, may be inoperative closed for Day VMC flight.
	C	1	0	(M)(O) For ETOPS operations up to 138 minutes, may be inoperative provided: a) Both engine generators and APU generator operate normally, b) Centre IRS operates normally, and c) First officer's IRS instrument source select switch operates normally.
	A	1	0	(M)(O) For ETOPS operations beyond 138 minutes, may be inoperative closed provided: a) Both engine generators and the APU generator operate normally, b) The APU must be started prior to reaching the ETOPS segment and operated continuously until within 60 minutes of an adequate airport, c) Center IRS operates normally, d) First Officer's IRS instrument source select switch operates normally, and e) Operations are limited to a maximum of three flight days prior to repair (see Notes and Definitions Section 9.03). Note: *The additional fuel burn for the anticipated period of APU use should be accounted for. See OMA 8.3.19 – Prolonged APU Usage.*
27-1 Bus OFF Lights	C	2	1	(O) One may be inoperative provided: a) Bus tie ISLN lights operate normally, and b) Associated GEN CONT OFF light operates normally.
27-2 GEN CONT OFF Lights	C	2	1	(M)(O) One may be inoperative provided associated EICAS message L(R) GEN OFF is verified to operate normally.
	B	2	1	One may be inoperative for an associated inoperative generator.

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
24 ELECTRICAL POWER				
27-3 APU Gen OFF Light	C	1	0	(M) May be inoperative provided EICAS message APU GEN OFF is verified to operate normally.
	C	1	0	May be inoperative provided APU generator is not required for flight.
27-4 Bus Tie ISLN Lights	C	2	0	May be inoperative provided the associated BUS OFF light(s) operates normally.
27-5 Utility Bus OFF Lights	C	2	0	May be inoperative.
30-1 Standby Power Bus OFF Light	C	1	0	(M)(O) May be inoperative provided: a) Both EICAS systems operate normally, and b) All other standby bus indications are verified to operate normally.
31-1 APU Battery				
1) Aircraft not fitted with Main / APU Battery Tie System [G-OOBI and G-OOBJ]	C	1	0	(M)(O) May be inoperative provided: a) APU battery is deactivated or removed, and b) APU is considered inoperative.
2) Aircraft fitted with Main / APU Battery Tie System [All other 757-200 Aircraft]	C	1	0	(M)(O) May be inoperative provided: a) APU battery is deactivated or removed, b) APU is considered inoperative, and c) Operations do not require paralleling of Main and APU batteries.
31-2 APU Battery Charger				
1) Aircraft not fitted with Main / APU Battery Tie System [G-OOBI and G-OOBJ]	C	1	0	(M) May be inoperative provided: a) APU battery charger is deactivated or removed, and b) APU is not required.
2) Aircraft fitted with Main / APU Battery Tie System [All other 757-200 Aircraft]	C	1	0	(M) May be inoperative provided: a) APU battery charger is deactivated or removed, b) APU is not required, and c) Operations do not require paralleling of Main and APU batteries.
31-3 Standby Power – Main/APU Battery Tie System [All 757-200 Aircraft except G-OOBI and G-OOBJ]	C	1	0	May be inoperative provided: a) Operations do not require paralleling of Main and APU batteries, b) Both engine generators operate normally, and c) APU generator operates normally.

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
24	**ELECTRICAL POWER**				
32-1	APU Transformer Rectifier Unit (TRU)	D	1	0	(M) May be inoperative provided APU TRU is deactivated.
	[If installed]	C	1	0	May be inoperative provided the APU is considered inoperative.
41-1	External Power System	C	1	0	May be inoperative.
	1) EXT PWR AVAIL Light (Flight Deck)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	2) EXT PWR ON Light (Flight Deck)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	3) AC PWR CONNECTED Light (External Power Panel)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	4) PWR NOT IN USE Light (External Power Panel)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
51-1	Utility Bus Systems	C	2	0	(M)(O) May be inoperative provided bus is deactivated.

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B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
25 EQUIPMENT & FURNISHINGS				
00-1 Flight Crew Shoulder Harness (Inertia Reels) [CAA]	A	-	-	May be inoperative provided: a) The affected harness is adjusted and locked by an approved means to suit the requirements of the individual flight crew member, and b) Repairs or replacements are carried out within 3 calendar days (see Notes and Definitions Section 9.03). Note: *A safety harness is required for each occupied flight crew members seat.*
11-1 Flight Crew Seat Adjustment System				
1) Recline	A	2	0	(M) May be inoperative provided: a) Associated seat is secured in the upright position acceptable to the crew member, b) Forward/aft and vertical adjustment modes operate normally, and c) Repairs or replacements are carried out within two flight days (see Notes and Definitions Section 9.03).
2) Armrest	B	4	0	May be inoperative provided: a) Affected armrest is in the up position or removed, and b) Seat is acceptable to the crew member.
3) Lumbar and Thigh Support	C	2	0	May be inoperative provided seat is acceptable to the crew member.
4) Headrest [If installed]	C	2	0	May be inoperative.
11-2 Observer Seats and Harnesses [CAA]				
1) Primary Observer Seat	C	-	-	May be inoperative provided the seat is not required and is correctly stowed.
2) Additional Observer Seat [If installed]	D	-	-	May be inoperative provided the seat is not used.

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
25 EQUIPMENT & FURNISHINGS				
20-1 Passenger Convenience Items [CAA]	-	-	-	Passenger convenience items are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment and overhead reading lamps. Such items are non-airworthiness items and may therefore be inoperative. Items addressed elsewhere in this document shall not be included. Notes: *1) Lavatory door ashtrays (internal and external) are not considered convenience items (see Item 9.25.38-1 – Exterior Lavatory Door Ashtrays).* *2) In the case of unserviceabilities with the passenger video system or individual screens consideration should be given to the need for a Manual Passenger Safety Briefing (see SEP Manual Section 2 and aircraft specific sections).*
25-1 Flight Attendant Seat Assembly [CAA]				
1) Excess Flight Attendant Seats	D	-	-	(M)(O) Any flight attendant seat, other than those required by legislation to be occupied, may be inoperative.

(cont.)

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
25 EQUIPMENT & FURNISHINGS				
25-1 Flight Attendant Seat Assembly (cont.)				
2) Required Flight Attendant Seats	B	-	-	(M)(O) One required flight attendant seat may be inoperative or unusable provided: a) The affected seat position is not occupied, b) The flight attendant displaced by the inoperative seat occupies either an adjacent cabin crew seat or the passenger aisle seat nearest to the inoperative cabin attendant seat, c) The passenger seat assigned to the flight attendant is placarded FOR FLIGHT ATTENDANT ONLY d) A single folding type seat is stowed or secured in the retracted position, and e) Alternate procedures are established / approved for the displaced flight attendant. Notes: *1) A fully automatic folding seat that will not stow automatically or remain stowed is considered to be inoperative and shall be secured in the retracted position or removed. An exception should only be made where cabin layout is such that emergency egress is not in any way compromised by a seat in the deployed position.* *2) A seat with an inoperative or missing seat belt or harness is considered to be inoperative.* *3) This requirement does not preclude use of passenger seats by flight attendants carried in excess of the required complement.* *4) A folding double seat comprises two seating positions.*

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
25 EQUIPMENT & FURNISHINGS				
25-2 Passenger Seats	D	-	-	(M) May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) is blocked and placarded to prevent occupancy. Notes: *1) A seat with an inoperative seat belt is considered inoperative.* *2) Inoperative seats do not affect the required number of Cabin Crew.* *3) Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.*
1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in full upright position.
	C	-	-	(M) May be inoperative and seat occupied provided seat is immovable in full upright position.
2) Underseat Baggage Restraining Bars	C	-	-	(M)(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.
3) Armrest	C	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) For an armrest with a recline mechanism, seat is secured in the upright position.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
25 EQUIPMENT & FURNISHINGS				
28-1 Overhead Storage Bin(s)/Cabin and Galley Compartment/Closet	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the compartment closed, b) Any emergency equipment located in the affected compartment is considered inoperative, and c) Affected compartment is not used for storage of any item(s) except for those permanently affixed. Note: *If no partitions are installed, the entire overhead storage compartment is considered one bin.*
	C	-	-	(M) May be inoperative provided: a) Affected door(s) is removed, b) Associated bin or compartment is not used for storage of any item(s) except for those permanently affixed, c) Associated bin or compartment is prominently placarded DO NOT USE, d) Procedures are established and used to alert crew members and passengers of inoperative bins, and e) Passengers are briefed that associated bin or compartment is not used. Notes: *1) If no partitions are installed, the entire overhead storage compartment is considered one bin.* *2) Any emergency equipment located in the associated compartment (permanently affixed) is available for use.*
1) Galley Storage Multi Latch/Quarter Turn Lug Installations	C	-	-	One latch/lug per compartment may be inoperative provided: a) Remaining latch(es)/lug(s) on affected compartments operate normally, and b) If affected compartment is used for a galley cart, the cart remains empty.
2) Storage Compartment Key Locks [If installed]	D	-	0	May be inoperative.
33-1 Food Chillers [If installed]	D	-	0	May be inoperative.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
25 EQUIPMENT & FURNISHINGS				
38-1 Exterior Lavatory Door Ashtrays				
1) Aircraft with more than one exterior lavatory door ashtray installed	A	-	-	One may be missing provided it is replaced within 10 calendar days.
2) Aircraft with only one exterior lavatory door ashtray installed	A	1	0	May be missing provided it is replaced within 3 calendar days.
38-2 Galley Waste Receptacle Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) Container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on the flight.
41-1 Lavatory Waste Container Flapper/Access Doors	C	-	-	(M) May be inoperative provided: a) Associated lavatory waste container is empty and access is secured to prevent waste introduction into the waste container, b) Lavatory is only used by crewmembers, and c) Associated lavatory entrance is locked closed and placarded, INOPERATIVE – DO NOT USE. Note: *These provisos are not intended to prohibit lavatory use or inspections by crewmembers.*
50-1 Lower Cargo Compartment Lining Panels and Floor Panels	C	-	-	(O) May be damaged or missing provided procedures are established and used to ensure the associated lower cargo compartment(s) remain empty, or are verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits (see Definitions Section 9.03).
54-1 Cargo Restraint Systems [CAA]	D	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source (i.e. an approved cargo loading manual, cargo handling manual or weight and balance document) are observed.
	D	-	-	May be inoperative or missing provided associated cargo compartment remains empty.

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
25	**EQUIPMENT & FURNISHINGS**				
62-1	Flotation Equipment (Crew and Passengers)	D	-	-	(M) One lifejacket per person on board is required. Any in excess of this minimum required may be missing or inoperative, provided: a) Inoperative lifejacket is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution of serviceable lifejackets is maintained.
63-1	Megaphones	D	3	2	Any in excess of those required may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, and b) Required distribution is maintained.
63-3	FASTEN SEAT BELT WHILE SEATED Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.
63-4	Flight Deck/Cabin Emergency Flashlight Holders/Flashlights	C	-	-	May be inoperative or missing provided crewmember assigned to associated seat has a flashlight of equivalent characteristics readily available.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
25 EQUIPMENT & FURNISHINGS				
63-10 Emergency Locator Transmitter (ELT) [CAA]				
1) Survival Type ELTs	D	-	-	(M) Any in excess of the minimum required may be inoperative or missing provided the equipment is placarded inoperative, removed from the installed location and placed out of sight so that it cannot be mistaken for a functional unit.
2) Fixed ELTs	A	-	-	May be inoperative provided repairs are made within 6 further flights or 25 flying hours, whichever occurs first.
	D	-	-	Any in excess of those required by Operating Requirements may be inoperative. Notes: *1) One survival ELT (ELT-S) or one fixed ELT must be operative for non-ETOPS flights, with the exception of aircraft G-OOBC – G-OOBF where the fixed ELT must be operative as a minimum.* *2) Two ELT-S must be operative for ETOPS flights. In addition the fixed ELT must be operative on aircraft G-OOBC – G-OOBF.* *3) If installed the fixed ELT control panel is located on the flight deck overhead panel.* *4) Refer to SEP Manual for ELT-S locations.*

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
25	**EQUIPMENT & FURNISHINGS**				
64-1	Emergency Medical Equipment				
	1) First Aid Kit and/or Associated Equipment [CAA]	A	3	3	One of the required First Aid Kits may be incomplete for a maximum of 2 flight days (see Definitions Section 9.03).
	2) Emergency Medical Kit and/or Associated Equipment (“Doctor’s Kit”)	D	-	-	May be incomplete, missing or inoperative provided the flight remains within 60 minutes of an aerodrome where qualified medical assistance could be expected to be available.
	[CAA]	A	-	-	Required emergency medical kit(s) may be incomplete, missing or inoperative for flight to a destination where repairs or replacements can be made but not to exceed a maximum of 2 calendar days.
	3) IMEK	D	-	0	May be incomplete or missing.
	4) Automated External Defibrillators (AED) and/or Associated Equipment [CAA]	D	1	0	May be incomplete, inoperative or missing.
	5) Laerdal Mask	D	-	0	May be inoperative or missing.
	6) Wheelchair	D	-	0	May be inoperative or missing.
66-2	Emergency Evacuation Slides/Rafts	-	-	-	(M)(O) As required by Air Navigation Legislation. One may be inoperative provided the conditions associated with an inoperative Exit/Door are applied (see Section 9.52.11-1 – Main Entry Door/Slides).
66-4	Escape Slide Armed Condition Indicators	C	-	0	May be inoperative provided associated escape SLIDE girt bar engagement light(s) operates normally.
		C	-	0	(O) For doors with flexible sweeper seals, may be inoperative provided associated slide(s) is visually verified engaged before each departure.
		C	-	0	(M) For doors with rigid sweeper seals, may be inoperative provided associated slide(s) is verified engaged before each departure.
66-5	Escape SLIDE Girt Bar Engagement Light(s)	C	-	0	(O) For doors with flexible sweeper seals, may be inoperative provided associated slide(s) is visually verified engaged before each departure.
		C	-	0	(M) For doors with rigid sweeper seals, may be inoperative provided associated slide(s) is verified engaged before each departure.

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
25	**EQUIPMENT & FURNISHINGS**				
99-1	Flight Deck Power Supply including Laptop Charger [If installed]	D	-	0	May be inoperative.

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
26	**FIRE PROTECTION**				
11-1	Engine Fire Detection Loops	C	4	2	Except for ETOPS operations beyond 138 minutes, one loop per engine may be inoperative.
11-2	Engine Turbine Overheat Detection Loops	C	4	2	Except for ETOPS operations beyond 138 minutes, one loop per engine may be inoperative.
11-3	Engine Nacelle Overheat Detection Loops	C	4	2	Except for ETOPS operations beyond 138 minutes, one loop per engine may be inoperative.
12-1	Engine Strut Overheat Detection Loops	C	4	2	Except for ETOPS operations beyond 138 minutes, one loop per engine may be inoperative.
15-1	APU Fire Detection System	C	1	0	May be inoperative provided the APU is considered inoperative.
		C	1	0	(M)(O) May be inoperative provided: a) Other procedures do not require use of APU, b) The APU is operated on the ground only, c) APU is continuously monitored, d) APU external control system operates normally, and e) APU is shut down before taxi.
	1) Detection Loops	C	2	1	Except for ETOPS operations beyond 138 minutes, one loop may be inoperative.
16-1	Cargo Compartment Fire Detection Systems (Forward and Aft)				Note: *A system comprises two detectors and two fans. There is one system in each cargo compartment.*
		C	2	0	(O) May be inoperative provided the affected cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits (see Notes and Definitions Section 9.03).
	1) Detectors	C	4	2	(O) One in each compartment may be inoperative provided remaining detector is verified to operate normally before each departure.
	2) Detector Fans	C	4	2	One in each compartment may be inoperative.
	3) Detector Plenum Pressure Switch	C	2	0	(M) May be inoperative provided associated detector fan is verified to operate normally before each departure.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
26 FIRE PROTECTION				
17-1 Wheel Well Fire Detection System	C	1	0	May be inoperative provided brake temperature monitoring indications (BTMS) are normal before engine start.
	C	1	0	(M) May be inoperative provided brakes are cool to the touch before engine start. Notes: *1) After takeoff avoid the possibility of retracting a wheel overheated by dragging brakes by monitoring brake temperature indications (if installed) or leaving gear extended for 10 minutes.* *2) In case of engine failure after V1, performance is the prime consideration. Landing gear should be retracted until obstacle clearance requirements have been met, then extended for a 10 minute cooling period.* *3) Pilots must consider the effects associated with delayed raising of the landing gear during winter operations from contaminated runways.* *4) It is not necessary to apply gear down performance adjustments when dispatching under this item.* *5) Leaving the landing gear down for 10 minutes will increase total fuel burn by approximately 550kg (1,200lbs).*
18-1 Duct Leak Detection Systems				
1) Duct Leak Detectors	C	14	7	One detector in each detector zone may be inoperative.
2) Flight Deck Test Function	C	1	0	(M) May be inoperative provided detection system is verified operative once each flight day (see Notes and Definitions Section 9.03).
20-1 Engine Fire Extinguisher Bottle Pressure Indicating Systems	C	2	0	(M) May be inoperative provided an approved test procedure is used once each flight day to verify that associated bottle(s) is properly charged (see Notes and Definitions Section 9.03).

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
26	**FIRE PROTECTION**				
20-2	Fire Extinguisher Squib Test System	C	1	0	(M) May be inoperative or individual test functions may be inoperative provided each squib circuit associated with an inoperative test function is verified to operate normally once each flight day (see Notes and Definitions Section 9.03).
	1) APU Squib Test Functions	C	1	0	May be inoperative provided APU is considered inoperative.
	2) Cargo Squib Test Functions	C	-	0	(O) May be inoperative provided cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits (see Notes and Definitions Section 9.03).
		C	-	0	May be inoperative provided the cargo compartment fire extinguishing system is inoperative (see Item 9.26.23-1 – Cargo Compartment Fire Extinguishing System).
22-1	APU Fire Extinguishing System [CAA]	C	1	0	Except for ETOPS, may be inoperative provided APU is considered inoperative.
		A	1	0	For ETOPS operations up to 138 minutes, may be inoperative provided: a) APU is considered inoperative, and b) ETOPS operations are limited to three flight days maximum prior to completion of repairs.
23-1	Cargo Compartment Fire Extinguisher System	C	1	0	(O) May be inoperative provided cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits (see Notes and Definitions Section 9.03).
	1) Cargo Fire Extinguisher Bottle No. 2 (Aircraft with single Aft Cargo Door)	C	1	0	(O) Bottle and associated indications may be inoperative with cargo carried provided: a) Aircraft is operated unpressurised, and b) Aircraft remains within 80 minutes of a suitable airport.
	2) Cargo Fire Extinguisher Bottle No. 2 (Aircraft with second Aft Cargo Door) [G-OOOZ]	C	1	0	(O) Bottle and associated indications may be inoperative with cargo carried provided: a) Aircraft is operated unpressurised, and b) Aircraft remains within 40 minutes of a suitable airport.

(cont.)

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
26 FIRE PROTECTION				
23-1 Cargo Compartment Fire Extinguisher System (cont.)				
3) Fire Extinguisher Bottle Pressure Indicating System	C	2	0	(M) May be inoperative provided an acceptable test procedure is used once each flight day to verify that associated bottle(s) is properly charged (see Notes and Definitions Section 9.03).
	C	2	0	May be inoperative provided associated fire bottle(s) is considered inoperative.
26-1 Portable Fire Extinguishers				
1) Flight Deck	-	-	1	Must be operative.
2) Cabin	D	-	4	(M) Extinguishers in excess of the minimum required may be inoperative. Notes: *1) An inoperative portable fire extinguisher shall be placarded INOPERATIVE, removed from the installed unit and placed out of sight so it cannot be mistaken for a functional unit.* *2) With one or more extinguishers inoperative an even distribution throughout the cabin must be maintained.*
26-2 Lavatory Fire Extinguisher Systems [CAA]	C	-	0	May be inoperative.
26-3 Lavatory Smoke Detection Systems [CAA]	C	-	-	(M) May be inoperative provided: a) Lavatory compartment is electrically isolated (including toilet flush motor and all other high voltage devices) as applicable, b) Lavatory waste-bin is empty, c) Lavatory door is locked closed and placarded, and d) Lavatory is not used for any other purpose.
	B	-	-	(M)(O) May be inoperative provided: a) Lavatory fire extinguishers are fitted, checked on a daily basis and are operating normally, and b) The toilet is checked at twenty-minute intervals for evidence of fire and smoke.

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
27	**FLIGHT CONTROLS**				Note: *For Yaw Dampers see Section 9.22.21-1 – Yaw Dampers.*
03-1	Flight Control Shutoff Valves	C	3	0	(M) May be inoperative open.
03-2	Flight Control Shutoff OFF Lights	C	3	0	(M) May be inoperative provided associated valve is verified open before each departure.
08-1	Control Surface Position Indicating System	C	1	0	(M) May be inoperative provided a visual flight control check is accomplished before each departure.
08-2	Flap Position Indicator System (Position Needles)	C	2	1	One needle may be inoperative.
11-1	Aileron Trim System	C	1	0	(M) May be inoperative provided: a) One autopilot operates normally, and b) Aileron trim system is verified centered.
11-2	Control Wheel Damper [If installed]	C	1	0	(M) May be inoperative provided damper is deactivated.
21-1	RUDDER RATIO Light	C	1	0	(M) May be inoperative off provided: a) RUDDER RATIO message on EICAS is verified to operate normally, and b) Both control channels operate normally.
21-2	Power Control Unit Monitor System	C	1	0	(M) May be inoperative provided Power Control Unit Actuators are verified to operate normally by performing a single hydraulic system flight controls check with each hydraulic system before each departure. Note: *The PCU Monitor System consists of PCU sensors, interconnecting wiring and PCU Monitor Module Card. Failure of any of these components may lead to the system being inoperative.*
21-3	Rudder Trim Indication System	C	1	0	(M) May be inoperative provided: a) Rudder trim actuator operates normally, b) Rudder control surface position indicating system operates normally, and c) Rudder trim is verified to be centered before each departure.

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
27	**FLIGHT CONTROLS**				
32-1	Stall Warning Test Systems	C	2	0	(M) May be inoperative provided operation of the associated system is verified by an approved procedure once each flight day (See Notes and Definitions Section 9.03).
32-2	Stall Warning/Autoslat System	A	2	1	(M) One may be inoperative provided: a) Remaining system is verified to operate normally before each departure, and b) Operations are limited to not more than three flight days before repair is made (See Notes and Definitions Section 9.03). Note: *The WARN ELEX status message may indicate a failure of a stall warning unit (which may be dispatched in accordance with this section) or a warning system power supply (no dispatch allowed). In order to determine the applicable case consult Maintrol.*
41-1	Control Wheel Trim Switch Systems	B	2	1	(M) One may be inoperative on the non-flying pilot's side provided the stabilizer trim system is verified to operate normally.
41-2	Horizontal Stabiliser Primary Trim Channels	C	2	1	(M)(O) One may be inoperative provided: a) Horizontal stabiliser trim operates normally using alternate stabiliser trim switches, b) Approach minima do not require the use of three autopilots, and c) No arm or control valves are failed in the energised position.
48-1	STAB TRIM Indicators	C	2	1	One may be inoperative provided the faulty indicator is not visible for use.
51-1	Automatic Flap Load Relief Retraction System (Trailing Edge)	C	1	0	(O) Flaps 30 retractor may be inoperative provided flaps 30 adjusted maximum landing weight is observed (see DDG). Note: *Flaps 25 may be used to the AFM limit maximum landing weight.*

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
27 FLIGHT CONTROLS				
51-2 Flap Isolation Valve				
1) Aircraft equipped with FSAM [G-OOBC – G-OOBF]	C	1	0	(M) May be inoperative open provided FSEUs, FSAM and by-pass valves are verified to operate normally.
2) Aircraft not equipped with FSAM [All other 757-200 Aircraft]	C	1	0	(M) May be inoperative open provided FSEUs and by-pass valves are verified to operate normally.
59-1 Trailing Edge Flap Skew Sensors [G-OOBC – G-OOBF]	C	8	6	(M) One pair may be inoperative on one flap segment provided both sensors are deactivated.
61-1 Spoiler Systems				
1) Ground Spoilers	C	2	0	(M)(O) One symmetrical pair may be inoperative in the down position provided: a) All flight spoilers are verified to operate normally once each flight day (see Notes and Definitions Section 9.03), b) Antiskid system operates normally, c) Flaps 1 takeoff operation is prohibited, and d) Appropriate performance adjustments are applied (see DDG).
2) Flight Spoilers	C	10	8	(M)(O) One symmetrical pair may be inoperative in the down position provided: a) Ground spoilers are verified to operate normally once each flight day (see Notes and Definitions Section 9.03), b) Antiskid system operates normally, c) Flaps 1 takeoff operation is prohibited, d) Aircraft remains at or below FL300, e) Airspeed does not exceed 270kts IAS or 0.70 Mach, whichever is lower, f) Autoland operation is prohibited, g) Auto speedbrake operation is prohibited for landing and AFM decrements are applied (See Item 9.27.62-1 – Auto Speedbrake System), and h) Appropriate performance adjustments are applied (see DDG).

(cont.)

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
27 FLIGHT CONTROLS				
61-1 Spoiler Systems (cont.)				
3) Speed Brake Load Alleviation System [Aircraft with Blended Winglets]	C	1	0	(M) May be inoperative provided: a) Speedbrake handle forces are verified normal from full down to full up position, b) Airspeed does not exceed 275kts IAS when inflight gross weight is in excess of 100,246kg, and c) Severe turbulent air penetration speed is 275kts IAS or 0.78 Mach, whichever is lower, when inflight gross weight is in excess of 100,246kg.
	C	1	0	(M) May be inoperative provided: a) Speedbrake handle forces are verified normal from full down to full up position, and b) Takeoff weight does not exceed 100,470kg.
62-1 Auto Speedbrake System				
1) Aircraft without Speed Brake Load Alleviation System	C	1	0	(M)(O) May be inoperative provided: a) The system is deactivated, and b) Required landing field length is increased by 820ft *(Ref: CAA AFM D631N005 Section 4.13)*.
2) Aircraft with Speed Brake Load Alleviation System [Aircraft with Blended Winglets]	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Required landing field length is increased by 820ft *(Ref: CAA AFM D631N005 Section 4.13)*, c) Airspeed does not exceed 275 kts IAS when inflight gross weight is in excess of 100,246kg, and d) Severe turbulent air penetration speed is 275kts IAS or 0.78 Mach, whichever is lower, when inflight gross weight is in excess of 100,246kg.
	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Required landing field length is increased by 820ft *(Ref: CAA AFM D631N005 Section 4.13)*, and c) Takeoff weight does not exceed 100,470kg. Note: *Field length increments shown above are valid for flaps 25 and 30 normal landings and for flap 20 one engine inoperative landing.*

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
27	**FLIGHT CONTROLS**				
62-2	Speedbrake Caution Light System	C	1	0	(O) May be inoperative provided speedbrake lever is not positioned beyond ARMED position in flight below 800 feet radio altitude or when landing flaps are extended.
63-1	AUTO SPDBRK, SPOILERS and STAB TRIM Lights	C	3	0	(M) May be inoperative provided associated EICAS message is verified to operate once each flight day (see Notes and Definitions Section 9.03).
81-1	Inboard Slat Loss Sensing System	A	2	1	(M)(O) Either left or right switch may be inoperative provided: a) Slat loss sensing switch is deactivated, b) Minimum approach speeds are increased by 10kts for each approach, and c) Repair is made within one flight day (see Notes and Definitions Section 9.03).

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
28	**FUEL**				
11-1	Sump Drain Valves	C	6	5	(M) One may be inoperative closed.
21-1	Pressure Fuelling System	C	1	0	(M) May be inoperative provided alternate procedures are established and used.
	1) Fuel Shutoff Valves	C	4	0	(M) May be inoperative closed.
22-1	Main Tank Fuel Pumps	C	4	3	(M)(O) Except for ETOPS operations beyond 138 minutes, one may be inoperative provided: a) Inoperative pump is deactivated, b) Both main tank quantity indications operate normally, and c) Appropriate minimum fuel quantities are maintained in the affected tank for the associated flight condition (see DDG). Note: *For aircraft dispatching with a left, forward main tank fuel pump inoperative and equipped with a centre tank fuel scavenge system, any fuel remaining in the centre tank after centre tank pumps are switched off should be considered unusable.*
	1) Automatic Function of Left Forward Pump	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
22-2	Centre Tank Fuel Pumps	C	2	1	(M)(O) One may be inoperative provided: a) Fuel quantity in main tanks is adequate to reach a suitable airport is remaining pump fails at any time, b) Zero fuel weight calculations are adjusted by weight of centre tank fuel, c) Effect on the aircraft balance in the event the fuel cannot be used is accounted for, d) Low PRESS light operates normally on the remaining pump, e) Centre tank quantity indication operates normally, and f) Affected pump is deactivated.
		C	2	0	(M) Both may be inoperative provided: a) Centre tank remains empty, b) Centre tank is verified to be empty before each refuelling, and c) Affected pumps are deactivated.

(cont.)

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
28 FUEL				
22-2 Centre Tank Fuel Pumps (cont.)				
1) Aircraft Without Automatic Shut Off System [G-BYAO]	C	2	0	(M) Both may be inoperative provided: a) Boeing Alternate Means of Compliance to Airworthiness Directives 2002-19-52 and 2002-24-51 are in effect, b) Centre tank contains less than 2,300kg of fuel, c) Centre tank fuel is not used, and d) Affected pump(s) is deactivated.
22-3 Dual Fuel Crossfeed Valves [CAA] [All 757-200 aircraft except G-OOOZ]	C	2	1	(M) One may be inoperative provided: a) Affected valve is secured closed, b) Remaining valve and the associated VALVE light operate normally, and c) For ETOPS operations, remaining valve is exercised during the last hour of flight.
22-5 Automatic Shut Off System - Service Bulletin 757-28A0081 [G-CPEP – G-CPEV, G-OOBA – G-OOBJ, G-OOOX & G-OOOZ]	C	2	0	(O) May be inoperative with centre tank fuelled provided: a) Centre tank fuel pump low PRESS lights operate normally, b) Centre tank quantity indication operates normally, c) Centre tank pumps are off for takeoff if centre tank fuel is less than 2,300kg with aircraft readied for initial taxi, d) Centre tank fuel pumps are positioned on above 10,000ft or after pitch attitude has been reduced to begin acceleration to climb speed, if more than 500kg remain in centre tank, e) Both centre tank fuel pumps are positioned off at first indication of fuel pump low pressure, f) Both centre tank fuel pumps are selected off when centre tank fuel quantity reaches 500kg of fuel during climb, cruise or descent, and g) In cruise and only when required to extinguish the FUEL CONFIG light and EICAS FUEL CONFIG message, both centre tank fuel pumps are selected off when centre tank fuel quantity reaches 400kg.
(cont.)				

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
28 FUEL				
22-5 Automatic Shut Off System - Service Bulletin 757-28A0081 (cont.)				
	C	2	0	May be inoperative provided associated centre tank fuel pump is considered inoperative.
	C	2	0	May be inoperative provided centre tank remains empty.
22-7 Universal Fault Interrupter (UFI) – STC ST01950LA [G-BYAD, G-BYAE, G-BYAH G-BYAI, G-BYAK, G-BYAL, G-BYAP, G-BYAS, G-BYAT, G-BYAU, G-BYAW, G-BYAX & G-BYAY]	C	2	0	May be inoperative provided associated centre tank boost pump is considered inoperative.
25-1 APU (DC) Fuel Pump	C	1	0	(M) May be inoperative provided: a) Both left fuel tank boost pumps operate normally when APU is required for dispatch (see Section 9.49.11-1 – Auxiliary Power Unit and Section 9.24.00-2 – APU Driven Generator), and b) Pump is deactivated.
25-2 APU Fuel Shutoff Valve	C	1	0	(M) May be inoperative provided: a) APU is considered inoperative, and b) Valve is secured closed.
26-1 Defuel Valves	C	2	0	(M) May be inoperative closed.
40-1 Crossfeed VALVE Light(s) 1) Single Valve installation [G-OOOZ]	C	1	0	(M) Except for ETOPS operations, may be inoperative provided: a) Crossfeed valve is verified to operate normally, and b) Both main fuel tank quantity indications operate normally.
(cont.)				

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
28 FUEL				
40-1 Crossfeed VALVE Light(s) (cont.)				
2) Dual Valve installation [CAA] [All other 757-200 Aircraft]	C	2	1	(M) One may be inoperative provided: a) The operative VALVE light and associated crossfeed valve is verified to operate normally, and b) Both main fuel tank quantity indications operate normally.
	C	2	0	(M) Except for ETOPS operations both may be inoperative provided: a) Both crossfeed valves are verified to operate normally, and b) Both main fuel tank quantity indications operate normally.
40-2 SPAR VALVE Lights	C	2	0	(M) May be inoperative provided spar valve is verified to operate normally once each flight day (see Notes and Definitions Section 9.03).
41-1 Fuel Tank Quantity Indication Systems (Flight Deck)				
1) Main Tank Indications	C	2	1	(M)(O) Except for ETOPS operations one indication may be inoperative provided: a) Fuel quantity in associated tank is verified by an alternate procedure, b) For non-Pegasus FMCs both EICAS computers operate normally, c) Fuel flow indications operate normally, d) FMC FUEL is initialized with the known total fuel quantity, e) The QRH ENGINE FUEL LEAK checklist is used to identify any fuel leaks, f) All main tank boost pumps operate normally, and g) Fuel pump low PRESS lights for associated tank operate normally. Note: *FUEL CONFIG advisory message for lateral imbalance may be inhibited.*
(cont.)				

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
28 FUEL				
41-1 Fuel Tank Quantity Indication Systems (Flight Deck) (cont.)				
2) Centre Tank Indicator	C	1	0	(M) May be inoperative provided: a) Centre tank remains empty, and b) Centre tank is verified to be empty before each refuelling.
a) Aircraft without Automatic Shut Off System [G-BYAO]	C	1	0	(M) May be inoperative provided: a) Boeing Alternate Means of Compliance to Airworthiness Directives 2002-19-52 and 2002-24-51 are in effect, b) Centre tank contains less than 2,300kg of fuel, and c) Centre tank fuel is not used.
b) Aircraft with Automatic Shut Off System [All other 757-200 aircraft]	C	1	0	(M)(O) Except for ETOPS operations, may be inoperative provided: a) Fuel quantity in associated tank is verified by an alternate procedure, b) Fuel flow indications operate normally, c) FMC FUEL is initialized with the known total fuel quantity, d) The QRH ENGINE FUEL LEAK checklist is used to identify any fuel leaks, e) Both centre tank boost pumps operate normally, and f) Centre tank fuel pump low PRESS lights operate normally.
3) Fuel Quantity Densitometers	C	3	0	May be inoperative.
41-2 Fuel Quantity Processor Channels	B	2	1	(O) Except for ETOPS operations, one channel may be inoperative provided: a) All flight deck fuel indications operate normally, b) For non-Pegasus FMCs, both EICAS computers operate normally, c) Fuel flow indications operate normally, and d) FMC TOTALIZER FUEL quantity agrees with the fuel quantity indications.
41-6 Fuel Quantity Indications (Fuelling Panel)	C	3	0	(M) May be inoperative provided alternate fuelling procedures are established and used.

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
28	**FUEL**				
41-7	Total Fuel Quantity Indication	C	1	0	(O) May be inoperative provided: a) FMC is initialized with the known total fuel quantity, b) For non-Pegasus FMCs, both EICAS computers operate normally, c) Fuel flow indications operate normally, and d) Both FMCs operate normally.
		C	1	0	(O) May be inoperative provided: a) Main tank fuel quantity indicators operate normally, and b) Centre tank fuel quantity indicator is considered inoperative.
42-1	Fuel Pump Low PRESS Lights	C	6	3	May be inoperative for an associated inoperative pump.
		C	6	3	(M) May be inoperative provided associated EICAS message is verified to operate normally once each flight day (see Notes and Definitions Section 9.03).
43-1	Fuel Temperature Indicating System	C	1	0	(O) May be inoperative provided Total Air Temperature (TAT) is used as an indication of fuel temperature. Note: *Static Air Temperature may be used provided appropriate ram rise factor is applied (see DDG and Section 9.34.13-7 – Total Air Temperature Indication).*
44-1	Measuring Sticks	C	14	0	May be inoperative provided fuel quantity is determined by other approved means.

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
29	**HYDRAULIC POWER**				
11-1	Engine Driven Hydraulic Pumps (Depressurisation Function)	C	2	0	May be inoperative.
11-2	Centre System (Electric) Hydraulic Pumps	C	2	1	(M) One may be inoperative provided the pump is deactivated.
18-1	Remote Quantity Indicator	C	1	0	May be inoperative.
31-1	Hydraulic Low SYS PRESS Lights	C	3	0	(M) May be inoperative provided: a) Associated pump low PRESS lights operate normally, and b) Associated HYD SYS PRESS EICAS indication is verified to operate normally.
31-2	Pump Low Pressure Indication Systems				
	1) Left, Centre and Right Pump Low Pressure Indication Systems	C	6	3	(M)(O) One in each hydraulic system may be inoperative provided: a) Associated low SYS PRESS light operates normally, and b) Associated pump is verified to operate normally before each departure.
	2) Centre System Electric Pump Low Pressure Indication Systems	C	2	1	One may be inoperative provided associated pump is selected off.
31-3	HYD PRESS Indications (EICAS) [If installed]	D	3	0	May be inoperative.
32-1	Pump Overheat Indication Systems				
	1) Left, Centre and Right Pump OVHT Lights	C	6	3	(O) One in each system may be inoperative provided: a) Associated low SYS PRESS light or pump low PRESS light operate normally, and b) Associated pump is verified to operate normally before each departure.
	2) Centre Electric Pump Indication Systems	C	2	1	One may be inoperative provided associated pump is selected off.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
29 HYDRAULIC POWER				
33-1 Hydraulic System LOW QTY or RSVR Lights	C	3	0	May be inoperative provided HYD QTY indication(s) operates normally.
	C	3	0	(M) May be inoperative provided: a) Associated reservoir level(s) is verified normal before each departure, and b) Associated SYS PRESS lights operate normally.
33-2 HYD QTY Indications	C	3	0	(M) May be inoperative provided: a) Reservoir level(s) is verified normal before each departure, and b) Associated low SYS PRESS lights operate normally.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
30 ICE AND RAIN PROTECTION				
11-1 Wing Anti-Ice Valves	C	2	0	(M) Except for ETOPS operations beyond 138 minutes, may be inoperative closed provided the aircraft is not operated in known or forecast icing conditions.
11-2 Wing Anti-Ice VALVE lights	C	2	0	(O) May be inoperative provided associated valve operates normally.
	C	2	0	May be inoperative provided associated valve(s) is inoperative.
	C	2	0	May be inoperative provided associated EICAS advisory message L(R) WING ANTI-ICE operates normally.
11-3 Wing Anti-Ice Ground Test	C	1	0	May be inoperative.
21-1 Engine Anti-Ice Valves	C	2	1	(M) Except for ETOPS operations beyond 138 minutes, one may be inoperative closed provided the aircraft is not operated in known or forecast icing conditions.
	C	2	1	(M)(O) One may be inoperative locked in the partially open position provided: a) Reduced thrust and/or Derate operation is not permitted, b) Improved climb performance is not permitted, c) Anti-ice off thrust settings are reduced by appropriate values (see DDG), d) Engine anti-ice is selected on for affected engine during the entire flight, and e) Appropriate performance adjustments are applied (see DDG). Notes: *1) In this case the Operations Manual note (SP16.2) prohibiting the use of engine anti-ice when OAT (on-ground) or TAT (in-flight) is above 10°C does not apply.* *2) The increased fuel burn should be accounted for, see OMA 8.3.16 – Icing conditions in flight.*

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
30	**ICE AND RAIN PROTECTION**				
21-2	Engine Anti-Ice VALVE lights	C	2	1	(M) One may be inoperative provided valve operation is verified normal before operation in known or forecast icing conditions.
		C	2	1	One may be inoperative provided associated valve is inoperative.
		C	2	1	One may be inoperative provided associated EICAS advisory message L(R) ENG ANTI-ICE operates normally.
31-1	Pitot Probe Heater Systems [CAA]	B	4	3	Except for ETOPS operations beyond 138 minutes, one probe heater may be inoperative provided the aircraft is not operated in visible moisture, or known or forecast icing conditions. Notes: *1) The pitot heater systems are required to be operative for RVSM operations.* *2) For RVSM non-normal operating procedures see OMA 8.9.1 – Navigation Procedures.*
	1) Captains and First Officers Primary Probe Heaters (ADIRS equipped aircraft) [G-OOBC – G-OOBF]	C	2	1	(M)(O) One may be inoperative provided: a) Associated Air Data System is considered inoperative, and b) Remaining probe heater indicating systems for operative probe heaters operate normally. Note: *See Section 9.34.26-1 – Air Data Systems.*
31-2	Probe Heat Lights (Except CAPT PITOT and F/O PITOT)	B	-	0	(M) May be inoperative provided: a) Associated EICAS advisory message is verified to operate normally, and b) Probe heater systems operate normally.
	1) Pitot Probe Heat Lights	B	2	1	May be inoperative provided associated probe heater is considered inoperative.
	2) Angle of Attack (AOA) and Temperature (TAT) Probe Heat Lights	C	-	1	May be inoperative provided associated probe heater is considered inoperative.

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
30	**ICE AND RAIN PROTECTION**				
31-5	CAPT PITOT and F/O PITOT Heat Indicating Systems (Heater OFF monitor)	B	2	0	Except for ETOPS operations beyond 138 minutes, may be inoperative provided: a) Pitot heater systems operate normally, b) Remaining probe heater indicating systems for operative probe heaters operate normally, and c) Aircraft is not operated in known or forecast icing conditions.
	1) ADIRS equipped aircraft [G-OOBC – G-OOBF]	C	2	1	(M)(O) May be inoperative provided: a) Associated Air Data System is considered inoperative, and b) Remaining probe heater indicating systems for operative probe heaters operate normally. Note: *See Section 9.34.26-1 – Air Data Systems.*
32-1	Angle of Attack Sensor Heater Systems	C	2	1	(M) One may be inoperative provided: a) Associated AOA vane is verified intact, b) Remaining probe heater indicating systems for operative probe heaters operate normally, and c) Aircraft is not operated in known or forecast icing conditions.
33-1	Temperature (TAT) Probe Heater System	C	-	0	Except for ETOPS operations beyond 138 minutes, may be inoperative provided: a) Remaining probe heater indicating systems for operative probe heaters operate normally, and b) Aircraft is not operated in known or forecast icing conditions.
	1) ADIRS equipped aircraft [G-OOBC – G-OOBF]	C	2	1	(M)(O) May be inoperative provided: a) Associated Air Data System is considered inoperative, and b) Remaining probe heater indicating systems for operative probe heaters operate normally. Note: *See Section 9.34.26-1 – Air Data Systems.*
34-1	Engine Probe Heat Systems	C	2	1	Except for ETOPS operations beyond 138 minutes, one may be inoperative provided aircraft is not operated in known or forecast icing conditions.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
30 ICE AND RAIN PROTECTION				
41-1 Flight Deck Window Heat Systems				
1) No. 1 (Forward) Windows	C	2	1	(M) Except for ETOPS operations beyond 138 minutes, one may be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) Both No. 2 (side) window heaters operate normally, c) Associated windshield pneumatic anti-fog system operates normally, and d) Associated window heat is deactivated.
2) No. 2 (Side) Windows	C	2	1	(M) One may be inoperative provided: a) Both No. 1 (forward) window heaters operate normally, and b) Associated window heat is deactivated.
3) No. 3 (Side) Windows	C	2	0	(M) May be inoperative provided associated window heat is deactivated.
41-2 Window Heat INOP Lights	C	4	0	(M) May be inoperative provided associated window heat system is verified to operate normally before each departure.
	C	4	1	May be inoperative provided associated window heat system is inoperative.
41-3 Window/Probe Heat Ground Test System	C	1	0	May be inoperative.
42-1 Windshield Wipers	C	2	0	May be inoperative provided the aircraft is not operated in precipitation within 5 statute miles of airport of takeoff or intended landing.
1) High Speed	C	1	0	May be inoperative provided the low speed mode operates normally.
2) Low Speed	C	1	0	May be inoperative provided the high speed mode operates normally.
71-1 Drain Mast Heaters	C	-	0	(M) May be inoperative provided water supply to the associated galley, lavatory sink and drinking fountain is secured off.

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
31 INDICATING/RECORDING SYSTEMS				
25-1 Clocks [CAA]	C	2	1	The co-pilot's clock (RH Side) may be inoperative.
31-1 Flight Data Recorder (FDR) System (Includes Digital Flight Data Acquisition Unit (DFDAU)) [CAA]	A	1	0	May be inoperative provided: a) It is not reasonably practical for the FDR to be repaired or replaced before commencement of the flight, b) The aircraft shall not make more than eight consecutive flights when the FDR is unserviceable, beginning with the first flight after the FDR was last operating throughout the flight, c) Not more than 72 hours have elapsed since the FDR became unserviceable, and d) The cockpit voice recorder operates normally. Note: *A Digital Flight Data Acquisition Unit (DFDAU) failure that compromises mandatory flight data recording is annunciated by the EICAS status message FLT DATA AQU. Dispatch must be in accordance with FDR relief.*
1) Quick Access Recorder	A	1	0	May be inoperative provided repairs are carried out within 10 calendar days from the point at which the QAR was found to be unserviceable. Note: *If the equipment is used for purposes other than meeting the operators Flight Data Monitoring Programme, then the dispatch deviation and rectification interval quoted elsewhere within the MEL must be observed.*

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
31 INDICATING/RECORDING SYSTEMS				
35-3 Aircraft Condition Monitoring System (ACMS) [If installed]	D	1	0	System including Interactive Display Unit (IDU), and printer may be inoperative provided alternate maintenance recording procedures for engine health monitoring are used. Notes: *1) A Digital Flight Data Acquisition Unit (DFDAU) failure that compromises mandatory flight data recording is annunciated by the EICAS status message FLT DATA AQU. Dispatch must be in accordance with FDR relief.* *2) A Digital Flight Data Acquisition Unit (DFDAU) failure that compromises quick access recording only must be dispatched in accordance with QAR relief.* *3) The requirement for a manually recorded stable cruise report should be annotated in the Tech Log and carried out in accordance with Thomson Airways Operations Manual Bulletin 0.9.3.*

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
31 INDICATING/RECORDING SYSTEMS				
41-1 Engine Indicating and Alerting Systems (EICAS)				
1) Display Unit (DU) [CAA]	A	2	1	(M)(O) Except for ETOPS operations, one may be inoperative provided: a) All engine parameters operate normally, b) Standby Engine instruments operate normally and are turned on, c) Cargo fire/overheat test is performed before each departure, d) Electronic Engine Control or autothrottle system operates normally, e) At least one autopilot operates normally, f) All EICAS computers operate normally, and g) Repairs or replacements are made within one flight day (See Notes and Definitions Section 9.03). Note: *In the event of an additional DU failure enroute, the flight crew should consider landing as soon as practical.*
2) Computer	A	2	1	(M)(O) Except for ETOPS operations, one may be inoperative provided: a) Standby Engine Instruments operate normally and are turned on, b) Electronic Engine Control or autothrottle system operates normally, c) At least one autopilot operates normally, d) Both Display Units operate normally, and e) Repairs or replacements are made within one flight day (see Notes and Definitions Section 9.03). Note: *In the event of an additional computer failure enroute the flight crew should consider landing as soon as practical.*

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
31 INDICATING/RECORDING SYSTEMS				
51-1 Master Caution/Warning Systems				
1) Master WARNING Lights (Pilot's Glareshield)	C	2	1	One may be inoperative provided master warning aural system and all discrete warning lights operate normally.
2) Master CAUTION Lights (Pilot's Glareshield)	C	2	1	One may be inoperative provided master caution aural system and all discrete caution lights operate normally.
51-2 Takeoff Configuration Check (T/O CHK) Switch [If installed]	C	1	0	May be inoperative.
	D	1	0	May be inoperative provided procedures do not require its use.
61-1 Cockpit Door Surveillance System				See Section 9.23.70-1 – Video Surveillance System.
61-4 EICAS Status Messages	C	-	0	(M)(O) May be inoperative provided associated equipment is verified to operate normally before each departure.
	C	-	0	(M)(O) May be inoperative provided dispatch deviations for associated equipment are observed.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
32 LANDING GEAR				
00-1 Gear Door Ground Control Switches/Lights (P72 Panel)				
1) Gear Door Close Switches	C	-	0	(M) May be inoperative provided alternate procedures are established and used.
2) Gear Door Open/Door Arm Switches	C	-	0	(M) May be inoperative provided: a) Inoperative switch(es) is verified failed in the open circuit position, and b) Alternate gear extension switch ALTN GEAR EXTEND on the flight deck is verified to operate normally.
3) Gear Door Unlock/Unsafe Lights	C	3	0	May be inoperative.
30-1 Landing Gear Retracting System		1	1	757 aircraft may not be dispatched for gear down revenue flight. Special permission may be granted for non-revenue flight.
31-1 Landing Gear Latch Solenoid [CAA]	A	1	0	(M)(O) May be inoperative in the latched position provided: a) The override mechanism is verified to operate normally, and b) Repairs or replacements are carried out within three calendar days (see Notes and Definitions Section 9.03).
32-1 Main Landing Gear Uplock Springs	B	4	3	(M) One spring on one main gear uplock mechanism may be missing provided landing gear lever remains in the UP position until gear extension is required.

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
32 LANDING GEAR				
41-1 Wheel Brakes	C	8	7	(M)(O) One brake may be deactivated with a deactivation tool provided: a) Performance complies with AFM for One Brake Deactivated (see Performance Inflight, Text section or select Brakes, One Brake Deactivated on CTOP), and b) Antiskid operates normally on remaining wheels. Note: *Reduced thrust using assumed temperature method and/or derate is permitted.*
	C	8	7	(M)(O) One brake may be deactivated by capping off the brake line provided: a) Takeoff performance is based on landing gear extended (see DDG), b) Takeoff and landing performance complies with the AFM for one brake inoperative (see Performance Inflight, Text section or select Brakes, One Brake Deactivated on CTOP), c) After takeoff, landing gear remains extended for two minutes prior to retraction, and d) Antiskid operates normally on remaining wheels. Notes: *1) Reduced thrust using assumed temperature method and/or derate is permitted.* *2) In case of engine failure after V_1, performance is the prime consideration and the landing gear should be retracted normally.* *3) Pilots should consider the effects of delayed raising of the gear during winter operations.*

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
32 LANDING GEAR				
41-2 BRAKE SOURCE Indication System	C	1	0	(M)(O) May be inoperative provided associated EICAS Advisory message is verified to operate normally.
	B	1	0	(M) May be inoperative provided: a) L and R hydraulic low SYS PRESS lights operate normally, and b) Normal and alternate brake systems and brake accumulator are verified to operate normally.
41-3 Gear Retraction Braking System [CAA]	C	1	0	(O) May be inoperative provided: a) After takeoff, landing gear remains extended for two minutes prior to retraction, and b) Takeoff performance is based on landing gear extended (see DDG). Notes: *1) In case of engine failure after V_1, performance is the prime consideration and the landing gear should be retracted normally.* *2) Pilots should consider the effects of delayed raising of the gear during winter operatons.*
42-1 Antiskid System	C	1	0	(O) May be inoperative provided: a) AFM decrements are applied for antiskid inoperative operations (see Performance Inflight, Text section or select Brakes, Anti Skid INOP on CTOP), and b) Approach minima do not require its use. Note: *Reduced thrust using assumed temperature method is prohibited.*
1) Channels	C	8	7	(M)(O) One channel and associated brake may be inoperative provided: a) The brake is deactivated by an acceptable procedure (brake deactivated or line capping), and b) AFM decrements are applied for the selected procedure (see Item 9.32.41-1 – Wheel Brakes).

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
32 LANDING GEAR				
42-2 Alternate Antiskid Valves	C	4	0	(M)(O) May be inoperative provided: a) Manual braking capability on alternate brake system is verified on associated wheels, and b) Normal antiskid system operates normally.
	C	4	0	(M)(O) May be inoperative provided: a) Manual braking capability on alternate brake system is verified on associated wheels, and b) AFM antiskid inoperative performance decrements are applied (see Performance Inflight, Text section or select Brakes, Anti Skid INOP on CTOP). Note: *If failure affects normal antiskid system, reduced thrust using assumed temperature method is prohibited.*
42-3 ANTISKID Light	C	1	0	(M) May be inoperative provided antiskid system is verified to operate normally.
	C	1	0	(O) May be inoperative provided AFM decrements are applied for antiskid inoperative operations (see Performance Inflight, Text section or select Brakes, Anti Skid INOP on CTOP).
42-4 Autobrake System	C	1	0	May be inoperative provided: a) AUTO BRAKES light is not illuminated with the AUTO BRAKES switch off, and b) Approach minima do not require its use.
	C	1	0	(M) May be inoperative with AUTO BRAKES light illuminated and the AUTO BRAKES switch off provided: a) Autobrake solenoid valve is verified closed, and b) Approach minima do not require its use.
	C	1	0	(M) May be inoperative with AUTO BRAKES light illuminated and the AUTO BRAKES switch off provided: a) Module is deactivated in accordance with an accepted procedure, and b) Approach minima do not require its use.

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
32	**LANDING GEAR**				
44-3	PARK BRAKE Light	C	1	0	(M) May be inoperative provided: a) Parking brake valve operates normally, and b) Antiskid light is verified operational once each flight day (see Notes and Definitions Section 9.03).
		C	1	0	(O) May be inoperative provided AFM antiskid inoperative decrements are applied (see Performance Inflight, Text section or select Brakes, Anti Skid INOP on CTOP).
		C	1	0	(O) May be inoperative provided EICAS message PARKING BRAKE operates normally.
44-4	Brake Accumulator Pressure Gauge (Wing Fairing)	C	1	0	May be inoperative provided associated flight deck indication operates normally.
44-5	BRAKE PRESS Gauge (Flight Deck)	C	1	0	(M) May be inoperative provided: a) Brake accumulator charge is verified normal once each flight day (see Notes and Definitions Section 9.03), and b) Right low SYS PRESS light operates normally.
45-1	Tyre Pressure Indicators [If installed]	D	-	0	May be inoperative.
45-2	Nose Wheel Spin Brakes (Snubbers)	C	2	0	(M) May be damaged or missing.
46-1	Brake Temperature Monitoring System (BTMS) [If installed]	D	1	0	May be inoperative.
51-1	Rudder Pedal Nose Wheel Steering	B	1	0	(M)(O) May be inoperative provided: a) Approach minima do not require its use, and b) All takeoffs and landings are made by a pilot with access to an operating tiller.
61-1	Landing Gear DOORS Light System	C	1	0	(M) May be inoperative provided EICAS advisory message GEAR DOORS is verified to operate normally.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
32 LANDING GEAR				
61-2 Landing Gear Position Sensors				
1) Nose Gear Up Sensors	C	2	1	(M) One may be inoperative provided nose gear door sensors are verified to operate normally.
2) Main Gear Up and Locked Sensors				
a) System One	C	2	0	(M) May be inoperative provided: a) Main gear door closed sensors are verified to operate normally, and b) Both main gear up and locked sensors from System Two are verified to operate normally.
b) System Two	C	2	0	(M) May be inoperative provided: a) Main gear door closed sensors are verified to operate normally, and b) Both main gear up and locked sensors from System One are verified to operate normally.
3) Gear Door Position Sensors				
a) System One	C	3	0	(M) May be inoperative provided System Two door sensors are verified to operate normally.
b) System Two	C	3	0	(M) May be inoperative provided System One door sensors are verified to operate normally.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
33 LIGHTS				
11-1 Flight Deck Compartment and Instrument Lighting System [CAA]	C	-	-	Individual lights may be inoperative provided: a) Sufficient lighting is operative to clearly illuminate all required instruments, controls and other devices for which it is provided, b) Sufficient flight deck emergency lighting is operative, c) Lighting is positioned so direct rays are shielded from the flight crew's eyes, and d) Lighting configuration and intensity is acceptable to the flight crew.
	C	-	0	May be inoperative for daylight operations.
16-1 Master Dim and Test System				
1) Test Function	C	1	0	(M) May be inoperative provided the intended function of associated light(s) is verified.
2) Dim Function	C	1	0	(M) May be inoperative provided: a) Bright functions operate normally, and b) Light intensity is acceptable to the flight crew.
21-1 Cabin Interior Lighting [CAA]	C	-	-	May be inoperative provided: a) Remaining lighting is sufficient for the cabin crew to perform their required duties, b) For night ETOPS operations, at least 75% of the night lights must operate, and c) Cabin emergency lighting is operative.
	C	-	-	May be inoperative provided passengers are not carried. Notes: *1) Cabin emergency lighting does not include floor proximity lights (see Item 9.33.51-3 – Floor Proximitiy Emergency Escape Path Marking System).* *2) Night lights are approximately 5cm square, set into the aisle ceilings and near emergency exits throughout the cabin. They are part of the emergency lighting system designed to provide area illumination when all lighting has failed.*

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
33 LIGHTS				
24-1 Passenger Information Signs (NO SMOKING / FASTEN SEAT BELT / RETURN TO SEAT) [CAA]	C	-	-	(M)(O) May be inoperative provided: a) Associated passenger seat, lavatory or cabin crew seat is not occupied from which a NO SMOKING / FASTEN SEAT BELT / RETURN TO SEAT sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded – DO NOT OCCUPY. Note: *These provisions are not intended to prohibit lavatory use or inspections by crewmembers.*
	C	-	-	(O) May be inoperative and the affected passenger seat(s), cabin attendant seat(s) or lavatory(ies) may be occupied provided: a) The PA system operates normally and can be clearly heard throughout the cabin during flight, and b) An acceptable procedure is used to notify passengers when seat belts must be fastened and (if applicable) when passengers should return to cabin from toilet compartments. OR c) Passengers are not carried.
1) Aural Tone System	C	1	0	May be inoperative.
2) Flight Deck Automatic Function	C	-	0	(O) May be inoperative provided: a) Manual control function operates normally, and b) Procedures for its use are established and used.
31-1 Wheel Well Lights	C	8	0	May be inoperative.
31-3 Service Lights	C	11	0	May be inoperative. Note: *Service lights are located in the nose and main wheel wells, air conditioning bay, tailcone and APU bay.*
31-4 Electrical Equipment Centre Lights	C	10	0	May be inoperative.
37-1 Cargo Compartment Lights	C	-	0	May be inoperative.
1) Light Lens	C	-	0	(M) May be broken/missing provided associated light bulb is removed.

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
33	**LIGHTS**				
41-1	Wing Illumination Lights [CAA]	C	2	0	May be inoperative for daylight operations.
		C	2	1	One may be inoperative for night operations.
		C	2	0	(O) Both may be inoperative for night operations provided an alternative means is available and utilised to adequately illuminate ice accretion on another outside surface visible from the flight deck. Note: *A torch used to illuminate the windscreen wiper and post for evidence of ice accretion is considered sufficient for this purpose.*
42-1	Landing Lights	C	4	2	One nose gear and/or one wing mounted light may be inoperative for night operations.
		C	4	0	May be inoperative for daylight operations.
42-2	Taxi Lights [G-OOBC – G-OOBH, G-OOOX]	C	-	0	May be inoperative.
42-3	Runway Turnoff Lights	C	2	0	May be inoperative.
43-1	Position Lights (Bulbs)	C	8	4	One stationary light on the forward and aft tip of each wing may be inoperative.
		C	8	0	May be inoperative for daylight operations.
44-1	Anti-Collision Lights [CAA]				
	1) Red Fuselage Beacons/Strobes	C	2	0	Any or all may be inoperative for daylight operations provided the light(s) is repaired or replaced at the earliest practicable opportunity.
		C	2	1	One may be inoperative provided: a) A high intensity strobe light system is installed and operative, and b) The light is repaired or replaced at the earliest opportunity. Note: *If a red anti-collision light is inoperative, alternative procedures must be developed and used when the aircraft is on the ground with the engine(s) running.*
	2) White Strobes	C	-	0	May be inoperative.
45-1	Logo Lights	D	-	0	May be inoperative.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
33 LIGHTS				
51-1 Interior Emergency Lighting System (Battery Powered)	C	-	-	Light assemblies installed above the aisle (curved edge of the stowage bins) may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.
51-2 Exterior Emergency Lighting System (Battery Powered)	B	1	0	May be inoperative for daylight operations.
51-3 Floor Proximity Emergency Escape Path Marking System [CAA]				
1) Floor Mounted Incandescent Marker Systems (i.e. Discrete Light Sources) [As installed]	C	-	-	Up to 50% of the floor markers may be inoperative provided: a) There is a distance of no more than 1.016m (40”) between operative markers, b) The aisle floor light strips nearest to each exit are operative, and c) All exit identifiers are operative (where an exit identifier is illuminated by more than one light, at least 50% of the lights must be operative).
2) Floor Mounted Electroluminescent Systems (i.e. Continuous Light Strip) [As installed]	C	-	-	Up to 50% of the floor light strip may be inoperative provided: a) There is a distance of no more than 1.016m (40”) between light strip sections, b) The aisle floor light strip nearest to each exit are operative, and c) All exit identifiers are operative (where an exit identifier is illuminated by more than one light, at least 50% of the lights must be operative).

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B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
33 LIGHTS				
51-3 Floor Proximity Emergency Escape Path Marking System (cont.)				
3) Seat Mounted Marking / Lighting Systems [As installed]	C	-	-	Seat mounted marker lights or strip lights of similar light intensity to those used for floor mounted systems may be inoperative provided: a) There is a distance of no more than 1.016m (40”) between operative lights, b) Seat mounted marker lights or strip lights nearest to each exit are operative, c) Seat mounted flood lights nearest to each exit are operative, and d) All exit identifiers and other exit cues are operative/fitted (e.g. route markers or placard) (where an exit identifier is illuminated by more than one light, at least 50% of the lights must be operative).

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
34	**NAVIGATION**				
00-1	Instrument Source Select Switches	C	-	-	(O) May be inoperative provided: a) Associated instruments operate from isolated sources, b) Inoperative switches are not moved in flight, and c) For ETOPS operations, at least one FMC, EFI and IRS switch must operate normally.
10-1	Vertical Speed Indicator (VSI) [CAA]	C	2	1	One may be inoperative for day VMC only.
13-1	Mach/Airspeed Indicators				
	1) Mach Indicators	C	2	1	One may be inoperative.
		C	2	0	May be inoperative provided EFIS Mach indications are installed and operating normally at the respective pilot's station.
		C	2	0	May be inoperative provided: a) Aircraft remains at or below FL300, and b) A placard with this limitation is affixed to the instrument panel.
	2) Command Airspeed Indicators	C	2	0	May be inoperative.
	3) Airspeed Indicators	C	2	0	May be inoperative provided EFIS airspeed indications are installed and operating normally at the respective pilot's station.
	4) External Airspeed Markers (Bugs)	C	-	0	(O) May be inoperative or missing provided alternative procedures are established and used.
13-2	Mach/Airspeed Warning Systems (Visual and Aural)	B	2	1	One may be inoperative.
13-6	Standby Altimeter Vibrator [CAA] [As installed]	C	1	0	May be inoperative provided: a) Both main altimeters are operating normally, and b) Published decision heights are increased by 200ft if standby altimeter is used to determine altitude. Note: *Standby altimeter vibrator is not fitted to aircraft with an integrated standby flight display installed, see Item 9.34.24-2 – Integrated Standby Flight Display.*
13-7	Total Air Temperature (TAT) Indication	C	1	0	(O) May be inoperative provided SAT indication is available (CDU - PROG 2/2).

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
34 NAVIGATION				
13-10 Speed Command (Fast-Slow) Indicators [As installed]	C	2	0	May be inoperative.
16-1 Altitude Alerting System [CAA]	B	-	0	(O) May be inoperative provided an autopilot with an altitude hold is operative. The aircraft may continue the flight or series of flights but shall not depart an airport where it is reasonably practicable for repairs or replacements to be made. Note: *One altitude alerting system is required to be operative for RVSM operations.*
21-1 Inertial Reference Systems (IRS)				
1) IRU (Air Data Computer Equipped Aircraft)				
a) Without HMG Installed [G-OOBG, G-OOBH]	C	3	2	(M)(O) Left or Right may be inoperative provided: a) Approach minima do not require its use, and b) Centre is selected and isolation is verified once each flight day (see Notes and Definitions Section 9.03), and c) First Officer's IRS instrument source select switch operates normally.
	C	3	2	Centre may be inoperative for day VMC flight.
b) With HMG [All other 757-200 Aircraft]	C	3	2	(M)(O) Left or Right may be inoperative provided: a) Approach minima do not require its use, b) Centre is selected and isolation is verified once each flight day (see Notes and Definitions Section 9.03), c) First officer's IRS instrument source select switch operates normally, and d) For ETOPS operations, Left and Centre must operate normally.
	C	3	2	Centre may be inoperative for day VMC flight.
2) ADIRU Inertial Reference Function [G-OOBC – G-OOBF]	C	3	2	(M) One may be inoperative provided: a) Approach minima do not require its use, b) If left or right is inoperative, centre is selected and isolation is verified once each flight day (see Notes and Definitions Section 9.03).

(cont.)

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
34 NAVIGATION				
21-1 Inertial Reference Systems (IRS) (cont.)				
3) IRS Mode Selector Panel – Display and Keyboard Functions	C	1	0	For ETOPS operations, may be inoperative provided both FMC CDUs operate normally.
	C	1	0	For non-ETOPS operations, may be inoperative provided one FMC CDU operates normally. Notes: *1) Autoland System operational status is Cat IIIA with one IRS inoperative.* *2) With one IRS inoperative, NO LAND 3 (AUTOLAND 2 on some aircraft) will be annunciated on ASAs. With more than one IRS inoperative NO AUTOLND (MANUAL LND on some aircraft) will be annunciated.*
22-1 Attitude Director Indicators (ADI) [CAA]	A	2	1	One may be inoperative for day VMC provided: a) The standby attitude indicator operates normally, and b) Repairs or replacements are carried out within three calendar days (see Notes and Definitions Section 9.03).
22-2 Horizontal Situation Indicator (HSI) [CAA]	B	2	1	One HSI may be inoperative provided at least one independent compass heading is available on each pilot's instrument panel. Note: *In a normal instrument switching configuration each pilot's HSI and RDMI are supplied from independent sources.*
22-3 Radio Distance Magnetic Indicators (RDMI)	C	2	1	Left may be inoperative provided the flight is restricted to day VMC.
	C	2	1	Right may be inoperative.
22-4 Flight Director Systems	C	3	0	May be inoperative provided approach minima do not require their use.
1) Displays	C	2	0	May be inoperative provided approach minima do not require their use. Notes: *1) Flight Director required for P-RNAV SIDs and STARs.* *2) Windshear guidance may be unavailable.*

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
34 NAVIGATION				
22-5 Electronic Flight Instrument System (EFIS) Symbol Generators [CAA]	C	3	2	(M) Except for ETOPS operations, Left or Centre Symbol Generator may be inoperative provided isolation is verified by an approved procedure once each flight day (see Notes and Definitions Section 9.03). Notes: *1) To permit dispatch, an inoperative Right Symbol Generator may be exchanged with the Centre Symbol Generator.* *2) EFIS must be operative for ETOPS flights.*
22-6 EFIS Controls				
1) Switches (NAV AID / ARPT / DATA (RTE DATA) / WPT / WXR / TERR) [As installed]	C	-	-	One switch for each function may be inoperative provided procedures do not require its use.
2) Decision Height Indication (DH REF)	C	2	0	May be inoperative.
	C	2	0	May be inoperative provided approach procedures do not require its use. Note: *Flight crew use EADI DH.*
3) HSI Mode Selector				
a) MAP Position	B	2	1	(O) May be inoperative provided: a) Both FMCs operate normally, and b) Alternate procedures are established and used.
b) PLAN Position	C	2	1	(O) May be inoperative provided: a) Both FMCs operate normally, and b) Alternate procedures are established and used.
4) HSI Range Selector	C	2	1	One may be inoperative provided both FMCs operate normally.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
34 NAVIGATION				
22-7 EFIS Speed Tape [As installed]				
1) Mach Indicators	C	2	1	One may be inoperative.
	C	2	0	May be inoperative provided Mach indicators are installed and operating normally at the respective pilot's station.
	C	2	0	May be inoperative provided: a) Aircraft remains at or below FL300, and b) A placard with this limitation is affixed to the instrument panel.
2) Airspeed Indications	C	2	0	May be inoperative provided airspeed indicators are installed and operating normally at the respective pilot's station.
22-8 Pitch Limit Indicators	C	2	0	May be inoperative.
23-1 Magnetic Compass (Standby) [CAA]	B	1	0	May be inoperative provided two independent stabilized compass systems operate normally.
24-1 Standby Attitude/ILS Indicator [CAA] [As installed]				
1) Attitude Display	B	1	0	May be inoperative for day VMC only provided both attitude indicators are operative.
2) Approach Mode	C	1	0	May be inoperative provided approach minima do not require its use.
24-2 Integrated Standby Flight Display (ISFD) System [As installed]				
1) Attitude Display	B	1	0	May be inoperative for day VMC only provided both attitude indicators are operative.
2) Approach Mode	C	1	0	May be inoperative provided approach minima do not require its use.
3) Heading Display	C	1	0	May be inoperative.
4) Dedicated Battery/Charger System	C	1	0	Except for ETOPS operations beyond 138 minutes may be inoperative.
25-1 Instrument Comparator [CAA] [If installed]	B	1	0	May be inoperative for day VMC provided the Standby Attitude Indicator operates normally.

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
34 NAVIGATION				
26-1 Air Data Systems (ADIRS Equipped Airplanes) [G-OOBC – G-OOBF]				
1) Left and Right Air Data System	C	2	1	(M)(O) One may be inoperative provided: a) Centre Air Data is selected and operates normally, b) Centre ADIRU Inertial Reference Function operates normally, and c) Air data isolation is verified.
2) Centre Air Data System	D	1	0	May be inoperative.
31-1 ILS Systems [CAA]	C	3	0	Any in excess of those required by legislation, and not powered by a standby bus, may be inoperative. Notes: *1) Autoland System operational status is Cat IIIA with one ILS inoperative.* *2) With one ILS inoperative, NO LAND 3 (AUTOLAND 2 on some aircraft) will be annunciated on ASAs. With more than one ILS inoperative NO AUTOLND (MANUAL LND on some aircraft) will be annunciated.* *3) Centre ILS powered by 115V AC Standby bus. The left ILS and right ILS are not powered by a standby bus.* *4) The Left ILS also provides data to the GPWS. An inoperative Left ILS will render the GPWS Glideslope Deviation warning inoperative (see Section 9.34.46-1 3) Glideslope Deviation (Mode 5))*
32-1 Marker Beacon System [CAA]	A	1	0	May be inoperative provided: a) It is not reasonably practicable for repairs or replacements to be made, b) Approach minima do not require its use, and c) Repairs or replacements are made within 3 calendar days (see Notes and Definitions Section 9.03).

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
34 NAVIGATION				
33-1 Radio Altimeters [CAA]	C	3	1	(O) May be inoperative provided: a) GPWS is supplied with altitude data, and b) Approach minima or operating procedures do not require its use.
	A	3	0	(O) May be inoperative provided: a) Approach minima or operating procedures do not require its use, and b) Repairs or replacements are made within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first (see Notes and Definitions Section 9.03). Notes: *1) If the loss of the radio altimeter prohibits the normal operation of the GPWS, the dispatch alleviation and rectification interval for an inoperative GPWS must be observed.* *2) If the loss of the radio altimeter prohibits normal operation of the TCAS, the dispatch alleviation and rectification interval for an inoperative TCAS must be observed.* *3) Autoland System operational status is Cat IIIA with one radio altimeter inoperative.* *4) With one radio altimeter inoperative, NO LAND 3 (AUTOLAND 2 on some aircraft) will be annunciated on ASAs. With more than one radio altimeter inoperative NO AUTOLND (MANUAL LND on some aircraft) will be annunciated.*

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
34 NAVIGATION				
43-1 Weather Radar Systems [CAA]	A	-	0	(O) Required when flying for the purposes of public transport, except that a flight may commence if the system is unserviceable provided: a) The weather radar display is provided to only one pilot, as long as the aircraft is flying only to a place where it is reasonably practicable for the system to be repaired/replaced, OR b) When the weather report or forecast available to the commander of the aircraft indicate that cumulo-nimbus clouds or other potentially hazardous weather conditions, which can be detected by the system when in working order, are unlikely to be encountered on the intended route or planned diversion therefrom or the commander is satisfied that any such weather conditions will be encountered in daylight and can be seen and avoided, and the aircraft is in either case operated throughout the flight in accordance with any relevant instructions given in the Operations Manual.
	D	-	1	Any in excess of those required by Operating Requirements may be inoperative.
1) Autotilt/Multiscan Function [If installed]	C	1	0	May be inoperative provided manual tilt function operates normally.
2) WXR ON Light [If installed]	D	2	0	(O) May be inoperative provided alternate procedures are established and used.
3) GAIN UCAL Light [If installed]	D	-	-	May be inoperative.
4) Windshear Alert Mode (Predictive) [If installed]	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System operates normally.
	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
34 NAVIGATION				
46-1 Ground Proximity Warning System [CAA]	A	1	0	May be inoperative provided repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days (see Notes and Definitions Section 9.03), whichever occurs first.
1) Terrain Avoidance (Modes 1-4)	A	-	0	May be inoperative provided repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days (see Notes and Definitions Section 9.03), whichever occurs first.
2) Test Mode	A	-	0	May be inoperative provided repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days (see Notes and Definitions Section 9.03), whichever occurs first.
3) Glideslope Deviation (Mode 5)	B	-	0	May be inoperative.
	C	-	0	May be inoperative for day VMC only.
4) Advisory Callouts (Mode 6)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. Note: *Standard calls in lieu of automatic callouts are contained in OMB, Normal & Supplementary Procedures, Normal Procedures.*
5) Windshear Alert Mode (Reactive) (Mode 7)	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (predictive) operates normally (if installed).
	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions. Note: *Further guidance for Windshear Escape manoeuvre is contained in OMB, Non-Normal & Emergency Procedures, QRH, Manoeuvres Section.*

(cont.)

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
34 NAVIGATION				
46-1 Ground Proximity Warning System (cont.)				
6) EGPWS Functions (Including Terrain Clearance Floor and Terrain Display Functions)	A	-	0	May be inoperative provided: a) The GPWS functions are operative, and b) Repairs or replacements are carried out within 10 calendar days (see Notes and Definitions Section 9.03).
	A	-	0	May be inoperative provided repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days (see Notes and Definitions Section 9.03), whichever occurs first.
51-1 VOR Navigation Systems	C	2	1	Any in excess of those required by legislation and not powered by a standby bus may be inoperative (see Navigation Equipment in Notes and Definitions Section 9.03). Note: *The left VOR is powered by the standby bus and therefore must be serviceable.*
53-1 ATC Transponder / Automatic Altitude Reporting Functions [CAA]	D	2	1	Any in excess of those required for the intended route may be inoperative.
	C	-	0	One or more may be inoperative provided permission is obtained from the Air Navigation Service provider(s) when required for the intended route. Notes: *1) An operative ATC Mode S transponder is defined as a transponder which can provide, at least, Elementary Surveillance capability.* *2) Altitude reporting, provided by an ATC Mode S transponder, is required for TCAS II operations. See Item 9.34.61-2 – TCAS.* *3) Altitude reporting, provided by an ATC Mode S transponder, is required for flight in RVSM airspace.*
(cont.)				

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
34 NAVIGATION				
53-1 ATC Transponder / Automatic Altitude Reporting Functions (cont.)				
1) Enhanced Surveillance Capability [If installed]	D	-	0	One or more Downlinked Aircraft Parameters (DAPs), which provide Enhanced Surveillance, may be inoperative when not required for the intended route.
	C	-	0	One or more DAPs, which provide Enhanced Surveillance, may be inoperative when required for the intended route.
55-1 Distance Measuring Equipment Systems	C	2	1	Any in excess of those required may be inoperative (see Navigation Equipment in Notes and Definitions Section 9.03).
57-1 Radio Compass (ADF) Systems	D	-	-	Any in excess of those required may be inoperative (see Navigation Equipment in Notes and Definitions Section 9.03).
60-3 Global Positioning System (GPS) [If installed]	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
34 NAVIGATION				
61-1 Flight Management Computer Systems (FMCS) (Including CDU / HMCDU / MCDU) [CAA]	C	2	1	(M)(O) Except for ETOPS operations, one may be inoperative provided enroute operations do not require its use.
	C	2	0	(M)(O) Except for ETOPS operations, both may be inoperative provided: a) Both Fuel Quantity Indicating System (FQIS) processor channels operate normally, b) All flight deck fuel quantity indications operate normally, c) Enroute operations do not require its use, and d) IRS alignment is completed before aircraft movement.
	C	2	1	(O) For long-range navigation operations, one may be inoperative provided other acceptable means of navigation is available. Notes: *1) An associated HMCDU or MCDU, if operative, may be used to meet navigation requiorements.* *2) One Long Range Navigation System is required for operation in North Atlantic Airspace on prescribed routes and B-RNAV airspace (see OMA 8.14.10 for further details).* *3) Two Long Range Navigation Systems are required for operation in Flight Navigator Areas, MNPS and RNP10 airspace (see OMA 8.14.10 and 8.14.16 for further details).*

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B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
34 NAVIGATION				
61-1 Flight Management Computer Systems (FMCS) (cont.)				
1) Navigation Databases	A	-	-	Except for operations in RNP10 airspace (see OMA 8.14.16), may be inoperative provided pilots charts are used as a primary navigation source and repairs or replacements are made within 10 calendar days (see Notes and Definitions Section 9.03).
	A	-	-	(O) Except for operations in RNP10 airspace (see OMA 8.14.16), may be out of currency provided: a) Current aeronautical information is used to verify navigation fixes prior to dispatch, b) Procedures are established to verify status and suitability of navigation facilities used to define route of flight, these procedures are: i) A track and distance check of legs will be made against the OFP prior to departure, ii) Progress will be checked against Jepessen charts, iii) Raw data will be monitored during SIDs, STARs, and instrument approaches, and whenever below MDA. In particular monitor for map shifts, and c) The navigation database is updated to the current standard within 10 calendar days (see Notes and Definitions Section 9.03).
2) FMC Annunciator Light	C	1	0	(M) May be inoperative provided the CDU MSG light and EICAS Advisory message FMC MESSAGE are verified to operate normally.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
34 NAVIGATION				
61-2 Traffic Collision and Avoidance System (TCAS) [CAA]				
1) TCAS II System	A	-	0	(M)(O) May be inoperative provided the system is deactivated and secured, and a) It is not reasonably practicable for repairs or replacements to be made, and b) Repairs or replacements must be carried out within 10 calendar days (see Notes and Definitions Section 9.03).
2) Combined Traffic Alert (TA) and Resolution Advisory (RA) Displays	C	2	1	(O) May be inoperative on the non-flying pilot side provided TA and RA elements and audio functions are operative on the flying pilot side.
3) 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.
4) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided all installed RA and audio functions are operative.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
35 OXYGEN				
00-1 Remote Charging Panel [CAA] [If installed]	D	1	0	May be inoperative.
11-2 Crew Oxygen System				
1) Pressure Indication (EICAS)	B	1	0	(M) May be inoperative provided an acceptable procedure is used to verify that oxygen supply is above the minimum required before each departure. A table provided in the FPPM (2.2.12) may be used to determine minimum oxygen pressure (All aircraft are fitted with 114 cu. ft. bottles).
2) Bottle Gage	C	1	0	May be inoperative provided pressure indication (EICAS) operates normally.
3) Oxygen Thermal Relief Indicator	C	1	0	(O) May be damaged or missing.
4) Supernumerary Oxygen Masks	C	-	0	May be inoperative provided associated seat is not occupied.
	C	-	-	May be inoperative provided flight remains at or below 10,000ft AMSL.
20-1 Portable Protective Breathing Equipment (PBE) [CAA]	D	-	-	(M) PBE which is stowed in an approved stowage, but which is in excess of the required minimum crew complement, may be inoperative provided it is placarded to that effect and must either remain in an approved stowage or be removed from the aircraft. Note: *PBE which:* *a) cannot be stowed in an approved stowage (whether inoperative or not), or* *b) is a replacement item,* *is subject to the requirements of the International Civil Aviation Organization's Technical Instructions for the Safe Transport of Dangerous Goods by Air.*

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
35 OXYGEN				
21-1 Passenger Oxygen System [CAA]	A	1	0	(O) May be inoperative provided: a) Flight is not conducted where the minimum enroute altitude is above 14,000ft AMSL, b) Both air conditioning packs operate normally, c) All other components of the pressurization system operate normally, d) Aircraft remains at or below FL250, e) Portable oxygen units containing sufficient oxygen for 30 minutes endurance are provided for 10% of the passengers, f) Passengers are appropriately briefed, and g) Repairs or replacements are carried out within three calendar days (see Notes and Definitions Section 9.03).
	B	1	0	May be inoperative provided flight remains at or below 10,000ft AMSL.
1) Passenger Service Units (PSUs)	B	-	-	(M) One or more passenger service units (PSUs) may be inoperative without flight altitude restriction provided: a) Affected seats are blocked and placarded to prevent occupancy, and b) Units operate normally for all usable passenger seats, lavatory compartments and flight attendant locations.
2) Automatic Presentation System	B	1	0	(M) May be inoperative provided: a) The manual deployment system operates normally, and b) The aircraft remains at or below FL300.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
35 OXYGEN				
31-1 Portable Oxygen Dispensing Units (Bottle and Mask) [CAA]				Any in excess of those required by legislation 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.
1) With 6 or less operating cabin crew	D	-	8	(M) Minimum of 8 therapeutic oxygen bottles required for all flights excluding routes over Iran.
2) With 7 operating cabin crew	C	-	9	(M) Minimum of 9 therapeutic oxygen bottles required for all flights excluding routes over Iran. Notes: *1) No reserve oxygen is required or carried.* *2) The minimum requirement for other areas will be annotated in the Area Brief.*

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
36	**PNEUMATIC**				
11-1	Engine Bleed Pressure Regulating and Shutoff Valves (PRSOV)	C	2	1	(M) Except for ETOPS operations beyond 138 minutes, one may be inoperative provided: a) Shutoff valve and associated bleed valve switch is closed, b) Aircraft is not operated in known or forecast icing conditions, c) Remaining (opposite) engine bleed system and its associated pack operate normally, and d) Aircraft remains at or below FL350.
11-2	Engine High Stage Bleed Valve Systems	C	2	1	(M)(O) One may be inoperative provided: a) Valve is secured closed, b) A minimum N1 of 75% is maintained on associated engine in icing conditions, c) Descent, approach and landing are not made in icing conditions within 5,000ft AGL, and d) Remaining (opposite) engine bleed system operates normally.
11-3	Intermediate Pressure Check Valves (Low Pressure)	C	2	1	(M)(O) One may be inoperative open provided: a) Associated high stage bleed valve is secured closed, b) A minimum N1 of 75% is maintained on associated engine in icing conditions, c) Descent, approach and landing are not made in icing conditions within 5,000ft AGL, d) Remaining (opposite) engine bleed system operates normally, and e) Isolation valve remains closed, except for engine start.
11-4	APU Bleed Valve	C	1	0	(M) May be inoperative provided: a) Valve is closed, and b) Bleed switch remains off. Note: *The APU may be used for electrical power.*
11-5	APU Bleed Check Valve	C	1	0	May be inoperative provided APU bleed valve remains closed, except for engine start.

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
36	**PNEUMATIC**				
11-6	Bleed Air Isolation Valve	C	1	0	(M) Except for ETOPS operations beyond 138 minutes, may be inoperative provided: a) Valve is closed except for engine start, b) Aircraft is not operated in known or forecast icing conditions, and c) Both engine bleed valves operate normally.
12-1	Precoolers [CAA]	C	2	1	(M)(O) Except for ETOPS operations beyond 138 minutes, one may be inoperative provided: a) Associated engine bleed valve is closed, b) The aircraft is not operated in known or forecast icing conditions, c) The other engine bleed system and its associated pack operate normally, and d) Aircraft remains at or below FL350.
12-2	Fan Air (Precooler) Control Systems	C	2	0	(M) Except for ETOPS operations beyond 138 minutes, both may be inoperative provided: a) Associated fan air modulation valve is secured full open, and b) Aircraft is not operated in known or forecast icing conditions.
21-1	Bleed Air DUCT PRESS Indication Systems	C	2	1	One may be inoperative.
21-2	Pressure Regulating and Shutoff Valve Closed Position Indicating System	C	2	0	(M)(O) May be inoperative provided associated valve is verified to operate normally once each flight day (see Notes and Definitions Section 9.03).
		C	2	1	One may be inoperative for associated inoperative engine bleed pressure regulating and shutoff valve (see Item 9.36.11-1 – Engine Bleed Pressure Regulating and Shutoff Valves (PRSOV)).

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
36 PNEUMATIC				
22-1 BLEED Lights	C	2	1	(M)(O) One may be inoperative provided: a) Associated high stage bleed valve is secured closed, b) A minimum N1 of 75% is maintained on associated engine in icing conditions, c) Descent, approach and landing are not made in icing conditions within 5,000ft AGL, and d) Remaining (opposite) engine bleed system operates normally.
	C	2	1	One may be inoperative for an associated inoperative bleed system.
22-2 HI STAGE Lights	C	2	1	(M)(O) One may be inoperative provided: a) Associated high stage bleed valve is secured closed, b) A minimum N1 of 75% is maintained on associated engine in icing conditions, c) Descent, approach and landing are not made in icing conditions within 5,000ft AGL, and d) Remaining (opposite) engine bleed system operates normally.
	C	2	1	One may be inoperative for an associated inoperative bleed system.
22-4 Bleed ISLN Valve Light	C	1	0	(O) May be inoperative provided both duct pressure indicators operate normally.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
38 WATER/WASTE				
10-1 Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified to not have leaks. Note: *Any portion of the system which operates normally may be used.*
	C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.
30-1 Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified to not have leaks. Note: *Any portion of the system which operates normally may be used.*
(cont.)				

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
38 WATER/WASTE				
30-1 Lavatory Waste Systems (Including Wheelchair Accessible Lavatories) (cont.)	C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, b) The Pilot-In-Command will determine if flight duration is acceptable with a forward lavatory unusable, and c) Associated lavatory door(s) is secured closed and placarded INOPERATIVE – DO NOT ENTER. Notes: *1) These provisos are not intended to prohibit inspections by crew members.* *2) In addition the Commander will determine if dispatch is acceptable depending on the number of lavatories unserviceable, flight duration and number of passengers.* *3) The airplane should not be operated with the toilet system drain cap and valve components missing as these are required for cabin pressurisation and are the primary and secondary methods of containing toilet fluids from departing the airplane*

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
49	**AIRBORNE AUXILIARY POWER**				
11-1	Auxiliary Power Unit	C	1	0	Except for ETOPS operations, may be inoperative provided both engine generators operate normally. Note: *See also Section 9.24.00-2 – APU Driven Generator.*
		B	1	0	(M) Except for ETOPS operations beyond 138 minutes, may be inoperative provided: a) Both engine generators operate normally, and b) Hydraulic Motor Generator (HMG) is verified to operate normally.
	1) Pneumatic Function	C	1	0	May be inoperative provided procedures do not require its use.
15-1	APU Air Intake Door Actuation System	C	1	0	(M) May be inoperative secured closed provided APU is considered inoperative.
		C	1	0	(M) May be inoperative secured open provided APU is operated continuously during flight. Note: *The additional fuel burn for the anticipated period of APU use should be accounted for. See Operations Manual, Part A, 8.3.19 – Prolonged APU Usage.*
61-1	APU External Control System	C	1	0	May be inoperative and APU used, provided a qualified operator remains in the vicinity of the flight deck APU control.
		C	1	0	(M) May be inoperative and APU used, provided an APU automatic fire extinguishing system is installed and verified to operate normally.
70-1	APU FAULT Light	C	1	0	May be inoperative.
70-2	APU RUN Light	C	1	0	(O) May be inoperative provided another acceptable means to verify APU condition is available and used.
71-1	APU EGT Indication	C	1	0	May be inoperative.
72-1	APU Hourmeter System [If installed]	C	1	0	(M) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
49 AIRBORNE AUXILIARY POWER				
72-2 APU Cyclemeter System (Start Counter Meter) [If installed]	C	1	0	(M) May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
73-1 APU RPM Indication [If installed]	D	1	0	May be inoperative.
94-1 APU OIL QTY Indication [If installed]	C	1	0	May be inoperative provided APU is considered inoperative.
	D	1	0	(M) May be inoperative provided oil quantity is verified by alternate means.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
52 DOORS				
11-1 Main Entry Door/Slides (including emergency exits) [CAA]	A	8	7	(M)(O) One exit may be inoperative provided: a) The exit is secured closed prior to passengers boarding and is not used for any purpose whilst passengers are on board, b) All other exits and escape slides are fully operative, c) The number of passengers carried and the position of the seats which they occupy is in accordance with tables provided at the end of this section, d) All the emergency exit and/or exit markings, signs and lights associated with the affected door must be obscured, e) The exit is marked by a red disc at least 23cm in diameter with a horizontal white bar across it bearing the words “NO EXIT” in red letters, f) The pre-takeoff briefing to passengers must accurately represent the current state and condition of the aircraft’s escape facilities. An aural briefing by cabin crew, or a briefing using automatic audio/visual means, or a briefing by reference to a briefing card, must be immediately qualified by an aural announcement to draw the attention of passengers to the fact that a particular exit is inoperative and displays a red “NO EXIT” disc, g) Where the evacuation drill calls for cabin crew to be seated by the inoperative exit, they are briefed to direct passengers to a serviceable exit, h) It is not reasonably practicable to repair the inoperative exit before the commencement of the flight, i) Not more than 72 hours have elapsed since the exit became inoperative, and j) The aircraft does not exceed five further flights with the exit inoperative.
(cont.)				

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
52 DOORS				
11-1 Main Entry Door/Slides (including emergency exits) (cont.)				Note: *For the purpose of this MEL section, an exit (main/emergency) is considered to be inoperative when:* *a) The door does not function correctly,* *b) The evacuation slide / slideraft is not serviceable,* *c) The exit sign / identifier or interior emergency lighting is not serviceable, or* *d) The exit exterior emergency lighting is not serviceable during night operations.*
11-2 Main Entry/Service Door Arming Lever Hinged Covers [CAA]	D	6	0	May be inoperative, damaged or missing provided arming lever operation is not affected.
11-5 Door Pressure Stop Fittings 1) Number 2 and Number 4 (Left and Right) Passenger Doors / Lower Cargo Doors	C	-	-	(M)(O) One per door may be broken or missing provided: a) Flight is conducted in an unpressurised configuration, and b) Procedures are established and used to ensure the lower cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits (see Notes and Definitions Section 9.03).
2) Number 2 and Number 4 (Left and Right) Passenger Doors [CAA]	A	-	-	(M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated doors, b) An NDT inspection is carried out on the two adjacent stops and does not show any defects, c) Both automatic cabin pressure control systems operate normally, d) CABIN ALT indicator operates normally, e) CABIN DIFF pressure indicator operates normally, f) Aircraft remains at or below FL200, and g) The aircraft may continue a flight or series of flights, but may not depart an airport where repairs or replacements can be made.
30-1 Cargo Door Hinge Drive Units	C	2	0	Both electrical and manual drive functions may be inoperative.

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
52 DOORS				
51-3 Boeing/C&D Aerospace Enhanced Flight Deck Security Door [CAA]				
1) Automatic Locking System	A	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the door using the dead bolt, and d) Repairs are made within six flight days (see Notes and Definitions Section 9.03).
2) Pressure Relief Panels	A	-	0	(M) May be inoperative provided: a) The panel(s) are in the latched position, and b) Repairs are made within two flight days (see Notes and Definitions Section 9.03).
3) Flight Deck Door Control Selector/Switch				
a) LOCK/DENY Function	B	1	0	(M)(O) May be inoperative provided: a) The keypad is deactivated, b) The automatic locking system operates normally, and c) Alternate procedures are established and used to lock/unlock the door, and for access to the flight deck.
b) UNLOCK Function	C	1	0	(M)(O) May be inoperative provided: a) The automatic locking system operates normally, and b) Alternate procedures are established and used to lock/unlock the door, and for access to the flight deck.
c) NORM/AUTO Function	B	1	0	(M)(O) May be inoperative provided: a) The keypad is deactivated, b) The automatic locking system operates normally, and c) Alternate procedures are established and used to lock/unlock the door, and for access to the flight deck.
4) Keypad	B	1	0	(M)(O) May be inoperative provided: a) The keypad is deactivated, and b) Alternate procedures are established and used for access to the flight deck.

(cont.)

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
52 DOORS				
51-3 Boeing/C&D Aerospace Enhanced Flight Deck Security Door (cont.)				
5) LEDs on Keypad	C	-	0	(O) May be inoperative provided alternate procedures are established and used for access to the flight deck.
6) Door Chime/Buzzer	B	-	0	(M)(O) May be inoperative provided: a) The keypad is deactivated, b) Alternate procedures are established and used for access to the flight deck.
7) Door Lock AUTO UNLK/OPEN Light	C	1	0	(M) May be inoperative provided: a) The automatic lock controls operate normally, b) The door chime or buzzer operates normally, and c) Alternate procedures are established and used for access to the flight deck.
8) Door LOCK FAIL/FAULT Light	C	1	0	(M) May be inoperative provided the automatic lock controls operate normally.
51-4 Boeing/C&D Aerospace Enhanced Flight Deck Security Door Dead Bolt [CAA]	C	1	0	May be inoperative provided primary locking system operates normally.
51-8 Boeing/C&D Aerospace Enhanced Flight Deck Security Door Pressure Relief Panels	A	2	0	May be inoperative provided: a) Panels are in the latched position, and b) Repairs are made within two days.
71-1 Door Indication Systems [CAA]	C	-	0	(M) or (O) May be inoperative provided a visual check is made to determine that the affected door(s) is closed and locked prior to each departure. Note: *For inward opening doors the maintenance procedure should include a physical push check to confirm that the door(s) is closed.*

9.52.11-1 Main Entry Door/Slides (including emergency exits):

Notes:

1) For extended overwater operations occupancy shall not exceed the normal rated capacity of the slide/rafts, or the remaining slide/rafts, or the rated overload capacity remaining after loss of one additional slide/raft of greatest capacity, whichever is least.

2) Passengers should not be seated near the unserviceable exit – subject to aircraft centre of gravity limitations.

The following table(s) take the restrictions highlighted above into consideration.

B757, 235Y Configuration (G-BYAD – G-BYAY)

Inoperative Exit	Revised Passenger Capacity	Seats to be "blocked off"		Total number of seats to be "blocked off"
L1 / R1	165	1 B-C 17 A-C, E-F 23 D-F	2-6 A-F 18-22 A-F	70
L2 / R2	165	11 A, 11 F 13-22 A-F	12 A-E 23 D-F	70
L3 / R3	180	21 A 30-31 D-F	22-29 A-F	55
L4 / R4	165	21 A 28 D-F	22-27 A-F 37-41 A-F	70

B757, 233Y Configuration (G-OOBA, G-OOBG, G-OOBH, G-CPEP, G-CPEU, G-CPEV, G-OOOZ)

Inoperative Exit	Revised Passenger Capacity	Seats to be "blocked off"		Total number of seats to be "blocked off"
L1 / R1	164	12-22 A-F	23 D-F	69
L2 / R2	162	11 D-E 12-22 A-F	23 D-F	71
L3 / R3	176	21 A-C	22-30 A-F	57
L4 / R4	161	21 D-F 22-30 A-F	38 A-C 39-40 A-F	72

B757, 233Y Configuration (G-OOBC – G-OOBF, G-OOBI – G-OOBJ, G-OOOX)

Inoperative Exit	Revised Passenger Capacity	Seats to be "blocked off"		Total number of seats to be "blocked off"
L1 / R1	165	11 D-E	12-22 A-F	68
L2 / R2	165	11 D-E	12-22 A-F	68
L3 / R3	179	21 D-F 22-29 A-F	30 D-F	54
L4 / R4	164	21 D-F 22-29 A-F	30 D-F 38 D-F 39-40 A-F	69

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
53 FUSELAGE				
1 Fuselage Adjacent to Main Static Vents or Pitot/Static Systems [CAA]	-	-	-	(M) For RVSM operations fuselage damage must be within approved limits.

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B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
56 WINDOWS				
11-1 Flight Compartment Windows	A	6	5	(M) One forward (No.1) window outer glass ply may be cracked provided: a) Visibility through the affected windshield is acceptable to the captain and vision is not impaired on the remaining windshield, b) Window heat is on prior to takeoff and operated throughout flight, c) Airspeed is limited to 280 kts IAS below 10,000ft AMSL, and d) Operations are limited to one flight only before repairs are made. Notes: *1) If window heat subsequently fails during flight refer to QRH – WINDOW (HEAT).* *2) If further window damage occurs (arcing, delamination or cracking) refer to QRH – WINDOW DAMAGE.*
11-2 DV (No.2) Window [CAA]	B	2	1	One may be inoperative locked closed (direct vision facility unavailable) provided: a) Both forward main exit doors are operating normally, b) Windscreen heating system operates normally, c) Windscreen wiper system operates normally, and d) Only two crew are permitted on the flight deck.

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B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
73	**ENGINE FUEL & CONTROL**				
21-1	Electronic Engine Control (EEC) Systems	A	2	0	(O) For ETOPS operations, may be inoperative provided: a) Both EEC's are off, b) Engine Limiter Control (ELC) operates normally, and c) Repairs are made within three flight days (see Notes and Definitions Section 9.03).
		C	2	0	(O) Except for ETOPS operations, may be inoperative provided: a) Both EEC's are off, and b) Engine Limiter Control (ELC) operates normally.
21-2	Electronic Engine Control (EEC) INOP Lights	A	2	0	(O) For ETOPS operations, may be inoperative provided: a) Both EEC's are off, and b) Repairs are made within three flight days (see Notes and Definitions Section 9.03).
		C	2	0	(O) Except for ETOPS operations, may be inoperative provided both EEC's are off.
21-3	Fuel Control ENG VALVE Lights	C	2	0	(M) May be inoperative provided the associated valve operates normally.
21-5	ENG LOW N1 Indication (EICAS)	C	2	1	One may be inoperative.
21-8	Flight Idle / Ground Idle Systems [CAA]	C	2	0	Ground idle may be inoperative provided: a) Flight idle operates normally, b) Appropriate performance adjustments are applied (see DDG), and c) Thrust reversers operate normally.
21-9	Engine Limiter Control (ELC) Systems	B	2	1	(M)(O) One may be inoperative provided: a) N1, N2, N3 and fuel flow indications on the associated engine operate normally, b) Associated engine starter switch holding/cutout systems are verified to operate normally, and c) Electronic Engine Control (EEC) systems operate normally.
21-10	Engine Limiter Control (ELC) INOP Lights	C	2	1	One may be inoperative provided remaining operative light is associated with an operating Engine Limiter Control (ELC) system.

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
73	**ENGINE FUEL & CONTROL**				
31-1	Fuel Flow Indications	C	2	1	One may be inoperative provided: a) Associated N1, N2, N3 and EPR indications operate normally, and b) Main tank fuel quantity indicators operate normally.
32-1	Fuel Temperature Indicating System				See Section 9.28.43-1 – Fuel Temperature Indicating System

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
74 IGNITION				
00-1 Ignition Systems	A	4	3	(O) One may be inoperative provided: a) Ignition selector remains in BOTH position, b) Engine anti-ice system operates normally on the associated engine, and c) Repair is made within one flight day (see Notes and Definitions Section 9.03).
	C	4	2	(O) Except for ETOPS operations, one per engine may be inoperative provided: a) Ignition selector remains in BOTH position, and b) Engine anti-ice systems operate normally on the associated engine(s).

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
75 BLEED AIR				
32-1 Bleed Valve Control Altitude Switch	C	2	1	One may be inoperative.

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B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
76 ENGINE CONTROLS				
11-2 Engine Limiter Control (ELC) Systems				See Section 9.73.21-9 – Engine Limiter Control (ELC) Systems.
11-3 Engine Limiter Control (ELC) INOP Lights				See Section 9.73.21-10 – Engine Limiter Control (ELC) INOP Lights.

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
77	**ENGINE INDICATING**				
00-1	Target Parameter Indications	C	-	0	(O) May be inoperative provided an alternate means of achieving desired values is available and used. Note: *For Takeoff EPR see PI.10.1 General.*
11-1	Engine Pressure Ratio (EPR) Systems	C	2	1	(O) EICAS and/or standby indications for one engine may be inoperative provided: a) Appropriate procedures, AFM limitations and performance decrements are applied (see notes below and Performance Inflight Section 14 – Alternate Thrust Setting), b) Fuel flow indications for associated engine operate normally, c) N1, N2 and N3 EICAS indications for associated engine operate normally, d) N1 STANDBY indications for associated engine operate normally, and e) Approach minima do not require its use. Notes: *1) Improved climb performance is not permitted.* *2) Reduced thrust takeoff using either the assumed temperature and/or Derate method is prohibited.* *3) EECs must be deactivated (see Section 9.73.21-1 – Engine Electronic Control Systems).* *4) Operations from runways with precipitation exceeding 3mm average depth are not permitted.*
12-1	N1 Tachometer Systems	B	2	1	EICAS and/or standby indications for one engine may be inoperative provided: a) EPR (EICAS and STANDBY) indications for both engines operate normally, b) N2 and N3 EICAS indications for associated engine operate normally, and c) Fuel flow indications for associated engine operate normally.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
77 ENGINE INDICATING				
12-2 N2 Tachometer Systems (EICAS)	B	2	1	One N2 indication may be inoperative provided: a) N1 and N3 EICAS indications for associated engine operate normally, b) N1 STANDBY indications for associated engine operate normally, and c) Fuel flow indications for associated engine operate normally.
12-3 N3 Tachometer Systems (EICAS)	B	2	1	(O) One may be inoperative provided only the indication function is inoperative.
12-4 Low (N1) Engine Idle Control System				See Section 9.73.21-5 – ENG LOW N1 Indication (EICAS).
21-1 EGT Indications (Standby Engine Indicator) [CAA]	-	-	-	Must be operative.
31-1 Vibration Indicating Systems				
1) Broad Band	A	2	1	(M)(O) Except for ETOPS operations one may be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) Operations are limited to not more than three flight days before repair is made (see Notes and Definitions Section 9.03).
2) Tracking Filter	C	2	0	May be inoperative provided broad band system operates normally.

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
78 ENGINE EXHAUST				
31-1 Thrust Reversers [CAA]	C	2	1	(M)(O) One may be inoperative provided: a) Inoperative reverser is de-activated and secured in the forward thrust position, b) Appropriate performance adjustments are applied (see Performance Inflight, Text section or select RWY COND WET (if appropriate) and T/R INOP on C-TOP), and c) Operations on slippery (very wet or icy) runways are prohibited. Notes: *1) During landing roll-out with one reverser inoperative differential braking may be required to maintain directional control.* *2) Derate 1 or 2 thrust takeoff is permitted.* *3) Reduced thrust takeoff using the assumed temperature method is prohibited.*
36-1 REV Unlock Indications (Amber) [CAA]	C	2	1	(M)(O) One may be inoperative provided: a) No thrust reverser damage exits which would adversely affect aircraft operations, b) Thrust reverser for associated engine is de-activated and locked in the stowed (forward thrust) position, c) Appropriate performance adjustments are applied (see Performance Inflight, Text section or select RWY COND WET (if appropriate) and T/R INOP on C-TOP), and d) Operations on slippery (very wet or icy) runways are prohibited. Notes: *1) During landing roll-out with one reverser inoperative differential braking may be required to maintain directional control.* *2) Derate 1 or 2 thrust takeoff is permitted.* *3) Reduced thrust takeoff using the assumed temperature method is prohibited.*

B757 MINIMUM EQUIPMENT LIST

(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
78 ENGINE EXHAUST				
36-2 Full REV Position Indications	C	2	0	One or both may be inoperative provided the associated reverser unlock indication operates normally.

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(1) System, Sequence Numbers & Item		(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
79	**ENGINE OIL**				
31-1	OIL QTY Indications	B	2	1	(M) One may be inoperative provided: a) Oil tank is filled to recommended capacity before each departure, b) There is no evidence of above normal oil consumption or leakage, and c) Associated ENG OIL PRESS and OIL TEMP indications, and low ENG OIL PRESS lights operate normally.
33-1	Low Engine Oil Pressure Indication System	C	2	1	One may be inoperative provided associated OIL PRESS, OIL TEMP and OIL QTY indications operate normally.
34-2	Engine Oil Temperature Sensing Elements	C	-	2	(O) One element on each engine may be inoperative provided both engine oil temperature indications are available from one EICAS computer.
35-2	Engine Oil Filter (Pressure/Scavenge) Warning Indication	C	2	1	(M) Indication on one engine may be inoperative provided: a) It is determined that the malfunction is in the alerting system, b) Pressure and scavenge oil filters are replaced, and c) Master Chip Detector and the pressure and scavenge oil filters are checked for contaminants once each flight day (see Notes and Definitions Section 9.03).

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(1) System, Sequence Numbers & Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required For Dispatch	(5) Remarks Or Exceptions
80 STARTING				
00-1 Engine Start VALVE Lights	C	2	1	(O) One may be inoperative provided associated valve is verified closed after start.
00-2 Engine Start Valves	C	2	1	(M)(O) One may be inoperative provided: a) The associated start VALVE light operates normally, and b) Manual override start procedures are used.
11-2 Starter Switch Holding/Cutout Systems	C	2	0	(O) May be inoperative provided: a) Associated engine start valve operates normally, b) Associated Engine Limiter Control (ELC) operates normally, and c) Alternate procedures are established and used.

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