



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, DC

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# Master Minimum Equipment List (MMEL)

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Revision: 41  
Date 12/26/2023

## Boeing 767

Dale S. Bosselmann  
Flight Operations Evaluation Board (FOEB)

Approved by the Aircraft Evaluation Division  
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PAGE NO. I

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**LOG OF REVISIONS**

REV NO.	DATE	PAGE NO.
Original	Unknown	
37	03/27/2015	Complete Revision. See Highlights of Change for specifics.
38	05/12/2017	Complete Revision. See Highlights of Change for specifics.
39	10/26/2018	Complete Revision. See Highlights of Change for specifics.
40	08/09/2021	Complete Revision. See Highlights of Change for specifics.
41	12/26/2023	Cover Page, Table of Contents, Log of Revisions, Highlights of Change, Definitions and Preamble, 22-5 thru 22-7, 23-1 thru 23-2, 23-5 thru 23-7, 23-9, 23-13 thru 23-14, 23-25 thru 23-26, 23-28 thru 23-29, 23-31, 25-2, 25-10, 25-13, 25-16, 25-18, 25-21 thru 25-29, 26-3, 26-5, 26-18 thru 26-19, 28-10, 31-1, 31-8 thru 31-10, 33-1, 33-4 thru 33-5, 33-8, 34-2, 34-9 thru 34-10, 34-20, 34-23 thru 34-25, 34-29, 35-1, 35-3 thru 35-4, 35-8 thru 35-9, 38-1 thru 38-2, 73-2.

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AIRCRAFT: Boeing 767	<b>HIGHLIGHTS OF CHANGE</b>

The following changes are the Highlights of Changes for **Revision 41**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 08/01/2023.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections and formatting changes were made throughout the document, indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion. Relief for STC ST09889AC removed and transferred to Dynamic Regulatory System (DRS) website per PL-109.
22-5	Item 22-11-05-01-05 Relief for STC ST09889AC removed and transferred to DRS website per PL-109.
22-6	Item 22-11-05-02-04 and 22-11-05-03-03 Relief for STC ST09889AC removed and transferred to DRS website per PL-109.
22-7	Item 22-11-05-04-02 Relief for STC ST09889AC removed and transferred to DRS website per PL-109.
23-1	Item 23-11-01-01-05 Added separate relief for VHF Datalink.
23-2	Item 23-11-01-02-01 Added separate relief for HF Datalink.  Item 23-11-02 Relief removed and replaced with separate relief for VHF/HF/SATCOM Datalink.
23-5 thru 6	Item 23-24-01 thru 23-24-02 Relief added to chapter 23. Previously defined in chapter 25 item 25-63-10 thru 25-63-11. Moved for standardization with other models. Revised MMEL Item 23-24-02 proviso in accordance with PL-120 Revision 4, GC.  Item 23-24-01-01 Revised item label to align with PL-120, Revision 4, GC.  Item 23-24-01-02 Revised item label to align with PL-120, Revision 4, GC.  Item 23-24-01-02A Revised provisos to clarify consecutive calendar-days per PL-25.
23-6 thru 7	Item 23-24-03 Added new relief for Aircraft Autonomous Distress Tracking System.
23-9	Item 23-25-01-08 Added separate relief for SATCOM Datalink.
23-13 thru 14	Item 23-31-01-02 Update item title per National Policy N8900.669.
23-25	Item 23-41-01-02-01B Update proviso per National Policy N8900.669.  Items 23-41-01-02-02, 23-41-01-02-02A, and 23-41-01-02-02B Update item title and proviso per National Policy N8900.669.

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PAGE NO.	EXPLANATION OF CHANGE	
23-26	Items 23-41-01-02-03, 23-41-01-02-03A, and 23-41-01-02-03B Update item title and proviso per National Policy N8900.669.	
23-28	Item 23-42-01-02-01A Update proviso per National Policy N8900.669.	
23-29	Items 23-42-01-02-02 and 23-42-01-02-02B Update item title and proviso per National Policy N8900.669.	
23-31	Item 23-45-02-04 Update proviso per National Policy N8900.669.	
25-2	Item 25-11-02-01A Update proviso per National Policy N8900.669.	
25-10	Item 25-25-03 Update item title per National Policy N8900.669.	
25-13	Item 25-28-01B Update proviso per National Policy N8900.669.	
25-16	Item 25-39-06-05 Update item title per National Policy N8900.669.	
25-18	Items 25-39-06-07-01 Added relief in accordance with PL-132, Revision 0, GC.	
25-21	Items 25-54-01 Revised MMEL in accordance with PL-100, Revision 3, GC.	
25-22	Item 25-58-01 Revised MMEL in accordance with PL-100, Revision 3, GC.	
25-23	Item 25-61-01 Update item title per National Policy N8900.669.	
25-24	Item 25-63-01-01B Added relief in accordance with PL-125, Revision 1.  Items 25-63-01-01-01 Added relief in accordance with PL-132, Revision 0, GC.	
25-25	Item 25-63-04 Revised MMEL in accordance with PL-132, Revision 0, GC.  Items 25-63-04-01 Added relief in accordance with PL-132, Revision 0, GC.	
25-26 thru 27	Item 25-63-10 thru 25-63-11 Moved to item 23-24-01 thru 23-24-02. Relief moved from chapter 25 to chapter 23 for standardization with other models.	
25-28	Item 25-64-01-01-01 Added relief in accordance with PL-132, Revision 0, GC.  Item 25-64-01-02-01 Added relief in accordance with PL-132, Revision 0, GC.	
25-29	Item 25-64-01-03-01 Added relief in accordance with PL-132, Revision 0, GC.	
26-3	Item 26-10-05-04 Revised MMEL in accordance with PL-132, Revision 0, GC.  Item 26-10-05-04-01 Added relief in accordance with PL-132, Revision 0, GC.	

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AIRCRAFT: Boeing 767		<b>HIGHLIGHTS OF CHANGE</b>
PAGE NO.	EXPLANATION OF CHANGE	
26-5	Item 26-15-01 Added "APU Fire Detection System (Cont'd)".	
26-18	Item 26-26-01-01 Added relief in accordance with PL-132, Revision 0, GC.	
26-19	Item 26-26-03-01-01 Removed "NOTE: Attendant call and occupancy indications are considered NEF".	
28-10	Item 28-41-03-02 Updated supplier name.	
31-1	Item 31-25-02 Revised relief for Clock Switches.	
31-8	Item 31-63-01-03 Relief for STC ST09889AC removed and transferred to DRS website per PL-109.  Item 31-63-02-03 Relief for STC ST09889AC removed and transferred to DRS website per PL-109.	
31-9	Item 31-63-04-02 Relief for STC ST09889AC removed and transferred to DRS website per PL-109.  Item 31-63-07-02 Relief for STC ST09889AC removed and transferred to DRS website per PL-109.	
31-10	Item 31-63-12 Relief for STC ST09889AC removed and transferred to DRS website per PL-109.	
33-1	Item 33-14-01 Update item title per National Policy N8900.669.	
33-4	Item 33-20-04-02 Update proviso per National Policy N8900.669.	
33-5	Item 33-20-04-04 Update proviso per National Policy N8900.669.	
33-8	Items 33-24-02 Update item title and proviso per National Policy N8900.669.	
34-2	Item 34-00-01-04 Relief for STC ST09889AC removed and transferred to DRS website per PL-109.	
34-9	Item 34-22-06-04 Relief for STC ST09889AC removed and transferred to DRS website per PL-109.  Item 34-22-06-05 Relief for STC ST09889AC removed and transferred to DRS website per PL-109.  Item 34-22-06-06 Relief for STC ST09889AC removed and transferred to DRS website per PL-109.	

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PAGE NO.	EXPLANATION OF CHANGE	
34-10	Item 34-22-06-07 Relief for STC ST09889AC removed and transferred to DRS website per PL-109.	
34-20	Item 34-46-01-03 Fixed item label to align with PL-54, Revision 10, GC.	
34-23 thru 25	Item 34-58-01 Fixed item label by defining acronym and correcting typo.	
34-29	Item 34-61-01-05 Relief for STC ST09889AC removed and transferred to DRS website per PL-109.	
35-1	Item 35-11-02-03 Update item title per National Policy N8900.669.	
35-3 thru 4	Item 35-11-02-06 Update proviso per National Policy N8900.669.  Item 35-11-03 Update item title per National Policy N8900.669.	
35-4	Item 35-11-03-03 Update proviso per National Policy N8900.669.  Item 35-20-01-01 Added relief in accordance with PL-132, Revision 0, GC.	
35-8 thru 9	Item 35-31-01 Revised MMEL in accordance with PL-132, Revision 0, GC.  Item 35-31-01-01 Added relief in accordance with PL-132, Revision 0, GC.	
38-1 thru 2	Item 38-30-01 Revised item label to Waste Water Systems.  Item 38-30-01B Revised proviso "b" in accordance with PL-83, Revision 8, GC.	
73-2	Item 73-21-01-05 Changed proviso task from "05-51-73-200-801" to "05-51-73-200-803-C".	

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AIRCRAFT: Boeing 767	<b>DEFINITIONS AND PREAMBLE</b>

### **Definitions**

For the Master Minimum Equipment List, Definitions addendum, refer to the current FAA MMEL Policy Letter PL-25, Policy Concerning MMEL Definitions, as found on the Dynamic Regulatory System (DRS) website.

DRS - MMELs and AED Guidance Documents - Master Minimum Equipment List Policy Letters

### **Preamble**

For the Master Minimum Equipment List, Preamble addendum as used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, MMEL and MEL Preamble, as found on the Dynamic Regulatory System (DRS) website.

DRS - MMELs and AED Guidance Documents - Master Minimum Equipment List Policy Letters



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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-20-01</b> ***	A/C Ozone Converters	<b>C</b>	<b>2</b>	<b>0</b>	As required by 14 CFR.	
<b>-22-01</b> ***	Flight Deck Supply Boost Fan	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative deactivated.	
<b>-24-01</b> ***	Gasper Fan	<b>D</b>	<b>1</b>	<b>0</b>		
<b>-25-01</b> ***	Recirculation Fans					
<b>-25-01-01</b>	-200/-300					
<b>-25-01-01A</b>		<b>C</b>	<b>2</b>	<b>1</b>		
<b>-25-01-01B</b>		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided both packs operate normally.	
<b>-25-01-02</b>	-400ER					
<b>-25-01-02A</b>		<b>C</b>	<b>2</b>	<b>1</b>		
<b>-25-01-02B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) Both packs operate normally, and b) Appropriate performance adjustments are applied.	
<b>-25-02</b> ***	Recirculation Fan INOP Lights	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided associated EICAS message is verified to operate normally.	
<b>-28-01</b> ***	Forward Cargo Air Conditioning System	<b>D</b>	<b>1</b>	<b>0</b>		

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4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-29-01</b>	Crew Rest Area Air Distribution System (STC ST00973WI-D)					
<b>-29-01-01</b>	Air Supply Shutoff Valves	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative closed provided associated crew rest area is locked closed and placarded DO NOT USE.  NOTE: These provisos are not intended to prohibit crew rest area inspections by crewmembers.	
<b>-29-01-02</b>	Boost Fans	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative deactivated provided associated heater is deactivated.	
<b>-29-02</b>	Lower Lobe Crew Rest Air Distribution System (STCs ST01994SE and ST02137SE)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Lower lobe crew rest module is not used and personal items are removed, and b) Lower lobe crew rest door is closed and placarded INOPERATIVE – DO NOT ENTER.  NOTE: These provisos are not intended to prohibit crew rest inspections by crewmembers.	
<b>-29-02-01</b>	Air Flow Sensor	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided no hazardous goods are carried in associated cargo compartment.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-29-03</b>	Crew Rest Module (STC ST03430NY)					
<b>-29-03-01</b>	Air Distribution System - Umbilical Hose Assembly	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Crew rest module is not used and personal items are removed,</li> <li>b) Power is removed from the crew rest module, and</li> <li>c) Crew rest module door is closed and placarded</li> </ol> <b>DO NOT OCCUPY.</b> <p>NOTE: These provisos are not intended to prohibit crew rest module inspections by crewmembers.</p>	
<b>-29-03-02</b>	Vent System - Umbilical Hose Assembly	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Crew rest module is not used and personal items are removed,</li> <li>b) Power is removed from the crew rest module, and</li> <li>c) Crew rest module door is closed and placarded</li> </ol> <b>DO NOT OCCUPY.</b> <p>NOTE: These provisos are not intended to prohibit crew rest module inspections by crewmembers.</p>	

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-29-04	Crew Rest Module (STC ST02568SE)	D	1	0	(M)(O) May be inoperative provided use of CRM is prohibited.	
-29-04-01	Air Supply System	D	1	0	(M)(O) May be inoperative provided use of CRM is prohibited.	
-29-04-02	Gasper Nozzles					
-29-04-02A		D	4	1	(M)(O) May be inoperative provided at least one operational nozzle remains open.	
-29-04-02B		D	4	0	(M)(O) May be inoperative provided use of CRM is prohibited.	
-29-04-03	Louver Vent Assemblies					
-29-04-03A		D	3	1	(M)(O) May be inoperative provided at least one operational louver remains open.	
-29-04-03B		D	3	0	(M)(O) May be inoperative provided use of CRM is prohibited.	
-29-04-04	Air Distribution Shut-Off Isolation Valve	D	1	0	(M)(O) May be inoperative provided use of CRM is prohibited.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Auto Cabin Pressure Control Systems					
-31-01A		C	2	1	One may be inoperative provided manual mode and one autopilot operate normally.	
-31-01B		C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Manual cabin pressure control system operates normally, c) For cargo compartments with Class C fire suppression, procedures are established and used to ensure lower compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, d) For forward lower lobe cargo compartments with Class E fire suppression, procedures are established and used to ensure forward lower lobe compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits,	
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**TABLE KEY**

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Auto Cabin Pressure Control Systems (Cont'd)					
-31-01B (Cont'd)					<p>e) For -200SF ATC and -300BCF with Class E fire suppression, procedures are established and used to ensure all compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, and</p> <p>f) For -400ER, appropriate performance adjustments are applied.</p> <p>NOTE: Operator MELs must define which items are approved for inclusion in fly away kits and which materials can be used as ballast.</p>	
-31-01C		C	2	0	<p>(M)(O) May be inoperative provided:</p> <p>a) Flight is conducted in an unpressurized configuration,</p> <p>b) Extended overwater flight is prohibited,</p> <p>(Continued)</p>	

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**TABLE KEY**

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Auto Cabin Pressure Control Systems (Cont'd)					
-31-01C (Cont'd)					<p>c) For cargo compartments with Class C fire suppression, procedures are established and used to ensure lower compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits,</p> <p>d) For forward lower lobe cargo compartments with Class E fire suppression, procedures are established and used to ensure forward lower lobe compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits,</p> <p>e) For -200SF ATC and -300BCF with Class E fire suppression, procedures are established and used to ensure all compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, and</p> <p>f) For -400ER, appropriate performance adjustments are applied.</p> <p>NOTE: Operator MELs must define which items are approved for inclusion in fly away kits and which materials can be used as ballast.</p>	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Manual Cabin Pressure Control System	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Extended overwater flight is prohibited,</li> <li>c) For cargo compartments with Class C fire suppression, procedures are established and used to ensure lower compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits,</li> <li>d) For forward lower lobe cargo compartments with Class E fire suppression, procedures are established and used to ensure forward lower lobe compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits,</li> <li>e) For -200SF ATC and -300BCF with Class E fire suppression, procedures are established and used to ensure all compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, and</li> <li>f) For -400ER, appropriate performance adjustments are applied.</li> </ul> <p>NOTE: Operator MELs must define which items are approved for inclusion in fly away kits and which materials can be used as ballast.</p>	



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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-31-03	Outflow Valve	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Extended overwater flight is prohibited, c) For cargo compartments with Class C fire suppression, procedures are established and used to ensure lower compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, d) For forward lower lobe cargo compartments with Class E fire suppression, procedures are established and used to ensure forward lower lobe compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, e) For -200SF ATC and -300BCF with Class E fire suppression, procedures are established and used to ensure all compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, and f) For -400ER, appropriate performance adjustments are applied.  NOTE: Operator MELs must define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-32-01	Positive Pressure Relief Valves					
-32-01A		C	-	-	(M) One may be inoperative closed.	
-32-01B		C	-	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Manual cabin pressure control system operates normally, c) For cargo compartments with Class C fire suppression, procedures are established and used to ensure lower compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, d) For forward lower lobe cargo compartments with Class E fire suppression, procedures are established and used to ensure forward lower lobe compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, e) For -200SF ATC and -300BCF with Class E fire suppression, procedures are established and used to ensure all compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, and	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-32-01	Positive Pressure Relief Valves (Cont'd)					
-32-01B (Cont'd)					f) For -400ER, appropriate performance adjustments are applied.	
					NOTE: Operator MELs must define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	
-32-01C		C	-	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Extended overwater flight is prohibited, c) For cargo compartments with Class C fire suppression, procedures are established and used to ensure lower compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, d) For forward lower lobe cargo compartments with Class E fire suppression, procedures are established and used to ensure forward lower lobe compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits,	
(Continued)						

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
<b>-32-01</b>	Positive Pressure Relief Valves (Cont'd)					
<b>-32-01C</b> (Cont'd)					<p>e) For -200SF ATC and -300BCF with Class E fire suppression, procedures are established and used to ensure all compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, and</p> <p>f) For -400ER, appropriate performance adjustments are applied.</p> <p>NOTE: Operator MELs must define which items are approved for inclusion in fly away kits and which materials can be used as ballast.</p>	
<b>-33-01</b>	CABIN RATE of Climb Indicator					
<b>-33-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	<p>May be inoperative provided both automatic pressure control systems operate normally.</p> <p>(Continued)</p>	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-33-01	CABIN RATE of Climb Indicator (Cont'd)					
-33-01B (Cont'd)					<p>a) Flight is conducted in an unpressurized configuration,</p> <p>b) For cargo compartments with Class C fire suppression, procedures are established and used to ensure lower compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits,</p> <p>c) For forward lower lobe cargo compartments with Class E fire suppression, procedures are established and used to ensure forward lower lobe compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits,</p> <p>d) For -200SF ATC and -300BCF with Class E fire suppression, procedures are established and used to ensure all compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, and</p> <p>e) For -400ER, appropriate performance adjustments are applied.</p>	
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**TABLE KEY**

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-33-01	CABIN RATE of Climb Indicator (Cont'd)					
-33-01B (Cont'd)					NOTE: Operator MELs must define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	
-33-02	CABIN DIFF Pressure Indicator					
-33-02A		C	1	0	(O) May be inoperative provided: a) CABIN ALT indicator operates normally, and b) A chart is provided to convert cabin altitude to cabin differential pressure altitude.	
-33-02B		C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) For cargo compartments with Class C fire suppression, procedures are established and used to ensure lower compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits,	
(Continued)						

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**TABLE KEY**

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-33-02	CABIN DIFF Pressure Indicator (Cont'd)					
-33-02B (Cont'd)					<p>c) For forward lower lobe cargo compartments with Class E fire suppression, procedures are established and used to ensure forward lower lobe compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits,</p> <p>d) For -200SF ATC and -300BCF with Class E fire suppression, procedures are established and used to ensure all compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, and</p> <p>e) For -400ER, appropriate performance adjustments are applied.</p> <p>NOTE: Operator MELs must define which items are approved for inclusion in fly away kits and which materials can be used as ballast.</p>	

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**TABLE KEY**

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-33-03	CABIN ALT Indicator					
-33-03A		C	1	0	(O) May be inoperative provided: a) CABIN DIFF indicator operates normally, and b) A chart is provided to convert cabin differential pressure to cabin altitude.	
-33-03B		C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) For cargo compartments with Class C fire suppression, procedures are established and used to ensure lower compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, c) For forward lower lobe cargo compartments with Class E fire suppression, procedures are established and used to ensure forward lower lobe compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits,	
(Continued)						



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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-33-03	CABIN ALT Indicator (Cont'd)					
-33-03B (Cont'd)					d) For -200SF ATC and -300BCF with Class E fire suppression, procedures are established and used to ensure all compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, and e) For -400ER, appropriate performance adjustments are applied.  NOTE: Operator MELs must define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	
-33-04	Outflow VALVE Position Indicator	C	1	0		
-33-05	AUTO INOP Light (Cabin Altitude Control)	C	1	0	(O) May be inoperative provided: a) Both automatic pressure control systems operate normally, and b) CABIN ALT or CABIN RATE of climb indicator operates normally.	
-33-06	Cabin Altitude Warning System	C	1	0	May be inoperative provided flight remains at or below 10,000 ft. MSL.	

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4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-40-01</b>	Cargo Heating Systems					
<b>-40-01-01</b>	Fwd and Aft	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative deactivated.	
<b>-40-01-02</b> ***	Bulk	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative deactivated.	
<b>-40-01-02-01</b>	Bulk Cargo Vent Fan	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided BULK CARGO HEAT selector remains in NORM position.	
<b>-40-02</b>	Cargo Heat Indicating Systems (OVHT and/or ON Light)					
<b>-40-02-01</b>	Fwd and Aft					
<b>-40-02-01-01</b>	-200/-300					
<b>-40-02-01-01A</b>		<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided overheat protective system(s) is verified to operate normally.	
<b>-40-02-01-01B</b>		<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided associated cargo heat system is selected OFF.	
<b>-40-02-01-02</b>	-400ER	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-40-02-02</b> ***	Bulk					
<b>-40-02-02-01</b>	-200/-300					
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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-40-02</b>	Cargo Heat Indicating Systems (OVHT and/or ON Light) (Cont'd)					
<b>-40-02-02</b> ***	Bulk (Cont'd)					
<b>-40-02-02-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided overheat protective system(s) is verified to operate normally.	
<b>-40-02-02-01B</b>		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided bulk cargo heat system is selected OFF.	
<b>-40-02-02-02</b>	-400ER	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-45-01</b>	Flightcrew Auxiliary Heat Systems					
<b>-45-01A</b>		<b>C</b>	<b>4</b>	<b>0</b>	May be inoperative OFF.  NOTE: Any portion that operates normally may be used.	
<b>-45-01B</b>		<b>C</b>	<b>4</b>	<b>0</b>	(M) May be inoperative provided affected system is deactivated.  NOTE: Any portion that operates normally may be used.	
<b>-45-02</b>	Forward Door Area Heater System (-200SF ATC/-300BCF/ -300F/-300BDSF)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative deactivated.	
<b>-45-03</b>	Door Heater Systems (Type A, I, III Doors)	<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative deactivated.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Air Conditioning Packs					
-51-01-01	-200/-300	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Airplane remains at or below FL 350,</li> <li>b) Remaining (opposite) pack operates normally, and</li> <li>c) Flight remains within 60 minutes of landing at a suitable airport.</li> </ul>	
-51-01-02	-400ER	C	2	1	(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Airplane remains at or below FL 350,</li> <li>b) Remaining (opposite) pack operates normally,</li> <li>c) Flight remains within 60 minutes of landing at a suitable airport, and</li> <li>d) Appropriate performance adjustments are applied.</li> </ul>	
-51-01-03	-200/-300 Passenger Configuration with Classic Interior	C	2	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Both recirculation fans operate normally, and</li> <li>c) Procedures are established and used to ensure lower cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.</li> </ul>	
(Continued)						

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-01</b>	Air Conditioning Packs (Cont'd)					
<b>-51-01-03</b>	-200/-300 Passenger Configuration with Classic Interior (Cont'd)					
					NOTE 1: Operator MELs must define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	
					NOTE 2: Classic Interior is on most -200/-300 passenger airplanes. All 767 passenger airplanes built prior to March 2000 and some built since then have classic interior.	
					NOTE 3: 767 New Look Interior (NLI) looks similar to 777 interior. NLI, also referred to as Signature Series Interior, was first installed in 767 in March 2000.	
<b>-51-02</b>	Pack Flow Control/ Shutoff Valves	<b>C</b>	<b>2</b>	-	(M)(O) May be inoperative closed for an associated inoperative pack.	
<b>-51-02-01</b>	Hi Flow Mode (-200/-300 Passenger)	<b>C</b>	<b>2</b>	<b>1</b>	Except for ER operations, one may be inoperative provided remaining (opposite) pack operates normally.	
<b>-51-02-02</b>	Hi Flow Mode (All Cargo Configuration)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-51-03</b>	Pack Temperature Control Systems (-200/-300)	<b>C</b>	<b>2</b>	-	May be inoperative OFF for an associated inoperative pack.	
					(Continued)	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-03</b>	Pack Temperature Control Systems (-200/-300) (Cont'd)					
<b>-51-03-01</b>	Auto Mode	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided associated standby mode operates normally.	
<b>-51-03-02</b>	Standby Mode	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided associated auto mode operates normally.	
<b>-51-04</b>	Pack Temperature Control Valves (-200/-300)					
<b>-51-04A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One valve may be inoperative deactivated in mid position provided: a) Associated pack is operated in STBY, and b) Remaining (opposite) pack operates normally in AUTO.	
<b>-51-04B</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative closed in STBY provided remaining (opposite) pack operates normally in AUTO.	
<b>-51-04C</b>		<b>C</b>	<b>2</b>	<b>-</b>	May be inoperative for an associated inoperative pack.	
<b>-51-05</b>	Pack Altitude Switch (-200/-300)	<b>C</b>	<b>1</b>	<b>0</b>		

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4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-06</b>	Main Cargo Air Distribution Riser Shutoff Valves					
<b>-51-06-01</b>	-200SF ATC/ -300BCF/-300F	<b>C</b>	-	<b>1</b>	(M) May be inoperative closed provided: a) Corresponding zone trim air modulating valve is deactivated closed, and b) Operation is limited to one pack.  NOTE: In event of operating pack failure, turn on remaining pack.	
<b>-51-06-02</b>	-200PC/-200SF STC/-300BDSF	<b>C</b>	-	<b>1</b>	(M) May be inoperative closed provided: a) Corresponding zone trim air modulating valve is deactivated closed, b) Operation is limited to one pack, and c) Operations are limited to FL 350 and below.  NOTE: In event of operating pack failure, turn on remaining pack.	
<b>-51-07</b>	Air Cycle Machine					
<b>-51-07-01</b>	-200/-300	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) Except for ER operations, one may be inoperative provided: a) Associated pack is operated in STBY WARM, b) Flow control valve in associated pack is verified to operate normally, c) Remaining (opposite) pack operates normally, and d) Associated pack is turned OFF at TAT above 0 °C.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-51-07	Air Cycle Machine (Cont'd)					
-51-07-02	-400ER	C	2	1	(M)(O) One may be inoperative with associated pack selected on provided: a) Remaining (opposite) pack operates normally, b) Remaining (opposite) engine bleed system operates normally, c) Associated turbine bypass valve is secured open, and d) Appropriate performance adjustments are applied.	
-52-01	PACK RESET Switches					
-52-01A		C	2	1	One may be inoperative provided both packs operate normally.	
-52-01B		C	2	-	May be inoperative for an associated inoperative pack(s).	
-52-02	Pack INOP Lights	C	2	1		
-52-03	Air Conditioning PACK OFF Lights	C	2	1	(M) One may be inoperative OFF provided: a) Associated EICAS message is verified to operate normally, and b) All other pack indications operate normally.	



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4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-52-05	Secondary Heat Exchanger Outlet Temperature Sensor Systems (-400ER)					
-52-05A		C	2	0	May be inoperative provided: a) Associated condenser low limit control system operates normally, and b) Associated ram air inlet door operates normally.	
-52-05B		C	2	1	One may be inoperative for an associated inoperative pack.	
-52-06	ASCTU Pack Outlet Temperature Sensors (-400ER)					
-52-06A		C	2	0	(M) May be inoperative provided: a) CTC sensor for associated pack is verified to operate normally, b) Associated CTC operates normally, and c) Associated secondary heat exchanger outlet temperature sensor system operates normally.	
-52-06B		C	2	1	One may be inoperative for an associated inoperative pack.	
-52-07	Compressor Discharge Temperature Sensors (-400ER)					
-52-07A		C	6	2	May be inoperative provided at least one sensor per pack operates normally.	
-52-07B		C	6	2	(M) May be inoperative for an associated inoperative pack provided at least two sensors are verified to operate normally on remaining (opposite) pack.	

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-52-08	Condenser Low Limit Control Systems (-400ER)					
-52-08A		C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated condenser low limit valve is secured open,</li> <li>b) Remaining (opposite) pack operates normally,</li> <li>c) Remaining (opposite) engine bleed system operates normally, and</li> <li>d) Appropriate performance adjustments are applied.</li> </ul>	
-52-08B		C	2	1	One may be inoperative for an associated inoperative pack.	
-53-01	Ram Air Inlet/Exhaust Door Systems					
-53-01A		C	2	0	(M)(O) May be inoperative provided doors are secured open with pack(s) operating.	
-53-01B		C	2	-	(M) May be inoperative in any position provided associated pack is considered inoperative.	
-58-01	Forward Equipment Cooling AUTO System					
-58-01-01	-200/-300	C	1	0	May be inoperative provided STBY control system is used.	
-58-01-02	-400ER	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) STBY control system is used, and</li> <li>b) Both packs operate normally.</li> </ul>	

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4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-58-02	Forward Equipment Cooling Temperature Control System (Two Supply Fan Installation)	C	1	0	(M) May be inoperative provided: a) STBY control system is used, and b) Heat exchanger bypass valve is deactivated CLOSED.	
-58-03	Forward Equipment Cooling Supply Fans					
-58-03-01	Two Supply Fan Installation	C	2	1	One may be inoperative provided: a) Forward equipment cooling exhaust fan operates normally, and b) Automatic control system operates normally.	
-58-03-02	One Supply Fan Installation					
-58-03-02-01	-200/-300	C	1	0	May be inoperative provided: a) Forward equipment cooling exhaust fan operates normally, b) STBY control system is used, and c) For ground operation above 29 °C OAT, main cabin is supplied with conditioned air.	
-58-03-02-02	-400ER	C	2	1	(O) May be inoperative provided: a) Forward equipment cooling exhaust fan operates normally, b) STBY control system is used, c) For ground operation above 29 °C OAT, main cabin is supplied with conditioned air, d) Both packs operate normally, and e) SMOKE/OVRD valve is verified to operate normally.	

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**TABLE KEY**

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-58-04</b>	Forward Equipment Cooling Exhaust Fan					
<b>-58-04-01</b>	Two Supply Fan Installation	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided both forward equipment cooling supply fans operate normally.	
<b>-58-04-02</b>	One Supply Fan Installation					
<b>-58-04-02-01</b>	-200/-300	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Forward equipment cooling supply fan operates normally,</li> <li>b) STBY control system is used, and</li> <li>c) For ground operation above 29 °C OAT, main cabin is supplied with conditioned air.</li> </ul>	
<b>-58-04-02-02</b>	-400ER	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Forward equipment cooling supply fan operates normally,</li> <li>b) For ground operation above 29 °C OAT, main cabin is supplied with conditioned air,</li> <li>c) Both packs operate normally, and</li> <li>d) SMOKE/OVRD valve is verified to operate normally.</li> </ul>	
<b>-58-05</b>	Aft Equipment/Lav/ Galley Exhaust (Vent) Fans	<b>C</b>	<b>2</b>	<b>1</b>		
<b>-58-06</b> ***	Forward Equipment Cooling Ground Supply Valve	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative secured closed.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-58-07	Forward Equipment Cooling Overboard Exhaust Valve					
-58-07-01	Two Supply Fan Installation	C	1	0	(M)(O) May be inoperative secured closed.	
-58-07-02	One Supply Fan Installation					
-58-07-02-01	-200/-300	C	1	0	(M) May be inoperative secured closed provided: a) STBY control system is used, and b) For ground operation above 29 °C OAT, main cabin is supplied with conditioned air.	
-58-07-02-02	-400ER	C	1	0	(M)(O) May be inoperative secured closed provided: a) STBY control system is used, b) For ground operation above 29 °C OAT, main cabin is supplied with conditioned air, and c) Both packs operate normally.	
-58-08	Forward Equipment Cooling Inboard Supply Valve					
-58-08-01	One Supply Valve Installation					
-58-08-01-01	-200/-300	C	1	0	(M) May be inoperative secured closed provided: a) STBY control system is used, and b) For ground operation above 29 °C OAT, main cabin is supplied with conditioned air.	
(Continued)						

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-58-08</b>	Forward Equipment Cooling Inboard Supply Valve (Cont'd)					
<b>-58-08-01</b>	One Supply Fan Installation (Cont'd)					
<b>-58-08-01-02</b>	-400ER	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative secured closed provided: a) STBY control system is used, b) For ground operation above 29 °C OAT, main cabin is supplied with conditioned air, and c) Both packs operate normally.	
<b>-58-09</b> ***	Avionics Cooling Refrigeration Unit (ACRU)	<b>D</b>	<b>1</b>	<b>0</b>		
<b>-58-10</b> ***	ACRU Supply Valve	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative secured closed.	
<b>-58-11</b> ***	ACRU Isolation Valve	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative secured open.	
<b>-58-12</b> ***	Instrument Cooling Monitor System					
<b>-58-12A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided availability of adequate air flow is verified before each departure.	
<b>-58-12B</b>		<b>D</b>	<b>1</b>	<b>0</b>	Except for ER operations, may be inoperative.	
<b>-58-13</b> ***	In-Flight Entertainment (IFE) Cooling Systems	<b>D</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided associated IFE system is deactivated.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>-58-14</b>	AVS/IFE Inboard/ Overboard Exhaust Valves					
<b>-58-14-01</b>	Alternate Ventilation System (AVS) Inboard Exhaust Valve (-400ER)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative secured closed provided both packs operate normally.	
<b>-58-14-02</b> ***	IFE Inboard/Overboard Exhaust Valves					
<b>-58-14-02A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative secured open.	
<b>-58-14-02B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) One valve is secured closed, and b) Both packs operate normally.	
<b>-58-15</b>	Flight Deck Air Relief System Valve (-300F)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative secured closed.	
<b>-58-16</b> ***	F1 Forward Galley Chiller Smoke Detector	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative deactivated provided associated chiller is deactivated.	
<b>-58-17</b> ***	Flight Deck Panel Cooling Air Shutoff Valve	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative deactivated open.	
<b>-61-01</b>	Cabin COMPT TEMP Control Systems					
<b>-61-01-01</b>	Passenger					
<b>-61-01-01-01</b>	-200/-300/-400ER	<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided associated zone trim air modulating valve(s) or trim air regulating/shutoff valve(s) remains closed.	
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Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-01</b>	Cabin COMPT TEMP Control Systems (Cont'd)					
<b>-61-01-01</b>	Passenger (Cont'd)					
<b>-61-01-01-02</b>	-400ER Control Panel Functions	<b>C</b>	<b>3</b>	<b>0</b>	(M) May be inoperative for unannunciated faults that do not affect zone temperature control availability.	
<b>-61-01-02</b>	All Cargo Configuration	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided associated zone trim air modulating valve remains closed.	
<b>-61-02</b>	Flight Deck COMPT TEMP Control System					
<b>-61-02-01</b>	Passenger	<b>C</b>	<b>1</b>	<b>0</b>	(M) Both auto and manual modes may be inoperative provided associated zone trim air modulating valve or trim air regulating/shutoff valve remains closed.	
<b>-61-02-02</b>	-400ER Control Panel Functions	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative for unannunciated faults that do not affect zone temperature control availability.	
<b>-61-02-03</b>	AUTO Mode	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided MAN mode operates normally.	
<b>-61-02-04</b>	MAN Mode	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided AUTO mode operates normally.	
<b>-61-03</b>	Trim Air Pressure Regulating/Shutoff Valve System(s) (Passenger Configuration)	<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided associated trim air pressure regulating/shutoff valve is secured closed.	



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Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-04</b>	Zone Trim Air Modulating Valves					
<b>-61-04-01</b>	Passenger					
<b>-61-04-01A</b>		<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided affected valve is closed.	
<b>-61-04-01B</b>		<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative in any position provided trim air switch remains OFF.	
<b>-61-04-02</b>	All Cargo Configuration	<b>C</b>	<b>3</b>	<b>1</b>	(M) Main cargo compartment valves may be inoperative closed.	
<b>-61-05</b>	Trim Air OFF Light(s)	<b>C</b>	<b>-</b>	<b>0</b>		
<b>-61-06</b>	COMPT TEMP INOP Lights					
<b>-61-06-01</b>	Passenger					
<b>-61-06-01-01</b>	-200/-300					
<b>-61-06-01-01A</b>		<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided associated trim air modulating valve remains closed.	
<b>-61-06-01-01B</b>		<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided associated trim air regulating/shutoff valve remains closed.	
<b>-61-06-01-02</b>	-400ER	<b>C</b>	<b>4</b>	<b>0</b>	(O) May be inoperative.	
<b>-61-06-02</b>	All Cargo Configuration	<b>C</b>	<b>3</b>	<b>1</b>	(M) FWD and/or AFT light(s) may be inoperative provided associated trim air modulation valve(s) remains closed.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-07</b>	Trim Air Check Valves (-200/-300)					
<b>-61-07-01</b>	Passenger	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided one failed check valve is secured closed.	
<b>-61-07-02</b>	All Cargo Configuration	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) May be inoperative provided: a) Failed check valve is secured closed, and b) Trim air is available from side opposite to valve that is secured closed.	
<b>-61-08</b>	Cabin Temperature Controllers (CTC) (-400ER)					
<b>-61-08A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Associated pack flow control valve is secured closed, b) Remaining (opposite) pack operates normally, c) Remaining (opposite) engine bleed system operates normally, and d) Appropriate performance adjustments are applied.	
<b>-61-08B</b>		<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative for associated inoperative pack provided associated trim air system remains off.	
<b>-64-01</b>	Trim Air Valve Position Indicator	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-64-02</b> ***	Forward Overboard Valve (-300/-400ER)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided valve is deactivated closed.	

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Sequence No.	Item	1	2	3	4	Change Bar
-65-01	COMPT TEMP Indications	C	3	0		
-66-01	Crew Rest Area Temperature Control System (STC ST00973WI-D)					
-66-01-01	Pre-Heater System	C	1	0	(M) May be inoperative deactivated.	
-66-01-02	Heaters	C	2	0	(M) May be inoperative deactivated.	
-66-01-03	Heat Select Switches	C	2	0	(M) May be inoperative deactivated provided associated heater and boost fan are deactivated.	
-66-02	Lower Lobe Crew Rest Bunk Heater System (STCs ST01994SE and ST02137SE)					
-66-02A		C	1	0	(M) May be inoperative provided: a) Heater system is deactivated, b) Lower lobe crew rest module is not used and personal items are removed, and c) Lower lobe crew rest door is closed and placarded INOPERATIVE – DO NOT ENTER.	
-66-02B		C	1	0	(M)(O) May be inoperative provided: a) Associated Crew Rest Air Distribution System operates normally, and b) Heater system is deactivated.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>-66-03</b>	Crew Rest Module Temperature Control System, Heater (STC ST03430NY)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-66-03A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Heater system is deactivated, b) Crew rest module is not used and personal items are removed, c) Power is removed from the crew rest module, and d) Crew rest module door is closed and placarded DO NOT OCCUPY.	
					NOTE: These provisos are not intended to prohibit crew rest module inspections by crewmembers.	
<b>-66-03B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Crew rest module air distribution system operates normally, b) Appropriate adjustment to flightcrew FDP times are applied. c) Heater system is deactivated, and d) CRM temperature is acceptable to the flightcrews.	
<b>-66-04</b>	Crew Rest Module (STC ST02568SE)					
<b>-66-04-01</b>	Electric Heater System	<b>D</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative, and occupation of CRM is at crews' discretion provided appropriate adjustment to flightcrew FDP times are applied.	
<b>-66-04-02</b>	Temperature Sensors (M603 & M604)	<b>D</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative, and occupation of CRM is at crews' discretion provided appropriate adjustment to flightcrew FDP times are applied.	
					(Continued)	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-66-04</b>	Crew Rest Module (STC ST02568SE) (Cont'd)					
<b>-66-04-03</b>	Ambient Temperature Indication	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative, and occupation of CRM is at Pilot's discretion provided appropriate adjustment to flightcrew FDP times are applied.	
<b>-66-04-04</b>	Electrical Heater	<b>D</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative, and occupation of CRM is at crews' discretion provided appropriate adjustment to flightcrew FDP times are applied.	
<b>-66-04-05</b>	Electrical Heater Temperature Selector	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative, and occupation of CRM is at Pilot's discretion provided appropriate adjustment to flightcrew FDP times are applied.	
<b>-71-01</b>	CTT Systems Zonal Comfort System (STC ST00436SE)					
<b>-71-01-01</b>	Zonal Humidifier System	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided humidifier system is deactivated.	
<b>-71-01-01-01</b>	Humidifiers	<b>D</b>	<b>7</b>	<b>0</b>	(M) May be inoperative deactivated.	
<b>-71-01-02</b>	Zonal Drying System	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Zonal drying system is deactivated, and b) Humidifier system is deactivated.	
<b>-71-01-02-01</b>	Zonal Dryers	<b>D</b>	<b>3</b>	<b>0</b>	(M) May be inoperative provided: a) Affected zonal dryer is deactivated, and b) Associated humidifier is deactivated.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-10-01</b>	Autopilot Systems					
<b>-10-01A</b>		<b>C</b>	<b>3</b>	<b>2</b>	(M) One may be inoperative provided: a) Associated FCC SERVO circuit breaker is pulled and collared, b) If FCC single source option is installed, autopilot flight director system is verified not in a single source configuration prior to each departure, and c) Approach minimums do not require its use.	
<b>-10-01B</b>		<b>C</b>	<b>3</b>	<b>1</b>	(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) If FCC single source option is installed, autopilot flight director system is verified not in a single source configuration prior to each departure, and d) Approach minimums do not require their use.	
<b>-10-01C</b>		<b>B</b>	<b>3</b>	<b>0</b>	(M) Except for ER 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, c) Enroute operations and approach minimums do not require their use, and d) Number of flight segments and segment duration is acceptable to flightcrew.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Control Wheel Disengage Switches					
-11-01A		C	2	1	One may be inoperative provided: a) Autopilots are not used below 1,500 ft. AGL, and b) Approach minimums do not require use of autopilot.	
-11-01B		B	2	0	May be inoperative provided: a) Autopilots are not used, b) Enroute operations and approach minimums do not require use of autopilot, and c) Number of flight segments and segment duration is acceptable to flightcrew.	
-11-02	A/P DISC Light (-200/-300)	C	1	0	May be inoperative provided: a) Autopilots are not used below 1,500 ft. AGL, and b) All other A/P disengagement alerts operate normally.	
-11-03	Mode Control Panel Selectors					
-11-03-01	VERT SPD Selector (DN & UP)	C	1	0	(O) May be inoperative provided FL CH mode operates normally.	
-11-03-02	BANK LIMIT Selector	C	1	0	(O) May be inoperative.	
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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
-11-03	Mode Control Panel Selectors (Cont'd)					
-11-03-03	Selector Push Functions					
-11-03-03-01	IAS/MACH	C	1	0	(O) May be inoperative.  NOTE: Rotational function must operate normally.	
-11-03-03-02 ***	ALT	C	1	0	(O) May be inoperative.  NOTE: Rotational function must operate normally.	
-11-03-03-03	HDG SEL	B	1	0	(O) May be inoperative.  NOTE: Rotational function must operate normally.	
-11-04	Mode Control Panel Switches					
-11-04-01	A/P Engage Switches/ Paddles (L CMD/ C CMD/R CMD)					
-11-04-01A		C	3	1	(O) May be inoperative.  NOTE: All operative autopilots may be used during autoland operations.	
-11-04-01B		B	3	0	Except for ER operations, may be inoperative provided: a) Enroute operations and approach minimums do not require their use, and b) Number of flight segments and segment duration is acceptable to flightcrew.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
-11-04	Mode Control Panel Switches (Cont'd)					
-11-04-02 ***	A/P CWS Engage Switches	C	3	0		
-11-04-03	A/T ARM Switch	C	1	0	May be inoperative OFF provided approach minimums do not require use of autothrottle system.	
-11-04-04	A/T SPD Mode Engage Switch	C	1	0	(O) May be inoperative provided procedures and approach minimums do not require its use.	
-11-04-05	F/D Switches	C	2	0	May be inoperative OFF provided approach minimums do not require use of flight director displays.	
-11-04-06	IAS/MACH SEL Switch	C	1	0	May be inoperative provided IAS is displayed in associated window.	
-11-04-07	APP Switch	C	1	0	May be inoperative provided approach minimums do not require use of autopilot or flight director.	
-11-04-08	LOC Switch	C	1	0	(O) May be inoperative.	
-11-04-09 ***	B/CRS Switch	C	1	0	(O) May be inoperative.	
-11-04-10	V NAV/FL CH/V/S/ALT HOLD Switches	C	4	3	(O) One may be inoperative provided procedures or enroute operations do not require its use.	
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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-11-04</b>	Mode Control Panel Switches (Cont'd)					
<b>-11-04-11</b>	L NAV/HDG HOLD Switches	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: a) HDG SEL operates normally, and b) Procedures or enroute operations do not require its use.	
<b>-11-04-12</b>	EPR/N1/THR Switch	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided both thrust levers are operated manually for takeoff.	
<b>-11-05</b>	Mode Control Panel Windows					
<b>-11-05-01</b>	Airspeed (IAS/MACH)					
<b>-11-05-01-01</b>	-200/-300 (ADI Speed Tape Installed)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided command airspeed bug on airspeed indicator and ADI speed tape operate normally on both sides.	
<b>-11-05-01-02</b>	-200/-300 (ADI Speed Tape Not Installed)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided command airspeed bug on airspeed indicator operates normally on both sides.	
<b>-11-05-01-03</b>	-400ER	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided selected airspeed indications on both PFD operate normally.	
<b>-11-05-01-04</b>	-200/-300 (STC ST02165NY)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided selected airspeed indications on both PFD operate normally.	
<b>-11-05-01-05</b>	-300F (STC ST09889AC)				Deleted, Rev 41.	
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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
-11-05	Mode Control Panel Windows (Cont'd)					
-11-05-02	Heading (HDG)					
-11-05-02-01	-200/-300	C	1	0	(O) May be inoperative provided selected heading indications on both HSI operate normally.	
-11-05-02-02	-400ER	C	1	0	(O) May be inoperative provided selected heading indications on both PFD operate normally.	
-11-05-02-03	-200/-300 (STC ST02165NY)	C	1	0	(O) May be inoperative provided selected heading indications on both PFD operate normally.	
-11-05-02-04	-300F (STC ST09889AC)				Deleted, Rev 41.	
-11-05-03	Vertical Speed (VERT SPD)	C	1	0	(O) May be inoperative provided vertical speed mode is not selected.	
-11-05-03-01	-400ER	C	1	0	(O) May be inoperative provided selected vertical speed indications on both PFD operate normally.	
-11-05-03-02	-200/-300 (STC ST02165NY)	C	1	0	(O) May be inoperative provided selected vertical speed indications on both PFD operate normally.	
-11-05-03-03	-300F (STC ST09889AC)				Deleted, Rev 41.	
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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
-11-05	Mode Control Panel Windows (Cont'd)					
-11-05-04	Altitude (ALT)					
-11-05-04-01	-400ER	C	1	0	(O) May be inoperative provided selected altitude indications on both PFD operate normally.	
-11-05-04-02	-300F (STC ST09889AC)				Deleted, Rev 41.	
-11-06	Mode Control Panel Switch Lights					
-11-06-01	Autopilot Engage Switch Lights (CMD)	C	3	2	NOTE: A switch with one lamp operational is considered to be operating normally.	
-11-06-02	Mode Selector Switch Lights					
-11-06-02A		C	-	-	Lights for any two switches may be inoperative.  NOTE: A switch with one lamp operational is considered to be operating normally.	
-11-06-02B		B	-	0	NOTE: A switch with one lamp operational is considered to be operating normally.	
-14-01	Autoland Status Annunciators (-200/-300)	C	2	0	May be inoperative provided approach minimums do not require their use.	

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Sequence No.	Item	1	2	3	4	Change Bar
-14-02	Automatic Landing System (AUTOLAND)	C	1	0	May be inoperative provided approach minimums do not require its use.	
-14-02-01	Triple Channel Autoland (LAND 3)	C	1	0	May be inoperative provided approach minimums do not require its use.	
-21-01	Yaw Dampers	C	2	1	(M)(O) One may be inoperative provided: a) Associated yaw damper switch is in OFF position. b) Remaining yaw damper is verified to operate normally.  NOTE: Airplanes without SB 767-22-7 or production equivalent installed, see AFM Limitations.	
-30-01	Thrust Management System (Including Autothrottle System)	C	1	0	(M) May be inoperative provided approach minimums do not require its use.	
-30-01-01	Autothrottle Servo	C	1	0	(M) May be inoperative provided: a) Autothrottles are deactivated, and b) Approach minimums do not require use of autothrottle.	
-30-01-02	Autothrottle Disconnect Switches					
-30-01-02A		C	2	1		
-30-01-02B		C	2	0	(M) May be inoperative provided: a) Autothrottles are deactivated, and b) Approach minimums do not require use of autothrottle.	
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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-30-01</b>	Thrust Management System (Including Autothrottle System) (Cont'd)					
<b>-30-01-03</b>	Thrust Mode Select Panel (-200/-300)					
<b>-30-01-03-01</b>	Derate Switches	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-30-01-03-02</b>	TEMP SEL Selector	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-30-01-03-03</b>	TO/GA Switch	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-30-01-03-04</b>	CLB Switch	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided automatic climb thrust select option is installed and operates normally.	
<b>-30-01-03-05</b>	CON Switch	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided max continuous thrust is set manually if required.	
<b>-30-01-03-06</b>	CRZ Switch	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-30-02</b>	Go-Around and Takeoff/Go-Around Switches					
<b>-30-02-01</b>	Go-Around Switches (-200/-300)					
<b>-30-02-01A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided: a) Approach minimums do not require its use, and b) Remaining go-around switch is verified to operate normally.	
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Sequence No.	Item	1	2	3	4	Change Bar
<b>-30-02</b>	Go-Around and Takeoff/Go-Around Switches (Cont'd)					
<b>-30-02-01B</b>		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Both thrust levers are operated manually for go-around, and</li> <li>b) Autopilot and flight director are not used below 500 ft. AGL or applicable approach minimum, whichever is higher.</li> </ol> <p>NOTE: Flight director go-around and windshear guidance are not available with both go-around switches inoperative.</p>	
<b>-30-02-02</b>	Takeoff/Go-Around (TO/GA) Switches (-400ER)					
<b>-30-02-02A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Approach minimums do not require its use, and</li> <li>b) Remaining TO/GA switch is verified to operate normally.</li> </ol>	
<b>-30-02-02B</b>		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Both thrust levers are operated manually for takeoff and go-around, and</li> <li>b) Autopilot and flight director are not used below 500 ft. AGL or applicable approach minimum, whichever is higher.</li> </ol> <p>NOTE: Flight director go-around and windshear guidance are not available with both go-around switches inoperative.</p>	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>-34-01</b>	Autothrottle Disconnect (A/T DISC) Light (-200/-300)					
<b>-34-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Associated EICAS annunciation operates normally, and b) Associated aural alert operates normally.	
<b>-34-01B</b>		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) A/T ARM switch remains OFF, and b) Approach minimums do not require its use.	
<b>-41-01</b>	Maintenance Control Display Panel (MCDP)	<b>D</b>	<b>1</b>	<b>0</b>		



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Sequence No.	Item	1	2	3	4	Change Bar
<b>-10-01***</b>	Radio Tuning Panels (Digital RTP)	<b>C</b>	<b>3</b>	<b>2</b>	One may be inoperative provided left radio tuning panel operates normally.	
<b>-10-01-01</b>	Off-side Tuning Light	<b>C</b>	-	<b>0</b>		
<b>-11-01</b>	Communications Systems (VHF/HF/UHF)	<b>D</b>	-	-	Any in excess of those required by 14 CFR, and not powered by a standby bus, may be inoperative.	
<b>-11-01-01</b>	VHF Comm					
<b>-11-01-01-01</b>	Frequency In Use Light	<b>C</b>	-	<b>0</b>		
<b>-11-01-01-02</b>	Frequency Transfer Switch					
<b>-11-01-01-02A</b>		<b>C</b>	-	<b>0</b>	May be inoperative provided associated VHF active frequency can be selected.	
<b>-11-01-01-02B</b>		<b>D</b>	-	-	Any in excess of those required by 14 CFR, and not powered by a standby bus, may be inoperative.	
<b>-11-01-01-03</b>	Frequency Selector Knob	<b>C</b>	-	<b>2</b>		
<b>-11-01-01-04</b>	Frequency Indication	<b>C</b>	-	<b>2</b>		
<b>-11-01-01-05</b>	VHF Datalink					
<b>-11-01-01-05A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-11-01-01-05B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-11-01-02</b>	High Frequency (HF) Communication System					
<b>-11-01-02A</b>		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
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Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Communications Systems (VHF/HF/UHF) (Cont'd)					
-11-01-02	High Frequency (HF) Communication System (Cont'd)					
-11-01-02B		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: <ol style="list-style-type: none"> <li>a) Aircraft SATVOICE system operates normally,</li> <li>b) SATVOICE services are available as a LRCS over the intended route of flight,</li> <li>c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and</li> <li>d) Alternate procedures are established and used.</li> </ol>	
-11-01-02-01	HF Datalink					
-11-01-02-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-11-01-02-01B		D	1	0	May be inoperative provided procedures do not require its use.	
-11-02 ***	Flight Deck Communications Systems (Datalink)				Deleted, Rev 41.	
-11-02A					Deleted, Rev 41.	
-11-02B					Deleted, Rev 41.	

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<b>-21-01</b> ***	Selective Call System (SELCAL)					
<b>-21-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-21-01B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-21-01-01</b>	Channels					
<b>-21-01-01A</b>		<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-21-01-01B</b>		<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-22-01</b> ***	ACARS System					
<b>-22-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any mode that operates normally may be used.	
<b>-22-01B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.  NOTE: Any mode that operates normally may be used.	
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Sequence No.	Item	1	2	3	4	Change Bar
<b>-22-01</b>	ACARS System (Cont'd)					
<b>-22-01-01</b> ***	ACARS Printer					
<b>-22-01-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-22-01-01B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-22-02</b> ***	Multipurpose Interactive Display Unit (MIDU) (Includes Interactive Display Unit (IDU))					
<b>-22-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used for subsystems.	
<b>-22-02B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>-24-01</b> ***	Emergency Locator Transmitter (ELT)					
<b>-24-01-01</b>	Survival Type ELT	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
<b>-24-01-02</b>	Fixed ELT					
<b>-24-01-02A</b>		<b>A</b>	-	<b>0</b>	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	
<b>-24-01-02B</b>		<b>A</b>	-	<b>0</b>	May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar-days.	
<b>-24-01-02C</b>		<b>D</b>	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
<b>-24-01-02D</b>		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be missing.	
<b>-24-01-03</b>	Remote ELT Switch	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT Switch is placed in ARMED mode.	
<b>-24-01-04</b>	ELT Indicator Light	<b>D</b>	-	<b>0</b>		
<b>-24-01-05</b>	ELT Aural Alarm	<b>D</b>	-	<b>0</b>		

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Sequence No.	Item	1	2	3	4	Change Bar
<b>-24-02</b> ***	Low Frequency Underwater Locating Device (LF-ULD)					
<b>-24-02A</b>		<b>D</b>	-	-	May be inoperative provided operations do not require its use.	
<b>-24-02B</b>		<b>C</b>	-	<b>0</b>	May be inoperative or missing.	
<b>-24-03</b> ***	Aircraft Autonomous Distress Tracking (ADT) System					
<b>-24-03-01</b>	Emergency Locator Transmitter – Distress Tracking (ELT-DT)					
<b>-24-03-01A</b>		<b>A</b>	-	<b>0</b>	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	
<b>-24-03-01B</b>		<b>A</b>	-	<b>0</b>	(M) May be missing provided: a) Placard stating “ELT-DT not installed” is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar-days.	
<b>-24-03-01C</b>		<b>D</b>	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
<b>-24-03-01D</b>		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be missing.	
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Sequence No.	Item	1	2	3	4	Change Bar
<b>-24-03</b> ***	Aircraft Autonomous Distress Tracking (ADT) System (Cont'd)					
<b>-24-03-01-01</b>	Remote ELT Switch	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT-DT Switch is placed in ARMED mode.	
<b>-24-03-01-02</b>	ELT Indicator Light	<b>D</b>	-	<b>0</b>		
<b>-24-03-02</b>	ADT Trigger Unit (ATU)					
<b>-24-03-02A</b>		<b>A</b>	-	<b>0</b>	(M) May be inoperative provided: a) System is deactivated, b) ELT-DT is set to fixed ELT mode, and c) Repairs are made within 90 consecutive calendar-days.	
<b>-24-03-02B</b>		<b>A</b>	-	<b>0</b>	(M) May be missing provided: a) ELT-DT is set to fixed mode, b) Placard stating "ATU not installed" is placed in view of the pilot, and c) Repairs are made within 90 consecutive calendar-days.	
<b>-24-03-02C</b>		<b>D</b>	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided: a) System is deactivated, and b) ELT-DT is set to fixed ELT mode.	
<b>-24-03-02D</b>		<b>D</b>	-	-	(M) Any in excess of those required by 14 CFR may be missing provided ELT-DT is set to fixed ELT mode.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-01</b> ***	Satellite Communication (SATCOM) Systems					
<b>-25-01A</b>		<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-25-01B</b>		<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-25-01-01</b>	SATCOM Voice					
<b>-25-01-01A</b>		<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-25-01-01B</b>		<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-25-01-02</b> ***	HF/SAT XFER Switches (P5 Panel)					
<b>-25-01-02A</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided alternate procedures are established and used.	
<b>-25-01-02B</b>		<b>D</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided procedures do not require its use.	
<b>-25-01-03</b> ***	SATCOM Lights					
<b>-25-01-03A</b>		<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-25-01-03B</b>		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
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Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-01</b> ***	Satellite Communication (SATCOM) Systems (Cont'd)					
<b>-25-01-04</b>	SCS Aircraft Communication Unit Wingspeed SCS (STC ST02534CH)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided all messaging data transfers are via SCS voice (handset).	
<b>-25-01-05</b>	Cockpit Display Device (CDD) Wingspeed SCS (STC ST02534CH)					
<b>-25-01-05A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M) May be inoperative provided master position operates normally.	
<b>-25-01-05B</b>		<b>D</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided SCS voice (handset) operates normally.	
<b>-25-01-06</b>	Remote Processor Unit (RPU) Wingspeed SCS (STC ST02534CH)					
<b>-25-01-06A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M) May be inoperative provided master position operates normally.	
<b>-25-01-06B</b>		<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided SCS voice (handset) operates normally.	
<b>-25-01-07</b>	SCS Printer Wingspeed SCS (STC ST02534CH)	<b>C</b>	<b>1</b>	<b>0</b>	NOTE: Any function of system that operates normally may be used.	
<b>-25-01-08</b>	SATCOM Datalink					
<b>-25-01-08A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-25-01-08B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	

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-25-02	Automated Flight Information Reporting System (AFIRS) (STC ST02523NY)					
-25-02A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any portion of system that operates normally may be used.	
-25-02B		D	1	0	May be inoperative provided procedures do not require its use.  NOTE: Any portion of system that operates normally may be used.	
-25-02-01	Global Voice SATCOM					
-25-02-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-25-02-01B		D	1	0	May be inoperative provided procedures do not require its use.	
-25-02-01-01	Cockpit Dialer Pad					
-25-02-01-01A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-25-02-01-01B		D	1	0	May be inoperative provided procedures do not require its use.	
(Continued)						

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PAGE NO. 23-11

DATE: 12/26/2023

AIRCRAFT:  
B767**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-25-02	Automated Flight Information Reporting System (AFIRS) (STC ST02523NY) (Cont'd)					
-25-02-01	Global Voice SATCOM (Cont'd)					
-25-02-01-02	Handset					
-25-02-01-02A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-25-02-01-02B		D	1	0	May be inoperative provided procedures do not require its use.	
-25-02-02	Global Messaging					
-25-02-02A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any portion of system that operates normally may be used.	
-25-02-02B		D	1	0	May be inoperative provided procedures do not require its use.  NOTE: Any portion of system that operates normally may be used.	

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DATE: 12/26/2023

AIRCRAFT:  
B767**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Passenger Address System (PA)					
-31-01-01	Passenger Configuration					
-31-01-01A		<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally.  NOTE: Any station function(s) that operate normally may be used.	
-31-01-01B		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.  NOTE: Any station function(s) that operate normally may be used.	
-31-01-01-01	Lavatory Speakers	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Passenger Address System (PA) (Cont'd)					
-31-01-01	Passenger Configuration (Cont'd)					
-31-01-01-02	Cabin Speakers					
-31-01-01-02A		C	-	-	May be inoperative provided inoperative speakers are not adjacent to each other.	
-31-01-01-02B		C	-	-	(M) No passenger seat, cabin attendant seat or crew rest area bunk may be occupied from which Passenger Address System is not audible and intelligible; seat must be blocked and placarded DO NOT OCCUPY.	
-31-01-01-03 ***	Zone Selection Rotary Switch Positions, FWD Attendant Panel	D	4	3	May be inoperative provided: a) Procedures do not require their use, and b) ALL position operates normally.	
-31-01-02 ***	All Cargo Configuration (Courier/Authorized Persons Address System)					
-31-01-02A		C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.	
-31-01-02B		D	1	0	May be inoperative provided procedures do not require its use.	
					(Continued)	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Passenger Address System (PA) (Cont'd)					
-31-01-02	All Cargo Configuration (Courier/Authorized Persons Address System) (Cont'd)					
-31-01-02-01 ***	Lavatory Speakers					
-31-01-02-01A		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-31-01-02-01B		D	-	0	May be inoperative provided procedures do not require its use.	
-31-02 ***	Pre-recorded Passenger Announcement System					
-31-02A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-31-02B		D	1	0	May be inoperative provided procedures do not require its use.	

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PAGE NO. 23-15

DATE: 12/26/2023

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## TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Crewmember Interphone Systems					
-40-01-01	Passenger Configuration					
-40-01-01-01	Flight Deck to Cabin, Cabin to Flight Deck Functions					
-40-01-01-01A		B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of cabin handsets, b) Flight deck to cabin and cabin to flight deck interphone function operates normally at one door for each pair of exit doors, and c) Alternate communication procedures between affected flight attendant stations are established and used.  NOTE: Any station function(s) that operate normally may be used.	
-40-01-01-01B		C	1	0	(O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.  NOTE: Any station function(s) that operate normally may be used.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Crewmember Interphone Systems (Cont'd)					
-40-01-01	Passenger Configuration (Cont'd)					
-40-01-01-02	Cabin to Cabin Function					
-40-01-01-02A		B	2	0	(O) May be inoperative provided alternate communications procedures between the affected flight attendants stations are established and used.  NOTE: Any station function(s) that operate normally may be used.	
-40-01-01-02B		B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent of cabin handsets, b) Cabin to cabin interphone function operates normally at one door for each pair of exit doors, and c) Alternate communications procedures between affected flight attendant stations are established and used.  NOTE: Any station function(s) that operate normally may be used.	
(Continued)						



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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-40-01</b>	Crewmember Interphone Systems (Cont'd)					
<b>-40-01-01</b>	Passenger Configuration (Cont'd)					
<b>-40-01-01-03</b>	Flight Deck to Ground Function					
<b>-40-01-01-03-01</b>	Large Turbojet Powered Airplanes Operating Under 14 CFR Part 121					
<b>-40-01-01-03-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.	
<b>-40-01-01-03-01B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear flight interphone jack operates normally.	
<b>-40-01-01-03-01C</b>		<b>B</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-40-01-01-03-02</b>	All Other Aircraft/Operations					
<b>-40-01-01-03-02A</b>		<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-40-01-01-03-02B</b>		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
(Continued)						

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
<b>-40-01</b>	Crewmember Interphone Systems (Cont'd)					
<b>-40-01-02</b>	All Cargo Configuration					
<b>-40-01-02-01</b>	Flight Deck to Cabin, Cabin to Flight Deck Functions					
<b>-40-01-02-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
<b>-40-01-02-01B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-40-01-02-02</b>	Cabin to Cabin Function	<b>D</b>	<b>1</b>	<b>0</b>		
<b>-40-01-02-03</b>	Flight Deck to Ground Function					
<b>-40-01-02-03-01</b>	Large Turbojet Powered Airplanes Operating Under 14 CFR Part 121					
<b>-40-01-02-03-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.	
<b>-40-01-02-03-01B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear flight interphone jack operates normally.	
					(Continued)	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Crewmember Interphone Systems (Cont'd)					
-40-01-02	All Cargo Configuration (Cont'd)					
-40-01-02-03	Flight Deck to Ground Function (Cont'd)					
-40-01-02-03-01	Large Turbojet Powered Airplanes Operating Under 14 CFR Part 121 (Cont'd)					
-40-01-02-03-01C		B	2	0	(O) May be inoperative provided alternate procedures are established and used.	
-40-01-02-03-02	All Other Aircraft/Operations					
-40-01-02-03-02A		C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
-40-01-02-03-02B		D	2	0	May be inoperative provided procedures do not require its use.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-40-02</b>	Crew Rest Interphone System and PA Announcement (STCs ST00973WI-D and ST01994SE)	<b>D</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) Associated crew rest is not used by personnel, and b) Associated crew rest door is locked closed and placarded <b>DO NOT USE – COMM INOP.</b>  NOTE: These provisos are not intended to prohibit crew rest inspections by crewmembers.	
<b>-40-02-01</b>	Pilot Crew Rest (ST00973WI-D)	<b>C</b>	<b>2</b>	<b>1</b>	(O) Either PA or Interphone may be inoperative provided remaining system is verified to operate normally.	
<b>-40-02-02</b>	Attendant Crew Rest (ST00973WI-D)	<b>C</b>	<b>2</b>	<b>1</b>	(O) Either PA or Interphone may be inoperative provided remaining system is verified to operate normally.	
<b>-40-03</b>	Lower Lobe Crew Rest Interphone System (STCs ST01994SE and ST02137SE)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Lower lobe crew rest module is not used and personal items are removed, and b) Lower lobe crew rest door is closed and placarded <b>INOPERATIVE – DO NOT ENTER.</b>  NOTE: These provisos are not intended to prohibit crew rest inspections by crewmembers.	

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B767**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-41-01</b>	Alerting System (Audio/Visual)					
<b>-41-01-01</b>	Passenger Configuration					
<b>-41-01-01-01</b>	Flight Deck Call Visual Alerting System	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Audio alerting system operates normally, and</li> <li>b) Audio alerting system differentiates between normal and emergency calls.</li> </ol>	
<b>-41-01-01-02</b>	Flight Deck Call Audio Alerting System	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Flight deck visual alerting system operates normally, and</li> <li>b) Flight deck visual alerting system differentiates between normal and emergency calls.</li> </ol>	
<b>-41-01-01-03</b>	Flight Attendant Visual Alerting System					
<b>-41-01-01-03A</b>		<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) PA system operates normally,</li> <li>b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and</li> <li>c) Alternate procedures for contacting flight attendants are established and used.</li> </ol> <p>NOTE 1: Passenger to attendant call system is considered a Nonessential Equipment and Furnishings (NEF) item.</p> <p>NOTE 2: Any visual alerting system function(s) that operates normally may be used.</p>	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-41-01</b>	Alerting System (Audio/Visual) (Cont'd)					
<b>-41-01-01</b>	Passenger Configuration (Cont'd)					
<b>-41-01-01-03</b>	Flight Attendant Visual Alerting System (Cont'd)					
<b>-41-01-01-03B</b>		<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Audio alerting system operates normally, b) Audio alerting system differentiates between normal and emergency calls, c) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and d) Alternate procedures for contacting flight attendants are established and used.  NOTE 1: Passenger to attendant call system is considered a Nonessential Equipment and Furnishings (NEF) item.  NOTE 2: Any visual alerting system function(s) that operates normally may be used.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	Alerting System (Audio/Visual) (Cont'd)					
-41-01-01	Passenger Configuration (Cont'd)					
-41-01-01-04	Flight Attendant Audio Alerting System					
-41-01-01-04A		B	-	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used.  NOTE 1: Passenger to attendant call system is considered a Nonessential Equipment and Furnishings (NEF) item.  NOTE 2: Any audio alerting system function(s) that operates normally may be used.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-41-01</b>	Alerting System (Audio/Visual) (Cont'd)					
<b>-41-01-01</b>	Passenger Configuration (Cont'd)					
<b>-41-01-01-04</b>	Flight Attendant Audio Alerting System (Cont'd)					
<b>-41-01-01-04B</b>		<b>B</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) Visual alerting system operates normally, b) Visual alerting system differentiates between normal and emergency calls, c) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and d) Alternate procedures for contacting flight attendants are established and used.  NOTE 1: Passenger to attendant call system is considered a Nonessential Equipment and Furnishings (NEF) item.  NOTE 2: Any audio alerting system function(s) that operates normally may be used.	
(Continued)						



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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	Alerting System (Audio/Visual) (Cont'd)					
-41-01-02	All Cargo Configuration					
-41-01-02-01	Flight Deck Call Visual Alerting System					
-41-01-02-01A		B	1	0	May be inoperative provided flight deck audio alerting system operates normally.	
-41-01-02-01B		D	1	0	May be inoperative provided courier/authorized persons compartment remains unoccupied.	
-41-01-02-02	Courier/Authorized Persons Visual Alerting System					
-41-01-02-02A		B	1	0	(O) May be inoperative provided: a) Courier/authorized persons address system operates normally, and b) Alternate procedures are established and used.	
					NOTE: Any visual alerting system function(s) that operates normally may be used.	
-41-01-02-02B		D	1	0	May be inoperative provided courier/authorized persons compartment remains unoccupied.	
					NOTE: Any visual alerting system function(s) that operates normally may be used.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	Alerting System (Audio/Visual) (Cont'd)					
-41-01-02	All Cargo Configuration (Cont'd)					
-41-01-02-03	Courier/Authorized Persons Audio Alerting System					
-41-01-02-03A		B	1	0	(O) May be inoperative provided: a) Courier/authorized persons address system operates normally, and b) Alternate procedures are established and used.	
					NOTE: Any audio alerting system function(s) that operates normally may be used.	
-41-01-02-03B		D	1	0	May be inoperative provided courier/authorized persons compartment remains unoccupied.	
					NOTE: Any audio alerting system function(s) that operates normally may be used.	
-41-01-02-04	Main Cargo Deck Crew Aural Warning System	B	1	0	May be inoperative provided access to main cargo compartment is prohibited in flight.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-41-02</b>	Crew Rest Module Call System (STC ST02372AT)					
<b>-41-02-01</b>	Flight Deck to Crew Rest Module/Crew Rest Module to Flight Deck Call Functions	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) Crew rest module is not used, and b) Crew rest door is closed and placarded INOPERATIVE – DO NOT ENTER.  NOTE: These provisos are not intended to prohibit crew rest area inspections by crewmembers.	
<b>-41-02-02</b>	Flight Deck Visual Alert	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided flight deck audio alerting system operates normally.	
<b>-42-01</b>	Handset Systems					
<b>-42-01-01</b>	Passenger Configuration					
<b>-42-01-01-01</b> ***	Flight Deck					
<b>-42-01-01-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.	
<b>-42-01-01-01B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
(Continued)						

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
-42-01	Handset Systems (Cont'd)					
-42-01-01	Passenger Configuration (Cont'd)					
-42-01-01-02	Cabin	B	-	-	(O) May be inoperative provided: a) Fifty percent of cabin handsets operate normally, b) One handset must operate normally at each pair of exit doors, and c) Alternate communication procedures between affected flight attendant stations are established and used.  NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy fifty percent requirement.  NOTE 2: Any handset function that operates normally may be used.	
-42-01-02	All Cargo Configuration					
-42-01-02-01 ***	Flight Deck					
-42-01-02-01A		C	1	0	May be inoperative provided flight deck to courier/authorized persons communication operates normally.	
-42-01-02-01B		D	1	0	May be inoperative provided procedures do not require its use.	
					(Continued)	

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<p>AIRCRAFT: B767</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
---------------------------	--

### 23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
<b>-42-01</b>	Handset Systems (Cont'd)					
<b>-42-01-02</b>	All Cargo Configuration (Cont'd)					
<b>-42-01-02-02</b> ***	Courier/Authorized Persons					
<b>-42-01-02-02A</b>		<b>D</b>	<b>-</b>	<b>1</b>		
<b>-42-01-02-02B</b>		<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided courier/authorized persons compartment remains unoccupied.	
<b>-43-01</b>	Ground Crew Call System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-43-01-01</b>	Ground Crew Call Horn	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	

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## TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-45-01</b>	Crew Rest Module (STC ST03430NY)					
<b>-45-01-01</b>	Interphone System and PA Announcement	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Crew rest module is not used and personal items are removed, b) Power is removed from the crew rest module, and c) Crew rest module door is closed and placarded DO NOT OCCUPY.  NOTE: These provisos are not intended to prohibit crew rest module inspections by crewmembers.	
<b>-45-01-02</b>	Flight Deck to Crew Rest Module/Crew Rest Module to Flight Deck Call Functions	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Crew rest module is not used and personal items are removed, b) Power is removed from the crew rest module, and c) Crew rest module door is closed and placarded DO NOT OCCUPY.  NOTE: These provisos are not intended to prohibit crew rest module inspections by crewmembers.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-45-02</b>	Crew Rest Module (STC ST02568SE)					
<b>-45-02-01</b>	CRM Call Button – M1798 HF/SAT Select/CRM Panel	<b>D</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided alternate normal and emergency procedures are established and used.	
<b>-45-02-02</b>	Service Interphone Call System - CRM Panel	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided alternate normal and emergency procedures are established and used.	
<b>-45-02-03</b>	CRM Interphone Switch – M33 Flight Recorder Control Panel	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided alternate normal and emergency procedures are established and used.	
<b>-45-02-04</b>	CRM Panel – M9009 CRM Information Signs Panel	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) The message is legible with applied frontal lighting, and b) Alternate procedures are established and used to notify authorized persons when associated sign(s) are ON or OFF.	
<b>-45-02-05</b>	Service Interphone/Call System	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided alternate normal and emergency procedures are established and used.	

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**TABLE KEY**

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-51-03	Flight Deck Interphone Speakers	C	2	0	May be inoperative provided: a) Procedures do not require their use, and b) TSO headset earphones/headphones (or equivalent) are installed and operate normally.	
-51-04	Push-To-Talk (PTT) Switches					
-51-04-01	Control Wheel PTT Switches	C	2	1	(M) One may be inoperative provided: a) Associated audio selector panel or glareshield PTT switch operates normally, and b) Affected switch is deactivated.	
-51-04-02	Flightcrew Audio Selector Panel PTT Switches	C	2	1	(M) One may be inoperative provided: a) Associated control wheel or glareshield PTT switch operates normally, and b) Affected switch is verified failed open.	
-51-04-03 ***	Glareshield PTT Switches	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.	
-51-05	Flightcrew Communication Equipment	D	-	-	Any boom and/or hand microphones in excess of those required by 14 CFR for flight deck crewmembers may be inoperative or missing.	
-51-05-01	Boom Microphones	A	-	0	May be inoperative or missing provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
(Continued)						



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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-05</b>	Flightcrew Communication Equipment (Cont'd)					
<b>-51-05-02</b>	Hand Microphones					
<b>-51-05-02A</b>		<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative or missing provided associated boom microphone operates normally.	
<b>-51-05-02B</b>					Deleted, Rev 40.	
<b>-51-05-02-01</b> ***	Dual Tone Multi-Frequency (DTMF) (Telephone Dialing Feature)					
<b>-51-05-02-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Voice mode operates normally, and b) Alternate procedures are established and used.	
<b>-51-05-02-01B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-51-05-03</b>	TSO Headset Earphones/ Headphones	<b>C</b>	<b>-</b>	<b>1</b>	Either captain's or first officer's earphone/headphone may be inoperative or missing provided associated flight deck speaker operates normally.	
<b>-51-05-04</b>	Active Noise Canceling/Reduction Function	<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided normal audio function of headset is operative.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-70-01</b>	Flight Deck Door Visual Surveillance Systems					
<b>-70-01-01</b> ***	Electronic System					
<b>-70-01-01A</b>		<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative and components may be missing provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight-days.  NOTE: Any portion of system that operates normally may be used.	
<b>-70-01-01B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative and components may be missing provided: a) Flight deck door viewing port operates normally, and b) Alternate procedures are established and used.  NOTE: Any portion of system that operates normally may be used.	
<b>-70-01-01C</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative and components may be missing provided procedures do not require its use.	
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**TABLE KEY**

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Flight Deck Door Visual Surveillance Systems (Cont'd)					
-70-01-01	Electronic System (Cont'd)					
-70-01-01-01	All Cargo Configuration					
-70-01-01-01A		C	1	0	May be inoperative and components may be missing provided aircraft aft of flight deck door is occupied only by those personnel authorized by 14 CFR.	
					NOTE: Any portion of system that operates normally may be used.	
-70-01-01-01B		D	1	0	May be inoperative and components may be missing provided procedures do not require its use.	
-70-01-02 ***	Viewing Ports					
-70-01-02A		A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight-days.	
-70-01-02B		C	1	0	(O) May be inoperative provided: a) Electronic flight deck door visual surveillance system operates normally, and b) Alternate procedures are established and used.	
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4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Flight Deck Door Visual Surveillance Systems (Cont'd)					
-70-01-02	Viewing Ports (Cont'd)					
-70-01-02C		D	1	0	May be inoperative provided procedures do not require its use.	
-70-01-02-01	All Cargo Configuration					
-70-01-02-01A		C	1	0	May be inoperative and components may be missing provided aircraft aft of flight deck door is occupied only by those personnel authorized by 14 CFR.	
-70-01-02-01B		D	1	0	May be inoperative provided procedures do not require its use.	
-71-01	Cockpit Voice Recorder (CVR) System	A	1	0	May be inoperative provided: a) Flight data recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
-71-01-01 ***	Independent Power Source	C	1	0		

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4. REMARKS OR EXCEPTIONS

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Engine Generator Systems (IDG/GCB)					
-00-01-01	CF6/RB211	B	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: <ul style="list-style-type: none"> <li>a) APU generator operates normally and is used to supply busses of inoperative channel throughout flight,</li> <li>b) All generator control units, including APU, operate normally,</li> <li>c) For ER operations, at least one Hydraulic Motor Generator (HMG) is verified to operate normally, and</li> <li>d) If APU has been operating for an extended period of time in heavy falling or blowing snow, inspect inlet plenum before departure to verify that accumulations of snow or ice are not present.</li> </ul>	
-00-01-02	PW4000	B	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: <ul style="list-style-type: none"> <li>a) APU generator operates normally and is used to supply busses of inoperative channel throughout flight,</li> <li>b) All generator control units, including APU, operate normally,</li> <li>c) For ER operations, at least one Hydraulic Motor Generator (HMG) is verified to operate normally,</li> </ul>	
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Engine Generator Systems (IDG/GCB) (Cont'd)					
-00-01-02	PW4000 (Cont'd)				<ul style="list-style-type: none"> <li>d) If APU has been operating for an extended period of time in heavy falling or blowing snow, inspect inlet plenum before departure to verify that accumulations of snow or ice are not present,</li> <li>e) FUEL TEMP indicating system operates normally,</li> <li>f) For engine air oil cooler operating normally, fuel tank temperature remains at or above -37 °C,</li> <li>g) For engine air oil cooler open, fuel tank temperature remains at or above -30 °C, and</li> <li>h) For either f) or g) configuration, fuel tank temperature must remain above specified minimum throughout entire flight.</li> </ul>	
-00-01-03	JT9D	<b>B</b>	<b>2</b>	<b>1</b>	<p>(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) APU generator operates normally and is used to supply busses of inoperative channel throughout flight,</li> <li>b) All generator control units, including APU, operate normally,</li> </ul>	
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**TABLE KEY**

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Engine Generator Systems (IDG/GCB) (Cont'd)					
-00-01-03	JT9D (Cont'd)				<ul style="list-style-type: none"> <li>c) For ER operations, at least one Hydraulic Motor Generator (HMG) is verified to operate normally,</li> <li>d) If APU has been operating for an extended period of time in heavy falling or blowing snow, inspect inlet plenum before departure to verify that accumulations of snow or ice are not present, and</li> <li>e) If IDG is disconnected, manual fuel heat cycle must be completed before takeoff when fuel temperature is below 0 °C.</li> </ul>	
-00-02	APU Generator					
-00-02A		<b>C</b>	<b>1</b>	<b>0</b>	Except for ER operations, may be inoperative provided both engine generators operate normally.	
-00-02B		<b>B</b>	<b>1</b>	<b>0</b>	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Both engine generators operate normally, and</li> <li>b) At least one Hydraulic Motor Generator (HMG) is verified to operate normally.</li> </ul>	

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**TABLE KEY**

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Generator DRIVE Lights					
-11-01-01	-200/-300					
-11-01-01A		B	2	1	(M) One may be inoperative off provided associated EICAS message is verified to operate normally.	
-11-01-01B		B	2	1	(M) One may be inoperative off provided associated IDG is disconnected.	
-11-01-02	-400ER	C	2	0		
-22-01	Relays - AC					
-22-01-01	Ground Handling					
-22-01-01-01	-200/-300	C	1	0	(M) May be inoperative provided the equipment on the Ground Handling Bus is deactivated before each departure.	
-22-01-01-02	-400ER	C	2	0	(M) May be inoperative provided the equipment on the Ground Handling Bus is deactivated before each departure.	
-22-01-02	Ground Service Select	C	1	0		
-22-01-03	Ground Service Transfer	C	1	0	(M) Control of the relay may be inoperative provided the relay remains in the engine running position.	



1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-01***</b>	Hydraulic Motor Generators (HMG)					
<b>-25-01-01</b>	Air Data Computer (ADC) Equipped Airplanes					
<b>-25-01-01A</b>		<b>C</b>	<b>-</b>	<b>0</b>	(O) Except for ER operations, may be inoperative provided: a) Center IRS operates normally, and b) First officer's IRS instrument source select switch operates normally.	
<b>-25-01-01B</b>		<b>C</b>	<b>-</b>	<b>0</b>	Except for ER operations, may be inoperative for VMC flight provided operations are not during night.	
<b>-25-01-01C</b>		<b>C</b>	<b>-</b>	<b>0</b>	(M)(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Both engine generators and APU generator operate normally, b) Center IRS operates normally, and c) First officer's IRS instrument source select switch operates normally.	
<b>-25-01-01D</b>		<b>A</b>	<b>-</b>	<b>0</b>	(M)(O) For ER operations beyond 120 minutes, may be inoperative provided: a) Both engine generators and APU generator operate normally, b) APU is started before reaching ETOPS segment, then operated continuously until within 60 minutes of a suitable airport,	
(Continued)						

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-01</b>	Hydraulic Motor Generators (HMG) (Cont'd)					
<b>-25-01-01</b>	Air Data Computer (ADC) Equipped Airplanes (Cont'd)					
<b>-25-01-01D</b> (Cont'd)					c) Center IRS operates normally, d) First officer's IRS instrument source select switch operates normally, e) Operations are limited to not more than 3 flight-days before repair is made.	
<b>-25-01-01E</b>		<b>A</b>	<b>3</b>	<b>1</b>	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) At least one Hydraulic Motor Generator (HMG) is verified to operate normally, and b) Operations are limited to not more than 3 flight-days before repair is made.	
<b>-25-01-01F</b>		<b>C</b>	<b>3</b>	<b>1</b>	(M) May be inoperative provided: a) Both engine generators and APU generator operate normally, and b) At least one Hydraulic Motor Generator (HMG) is verified to operate normally.	
					(Continued)	

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**TABLE KEY**

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-01</b>	Hydraulic Motor Generators (HMG) (Cont'd)					
<b>-25-01-02</b>	Air Data Inertial Reference System (ADIRS) Equipped Airplanes					
<b>-25-01-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>	Except for ER operations, may be inoperative.	
<b>-25-01-02B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M) Except for ER operations beyond 120 minutes, may be inoperative provided both engine generators and APU generator operate normally.	
<b>-25-01-02C</b>		<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) For ER operations beyond 120 minutes, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Both engine generators and APU generator operate normally,</li> <li>b) APU is started before reaching ETOPS segment, then operated continuously until within 60 minutes of a suitable airport, and</li> <li>c) Operations are limited to not more than 3 flight-days before repair is made.</li> </ul>	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-02</b> ***	Hydraulic Motor Generator Valves					
<b>-25-02-01</b>	Air Data Computer (ADC) Equipped Airplanes					
<b>-25-02-01A</b>		<b>C</b>	-	<b>0</b>	(M)(O) Except for ER operations, may be inoperative closed provided: a) Center IRS operates normally, and b) First officer's IRS instrument source select switch operates normally.	
<b>-25-02-01B</b>		<b>C</b>	-	<b>0</b>	(M) Except for ER operations, may be inoperative closed for VMC flight provided operations are not during night.	
<b>-25-02-01C</b>		<b>C</b>	-	<b>0</b>	(M)(O) Except for ER operations beyond 120 minutes, may be inoperative closed provided: a) Both engine generators and APU generator operate normally, b) Center IRS operates normally, and c) First officer's IRS instrument source select switch operates normally.	
(Continued)						

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-02</b> <b>***</b>	Hydraulic Motor Generator Valves (Cont'd)					
<b>-25-02-01</b>	Air Data Computer (ADC) Equipped Airplanes (Cont'd)					
<b>-25-02-01D</b>		<b>A</b>	<b>-</b>	<b>0</b>	(M)(O) For ER operations beyond 120 minutes, may be inoperative closed provided: a) Both engine generators and APU generator operate normally, b) APU is started before reaching ETOPS segment, then operated continuously until within 60 minutes of a suitable airport, c) Center IRS operates normally, d) First officer's IRS instrument source select switch operates normally, and e) Operations are limited to not more than 3 flight-days before repair is made.	
<b>-25-02-01E</b>		<b>A</b>	<b>3</b>	<b>1</b>	(M) Except for ER operations beyond 120 minutes, may be inoperative closed provided: a) At least one Hydraulic Motor Generator (HMG) is verified to operate normally, and b) Operations are limited to not more than 3 flight-days before repair is made.	
<b>-25-02-01F</b>		<b>C</b>	<b>3</b>	<b>1</b>	(M) May be inoperative closed provided: a) Both engine generators and APU generator operate normally, and b) At least one Hydraulic Motor Generator (HMG) is verified to operate normally.	
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**TABLE KEY**

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-02</b> ***	Hydraulic Motor Generator Valves (Cont'd)					
<b>-25-02-02</b>	Air Data Inertial Reference System (ADIRS) Equipped Airplanes					
<b>-25-02-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M) Except for ER operations, may be inoperative closed.	
<b>-25-02-02B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M) Except for ER operations beyond 120 minutes, may be inoperative closed provided both engine generators and APU generator operate normally.	
<b>-25-02-02C</b>		<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) For ER operations beyond 120 minutes, may be inoperative closed provided: a) Both engine generators and APU generator operate normally, b) APU is started before reaching ETOPS segment, then operated continuously until within 60 minutes of a suitable airport, and c) Operations are limited to not more than 3 flight-days before repair is made.	
<b>-25-03</b> ***	Flight Instrument Power Bus Switch	<b>C</b>	<b>1</b>	<b>0</b>	Except for ER operations, may be inoperative provided HMG is not required.	
<b>-27-01</b>	BUS OFF Lights	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided BUS TIE ISLN lights and associated GEN CONT OFF light operate normally.	

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4. REMARKS OR EXCEPTIONS

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
-27-02	GEN CONT OFF Lights					
-27-02-01	-200/-300					
-27-02-01A		C	2	1	(M)(O) One may be inoperative provided associated EICAS message L(R) GEN OFF is verified to operate normally.	
-27-02-01B		B	2	1	One may be inoperative for an associated inoperative generator.	
-27-02-02	-400ER	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
-27-03	APU GEN OFF Light					
-27-03A		C	1	0	(M) May be inoperative provided EICAS message APU GEN OFF is verified to operate normally.	
-27-03B		C	1	0	May be inoperative provided APU generator is not required for flight.	
-27-04	BUS TIE ISLN Lights	C	2	0	May be inoperative provided associated BUS OFF light operates normally.	
-27-05	UTILITY BUS OFF Lights	C	2	0		
-27-06 ***	Generator FIELD OFF Lights	D	3	0		

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1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-30-01</b>	Standby Power Bus OFF Light					
<b>-30-01-01</b>	-200/-300	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Both EICAS systems operate normally, and b) All other standby bus indications are verified to operate normally.	
<b>-30-01-02</b>	-400ER	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative.	
<b>-31-01</b>	APU Battery					
<b>-31-01-01</b>	Without Main/APU Battery Tie System Installed	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) APU battery is deactivated or removed, and b) APU is considered inoperative.	
<b>-31-01-02</b> ***	With Main/APU Battery Tie System Installed	<b>C</b>	<b>1</b>	<b>0</b>	(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.	
<b>-31-02</b>	APU Battery Charger					
<b>-31-02-01</b>	Without Main/APU Battery Tie System Installed	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) APU battery charger is deactivated or removed, and b) APU is not required.	
(Continued)						



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**TABLE KEY**

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-31-02</b>	APU Battery Charger (Cont'd)					
<b>-31-02-02</b> ***	With Main/APU Battery Tie System Installed	<b>C</b>	<b>1</b>	<b>0</b>	(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.	
<b>-31-03</b> ***	Standby Power Main/APU Battery Tie System	<b>C</b>	<b>1</b>	<b>0</b>	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.	
<b>-32-01</b> ***	APU Start Transformer Rectifier Unit					
<b>-32-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided APU is considered inoperative.	
<b>-32-01B</b>		<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided APU TRU is deactivated.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-32-02</b> ***	First Officer's Display Transformer Rectifier Unit (-400ER)					
<b>-32-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-32-02B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-41-01</b>	External Power System(s)	<b>C</b>	<b>-</b>	<b>0</b>		
<b>-41-01-01</b>	EXT PWR AVAIL Light (Flight Deck)	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-41-01-02</b>	EXT PWR ON Light (Flight Deck)	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-41-01-03</b>	EXTERNAL POWER CONNECTED Light (External Power Panel)	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-41-01-04</b>	EXTERNAL POWER NOT IN USE Light (External Power Panel)	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-51-01</b>	Utility Bus Systems (All Cargo Configuration)	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided bus is deactivated.	

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
-51-02	Voltage Harmonic Filters					
-51-02A		D	-	0	(M) May be inoperative provided associated individual video system (IVS) zone is deactivated.	
-51-02B		D	-	0	May be inoperative provided associated video system remains off.	
-52-01	Crew Rest Module (STC ST03430NY)					
-52-01-01	Power System: ON/OFF Power Switch (P5 Panel)	C	-	0	(M)(O) May be inoperative provided: a) Crew rest module is not used and personal items are removed, b) Power is removed from the crew rest module, and c) Crew rest module door is closed and placarded DO NOT OCCUPY.  NOTE: These provisos are not intended to prohibit crew rest module inspections by crewmembers.	
-52-01-02	Voltage Harmonic Filters CRM USB power supply	D	2	0	(M) One or both may be inoperative provided both USB power supplies are deactivated.	

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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Crewmember Shoulder Harness (Flight Deck)	D	-	-	Any in excess of those required for flight deck crewmembers (including official observer in observer's seat) may be inoperative.	
-11-01	Flightcrew Seats					
-11-01-01 ***	Power Adjustment Systems	D	2	0	(M) May be inoperative provided: a) Affected seat power adjustment system is deactivated, and b) Fwd/aft and vertical manual adjustment modes operate normally.	
-11-01-02	Manual Adjustment Systems					
-11-01-02-01	Recline Systems	A	2	0	(M) May be inoperative provided: a) Seat is secured in an upright position acceptable to affected crewmember, b) Fwd/aft and vertical manual adjustment modes operate normally, and c) Repairs are made within 2 flight-days.	
-11-01-02-02	Vertical Adjustments	A	2	0	May be inoperative provided: a) Seat is acceptable to affected crewmember, and b) Repairs are made within 2 flight-days.	
-11-01-02-03	Armrests	B	4	0	May be inoperative provided: a) Affected armrest is in up position or removed, and b) Seat is acceptable to affected crewmember.	
(Continued)						

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Flightcrew Seats (Cont'd)					
-11-01-02	Manual Adjustment Systems (Cont'd)					
-11-01-02-04	Lumber/Thigh Supports	C	2	0	May be inoperative provided seat is acceptable to the affected crewmember.	
-11-01-02-05	Headrests	C	2	0	May be inoperative provided seat is acceptable to the affected crewmember.	
-11-02	Observer Seat(s)					
-11-02-01	First Observer Seat (Including Associated Equipment)					
-11-02-01A		A	-	-	May be inoperative provided: a) An authorized persons/passenger seat is made available to an FAA inspector for performance of official duties, and b) Repairs are made within 2 flight-days.	
-11-02-01B		A	-	-	May be inoperative provided: a) Second observer seat is available to an FAA inspector for performance of official duties, and b) Repairs are made within 2 flight-days.	
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**TABLE KEY**

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	Observer Seat(s) (Cont'd)					
-11-02-01	First Observer Seat (Including Associated Equipment) (Cont'd)					
-11-02-01C		A	-	-	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to an FAA inspector for performance of official duties, and c) Repairs are made within 2 flight-days.  NOTE 1: These provisos are intended to provide for occupancy of above seats by an FAA inspector when minimum safety equipment (oxygen and safety belt) is functional and inspector determines conditions to be acceptable.  NOTE 2: Pilot in command will determine if minimum safety equipment is functional for other persons authorized to occupy observer seat(s).	
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## TABLE KEY

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	Observer Seat(s) (Cont'd)					
-11-02-02 ***	Second Observer Seat (Including Associated Equipment)	D	-	0	NOTE: Pilot in command will determine if minimum safety equipment is functional for other persons authorized to occupy observer seat(s).	
-20-01	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that item(s) is deferred in accordance with operator's NEF deferral program. NEF program, procedures, and processes are outlined in operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flightcrew and included in operator's appropriate document.  NOTE: Exterior lavatory door ash trays are not considered NEF items.	
-25-01	Flight Attendant Seat Assembly (Single or Dual Position)					
-25-01-01	Required Flight Attendant Seats					
-25-01-01A		B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or passenger seat which is most accessible to inoperative seat(s), so as to most effectively perform assigned duties,	
(Continued)						

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-01</b>	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
<b>-25-01-01</b>	Required Flight Attendant Seats (Cont'd)					
<b>-25-01-01A</b> (Cont'd)					<p>c) Alternate procedures are established and used as published in crewmember manuals,</p> <p>d) Folding type seat stows automatically or is secured in retracted position, and</p> <p>e) Passenger seat assigned to flight attendant is placarded FOR FLIGHT ATTENDANT USE ONLY.</p> <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>NOTE 3: Individual operators, when operating with inoperative seats, will consider locations and combinations of seats to ensure that proximity to exits and distribution requirements of applicable 14 CFR are met.</p> <p>NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to adjacent seat, adjacent seat must operate normally.</p>	
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-01</b>	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
<b>-25-01-01</b>	Required Flight Attendant Seats (Cont'd)					
<b>-25-01-01B</b>		<b>C</b>	<b>-</b>	<b>0</b>	(M)(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, c) Folding type seat stows automatically or is secured in retracted position, d) Affected seat position or seat assembly is not occupied, and e) Alternate procedures are established and used.  NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.  NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-01</b>	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
<b>-25-01-02</b>	Excess Flight Attendant Seats	<b>C</b>	-	-	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in retracted position.  NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.  NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
<b>-25-01-03</b> ***	All Cargo Configuration	<b>D</b>	-	-	May be inoperative provided affected seat or seat assembly is not occupied.	

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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-02</b>	Passenger Seats					
<b>-25-02-01</b>	Passenger Seats (Includes all Configurations and Locations)	<b>D</b>	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY".  NOTE 1: A seat with an inoperative or missing seat belt or shoulder harness is considered inoperative.  NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.  NOTE 3: Inoperative seats do not affect required number of flight attendants.	
<b>-25-02-02</b>	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)					
<b>-25-02-02A</b>		<b>D</b>	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
<b>-25-02-02B</b>		<b>D</b>	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.	
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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-25-02	Passenger Seats (Cont'd)					
-25-02-03	Under Seat Baggage Restraining System	C	-	-	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Baggage is not stowed under seat with inoperative restraining system,</li> <li>b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and</li> <li>c) Procedures are established to alert Cabin Crew of inoperative restraining system.</li> </ul>	
-25-02-04	Armrests					
-25-02-04-01	With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	(M) May be inoperative or missing and seat occupied provided: <ul style="list-style-type: none"> <li>a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and</li> <li>b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.</li> </ul>	
-25-02-04-02	Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
-25-02-05	Seat Belt/Air Bag Restraint Systems					
-25-02-05-01	Seat Belt/Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
-25-02-05-02 ***	Seat Belt/Air Bags Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
-25-02-06 ***	Delethalization Pads	D	-	-	May be inoperative or missing provided affected seat is blocked and placarded "DO NOT OCCUPY".	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-03</b> ***	Authorized Persons Seats (All Cargo Configuration)	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided: a) Seat is not occupied, and b) Seat is stowed or secured.	
<b>-25-03-01</b>	Armrests	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided armrest is stowed in retracted position or removed.	
<b>-25-03-02</b>	Recline Mechanism	<b>D</b>	-	<b>0</b>	(M) May be inoperative and seat occupied provided seat is secured in upright position.	
<b>-25-05</b> ***	Crew Rest Bunk Restraints	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided associated bunk is blocked and placarded INOPERATIVE – DO NOT USE.	
<b>-25-06</b>	Crew Rest Module (STC ST02372AT)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Crew rest module is not used and personal items are removed, and b) Crew rest door is closed and placarded INOPERATIVE – DO NOT ENTER. c) Appropriate adjustment to flightcrew FDP times are applied.  NOTE: These provisos are not intended to prohibit crew rest area inspections by crewmembers.	

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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-25-07</b>	Lower Lobe Crew Rest Module (STCs ST01994SE and ST02137SE)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Lower lobe crew rest module is not used and personal items are removed, and b) Lower lobe crew rest door is closed and placarded INOPERATIVE – DO NOT ENTER. c) Appropriate adjustment to flightcrew FDP times are applied.  NOTE: These provisos are not intended to prohibit crew rest area inspections by crewmembers.	
<b>-25-07-01</b>	Crew Rest Seats	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided seat is placarded INOPERATIVE – DO NOT USE.	
<b>-25-08</b>	Flightcrew Rest Facilities and Equipment 14 CFR Part 117, § 117.3 Class 1 or 2					
<b>-25-08A</b>		<b>C</b>	-	<b>0</b>	(O) May be inoperative provided appropriate adjustments to flightcrew FDP times are applied.	
<b>-25-08B</b>		<b>C</b>	-	<b>0</b>	May be inoperative provided operations do not require their use.	
<b>-25-09</b>	Flightcrew Rest Facilities and Equipment 14 CFR Part 117, § 117.3 Class 3					
<b>-25-09A</b>		<b>C</b>	-	<b>0</b>	May be inoperative provided the airplane is not used for augmented flightcrew member operations.	
<b>-25-09B</b>		<b>C</b>	-	<b>0</b>	May be inoperative provided operations do not require their use.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-28-01	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/ Closets					
-28-01A		C	-	-	(M) May be inoperative provided: a) Procedures are established to secure affected bin, compartment or closet in closed position, b) Affected bin, compartment, or closet is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed.  NOTE: For overhead bins, if no partitions are installed, entire overhead bin is considered inoperative.	
-28-01B		C	-	-	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in retracted (fully open) position, c) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed,	
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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-28-01</b>	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/ Closets (Cont'd)					
<b>-28-01B</b> (Cont'd)					<p>d) Affected bin, compartment or closet is prominently placarded DO NOT USE,</p> <p>e) Procedures are established and used to alert crewmembers and authorized persons/passengers of inoperative bins, compartments or closets, and</p> <p>f) Authorized persons/passengers are briefed that affected bin, compartment or closet is not used.</p> <p>NOTE 1: For overhead bins, if no partitions are installed, entire overhead bin is considered inoperative.</p> <p>NOTE 2: Any emergency equipment located in affected bin, compartment or closet (permanently affixed) is available for use.</p>	
<b>-28-01-01</b>	Multi Latch/Quarter Turn Lug Installations	<b>C</b>	-	-	One latch/lug per compartment may be inoperative provided: <p>a) Remaining latch(es)/lug(s) on affected compartments operate normally, and</p> <p>b) If affected compartment is used for a galley cart, cart remains empty.</p>	
<b>-28-01-02</b> ***	Storage Compartment Key Locks	<b>D</b>	-	<b>0</b>	(M) May be inoperative in unlocked position provided doors can be secured by other means.	



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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-38-01</b>	Exterior Lavatory Door Ashtrays					
<b>-38-01-01</b>	Airplanes with Multiple Exterior Lavatory Door Ashtrays Installed					
<b>-38-01-01A</b>		<b>A</b>	-	-	Up to and including 50 percent may be missing or inoperative for 10 consecutive calendar-days.  NOTE: Crew lavatories are included in total aircraft exterior lavatory door ashtray count.	
<b>-38-01-01B</b>		<b>A</b>	-	-	More than 50 percent may be missing or inoperative for 3 consecutive calendar-days.  NOTE: Crew lavatories are included in total aircraft exterior lavatory door ashtray count.	
<b>-38-01-02</b>	Airplanes with Only One Exterior Lavatory Door Ashtray Installed	<b>A</b>	<b>1</b>	<b>0</b>	May be missing or inoperative for 10 consecutive calendar-days.	
<b>-38-02</b>	Galley/Cabin Waste Receptacles Access Door/Covers	<b>C</b>	-	-	(M)(O) May be inoperative provided: a) Container is empty and access is secured to prevent waste introduction into compartment, and b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on flight.	

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4. REMARKS OR EXCEPTIONS

## 25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-39-05	Crew Rest Module (STC ST03430NY)					
-39-05-01	Crew Rest Module	C	1	0	(M)(O) May be inoperative provided: a) Crew rest module is not used and personal items are removed, b) Power is removed from the crew rest module, and c) Crew rest module door is closed and placarded DO NOT OCCUPY.  NOTE: These provisos are not intended to prohibit crew rest module inspections by crewmembers.	
-39-05-02	Bunk Mattress	C	2	1	(O) May be missing/removed provided: a) Only the bunk with the remaining mattress is used, and b) The aircraft is not scheduled for flights requiring two additional crewmembers.	
-39-05-03	Main Cargo Deck Restraint Systems	A	-	-	(M)(O) May be inoperative provided: a) Repairs are made prior to the completion of the next heavy maintenance check, b) Crew rest module is not used and personal items are removed, c) Power is removed from the crew rest module, and d) Crew rest module door is closed and placarded DO NOT OCCUPY.  NOTE: These provisos are not intended to prohibit crew rest module inspections by crewmembers.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-39-05</b>	Crew Rest Module (STC ST03430NY) (Cont'd)					
<b>-39-05-04</b>	Crew Rest Bunk Restraint	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) May be inoperative provided: a) Only the bunk with the operative restraint is used, and b) The aircraft is not scheduled for flights requiring two additional crewmembers.	
<b>-39-06</b>	Crew Rest Module (STC ST02568SE)					
<b>-39-06-01</b>	Bunk Belt Assembly	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided bunk is not occupied.  NOTE: CRM bunk occupants limited to number of operational belt assemblies in the CRM.	
<b>-39-06-02</b>	Seat Belt Assembly	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided seat is not occupied.  NOTE: CRM seat occupants limited to number of operational belt assemblies in the CRM.	
<b>-39-06-03</b>	Seat In-Arm Tray Table	<b>D</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided the table is not used.	
<b>-39-06-04</b>	Seat Back Recline Mechanism	<b>D</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided the seat is not occupied.	
<b>-39-06-05</b>	Entry Door Seal (Authorized Persons Door Seal) Assembly	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided use of CRM is prohibited.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-39-06	Crew Rest Module (STC ST02568SE) (Cont'd)					
-39-06-06	Hazmat Door					
-39-06-06A		C	1	0	(O) May be missing provided: a) Use of CRM is prohibited, and personal items are removed, and b) Crew accessible dangerous goods shipments requiring inflight accessibility are prohibited.	
-39-06-06B		C	1	0	(M)(O) May be inoperative provided: a) CRM HAZMAT Door is closed, sealed and secured at the corner latches, and b) Crew accessible dangerous goods shipments requiring inflight accessibility are prohibited.	
-39-06-06C		C	1	0	(O) May be operative and not closed provided: a) Use of CRM is prohibited, and personal items are removed, and b) Crew accessible dangerous goods shipments requiring inflight accessibility are prohibited.	
(Continued)						

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-39-06</b>	Crew Rest Module (STC ST02568SE) (Cont'd)					
<b>-39-06-07</b>	Portable Flashlights/ Flashlight Holders					
<b>-39-06-07A</b>		<b>C</b>	-	-	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.	
<b>-39-06-07B</b>		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	
<b>-39-06-07-01</b> ***	Tamper Seals or Tags	<b>C</b>	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	   
<b>-39-06-08</b>	PED Electrical Outlets	<b>D</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided the inoperative PED Outlet is placarded.	
<b>-39-06-09</b>	Don O2 Test Switch	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided alternate normal system test procedures are established and used.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	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 waste container, b) Lavatory is only used by crewmembers, and c) Associated lavatory entrance door is locked closed and placarded INOPERATIVE – DO NOT ENTER.  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
-50-01	Lower Cargo Compartment Lining Panels, Floor Panels, and Walkways					
-50-01-01	Lining Panels	C	-	-	(O) May be damaged or missing provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in fly away kits, and which materials can be used as ballast.	
(Continued)						

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-50-01</b>	Lower Cargo Compartment Lining Panels, Floor Panels, and Walkways (Cont'd)					
<b>-50-01-02</b>	Floor Panels and Walkways (Forward and Aft)					
<b>-50-01-02-01</b>	Full Floor Configuration	<b>C</b>	-	-	(O) May be damaged or missing provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in fly away kits, and which materials can be used as ballast.	
<b>-50-01-02-02</b>	Partial Floor Configuration	<b>C</b>	-	-	May be damaged or missing.	
<b>-50-01-03</b>	Floor Panels and Walkways (Bulk)	<b>C</b>	-	-	(O) May be damaged or missing provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in fly away kits, and which materials can be used as ballast.	
<b>-53-01</b> ***	Lower Cargo Handling Systems	<b>D</b>	-	<b>0</b>	NOTE: Any portion of system that operates normally may be used.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-54-01	Lower Cargo Restraint Systems					
-54-01A		A	-	-	(M) May be inoperative or missing provided: a) Approved cargo loading limits are observed. The only source documents are: • Type certificate (TC), • Supplemental Type Certificate (STC), • Airplane Flight Manual (AFM), • Airplane Flight Manual Supplement (AFMS), • TC/STC Weight and Balance Manual (WBM), and b) Repairs are made within 120 consecutive calendar-days.	
-54-01B		A	-	-	May be inoperative or missing provided: a) Cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	
-54-01C		A	-	-	Individual cargo areas may be inoperative provided: a) Aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and b) Repairs are made within 120 consecutive calendar-days.	



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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-57-01	Main Deck Cargo Handling Systems	D	-	0	NOTE: Any portion of system that operates normally may be used.	
-58-01	Main Deck Cargo Restraint Systems					
-58-01A		A	-	-	(M) May be inoperative or missing provided: <ul style="list-style-type: none"> <li>a) Approved cargo loading limits are observed. The only source documents are: <ul style="list-style-type: none"> <li>• Type certificate (TC),</li> <li>• Supplemental Type Certificate (STC),</li> <li>• Airplane Flight Manual (AFM),</li> <li>• Airplane Flight Manual Supplement (AFMS),</li> <li>• TC/STC Weight and Balance Manual (WBM), and</li> </ul> </li> <li>b) Repairs are made within 120 consecutive calendar-days.</li> </ul>	
-58-01B		A	-	-	May be inoperative or missing provided: <ul style="list-style-type: none"> <li>a) Cargo compartment remains empty, and</li> <li>b) Repairs are made within 120 consecutive calendar-days.</li> </ul>	
-58-01C		A	-	-	Individual cargo areas may be inoperative provided: <ul style="list-style-type: none"> <li>a) Aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&amp;B source document, and</li> <li>b) Repairs are made within 120 consecutive calendar-days.</li> </ul>	

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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-01</b>	Flightcrew/ Authorized Persons Escape Devices (All Cargo Configuration)					
<b>-61-01-01</b>	Inertial Escape Reels	<b>C</b>	-	-	(M) May be inoperative provided: a) Occupants are limited to number of operative escape reels, and b) Inoperative escape reel(s) is removed from installed location.	
<b>-61-01-02</b>	Escape Harnesses	<b>C</b>	-	-	(M) May be inoperative provided: a) Occupants are limited to number of operative escape harness(es), and b) Inoperative escape harness(es) is removed from installed location.	
<b>-61-02</b>	Lower Lobe Crew Rest Escape Harness (STCs ST01994SE and ST02137SE)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Lower lobe crew rest module is not used and personal items are removed, and b) Lower lobe crew rest door is closed and placarded INOPERATIVE – DO NOT ENTER.  NOTE: These provisos are not intended to prohibit crew rest area inspections by crewmembers.	
<b>-62-01</b>	Flotation Equipment (Crew and Passengers)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.	

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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-63-01	Megaphones					
-63-01-01	Passenger Configuration					
-63-01-01A		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative megaphone remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained.	
-63-01-01B		<b>C</b>	-	<b>0</b>	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
-63-01-01-01 ***	Tamper Seals or Tags	<b>C</b>	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
-63-01-02	All Cargo Configuration	<b>D</b>	-	<b>0</b>		
-63-02	Emergency Evacuation Signal System					
-63-02A		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures for initiating an emergency evacuation are established and used.	
-63-02B		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-63-03	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.	
-63-04	Portable Flashlights/ Flashlight Holders					
-63-04A		C	-	-	May be inoperative or removed provided: <ol style="list-style-type: none"> <li>a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available,</li> <li>b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and</li> <li>c) Location placarding is removed or obscured.</li> </ol>	
-63-04B		D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ol style="list-style-type: none"> <li>a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and</li> <li>b) Location placarding is removed or obscured.</li> </ol>	
-63-04C		C	-	0	(O) May be missing or inoperative provided: <ol style="list-style-type: none"> <li>a) No passengers are carried,</li> <li>b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and</li> <li>c) Alternate procedures are established and used.</li> </ol>	
-63-04-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	

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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-63-05</b> ***	Onboard Weight and Balance System (All Cargo Configuration)	<b>D</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-63-06</b>	Emergency Vision Assurance System (EVAS) (STC ST00731LA)	<b>D</b>	-	<b>0</b>	May be inoperative or missing.	
<b>-63-10</b> ***	Emergency Locator Transmitter (ELT)				Dispatch relief for this equipment moved to item 23-24-01 in Rev. 41.	
<b>-63-10-01</b>	Survival Type ELTs				Dispatch relief for this equipment moved to item 23-24-01-01 in Rev. 41.	
<b>-63-10-02</b>	Fixed ELTs				Dispatch relief for this equipment moved to item 23-24-01-02 in Rev. 41.	
<b>-63-10-02A</b>					Dispatch relief for this equipment moved to item 23-24-01-02A in Rev. 41.	
<b>-63-10-02B</b>					Dispatch relief for this equipment moved to item 23-24-01-02B in Rev. 41.	
<b>-63-10-02C</b>					Dispatch relief for this equipment moved to item 23-24-01-02C in Rev. 41.	
<b>-63-10-02D</b>					Dispatch relief for this equipment moved to item 23-24-01-02D in Rev. 41.	
<b>-63-10-03</b>	Remote ELT Switch				Dispatch relief for this equipment moved to item 23-24-01-03 in Rev. 41.	
<b>-63-10-04</b>	ELT Indicator Light				Dispatch relief for this equipment moved to item 23-24-01-04 in Rev. 41.	
<b>-63-10-05</b>	ELT Aural Alarm				Dispatch relief for this equipment moved to item 23-24-01-05 in Rev. 41.	

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
-63-11	Low Frequency Underwater Locating Device (LF-ULD)				Dispatch relief for this equipment moved to item 23-24-02 in Rev. 41.	
64-01	First Aid Kit (FAK) and/or Associated Equipment					
-64-01-01A		A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided: a) The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight.  NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
-64-01-01B		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
					(Continued)	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-64-01</b>	Emergency Medical Equipment (Cont'd)					
<b>-64-01-01-01</b> ***	Tamper Seals or Tags	<b>C</b>	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	
<b>-64-01-02</b>	Emergency Medical Kit (EMK) and/or Associated Equipment					
<b>-64-01-02A</b>		<b>A</b>	-	<b>0</b>	(O) May be incomplete or removed provided: a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight.  NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
<b>-64-01-02B</b>		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
<b>-64-01-02-01</b> ***	Tamper Seals or Tags	<b>C</b>	-	-	(O) May be inoperative, damaged, or missing provided proper EMK servicing is verified at each preflight.	
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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-64-01</b>	Emergency Medical Equipment (Cont'd)					
<b>-64-01-03</b>	Automated External Defibrillators (AED) and/or Associated Equipment					
<b>-64-01-03A</b>		<b>A</b>	<b>-</b>	<b>0</b>	(O) May be incomplete, inoperative, or removed provided: <ol style="list-style-type: none"> <li>a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit,</li> <li>b) Location placarding is removed or obscured, and</li> <li>c) Repairs or replacements are made within one flight.</li> </ol> <p>NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.</p>	
<b>-64-01-03B</b>		<b>D</b>	<b>-</b>	<b>-</b>	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
<b>-64-01-03-01</b> ***	Tamper Seals or Tags	<b>C</b>	<b>-</b>	<b>-</b>	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	   
<b>-66-03</b>	Overwing Escape Squib Test System	<b>A</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Overwing escape system is verified to operate normally, and</li> <li>b) Operations are limited to not more than 50 flight-hours before repairs are made.</li> </ol>	



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4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Crew Rest Smoke Detection Systems (STC ST00973WI-D)	C	2	0	(M) May be inoperative provided: a) Associated crew rest area is not used and personal items are removed, and b) Associated crew rest door is locked closed and placarded INOPERATIVE – DO NOT ENTER.  NOTE: These provisos are not intended to prohibit crew rest area inspections by crewmembers.	
-10-02	Crew Rest Module Smoke Detection Systems (STC ST02372AT)	C	1	0	(M) May be inoperative provided: a) Crew rest module is not used and personal items are removed, and b) Crew rest door is closed and placarded INOPERATIVE – DO NOT ENTER.  NOTE: These provisos are not intended to prohibit crew rest area inspections by crewmembers.	
-10-03	Lower Lobe Crew Rest Smoke Detection Systems (STCs ST01994SE and ST02137SE)	C	-	0	(M) May be inoperative provided: a) Heater System is deactivated, b) Crew rest module is not used and personal items are removed, and c) Crew rest door is closed and placarded INOPERATIVE – DO NOT ENTER.  NOTE: These provisos are not intended to prohibit crew rest area inspections by crewmembers.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-10-04</b>	Crew Rest Module (STC ST03430NY)					
<b>-10-04-01</b>	Smoke Detection Systems					
<b>-10-04-01-01</b>	Ceiling Panel	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Crew rest module is not used and personal items are removed, b) Power is removed from the crew rest module, and c) Crew rest module door is closed and placarded DO NOT OCCUPY.  NOTE: These provisos are not intended to prohibit crew rest module inspections by crewmembers.	
<b>-10-04-01-02</b>	Bunk Smoke Detectors	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: a) Associated bunk is not used, and b) The curtains on the associated bunk remain open.	
<b>-10-04-02</b>	Smoke Barrier	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Crew rest module is not used and personal items are removed, b) Power is removed from the crew rest module, and c) Crew rest module door is closed and placarded DO NOT OCCUPY.  NOTE: These provisos are not intended to prohibit crew rest module inspections by crewmembers.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-10-05</b>	Crew Rest Module (STC ST02568SE)					
<b>-10-05-01</b>	Smoke Detection System	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided use of CRM is prohibited.	
<b>-10-05-02</b>	Bunk Smoke Detectors					
<b>-10-05-02A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) May be inoperative provided affected bunk is not occupied.	
<b>-10-05-02B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided occupation of CRM bunks is prohibited.	
<b>-10-05-03</b>	Common Area Smoke Detectors					
<b>-10-05-03A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One detector may be inoperative.	
<b>-10-05-03B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided use of CRM is prohibited.	
<b>-10-05-04</b>	Portable Fire Extinguisher	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ul style="list-style-type: none"> <li>a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility,</li> <li>b) Location placarding is removed or obscured, and</li> <li>c) Required distribution is maintained.</li> </ul> <p>NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.</p>	
<b>-10-05-04-01</b> ***	Tamper Seals or Tags	<b>C</b>	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Engine Fire Detection Systems					
-11-01-01	Detection Loops	C	4	2	Except for ER operations beyond 120 minutes, one loop per engine may be inoperative.	
-11-02	Engine Overheat Detection Systems					
-11-02-1	Detection Loops	C	4	2	Except for ER operations beyond 120 minutes, one loop per engine may be inoperative.	
-12-01	Engine Strut Overheat Detection Systems (RB211)					
-12-01-01	Detection Loops	C	4	2	Except for ER operations beyond 120 minutes, one loop per engine may be inoperative.	
-14-01	CARGO DET AIR Indicating System	C	1	0	(M) Indication may be inoperative provided smoke sampling system integrity is verified before each departure.	
-15-01	APU Fire Detection System					
-15-01A		C	1	0	May be inoperative provided APU is considered inoperative.	
-15-01B		C	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Other procedures do not require use of APU,</li> <li>b) APU is used for ground operations only,</li> <li>c) APU is continuously monitored by ground personnel when operating,</li> <li>d) APU external control system operates normally, and</li> <li>e) APU is not used during taxi.</li> </ol>	
(Continued)						

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AIRCRAFT:  
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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-15-01</b>	APU Fire Detection System (Cont'd)					
<b>-15-01-01</b>	Detection Loops	<b>C</b>	<b>2</b>	<b>1</b>	Except for ER operations beyond 120 minutes, one loop may be inoperative.	
<b>-16-01</b>	Lower Cargo Compartment Smoke Detection Systems (Fwd and Aft)	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided procedures are established and used to ensure associated compartment or zone remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	
<b>-16-01-01</b>	Detectors					
<b>-16-01-01-01</b>	-200/-300	<b>C</b>	<b>4</b>	<b>2</b>	(O) One in each compartment may be inoperative provided remaining detector is verified to operate normally before each departure.	
<b>-16-01-01-02</b>	-400ER	<b>C</b>	<b>8</b>	<b>4</b>	One in each compartment zone may be inoperative.	
<b>-16-01-02</b>	Detector Loops (-200SF ATC/-300BCF)	<b>C</b>	<b>4</b>	<b>2</b>	(O) One in each compartment or zone may be inoperative provided remaining detector loop is verified to operate normally before each departure.	
<b>-16-01-03</b>	Detector Fans					
<b>-16-01-03-01</b>	-200/-300	<b>C</b>	<b>4</b>	<b>2</b>	One in each compartment may be inoperative.	
<b>-16-01-03-02</b>	-400ER	<b>C</b>	<b>8</b>	<b>4</b>	One in each compartment zone may be inoperative.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-16-02	Main Deck Cargo Compartment Smoke Detection System (All Cargo Configuration)	C	1	0	(O) May be inoperative provided procedures are established and used to ensure associated compartment or zone remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	
-16-02-01	Loops	C	2	1	(M) One detector loop may be inoperative provided remaining detector loop is verified to operate normally before each departure.	
-16-02-02	Detectors (-300BDSF)	C	16	8	(O) One detector in each zone may be inoperative provided remaining detector in that zone is verified to operate normally before each departure.	
-17-01	Wheel Well Fire Detection System					
-17-01A		C	1	0	(M) May be inoperative provided BTMS operates normally.  NOTE: Avoid possibility of retracting an overheated wheel by monitoring brake temperature indications.	
-17-01B		C	1	0	(M) May be inoperative provided an accepted procedure is used to ensure brakes are cool before engine start.  NOTE 1: Avoid possibility of retracting an overheated wheel by leaving landing gear extended for 10 minutes after takeoff.  NOTE 2: In case of engine failure after V <sub>1</sub> , landing gear should be retracted until takeoff obstacles are cleared.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-18-01	DUCT LEAK Detection Systems					
-18-01-01	L and R Loops					
-18-01-01-01	Dual Loop Configuration	C	4	2	One loop in each system may be inoperative.	
-18-01-01-02	CF6-80A/A2 and JT9D					
-18-01-01-02A		A	-	1	(O) May be inoperative provided: a) Associated ENG bleed air switch remains OFF, b) Associated bleed ISLN valve remains closed except for engine start, c) Airplane is not operated in known or forecast icing conditions, d) Airplane remains at or below FL 270, e) APU is used as air source for ADP for takeoff and landing, f) One body loop operates normally, and g) Operation is limited to 1 flight-day before repairs are made.	
-18-01-01-02B		A	-	1	(O) May be inoperative provided: a) Associated ENG bleed air switch remains OFF, b) Associated bleed ISLN valve remains closed except for engine start, c) Airplane is not operated in known or forecast icing conditions, d) Airplane remains at or below FL 270,	
(Continued)						

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## TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-18-01	DUCT LEAK Detection Systems (Cont'd)					
-18-01-01	L and R Loops (Cont'd)					
-18-01-01-02	CF6-80A/A2 and JT9D (Cont'd)					
-18-01-01-02B (Cont'd)					e) ADP inoperative penalties are applied, f) Center Hydraulic Motor Generator (HMG) is considered inoperative, g) One body loop operates normally, and h) Operation is limited to 1 flight-day before repairs are made.	
-18-01-01-03	CF6-80C2 and PW4000					
-18-01-01-03A		A	-	1	(M)(O) May be inoperative provided: a) Associated ENG bleed air switch remains OFF, b) Associated bleed ISLN valve remains closed except for engine start, c) Airplane is not operated in known or forecast icing conditions, d) Airplane remains at or below FL 270, e) APU is used as air source for ADP for takeoff and landing, f) One body loop operates normally, g) Associated fan air modulation valve is secured in intermediate position, h) Appropriate performance adjustments are applied, and i) Operation is limited to 1 flight-day before repairs are made.	
(Continued)						



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1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-18-01	DUCT LEAK Detection Systems (Cont'd)					
-18-01-01	L and R Loops (Cont'd)					
-18-01-01-03	CF6-80C2 and PW4000 (Cont'd)					
-18-01-01-03B		A	-	1	(M)(O) May be inoperative provided: a) Associated ENG bleed air switch remains OFF, b) Associated bleed ISLN valve remains closed except for engine start, c) Airplane is not operated in known or forecast icing conditions, d) Airplane remains at or below FL 270, e) ADP inoperative penalties are applied, f) Center Hydraulic Motor Generator (HMG) is considered inoperative, g) One body loop operates normally, h) Associated fan air modulation valve is secured in intermediate position, i) Appropriate performance adjustments are applied, and j) Operation is limited to 1 flight-day before repairs are made.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-18-01	DUCT LEAK Detection Systems (Cont'd)					
-18-01-01	L and R Loops (Cont'd)					
-18-01-01-03	CF6-80C2 and PW4000 (Cont'd)					
-18-01-01-03C		A	-	1	(O) May be inoperative provided: a) Associated ENG bleed air switch remains OFF, b) Associated bleed ISLN valve remains closed except for engine start, c) Airplane is not operated in known or forecast icing conditions, d) Airplane remains at or below FL 270, e) APU is used as air source for ADP for takeoff and landing, f) One body loop operates normally, g) Appropriate performance adjustments are applied for an open fan air modulation valve, and h) Operation is limited to 1 flight-day before repairs are made.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-18-01	DUCT LEAK Detection Systems (Cont'd)					
-18-01-01	L and R Loops (Cont'd)					
-18-01-01-03	CF6-80C2 and PW4000 (Cont'd)					
-18-01-01-03D					(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated ENG bleed air switch remains OFF,</li> <li>b) Associated bleed ISLN valve remains closed except for engine start,</li> <li>c) Airplane is not operated in known or forecast icing conditions,</li> <li>d) Airplane remains at or below FL 270,</li> <li>e) ADP inoperative penalties are applied,</li> <li>f) Center Hydraulic Motor Generator (HMG) is considered inoperative,</li> <li>g) One body loop operates normally,</li> <li>h) Appropriate performance adjustments are applied for an open fan air modulation valve, and</li> <li>i) Operation is limited to 1 flight-day before repairs are made.</li> </ol>	
(Continued)						

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AIRCRAFT:  
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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-18-01	DUCT LEAK Detection Systems (Cont'd)					
-18-01-01	L and R Loops (Cont'd)					
-18-01-01-04	RB211					
-18-01-01-04A		A	-	1	(O) May be inoperative provided: a) Associated ENG bleed air switch remains OFF except for engine start, b) Associated bleed ISLN valve remains closed except for engine start, c) Airplane is not operated in known or forecast icing conditions, d) Airplane remains at or below FL 270, e) APU is used as air source for ADP for takeoff and landing, f) One body loop operates normally, and g) Operation is limited to 1 flight-day before repairs are made.	
-18-01-01-04B		A	-	1	(O) May be inoperative provided: a) Associated ENG bleed air switch remains OFF except for engine start, b) Associated bleed ISLN valve remains closed except for engine start, c) Airplane is not operated in known or forecast icing conditions, d) Airplane remains at or below FL 270,	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-18-01	DUCT LEAK Detection Systems (Cont'd)					
-18-01-01	L and R Loops (Cont'd)					
-18-01-01-04	RB211 (Cont'd)					
-18-01-01-04B (Cont'd)					<ul style="list-style-type: none"> <li>e) ADP inoperative penalties are applied,</li> <li>f) Center Hydraulic Motor Generator (HMG) is considered inoperative,</li> <li>g) One body loop operates normally, and</li> <li>h) Operation is limited to 1 flight-day before repairs are made.</li> </ul>	
-18-01-02	Body Loop					
-18-01-02A		C	2	1		
-18-01-02B		C	-	0	<ul style="list-style-type: none"> <li>(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) APU is not used as a pneumatic source except as required for engine start,</li> <li>b) APU bleed air switch remains off except as required for engine start,</li> <li>c) Center bleed ISLN valve remains closed except as required for engine start,</li> <li>d) ADP inoperative performance penalties are applied,</li> <li>e) Both center electric pumps operate normally,</li> <li>f) Airplane remains at or below FL 270,</li> <li>g) Center Hydraulic Motor Generator (HMG) is considered inoperative, and</li> <li>h) One L and one R loop operate normally.</li> </ul> </li> </ul>	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-18-01</b>	DUCT LEAK Detection Systems (Cont'd)					
<b>-18-01-03</b>	Test Function	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided detection system is verified to operate normally once each flight-day.	
<b>-18-01-04</b>	DUCT LEAK Lights (-400ER)	<b>C</b>	<b>3</b>	<b>0</b>	(O) May be inoperative.	
<b>-20-01</b>	Engine Fire Extinguisher Bottle Pressure Indicating System	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided an acceptable test procedure is used once each flight-day to verify that associated bottle is properly charged.	
<b>-20-02</b>	Fire Extinguisher SQUIB TEST System	<b>C</b>	<b>1</b>	<b>0</b>	(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.	
<b>-20-02-01</b>	APU Squib Test Functions	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided APU is considered inoperative.	
<b>-20-02-02</b>	Cargo Squib Test Functions					
<b>-20-02-02A</b>		<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided extinguisher system is inoperative.	
<b>-20-02-02B</b>		<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	APU Fire Extinguisher System					
-22-01A		C	1	0	Except for ER operations, may be inoperative provided APU is considered inoperative.	
-22-01B		B	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided APU is considered inoperative.	
-22-01-01 ***	Fire Extinguisher Bottle (Two Bottle System)	C	2	1		
-22-01-02	Fire Extinguisher Bottle Pressure Indicating System					
-22-01-02A		C	2	1		
-22-01-02B		C	-	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.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-23-01	Lower Cargo Compartment Fire Extinguisher System (Metered or Non-Metered)	C	1	0	(O) May be inoperative provided procedures are established and used to ensure lower cargo compartments or zones remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	
-23-01-01	Fire Extinguisher Bottles (Two and Three Bottle Systems) (-200/-300)	C	-	-	(O) Extinguisher bottle No. 2 or 2A may be inoperative with cargo carried in compartments provided: a) Airplane is operated pressurized, and b) A chart is provided to determine time airplane must remain in proximity to a suitable airport.	
-23-01-02	Fire Extinguisher Bottles (Four Bottle System) (-400ER)	C	4	2	(M)(O) Extinguisher bottle No. 2, 2A or 2B may be inoperative with cargo carried in compartments provided: a) Airplane is operated pressurized, and b) A chart is provided to determine time airplane must remain in proximity to a suitable airport.	
-23-01-03	Fire Extinguisher Bottle Pressure Indicating System					
-23-01-03A		C	-	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.	
-23-01-03B		C	-	0	May be inoperative provided associated fire bottle(s) is considered inoperative.	
(Continued)						



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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-23-01</b>	Lower Cargo Compartment Fire Extinguisher System (Metered or Non-Metered) (Cont'd)					
<b>-23-01-04</b>	Bottle Pressure Switches (-400ER)	<b>C</b>	<b>4</b>	<b>0</b>	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated bottle is verified full, and</li> <li>b) Associated bottle squib is verified to operate normally before each departure.</li> </ol>	
<b>-23-02</b>	Lower Cargo Compartment Fire Extinguisher Flow Valves (Forward or Aft) (-400ER)	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative deactivated provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	
<b>-26-01</b>	Portable Fire Extinguishers	<b>D</b>	<b>-</b>	<b>-</b>	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ol style="list-style-type: none"> <li>a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility,</li> <li>b) Location placarding is removed or obscured, and</li> <li>c) Required distribution is maintained.</li> </ol> NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-26-01</b>	Portable Fire Extinguishers (Cont'd)					
<b>-26-01-01</b> ***	Tamper Seals or Tags	<b>C</b>	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	
<b>-26-02</b>	Lavatory Fire Extinguisher Systems					
<b>-26-02-01</b>	Passenger Configuration					
<b>-26-02-01A</b>		<b>C</b>	-	<b>0</b>	For each lavatory, lavatory fire extinguisher system may be inoperative provided associated lavatory smoke detection system operates normally.	
<b>-26-02-01B</b>		<b>C</b>	-	<b>0</b>	(M)(O) For each lavatory, lavatory fire extinguisher system may be inoperative provided: <ul style="list-style-type: none"> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Associated lavatory door is locked closed and placarded INOPERATIVE – DO NOT ENTER, and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul> <p>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p>	
<b>-26-02-01C</b>		<b>D</b>	-	<b>0</b>	Any in excess of that required by 14 CFR may be inoperative.	
<b>-26-02-02</b>	All Cargo Configuration	<b>D</b>	-	<b>0</b>		

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-26-03</b>	Lavatory Smoke Detection Systems					
<b>-26-03-01</b>	Passenger Configuration					
<b>-26-03-01A</b>		<b>C</b>	-	-	(M)(O) For each lavatory, lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded INOPERATIVE – DO NOT ENTER, and c) Lavatory is used only by crewmembers.  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
<b>-26-03-01B</b>		<b>D</b>	-	<b>0</b>	Any in excess of that required by 14 CFR may be inoperative.	
<b>-26-03-01-01</b> ***	Lavatory Call Light Smoke Detected Function	<b>C</b>	-	<b>0</b>		
<b>-26-03-02</b>	All Cargo Configuration	<b>D</b>	-	<b>0</b>		

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
-03-01	FLT CONTROL SHUTOFF Valves	C	6	0	(M) May be inoperative open.	
-03-02	FLT CONTROL SHUTOFF OFF Lights	C	6	0	(M) May be inoperative provided associated valve is verified open before each departure.	
-08-01	Control Surface Position Indicating System	C	1	0	(M) May be inoperative provided a visual flight control check is accomplished before each departure.	
-08-02	Flap Position Indicator System					
-08-02-01	Position Needles (-200/-300)	C	2	1		
-08-02-02	Position Sensors (-400ER)	C	2	1		
-09-01	Yaw Damper Stabilizer Trim Module (YSM)	B	2	1	(M)(O) One may be inoperative.  NOTE: Associated autopilot will not engage until Approach Mode engages.	
-11-01	Aileron Trim System	C	1	0	(M) May be inoperative provided: a) One autopilot operates normally, and b) Aileron trim system is verified centered.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	Outboard Aileron Lockout System	C	1	0	(M)(O) May be inoperative unlocked provided maximum airspeed is limited to 270 KIAS or 0.73 Mach, whichever is less.	
-11-02-01	Indication System	C	1	0	(M)(O) May be inoperative provided aileron lockout system is verified to operate normally before each departure.	
-21-01	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.	
-21-03	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.	
-31-01	Elevator Feel Pressure Takeoff Limit Function (-400ER)	C	1	0	(O) May be inoperative provided: a) Appropriate takeoff center of gravity restrictions are observed, and b) Improved Climb takeoffs are not conducted.	
-32-01	Stall Warning Test Systems	C	2	0	(M) May be inoperative provided operation of associated system is verified once each flight-day.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
-32-02	Stall Warning Systems (-400ER)	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 3 flight-days before repair is made.	
-41-01	Control Wheel Trim Switch Systems	B	2	1	(M) One may be inoperative on non-flying pilot's side provided stabilizer trim system is verified to operate normally.	
-41-02	Horizontal Stabilizer Primary Trim Channels	C	2	1	(M)(O) One may be inoperative provided: a) Horizontal stabilizer trim is verified to operate normally using stabilizer trim levers (alternate stabilizer trim switches), b) Approach minimums do not require use of three autopilots, c) No arm or control valves are failed in energized position, and d) Associated autopilot is not used.	
-48-01	STAB TRIM Indicators	C	2	1	One may be inoperative provided faulty indicator is not visible.	
-51-01	Automatic Flap Load Relief Retraction System (Trailing Edge)					
-51-01-01	-200/-300 (Actuator Rod End Down)	C	1	0	(M) May be inoperative in normal (actuator extended) position provided flaps 30 are not used.  NOTE: Flaps 25 may be used to AFM limit maximum landing weight.	
(Continued)						

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-01</b>	Automatic Flap Load Relief Retraction System (Trailing Edge) (Cont'd)					
<b>-51-01-02</b>	-300 (Actuator Rod End Up)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative in normal (actuator retracted) position provided flaps 25 and flaps 30 adjusted maximum landing weights are observed.	
<b>-51-01-03</b>	-400ER (Actuator Rod End Up)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative in normal (actuator retracted) position provided flaps 20, flaps 25 and flaps 30 adjusted maximum landing weights are observed.	
<b>-61-01</b>	Speed Brake Load Alleviation System (-300/-300F with Blended Winglets STC ST01920SE)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Speedbrake handle forces are verified normal from full down to full up position, and b) Airspeed does not exceed 290 KIAS, or .84 Mach, whichever is lower, when inflight gross weight is in excess of 340,000 lbs (154,545 kg).	
<b>-62-01</b>	Auto Speed Brake System					
<b>-62-01-01</b>	Without Speed Brake Load Alleviation System Installed	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) System is deactivated, and b) AFM decrements are applied if landing performance requires use of auto speed brakes.	
					(Continued)	

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**TABLE KEY**

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
-62-01	Auto Speed Brake System (Cont'd)					
-62-01-02	With Speed Brake Load Alleviation System Installed	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) System is deactivated,</li> <li>b) Speedbrake handle forces are verified normal from full down to full up position,</li> <li>c) AFM decrements are applied if landing performance requires use of auto speed brakes, and</li> <li>d) Airspeed does not exceed 290 KIAS, or .84 Mach, whichever is lower, when inflight gross weight is in excess of 340,000 lbs (154,545 kg).</li> </ul>	
-62-02	Speedbrake Caution Indication System	C	1	0	(O) May be inoperative provided speedbrake lever is not positioned beyond ARMED position inflight below 800 ft. radio altitude or when landing flaps are extended.	
-63-01	AUTO SPDBRK/ SPOILERS/STAB TRIM Lights	C	3	0	(M) May be inoperative provided associated EICAS message is verified to operate once each flight-day.	
-81-01 ***	Leading Edge Slat Skew/Loss Detection System	C	1	0	(M) May be inoperative deactivated provided leading edge slat system is verified to operate normally.	



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4. REMARKS OR EXCEPTIONS

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Sump Drain Valves	C	-	-	(M) One may be inoperative closed.	
-21-01	Pressure Fueling System	C	1	0	(M) May be inoperative provided alternate procedures are established and used.	
-21-01-01	Fuel Shutoff Valves					
-21-01-01A		C	6	0	(M) May be inoperative closed.	
-21-01-01B					Deleted, MMEL Rev. 40.	
-21-02 ***	Fueling Receptacle Caps	C	-	0	May be inoperative or missing provided no leakage can be detected after refueling is complete.	
-22-01	Main Tank Fuel Pumps	C	4	3	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: <ol style="list-style-type: none"> <li>a) Inoperative pump is deactivated,</li> <li>b) Both main tank quantity indications operate normally, and</li> <li>c) Following minimum fuel quantities are retained in affected tank for flight condition shown:</li> </ol> With fuel tank dams installed – (SB 767-28-11 or production equivalent):  TAKEOFF – 10,000 lbs (4,540 kg) LANDING – 5,000 lbs (2,270 kg)  Without fuel tank dams:  TAKEOFF – 25,000 lbs (11,340 kg) LANDING – 7,000 lbs (3,175 kg)	
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Main Tank Fuel Pumps (Cont'd)					
-22-01-01	Automatic Function of Left FWD Pump	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-22-02	Center Tank Fuel Pumps					
-22-02A		C	2	1	(M)(O) One may be inoperative with center tank fueled provided: <ul style="list-style-type: none"> <li>a) Fuel quantity in main tanks is adequate to reach suitable airport if remaining pump fails at any time,</li> <li>b) Zero fuel weight calculations are adjusted by weight of center tank fuel,</li> <li>c) Effect on airplane balance, in event fuel cannot be used, is accounted for,</li> <li>d) For -200/-300, low PRESS light operates normally on remaining pump,</li> <li>e) Center tank and both main tank quantity indications operate normally,</li> <li>f) One crossfeed valve is open prior to takeoff and remains open until center tank pump is selected OFF, and</li> <li>g) Affected pump is deactivated.</li> </ul>	
-22-02B		C	2	0	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Center tank remains empty,</li> <li>b) Center tank is verified to be empty before each refueling, and</li> <li>c) Affected pumps are deactivated.</li> </ul>	
(Continued)						

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4. REMARKS OR EXCEPTIONS

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-22-02</b>	Center Tank Fuel Pumps (Cont'd)					
<b>-22-02-01</b>	Service Bulletin 767-28-0062 or Production Equivalent Installed	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) Center tank remains empty, b) Center tank scavenge system is installed and operates normally, and c) Affected pumps are deactivated.	
<b>-22-02-02</b>	Subject to Airworthiness Directive 2001-15-08 and Without Automatic Shut Off System Installed	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) Boeing Alternative Method of Compliance to Airworthiness Directive 2001-15-08 (Operations Manual Bulletin Center Tank Fuel Pumps) is in effect, b) Center tank is verified to contain less than 5,000 lbs (2,300 kg) of fuel, c) Center tank fuel is not used, and d) Affected pumps are deactivated.	
<b>-22-03</b> ***	Dual Fuel Crossfeed Valves					
<b>-22-03A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M) Except for ER operations, one may be inoperative provided: a) Affected valve is secured closed, and b) Remaining valve is verified to operate normally.	
<b>-22-03B</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Affected valve is secured closed, b) Remaining valve is verified to operate normally, and c) For ER operations, remaining valve is checked prior to each flight.	

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4. REMARKS OR EXCEPTIONS

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-22-04	Center Tank Float Operated Shutoff Valves	C	2	0	May be inoperative provided center tank remains empty.	
-22-05	Automatic Shut Off System (Service Bulletins 767-28A0083, 767-28A0084, or Production Equivalent Installed)					
-22-05A		C	2	0	May be inoperative provided associated center tank fuel pump is considered inoperative.	
-22-05B		C	2	0	May be inoperative provided center tank remains empty.	
-22-05-01	Not Subject to Airworthiness Directive 2001-15-08	C	2	0	May be inoperative.	
-22-05-02	Subject to Airworthiness Directive 2001-15-08	C	2	0	(O) May be inoperative with center tank fueled provided: <ol style="list-style-type: none"> <li>a) Center tank fuel pump low PRESS lights operate normally,</li> <li>b) Center tank quantity indication operates normally,</li> <li>c) Center tank pumps are OFF for takeoff if center tank fuel is less than 5,000 lbs (2,300 kg) with airplane readied for initial taxi,</li> </ol>	
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2. NO. INSTALLED
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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-22-05	Automatic Shut Off System (Service Bulletins 767-28A0083, 767-28A0084, or Production Equivalent Installed) (Cont'd)					
-22-05-02	Subject to Airworthiness Directive 2001-15-08 (Cont'd)				d) Center tank fuel pumps are repositioned ON above 10,000 ft. or after pitch attitude has been reduced to begin acceleration to climb speed, if more than 1,000 lbs (500 kg) remain in center tank, e) Both center tank fuel pumps are positioned OFF at first indication of fuel pump low pressure, f) Both center tank pumps are selected OFF when center tank fuel quantity reaches 1,000 lbs (500 kg) of fuel during climb, cruise, or descent, g) In cruise and only when required to extinguish the FUEL CONFIG light and EICAS FUEL CONFIG message, both center tank pumps are selected OFF when center tank fuel quantity reaches 800 lbs (400 kg) of fuel, and h) For airplanes not equipped with a scavenge system, 1,000 lbs (500 kg) of center tank fuel is considered unusable.	
-22-06	Universal Fault Interrupter (UFI) (STC ST02285LA)	C	2	0	May be inoperative provided associated center tank boost pump is considered inoperative.	

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-25-01	APU (DC) Fuel Pump	C	1	0	(M) May be inoperative deactivated provided both left fuel tank boost pumps operate normally when APU is required for dispatch.	
-25-02	APU Fuel Shutoff Valve	C	1	0	(M) May be inoperative provided: a) APU is considered inoperative, and b) Valve is secured closed.	
-25-03 ***	APU Fuel Isolation Valve	C	1	0	(M) May be inoperative provided valve is secured closed.	
-26-01	Defuel Valves	C	-	0	(M) May be inoperative closed.	
-31-03 ***	Fuel Jettison System	C	1	0	(M)(O) May be inoperative provided: a) Jettison nozzle valves are secured closed, and b) Jettison transfer valves are secured closed.	
-31-03-01	Center Tank Jettison Pumps	C	2	0	(M)(O) May be inoperative provided both center tank fuel pumps operate normally if center tank is used.	
-40-01	Crossfeed VALVE Light(s)					
-40-01-01	Single VALVE Installation	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Crossfeed valve is verified to operate normally, and b) Both main fuel quantity indications operate normally.	
(Continued)						

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Crossfeed VALVE Light(s) (Cont'd)					
-40-01-02	Dual VALVE Installation					
-40-01-02-01	-200/-300					
-40-01-02-01A		C	2	1	(M) May be inoperative provided: a) Associated crossfeed valve is verified to operate normally, and b) Both main fuel quantity indications operate normally.	
-40-01-02-01B		C	2	0	(M) Except for ER operations, may be inoperative provided: a) Both crossfeed valves are verified to operate normally, and b) Both main fuel quantity indications operate normally.	
-40-01-02-02	-400ER					
-40-01-02-02A		C	2	1	May be inoperative provided: a) Associated crossfeed valve operates normally, and b) Both main fuel quantity indications operate normally.	
-40-01-02-02B		C	2	0	Except for ER operations, may be inoperative provided: a) Both crossfeed valves operate normally, and b) Both main fuel quantity indications operate normally.	
-40-02	SPAR VALVE Lights (-200/-300)	C	2	0	(M) May be inoperative provided spar valve is verified to operate normally once each flight-day.	

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	Fuel Tank Quantity Indication Systems (Flight Deck)					
-41-01-01	Main Tank Indicators	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Fuel quantity in associated tank is verified by an alternate procedure, b) For non-PIP and non-Pegasus FMCs, both EICAS computers operate normally, c) Fuel flow indications operate normally, d) FMC FUEL is initialized with known total fuel quantity, e) Procedures to identify and contain an inflight engine fuel leak are used, f) All main tank boost pumps operate normally, g) For -200/-300, fuel pump low PRESS lights for associated tank operate normally, h) For Pegasus FMCs with Operational Program Software part number 3418-HNP-02C-08 or earlier, Thrust Management System operates normally, and i) For airplanes with Service Bulletin 767-28-0062, or production equivalent, center tank remains empty.  NOTE: FUEL CONFIG advisory message for lateral imbalance may be inhibited.	
(Continued)						



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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	Fuel Tank Quantity Indication Systems (Flight Deck) (Cont'd)					
-41-01-02	Center Tank Indicator	C	1	0	(M) May be inoperative provided: a) Center tank remains empty, b) Center tank scavenge system is installed and operates normally, and c) Center tank fuel pumps are deactivated.	
-41-01-02-01	With Automatic Shut Off System (Service Bulletin 767-28A0083, 767-28A0084, STC ST02285LA, or Production Equivalent Installed)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Fuel quantity in center tank is verified by an alternate procedure, b) Fuel flow indications operate normally, c) FMC FUEL is initialized with known total fuel quantity, d) Both main tank indicators operate normally, e) Procedures to identify and contain an inflight engine fuel leak are used, f) Both center tank boost pumps operate normally, and g) Center tank fuel pump low PRESS lights operate normally.	
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4. REMARKS OR EXCEPTIONS

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	Fuel Tank Quantity Indication Systems (Flight Deck) (Cont'd)					
-41-01-02	Center Tank Indicator (Cont'd)					
-41-01-02-02	Subject to AD 2001-15-08 and without Automatic Shut Off System Installed	C	1	0	(M) May be inoperative provided: a) Boeing Alternative Method of Compliance to Airworthiness Directive 2001-15-08 (Operations Manual Bulletin Center Tank Fuel Pumps) is in effect, b) Center tank is verified to contain less than 5,000 lbs (2,300 kg) of fuel, and c) Center tank fuel is not used.	
-41-01-03	Fuel Quantity Densitometers					
-41-01-03-01	Honeywell	C	3	0	(M) May be inoperative provided affected densitometer(s) is deactivated.	
-41-01-03-02	Simmonds Precision Products, Inc (SSPI)	C	3	0		 

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4. REMARKS OR EXCEPTIONS

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-41-02</b>	Fuel Quantity Processor Channels					
<b>-41-02-01</b>	Honeywell FQIS	<b>B</b>	<b>2</b>	<b>1</b>	(M)(O) Except for ER operations, one channel may be inoperative provided: <ol style="list-style-type: none"> <li>a) Total fuel quantity is determined by measuring sticks or other acceptable means after each refueling, and agrees with fuel quantity indications,</li> <li>b) Inoperative channel is deactivated by an acceptable procedure,</li> <li>c) All flight deck fuel indications operate normally,</li> <li>d) For non-PIP and non-Pegasus FMCs, both EICAS computers operate normally,</li> <li>e) Fuel flow indications operate normally,</li> <li>f) FMC TOTALIZER FUEL quantity agrees with fuel quantity indications, and</li> <li>g) For Pegasus FMCs with Operational Program Software part number 3418-HNP-02C-08 or earlier, thrust management system operates normally.</li> </ol>	
<b>-41-02-02</b>	B.F. Goodrich (Simmonds) FQIS				(O) Except for ER operations, one channel may be inoperative provided: <ol style="list-style-type: none"> <li>a) All flight deck fuel indications operate normally,</li> <li>b) For non-PIP and non-Pegasus FMCs, both EICAS computers operate normally,</li> </ol>	
(Continued)						

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4. REMARKS OR EXCEPTIONS

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-41-02	Fuel Quantity Processor Channels (Cont'd)					
-41-02-02	B.F. Goodrich (Simmonds) FQIS (Cont'd)				<ul style="list-style-type: none"> <li>c) Fuel flow indications operate normally,</li> <li>d) FMC TOTALIZER FUEL quantity agrees with fuel quantity indications, and</li> <li>e) For Pegasus FMCs with Operational Program Software part number 3418-HNP-02C-08 or earlier, thrust management system operates normally.</li> </ul>	
-41-06	Wing Fueling Station Quantity Indications	C	-	0	(M) May be inoperative provided alternate fueling procedures are established and used.	
-41-07	Total Fuel Quantity Indication					
-41-07A		C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) FMC is initialized with known total fuel quantity,</li> <li>b) For non-PIP and non-Pegasus FMCs, both EICAS computers operate normally,</li> <li>c) Fuel flow indications operate normally,</li> <li>d) Both FMCs operate normally, and</li> <li>e) For Pegasus FMCs with Operational Program Software part number 3418-HNP-02C-08 or earlier, thrust management system operates normally.</li> </ul>	
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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-41-07</b>	Total Fuel Quantity Indication (Cont'd)					
<b>-41-07B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Main tank fuel quantity indicators operate normally, and b) Center tank fuel quantity indicator is considered inoperative.	
<b>-42-01</b>	Fuel Pump Low PRESS Lights	<b>C</b>	<b>6</b>	<b>3</b>	May be inoperative for an associated inoperative pump.	
<b>-42-01-01</b>	-200/-300	<b>C</b>	<b>6</b>	<b>3</b>	(M) May be inoperative provided associated EICAS message is verified to operate normally once each flight-day.	
<b>-42-01-02</b>	-400ER	<b>C</b>	<b>6</b>	<b>0</b>		
<b>-43-01</b>	FUEL TEMP Indicating System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided total air temperature (TAT) is used as an indication of fuel temperature.	
<b>-44-01</b>	Measuring Sticks	<b>C</b>	<b>16</b>	<b>0</b>	May be inoperative provided fuel quantity is determined by other approved means.	

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**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Engine Driven Hydraulic Pumps					
-11-01-01	Depressurization Function	C	2	0		
-11-02	Center System (Electric) Hydraulic Pumps	C	2	1	Pump No. 2 may be inoperative provided air driven pump operates normally.	
-11-03	Air Driven Pump (ADP)	C	1	0	(M)(O) May be inoperative provided: a) Center Hydraulic Motor Generator (HMG) is not required, b) Both center system electric pumps operate normally, and c) Appropriate performance adjustments are applied.	
-11-04	ADP Controller					
-11-04-01	AUTO Function	C	1	0	(O) May be inoperative provided: a) Control is ON for takeoff and landing, b) Center Hydraulic Motor Generator (HMG) is not required, or control is ON continuously when HMG is required, c) OFF position operates normally, and d) Appropriate performance adjustments are applied.	
-11-04-02	ON Function	C	1	0	May be inoperative provided: a) AUTO and OFF functions of ADP operate normally, and b) Center HMG is not required.	

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1. REPAIR CATEGORY
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**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-11-05</b>	Electric Demand Pump (ACMP)					
<b>-11-05-01</b>	AUTO Function	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) Pump operates normally, and b) Associated pump is selected ON and remains on.	
<b>-18-01</b>	Remote Quantity Indicator	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-31-01</b>	Hydraulic Low SYS PRESS Lights					
<b>-31-01-01</b>	Non-PTU Equipped Airplanes	<b>C</b>	<b>3</b>	<b>0</b>	(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.	
<b>-31-01-02</b>	PTU Equipped Airplanes					
<b>-31-01-02-01</b>	Left Low SYS PRESS Light	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Associated pump low PRESS lights operate normally, b) Associated HYD SYS PRESS EICAS indication is verified to operate normally, and c) Left low pressure signal wire of PTU system is capped and stowed.	
(Continued)						

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1. REPAIR CATEGORY
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**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Hydraulic Low SYS PRESS Lights (Cont'd)					
-31-01-02	PTU Equipped Airplanes (Cont'd)					
-31-01-02-02	Right Low SYS PRESS Light	C	1	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.	
-31-02	Pump Low PRESS Indication Systems					
-31-02-01	Left/Center/Right/Air Driven Pump PRESS Lights	C	7	4	(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.	
-31-02-02	Engine Driven Pump Indication Systems	C	2	1	(O) One may be inoperative provided: a) Associated demand pump AUTO function is considered inoperative, b) Associated low SYS PRESS light operates normally, and c) Associated pump is verified to operate normally before each departure.	
-31-02-03	Center System No. 2 Electric Pump Indication System	C	1	0	May be inoperative provided: a) Air driven pump operates normally, and b) Associated pump is selected OFF.	
(Continued)						



### TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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## 29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
<b>-31-02</b>	Pump Low PRESS Indication Systems (Cont'd)					
<b>-31-02-04</b>	Air Driven Pump (ADP) Indication System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Both center system electric pumps operate normally, b) ADP is selected OFF, c) Center Hydraulic Motor Generator (HMG) is not required, and d) Appropriate performance adjustments are applied.	
<b>-31-03</b> ***	HYD PRESS Indications (EICAS)	<b>D</b>	<b>3</b>	<b>0</b>		
<b>-32-01</b>	Pump OVHT Indication Systems					
<b>-32-01-01</b>	Left/Center/Right/Air Driven Pump OVHT Lights	<b>C</b>	<b>7</b>	<b>4</b>	(O) One in each hydraulic system may be inoperative provided: a) Associated low SYS PRESS light or pump low PRESS light operates normally, and b) Associated pump is verified to operate normally before each departure.	
<b>-32-01-02</b>	Center Systems No. 2 Electric Pump Indication System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Air driven pump operates normally, and b) Associated pump is selected OFF.	
<b>-32-01-03</b>	Air Driven Pump (ADP) Indication System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Both center system electric pumps operate normally, b) ADP is selected OFF, c) Center Hydraulic Motor Generator (HMG) is not required, and d) Appropriate performance adjustments are applied.	
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**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
-33-01	Hydraulic System Low QTY or RSVR Lights					
-33-01A		C	3	0	(M) May be inoperative provided associated HYD QTY indication is verified to operate normally.	
-33-01B		C	3	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated reservoir level(s) is verified normal before each departure,</li> <li>b) Associated SYS PRESS lights operate normally, and</li> <li>c) On PTU equipped airplanes, with left hydraulic system low QTY or RSVR light inoperative, left low quantity signal wire of PTU system is capped and stowed.</li> </ol>	
-33-02	HYD QTY Indications	C	3	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated reservoir level(s) is verified normal before each departure,</li> <li>b) Associated SYS PRESS lights operate normally, and</li> <li>c) On PTU equipped airplanes, with left hydraulic system low QTY or RSVR light inoperative, left low quantity signal wire of PTU system is capped and stowed.</li> </ol>	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Wing Anti-Ice Valves	C	2	0	(M) Except for ER operations beyond 120 minutes, may be inoperative closed provided airplane is not operated in known or forecast icing conditions.	
-11-02	Wing Anti-Ice VALVE Lights					
-11-02A		C	2	0	(O) May be inoperative provided associated valve operates normally.	
-11-02B		C	2	0	May be inoperative provided associated valve is inoperative.	
-11-02C		C	2	0	May be inoperative provided associated EICAS Advisory message L/R WING ANTI-ICE operates normally.	
-11-03	Wing Anti-Ice Ground Test	C	1	0		
-21-01	Engine Anti-Ice Valves					
-21-01-01	Cowl Valves	C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative closed provided airplane is not operated in known or forecast icing conditions.	
-21-01-02	Cowl Valves (JT9D-7R4)	C	2	1	(M)(O) One may be inoperative locked open provided: <ol style="list-style-type: none"> <li>a) Fan air modulation valve is locked in intermediate position,</li> <li>b) High pressure shutoff valve is secured closed,</li> <li>c) Remaining (opposite) engine bleed system operates normally,</li> </ol>	
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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Engine Anti-Ice Valves (Cont'd)					
-21-01-02	Cowl Valves (JT9D-7R4) (Cont'd)				d) Ambient temperature is below 38 °C, e) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained in icing conditions, f) Center Hydraulic Motor Generator (HMG) is considered inoperative, and g) Appropriate EPR limit and performance adjustments are applied.	
-21-01-03	Stator Vane Valves (JT9D-7R4)					
-21-01-03A		C	2	1	(M)(O) One may be inoperative open provided appropriate EPR limit and performance adjustments are applied.	
-21-01-03B		C	2	0	(M) May be inoperative closed.	
-21-01-04	Cowl Valves					
-21-01-04-01	PW4000	C	2	1	(M)(O) One may be inoperative open provided: a) High pressure shutoff valve is secured closed, b) Bleed air switch for associated engine remains OFF except when TAT is 10 °C or below,	
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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Engine Anti-Ice Valves (Cont'd)					
-21-01-04	Cowl Valves (Cont'd)					
-21-01-04-01	PW4000 (Cont'd)				<p>c) For operations with associated bleed air switch OFF:</p> <ol style="list-style-type: none"> <li>1) APU is used as air source for ADP for takeoff or ADP inoperative penalties are applied,</li> <li>2) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>3) Airplane is not operated in known or forecast icing conditions, and</li> <li>4) Airplane remains at or below FL 350,</li> </ol> <p>d) For operations with associated bleed air switch ON, a minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions,</p> <p>e) Remaining (opposite) engine bleed system operates normally,</p> <p>f) Associated PRV operates normally,</p> <p>g) Center Hydraulic Motor Generator (HMG) is considered inoperative, and</p> <p>h) Appropriate performance adjustments are applied.</p> <p>NOTE: Bleed air switch for associated engine may be selected ON when TAT is 10 °C or below.</p>	
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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Engine Anti-Ice Valves (Cont'd)					
-21-01-04	Cowl Valves (Cont'd)					
-21-01-04-02	CF6-80C2	C	2	1	(M)(O) One may be inoperative open provided: a) High pressure shutoff valve is secured closed, b) Bleed air switch for associated engine remains OFF except when TAT is 10 °C or below, c) For operations with associated bleed air switch OFF: 1) APU is used as air source for ADP for takeoff or ADP inoperative penalties are applied, 2) Associated bleed isolation valve is opened after takeoff and closed before approach and landing, 3) Airplane is not operated in known or forecast icing conditions, and 4) Airplane remains at or below FL 350, d) For operations with associated bleed air switch ON, a minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions, e) Remaining (opposite) engine bleed system operates normally, f) Associated PRV operates normally, g) Center Hydraulic Motor Generator (HMG) is considered inoperative, and h) Associated thrust reverser is considered inoperative.	
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**TABLE KEY**

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Engine Anti-Ice Valves (Cont'd)					
-21-01-04	Cowl Valves (Cont'd)					
-21-01-04-02	CF6-80C2 (Cont'd)				NOTE: Bleed air switch for associated engine may be selected ON when TAT is 10 °C or below.	
-21-01-04-03	RB211	C	2	1	(M)(O) One may be inoperative open provided: <ul style="list-style-type: none"> <li>a) High pressure shutoff valve is secured closed,</li> <li>b) Bleed air switch for associated engine remains OFF except for engine start or when TAT is 10 °C or below,</li> <li>c) For operations with associated bleed air switch OFF: <ul style="list-style-type: none"> <li>1) APU is used as air source for ADP for takeoff or ADP inoperative penalties are applied,</li> <li>2) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>3) Airplane is not operated in known or forecast icing conditions, and</li> <li>4) Airplane remains at or below FL 350,</li> </ul> </li> <li>d) For operations with associated bleed air switch ON, a minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions,</li> <li>e) Remaining (opposite) engine bleed system operates normally,</li> <li>f) Associated FWSOV operates normally,</li> </ul>	
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4. REMARKS OR EXCEPTIONS

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Engine Anti-Ice Valves (Cont'd)					
-21-01-04	Cowl Valves (Cont'd)					
-21-01-04-03	RB211 (Cont'd)				g) Center Hydraulic Motor Generator (HMG) is considered inoperative, and h) Appropriate performance adjustments are applied.	
					NOTE: Bleed air switch for associated engine may be selected ON when TAT is 10 °C or below.	
-21-02	Engine Anti-Ice VALVE Lights					
21-02-01	-200/-300					
-21-02-01A		C	2	1	(M) One may be inoperative provided associated valve is verified to operate normally before operating in known or forecast icing conditions.	
-21-02-01B		C	2	1	One may be inoperative provided associated valve is inoperative.	
-21-02-01-01	JT9D	C	2	1	One may be inoperative provided associated EICAS Advisory message L/R ENG ANTI-ICE operates normally.	
-21-02-01-02	CF6-80A/A2	C	2	1	One may be inoperative provided associated EICAS Advisory message L/R ENG ANTI-ICE operates normally.	
-21-02-01-03	RB211	C	2	1	One may be inoperative provided associated EICAS Advisory message L/R ENG ANTI-ICE operates normally.	
					(Continued)	



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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-21-02</b>	Engine Anti-Ice VALVE Lights (Cont'd)					
<b>-21-02-01</b>	-200/-300 (Cont'd)					
<b>-21-02-01-04</b>	CF6-80C2	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided associated EICAS Advisory message L/R ENG ANTI-ICE operates normally.	
<b>-21-02-01-05</b>	PW4000	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided associated EICAS Advisory message L/R ENG ANTI-ICE operates normally.	
<b>-21-02-02</b>	-400ER	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative.	
<b>-21-03</b>	Engine Cowl Overheat Indications (RB211)	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated HPSOV is secured in closed position,</li> <li>b) Associated nacelle anti-ice valve operates normally,</li> <li>c) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions,</li> <li>d) Remaining (opposite) engine bleed system operates normally,</li> <li>e) Associated ENG COWL OVHT card is deactivated (removed) from fire detection card file, and</li> <li>f) Center Hydraulic Motor Generator (HMG) is not required.</li> </ul>	
<b>-31-01</b>	Pitot-Static Probe Heater Systems	<b>B</b>	<b>4</b>	<b>3</b>	Except for ER operations beyond 120 minutes, one probe heater may be inoperative provided airplane is not operated in visible moisture, or in known or forecast icing conditions.	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Probe Heat Lights (Except CAPT 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.	
-31-02-01	Pitot Probe Heat Lights	B	2	1	May be inoperative provided associated probe heater is considered inoperative.	
-31-02-02	Angle of Attack (AOA) and Temperature (TAT) Probe Heat Lights	C	-	1	May be inoperative provided associated probe heater is considered inoperative.	
-31-03	ENG EEC PROBE Light (JT9D)	B	1	0	(M) May be inoperative provided both probe heater functions are verified to operate normally before operating in known or forecast icing conditions.	
-31-04	MACH PROBES Light (JT9D)	B	1	0	(O) May be inoperative provided a minimum of 50% N1 above 10,000 ft. MSL, or 45% N1 at or below 10,000 ft. MSL is maintained while in icing conditions.	
-31-05	CAPT PITOT and F/O PITOT Heat Indicating Systems (Heater OFF Monitor)	B	2	0	Except for ER operations beyond 120 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) Airplane is not operated in known or forecast icing conditions.	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-32-01	Angle of Attack Sensor Heater Systems	C	2	1	(M) 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) Airplane is not operated in known or forecast icing conditions.	
-33-01	Temperature (TAT) Probe Heater Systems	C	-	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Remaining probe heater indicating systems for operative probe heaters operate normally, and b) Airplane is not operated in known or forecast icing conditions.	
-33-01-01	ADIRS Equipped Airplanes with Air Data System Functionality	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.	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-34-01</b>	Engine PT2/TT2 Probe Heater Systems					
<b>-34-01-01</b>	JT9D	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided associated engine EPR indication is considered inoperative.	
<b>-34-01-02</b>	PW4000	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: a) Both EECs are switched to ALTN mode, b) N1, N2, and fuel flow systems on associated engine operate normally, and c) Appropriate procedures, AFM limitations, and performance decrements are applied.	
<b>-34-02</b>	Engine Mach Probe Heaters (JT9D)					
<b>-34-02A</b>		<b>C</b>	<b>4</b>	<b>2</b>	One per engine may be inoperative.	
<b>-34-02B</b>		<b>C</b>	<b>4</b>	<b>0</b>	(O) May be inoperative provided at least 50% N1 above 10,000 ft. MSL, or 45% N1 at or below 10,000 ft. MSL is maintained while in icing conditions.	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-41-01</b>	Flight Deck Window Heat Systems					
<b>-41-01-01</b>	No. 1 (fwd) Windows	<b>C</b>	<b>2</b>	<b>1</b>	(M) Except for ER operations beyond 120 minutes, one may be inoperative provided: <ol style="list-style-type: none"> <li>a) Airplane is not operated in known or forecast icing conditions,</li> <li>b) Both No. 2 (side) window heaters operate normally,</li> <li>c) Associated windshield pneumatic anti-fog system operates normally, and</li> <li>d) Affected window heat is deactivated.</li> </ol>	
<b>-41-01-02</b>	No. 2 (side) Windows	<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Both No. 1 (fwd) window heaters operate normally, and</li> <li>b) Affected window heat is deactivated.</li> </ol>	
<b>-41-01-03</b>	No. 3 (side) Windows	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided affected window heat is deactivated.	
<b>-41-02</b>	Window Heat INOP Lights					
<b>-41-02A</b>		<b>C</b>	<b>4</b>	<b>0</b>	(M) May be inoperative provided associated window heat system is verified to operate normally before each departure.	
<b>-41-02B</b>		<b>C</b>	<b>4</b>	<b>1</b>	May be inoperative provided associated window heat system is inoperative.	
<b>-41-03</b>	Window/Probe Heat Ground Test System	<b>C</b>	<b>1</b>	<b>0</b>		

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-42-01</b>	Windshield Wipers	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided:	
					a) Airplane is not operated in precipitation within 5 statute miles of airport of departure or intended landing, and	
					b) Approach minimums do not require its use.	
<b>-42-01-01</b>	High Speed	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided associated low speed operates normally.	
<b>-42-01-02</b>	Low Speed	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided associated high speed operates normally.	
<b>-42-01-03</b> ***	Intermittent	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-43-01</b> ***	Rain Repellent System	<b>D</b>	<b>1</b>	<b>0</b>		
<b>-71-01</b>	Drain Mast Heaters	<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided water supply to associated galley, lavatory sink and drinking fountain is secured OFF.	
<b>-72-01</b>	Waste System Heaters					
<b>-72-01-01</b>	Drain Cap Gasket Heater	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative deactivated.	
<b>-72-01-02</b>	Rinse Hose Heater Boot	<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative deactivated.	
<b>-80-01</b>	Ice Detection System					
<b>-80-01-01</b> ***	Advisory	<b>D</b>	<b>1</b>	<b>0</b>		
<b>-80-01-02</b> ***	Primary	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-25-01	Clocks	C	2	1		
-25-02	Clock Switches	C	2	0	Maybe inoperative provided CHR button on both clocks operate normally.	
-31-01	Flight Data Recorder (FDR) System (Includes Digital Flight Data Acquisition Unit (DFDAU))					
-31-01A		C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
-31-01B		A	-	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Cockpit voice recorder (CVR) operates normally,</li> <li>b) Airplane is not dispatched from a designated airport as listed in operator's MEL unless:                         <ol style="list-style-type: none"> <li>1) FDR failure occurs after pushback but prior to takeoff, or</li> <li>2) FDR repair was attempted but was not successful,</li> </ol> </li> <li>c) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until next designated airport where repair must be accomplished prior to dispatch, and</li> <li>d) Repairs are made within 3 flight-days.</li> </ol>	
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Sequence No.	Item	1	2	3	4	Change Bar
<b>-31-01</b>	Flight Data Recorder (FDR) System (Includes Digital Flight Data Acquisition Unit (DFDAU)) (Cont'd)					
<b>-31-01-01</b>	FDR Recording Parameters Required by 14 CFR	<b>A</b>	-	-	Up to three (3) recording parameters may be inoperative provided: <ol style="list-style-type: none"> <li>a) Cockpit voice recorder (CVR) operates normally, and</li> <li>b) Repairs are made within 20 consecutive calendar-days.</li> </ol>	
<b>-31-01-02</b>	FDR Recording Parameters Not Required by 14 CFR	<b>A</b>	-	-	May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.	
<b>-31-01-03</b> ***	Quick Access Recorder (QAR)	<b>D</b>	<b>1</b>	<b>0</b>		
<b>-35-01</b> ***	Performance and Maintenance Recorder (PMR)	<b>D</b>	<b>1</b>	<b>0</b>		
<b>-35-02</b> ***	Airplane Integrated Data System (AIDS)	<b>D</b>	<b>1</b>	<b>0</b>		
<b>-35-03</b> ***	Aircraft Condition Monitoring System (ACMS)	<b>D</b>	<b>1</b>	<b>0</b>		



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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-41-01</b>	Engine Indication and Crew Alerting Systems (EICAS) (-200/-300)					
<b>-41-01-01</b>	Display Unit (DU)	<b>A</b>	<b>2</b>	<b>1</b>	(M)(O) Except for ER operations, one may be inoperative provided: <ol style="list-style-type: none"> <li>a) Standby Engine Instruments operate normally and are turned ON,</li> <li>b) Cargo FIRE/OVHT test is performed before each departure,</li> <li>c) Electronic Engine Control or autothrottle system operates normally,</li> <li>d) At least one autopilot operates normally,</li> <li>e) All EICAS computers operate normally, and</li> <li>f) Repairs or replacements are made within 1 flight-day.</li> </ol>	
<b>-41-01-02</b>	Computer	<b>A</b>	<b>2</b>	<b>1</b>	(M)(O) Except for ER operations, one may be inoperative provided: <ol style="list-style-type: none"> <li>a) Standby Engine Instruments operate normally and are turned ON,</li> <li>b) Electronic engine control or autothrottle system operates normally,</li> <li>c) At least one autopilot operates normally,</li> <li>d) SB 767-79-2 or equivalent (dual oil temperature sensors), is installed,</li> <li>e) Both display units operate normally, and</li> <li>f) Repairs or replacements are made within 1 flight-day.</li> </ol>	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-01</b>	Master Caution/Warning Systems					
<b>-51-01-01</b>	Master Warning Lights (Pilot's Glare Shield)					
<b>-51-01-01-01</b>	-200/-300	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided master warning aural system and all discrete warning lights operate normally.	
<b>-51-01-01-02</b>	-400ER	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided master warning aural system operates normally.	
<b>-51-01-02</b>	Master Caution Lights (Pilot's Glare Shield)					
<b>-51-01-02-01</b>	-200/-300	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided master caution aural system and all discrete caution lights operate normally.	
<b>-51-01-02-02</b>	-400ER	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided master caution aural system operates normally.	
<b>-51-02</b> ***	Takeoff Configuration Check (T/O CHK) Switch					
<b>-51-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>		
<b>-51-02B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-04</b>	EICAS Status Messages					
<b>-61-04A</b>		<b>C</b>	<b>-</b>	<b>0</b>	(M)(O) May be inoperative provided associated equipment is verified to operate normally before each departure.	
<b>-61-04B</b>		<b>C</b>	<b>-</b>	<b>0</b>	(M)(O) May be inoperative provided dispatch deviations for associated equipment are observed.	
<b>-61-05</b>	EICAS Signal Consolidation Card (SCC)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Fuel quantity indication is verified to operate normally before each flight, and b) Dispatch deviations for associated equipment are observed.	
<b>-61-12</b>	Head-Up Display (HUD)/Enhanced Flight Vision System (EFVS) (STC ST04174AT)					
<b>-61-12-01</b>	Head-Up Display (HUD) System					
<b>-61-12-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided takeoff and approach minimums do not require its use.  NOTE: Any mode that operates normally may be used.	
<b>-61-12-01B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
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Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-12</b>	Head-Up Display (HUD)/Enhanced Flight Vision System (EFVS) (STC ST04174AT) (Cont'd)					
<b>-61-12-01</b>	Head-Up Display (HUD) System (Cont'd)					
<b>-61-12-01-01</b>	HUD Normal/Declutter Functions (Control Wheel Switch)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-61-12-01-02</b>	HUD Guidance Annunciator					
<b>-61-12-01-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided takeoff minimums do not require its use.	
<b>-61-12-01-02B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-61-12-02</b>	Enhanced Flight Vision System (EFVS)					
<b>-61-12-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided takeoff and approach minimums do not require its use.  NOTE: Any mode that operates normally may be used.	
<b>-61-12-02B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-61-12-02-01</b>	EFVS Hide/Show Functions (Control Wheel Switch)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided EFVS is considered inoperative.	
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Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-12</b>	Head-Up Display (HUD)/Enhanced Flight Vision System (EFVS) (STC ST04174AT) (Cont'd)					
<b>-61-12-03</b>	HUD Combiner Control Panel Functions					
<b>-61-12-03-01</b>	HUD Brightness Functions (BRT)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided brightness is set at a usable level that is acceptable to affected crewmember.	
<b>-61-12-03-02</b>	HUD Automatic/Manual Brightness Functions (AUTO/MAN)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided brightness is set at a usable level that is acceptable to affected crewmember.	
<b>-61-12-03-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>	AUTO function may be inoperative provided MAN function operates normally.	
<b>-61-12-03-02B</b>		<b>C</b>	<b>1</b>	<b>0</b>	MAN function may be inoperative provided AUTO function operates normally.	
<b>-61-12-03-03</b>	EFVS Brightness/Contrast Functions (BRT/CONT)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided brightness/contrast is set at a usable level that is acceptable to affected crewmember.	
<b>-61-12-04</b>	EFVS Window Heater	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided takeoff and approach minimums do not require use of EFVS in known or forecast icing conditions.	

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Sequence No.	Item	1	2	3	4	Change Bar
-63-01	Display Units (DU)					
-63-01-01	-400ER	C	6	5	One may be inoperative in lower center DU position.	
-63-01-02	Flat Panel Display (STC ST02165NY)					
-63-01-02A		C	4	3	Except for ER operations, one may be inoperative in Navigation Display (ND) position.	
-63-01-02B		B	4	3	For ER operations, one may be inoperative in Navigation Display (ND) position.	
-63-01-03	Large Display System (STC ST09889AC)				Deleted, Rev 41.	
-63-02	Control Panels					
-63-02-01	EFIS Control Panels (-400ER)	C	2	1	(O) One may be inoperative provided associated CDU EFIS control functions are verified to operate normally.	
-63-02-02	Flat Panel Display Control Panel (DCP) (STC ST02165NY)	C	2	1	(O) One may be inoperative provided all functions of operative DCP are verified to operate normally.	
-63-02-03	Display Control Panels (DCP) (STC ST09889AC)				Deleted, Rev 41.	
-63-02-03-01	Panel Lights	C	2	0	(O) May be inoperative provided: a) DCP switches are verified to operate normally, and b) DU operate normally.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>-63-03</b>	Display Select Panel					
<b>-63-03-01</b>	Indicator Lights (-400ER)	<b>C</b>	<b>3</b>	<b>0</b>	(O) May be inoperative provided: a) Display Select Panel switches are verified to operate normally, and b) Display Units operate normally.	
<b>-63-04</b>	Display Processing Computers (DPC)					
<b>-63-04-01</b>	-400ER	<b>C</b>	<b>3</b>	<b>2</b>	(M) Left or right may be inoperative deactivated.	
<b>-63-04-02</b>	Large Display System (STC ST09889AC)				Deleted, Rev 41.	
<b>-63-06</b>	Display Control Unit Selector (DCU CTRL) (-400ER)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Selector is in AUTO position and not moved in flight, and b) Automatic source selection function is verified to operate normally.	
<b>-63-07</b>	Remote Light Sensor (RLS) System					
<b>-63-07-01</b>	-400ER	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided all manual display brightness functions operate normally.	
<b>-63-07-02</b>	Large Display System (STC ST09889AC)				Deleted, Rev 41.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-63-10</b>	Data Concentrator Units					
<b>-63-10-01</b>	Panel Data Concentrator Unit (PDCU) (-400ER)	<b>C</b>	<b>2</b>	<b>1</b>		
<b>-63-10-02</b>	Flat Panel Display Data Concentrator Unit (DCU) (STC ST02165NY)					
<b>-63-10-02A</b>		<b>C</b>	<b>3</b>	<b>2</b>	(M) Except for ER operations, L, C, or R DCU may be inoperative provided DCU isolation is verified once each flight-day.	
<b>-63-10-02B</b>		<b>B</b>	<b>3</b>	<b>2</b>	(M) For ER operations, L or R DCU may be inoperative provided DCU isolation is verified once each flight-day.	
<b>-63-11</b>	Display Resource Faults (-400ER)	<b>C</b>	<b>-</b>	<b>0</b>	May be dispatched with faults indicated by DISPLAY RESOURCES status message provided all Display Processing Computers operate normally.	
<b>-63-12</b>	Display Dimming Panel (Large Display System (STC ST09889AC)				Deleted, Rev 41.	



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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-63-13</b>	Crew Rest Module (STC ST03430NY)					
<b>-63-13-01</b>	Decompression Alarm	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Crew rest module is not used and personal items are removed, b) Power is removed from the crew rest module, and c) Crew rest module door is closed and placarded DO NOT OCCUPY.  NOTE: These provisos are not intended to prohibit crew rest module inspections by crewmembers.	
<b>-63-13-02</b>	Control Panel					
<b>-63-13-02-01</b>	CRM Smoke Alarm Switch	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Crew rest module is not used and personal items are removed, b) Power is removed from the crew rest module, and c) Crew rest module door is closed and placarded DO NOT OCCUPY.  NOTE: These provisos are not intended to prohibit crew rest module inspections by crewmembers.	
<b>-63-13-02-02</b>	Main Cargo Deck Fire Alarm	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Crew rest module is not used and personal items are removed, b) Power is removed from the crew rest module, and c) Crew rest module door is closed and placarded DO NOT OCCUPY.  NOTE: These provisos are not intended to prohibit crew rest module inspections by crewmembers.	

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Landing Gear Actuation System	C	1	0	(M)(O) May be inoperative provided: a) Inoperative components are properly secured by an accepted procedure, and b) Airplane is dispatched in accordance with appropriate AFM Landing Gear Extended Appendix.	
-31-01	Landing Gear Lever Lock Solenoid	C	1	0	(M)(O) May be inoperative in latched position provided override mechanism is verified to operate normally.	
-31-02	Landing Gear Selector Valve Electrical Control Circuits (-400ER)	C	2	1	(M) One UP/DOWN electrical control circuit may be inoperative provided remaining UP/DOWN circuit is verified to operate normally once each flight-day.	
-32-01	Main Gear Door Uplock Springs	B	4	3	(M)(O) One spring on one door uplock mechanism may be missing provided speed does not exceed 270 KIAS/ 0.82 Mach.	
-35-01	Landing Gear Alternate Extend System (-400ER)	C	1	0	(M)(O) May be inoperative provided: a) Landing gear are secured in down position, b) Alternate extend system is deactivated, and c) Airplane is dispatched in accordance with appropriate AFM Landing Gear Extended Appendix.	
-35-01-01	Alternate Extend Hydraulic Pressure Switch	B	1	0	(M)(O) May be inoperative open provided: a) Landing gear doors are verified to open using alternate extend system, and b) Alternate procedures are established and used.	

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
-35-02	Ground Door Release Control System (-400ER)	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Both door open control switches are verified to be open,</li> <li>b) Landing gear doors are verified to open using alternate extend system, and</li> <li>c) Landing gear doors are closed before each departure.</li> </ul>	
-35-02-01	Door Open Control Switches	C	2	0	(M)(O) May be inoperative closed provided: <ul style="list-style-type: none"> <li>a) Landing gear are secured in down position,</li> <li>b) Alternate extend system is deactivated, and</li> <li>c) Airplane is dispatched in accordance with appropriate AFM Landing Gear Extended Appendix.</li> </ul>	
-41-01	Wheel Brakes					
-41-01A		C	8	7	(M)(O) One brake may be deactivated with a deactivation tool provided: <ul style="list-style-type: none"> <li>a) Performance complies with AFM for one brake deactivated, and</li> <li>b) Antiskid operates normally on remaining wheels.</li> </ul>	
-41-01B		C	8	7	(M)(O) One brake may be deactivated by capping off brake line provided: <ul style="list-style-type: none"> <li>a) Takeoff performance is based on landing gear extended,</li> <li>b) Takeoff and landing performance complies with AFM for one brake inoperative,</li> <li>c) After takeoff, gear remains extended for two minutes prior to retraction, and</li> <li>d) Antiskid operates normally on remaining wheels.</li> </ul>	

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-41-02</b>	BRAKE SOURCE Indication System					
<b>-41-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided associated EICAS Advisory message is verified to operate normally.	
<b>-41-02B</b>		<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) C and R hydraulic low SYS PRESS lights operate normally, and b) Normal and alternate brake systems and brake accumulator are verified to operate normally.	
<b>-41-03</b>	Gear Retraction Braking System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) After takeoff, gear remains down for two minutes before retraction, and b) Takeoff performance is based on landing gear extended.	
<b>-42-01</b>	Antiskid System	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) AFM decrements are applied for antiskid inoperative operations, and b) Approach minimums do not require its use.	
<b>-42-01-01</b>	Channels	<b>C</b>	<b>8</b>	<b>7</b>	(M)(O) One channel and associated brake may be inoperative (brake deactivated or line capped) provided: a) Brake is deactivated by an acceptable procedure, and b) AFM decrements are applied for selected procedure.	

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-42-02</b>	Alternate Antiskid Valves					
<b>-42-02A</b>		<b>C</b>	<b>4</b>	<b>0</b>	(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.	
<b>-42-02B</b>		<b>C</b>	<b>4</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Manual braking capability on alternate brake system is verified on associated wheels, and b) AFM decrements are applied for antiskid inoperative operations.	
<b>-42-03</b>	ANTISKID Light					
<b>-42-03A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided antiskid system is verified to operate normally.	
<b>-42-03B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided AFM decrements are applied for antiskid inoperative operations.	

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Sequence No.	Item	1	2	3	4	Change Bar
-42-04	Autobrake System					
-42-04-01	-200/-300					
-42-04-01A		C	1	0	May be inoperative provided: a) AUTO BRAKES light is not illuminated with autobrake switch OFF, and b) Approach minimums do not require its use.	
-42-04-01B		C	1	0	(M) May be inoperative with AUTO BRAKES light illuminated and autobrake switch OFF provided: a) Autobrake solenoid valve is verified closed, and b) Approach minimums do not require its use.	
-42-04-01C		C	1	0	(M) May be inoperative with AUTO BRAKES light illuminated and autobrake switch OFF provided: a) Module is deactivated, and b) Approach minimums do not require its use.	
-42-04-02	-400ER					
-42-04-02A		C	1	0	May be inoperative provided: a) AUTOBRAKES EICAS message is not annunciated with autobrake switch OFF, and b) Approach minimums do not require its use.	
(Continued)						

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
-42-04	Autobrake System (Cont'd)					
-42-04-02	-400ER (Cont'd)					
-42-04-02B		C	1	0	(M) May be inoperative with AUTOBRAKES EICAS message annunciated and autobrake switch OFF provided: a) Autobrake solenoid valve is verified closed, and b) Approach minimums do not require it use.	
-42-04-02C		C	1	0	(M) May be inoperative with AUTOBRAKES EICAS message annunciated and autobrake switch OFF provided: a) Module is deactivated, and b) Approach minimums do not require its use.	
-42-05 ***	Taxi Speed Indication	D	1	0		
-44-02	Parking Brake Valve	C	1	0	(M)(O) May be inoperative closed provided AFM performance decrements are applied for antiskid inoperative operations.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
-44-03	Parking Brake Lights					
-44-03-01	PARK BRAKE Light (-200/-300)					
-44-03-01A		C	1	0	(M) May be inoperative provided: a) Parking brake valve operates normally, and b) Antiskid light is verified to operate normally once each flight-day.	
-44-03-01B		C	1	0	(O) May be inoperative provided AFM performance decrements are applied for antiskid inoperative operations.	
-44-03-01C		C	1	0	(O) May be inoperative provided EICAS Advisory message PARKING BRAKE is verified to operate normally.	
-44-03-02 ***	Nose Gear Parking Brake Status Indicator Lights (PARKING BRAKE SET/BRAKE ON/BRAKE OFF)					
-44-03-02A		C	-	0	(M)(O) May be inoperative provided alternate procedures are established and used.	
-44-03-02B		D	-	0	May be inoperative provided procedures do not require its use.	
-44-04	Brake Accumulator Pressure Gauge (Wheel Well)	C	1	0	May be inoperative provided associated flight deck indication operates normally.	



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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
-44-05	BRAKE PRESS Gauge (Flight Deck)	C	1	0	(M) May be inoperative provided: a) Brake accumulator charge is verified normal once each flight-day, and b) Right low SYS PRESS light operates normally.	
-45-01 ***	Integral Tire Pressure Indicators	D	-	0		
-45-02	Nose Wheel Spin Brakes (Snubbers)	C	2	0	(M) May be damaged or missing.	
-45-03 ***	Tire Pressure Indicating System (TPIS)	D	1	0		
-45-04 ***	Wheel Tie Bolts (Certified Wheels)	A	-	-	(M) One per wheel may be broken or missing provided: a) Affected wheel is removed, checked for broken parts or damage, and replaced if broken parts or damage is found, b) Associated brake is checked for broken parts or damage, and is replaced or deactivated if broken parts or damage is found, c) After each landing, wheel is inspected for additional broken or missing tie bolts, and d) Operations are limited to five departures before repairs are made.  NOTE: The following wheels are certified with one tie bolt missing:  1) S160T400 (C20509000), and 2) S294W511 (2611811-1, 3-1540).	

### TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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## 32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
<b>-46-01</b> ***	Brake Temperature Monitoring System (BTMS)	<b>D</b>	<b>1</b>	<b>0</b>	NOTE: Brake cooling fans will be inoperative when all eight brake temperature readings are inoperative.	
<b>-46-02</b> ***	Brake Cooling Fans					
<b>-46-02-01</b>	-200/-300	<b>D</b>	<b>8</b>	<b>0</b>	(O) May be inoperative provided AFM maximum quick turnaround weight penalty is observed.	
<b>-46-02-02</b>	-400ER	<b>D</b>	<b>8</b>	<b>0</b>	(M) May be inoperative provided associated fan shrouds are removed.	
<b>-51-01</b>	Rudder Pedal Nose Wheel Steering	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Approach minimums do not require its use, and b) All taxi, takeoffs, and landings are made by a pilot with access to an operative tiller.	
<b>-61-01</b>	Landing Gear DOORS Light System (-200/-300	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided EICAS Advisory message GEAR DOORS is verified to operate normally.	
<b>-61-02</b>	Landing Gear Door Latch Proximity Sensor					
<b>-61-02-01</b>	System One	<b>C</b>	<b>4</b>	<b>3</b>	(M)(O) One may be inoperative provided: a) Appropriate performance adjustments are applied, and b) Remaining System One and all System Two sensors are verified to operate normally before each departure.	

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4. REMARKS OR EXCEPTIONS

**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-02</b>	Landing Gear Door Latch Proximity Sensor (Cont'd)					
<b>-61-02-02</b>	System Two (Passenger, -200PC/-200SF STC/-300BDSF)	<b>C</b>	<b>4</b>	<b>3</b>	(M)(O) One may be inoperative provided: a) Manual function of Passenger Notice System operates normally and procedures for its use are established and used, and b) All System One and remaining System Two sensors are verified to operate normally before each departure.  NOTE: An inoperative System Two sensor will render Flight Deck Automatic Function of Passenger Notice System inoperative.	
<b>-61-02-03</b>	System Two (-200SF ATC/-300BCF/-300F)	<b>C</b>	<b>4</b>	<b>3</b>	(M) One may be inoperative provided all System One and remaining System Two sensors are verified to operate normally before each departure.	
<b>-71-01</b>	Tail Skid (-300/-400ER)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Tail skid is secured in extended position, b) Water supplies associated with aft drain mast are secured OFF, and c) Appropriate performance adjustments are applied.	

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4. REMARKS OR EXCEPTIONS

**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
-71-02	Tail Skid Indication System (-300/-400ER)					
-71-02A		C	1	0	May be inoperative provided tail skid retraction mechanism is inoperative.	
-71-02B		C	1	0	(M) May be inoperative provided tail skid extend/retract function is verified to operate normally once each flight-day.	
-71-02C		C	1	0	(M)(O) May be inoperative provided: a) Tail skid is secured in extended position, b) Water supplies associated with aft drain mast are secured OFF, and c) Appropriate performance adjustments are applied.	
-71-02-01	TAIL SKID Light (-300)	C	1	0	May be inoperative provided alternate indication operates normally.	
-71-02-02	Proximity Switch System	C	1	0	(M) May be inoperative provided tail skid extend/retract function is verified to operate normally once each flight-day.	

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4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> <li>a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li>b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members eyes, and</li> <li>c) Lighting configuration and intensity is acceptable to flightcrew.</li> </ul> <p>NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.</p>	
-11-01-01	Crew Entry Light (-200SF ATC/-300BCF/-300BDSF/-300F)	C	-	0		
-14-01 ***	Authorized Persons Reading Lights	D	-	0		
-16-01	Master Dim and Test System					
-16-01-01	Test Function	C	1	0	(M) May be inoperative provided intended function of associated light(s) is verified.	
-16-01-02	Dim Function	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) BRT functions operate normally, and</li> <li>b) Light intensity is acceptable to flightcrew for type and duration of operations.</li> </ul>	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Crew Rest Area Illumination System (STCs ST00973WI-D and ST02372AT)	C	-	-	May be inoperative provided remaining operative lighting is considered adequate by pilot in command.	
-20-01-01	Flashlight/Holder Assemblies	C	-	0	May be inoperative or missing provided crewmember in associated bunk has a flashlight of equivalent characteristics readily available.	
-20-02	Lower Lobe Crew Rest Illumination System					
-20-02-01	STC ST01994SE					
-20-02-01-01	Main Light	C	1	0	May be inoperative provided seat reading light operates normally.	
-20-02-01-02	Vestibule Light	C	1	0	May be inoperative provided main light operates normally.	
-20-02-01-03	Bunk Lights	C	5	-	May be inoperative provided associated bunk reading light operates normally.	
-20-02-01-04	Flashlight Holder/Assembly	C	1	0	May be inoperative or missing provided crewmember in associated bunk has a flashlight of equivalent characteristics readily available.	
-20-02-02	STC ST02137SE					
-20-02-02-01	Main Lights	C	3	2	One may be inoperative.	
-20-02-02-02	Ladder Lights	C	4	2	Up to two lights may be inoperative provided they are not adjacent to each other.	
-20-02-02-03	Bunk Lights	C	2	0	May be inoperative provided associated bunk reading light operates normally.	
-20-02-02-04	Flashlight Holder/Assembly	C	1	0	May be inoperative or missing provided crewmember in associated bunk has a flashlight of equivalent characteristics readily available.	

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4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-20-03	Crew Rest Module (STC ST03430NY)					
-20-03-01	Illumination System					
-20-03-01-01	Dome Lights	C	2	0	(M) May be inoperative provided: a) Crew rest module emergency exit light operates normally, and b) Both crew rest module bunk reading lights operate normally.	
-20-03-01-02	Bunk Reading Lights	C	2	0	(M) May be inoperative provided both crew rest module dome lights operate normally.	
-20-03-01-03	Flashlight Holder/Assembly	C	2	0	(O) May be inoperative provided the occupant of the associated bunk has a flashlight of equivalent characteristics readily available.	
-20-03-02	Emergency Exit Sign Light	C	1	0	(M)(O) May be inoperative provided: a) Crew rest module is not used and personal items are removed, b) Power is removed from the crew rest module, and c) Crew rest module door is closed and placarded DO NOT OCCUPY.  NOTE: These provisos are not intended to prohibit crew rest module inspections by crewmembers.	

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4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-20-04	Crew Rest Module (STC ST02568SE)					
-20-04-01	Area Lighting					
-20-04-01A		C	7	1	(M)(O) Up to two (2) area lights (large rectangular lights), two (2) night lights (small round lights) and two (2) emergency pathfinder lights (small rectangular lights), located near the floor, may be inoperative provided: <ol style="list-style-type: none"> <li>a) Remaining lighting is sufficient to clearly illuminate all instruments and switches,</li> <li>b) Lighting configuration and intensity is acceptable to the flightcrew, and</li> <li>c) At least one CRM flashlight (or equivalent crew flashlight) is available for use.</li> </ol>	
-20-04-01B		C	7	0	(M)(O) May be inoperative provided use of CRM is prohibited.	
-20-04-02	Interior Lighted Information Signs (FASTEN SEAT BELT/O2)	D	5	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) The message is legible with applied frontal lighting, and</li> <li>b) Alternate procedures are established and used to notify authorized persons when associated sign(s) are place ON or OFF.</li> </ol>	
(Continued)						



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4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-20-04</b>	Crew Rest Module (STC ST02568SE) (Cont'd)					
<b>-20-04-03</b>	PSU Reading Light	<b>C</b>	<b>4</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Remaining area lighting is sufficient to illuminate the CRM interior, b) Lighting configuration is acceptable to the flightcrew, and c) At least one CRM flashlight (or equivalent crew flashlight) is available for use.	
<b>-20-04-04</b>	Emergency Exit Lighted Signs	<b>D</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) The message is legible with applied frontal lighting, and b) Alternate procedures are established and used to notify authorized persons when associated sign(s) are place ON or OFF.	

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4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-21-01</b>	Cabin Interior Illumination System					
<b>-21-01-01</b>	Passenger Configurations with Non-Photoluminescent Emergency Escape Path Marking System	<b>C</b>	-	-	Individual lights may be inoperative provided: <ol style="list-style-type: none"> <li>a) Sufficient lighting remains for crew members to perform their duties, and</li> <li>b) For night operations beyond 60 minutes of landing at a suitable airport, at least 75% of night lights operate normally.</li> </ol>	
<b>-21-01-02</b>	Passenger Configurations with Photoluminescent Emergency Escape Path Marking System	<b>C</b>	-	-	Individual lights may be inoperative provided: <ol style="list-style-type: none"> <li>a) Sufficient lighting remains for crew members to perform their duties,</li> <li>b) Minimum acceptable light levels specified in one of the following documents are maintained: <ol style="list-style-type: none"> <li>1) FAA engineering approval letter,</li> <li>2) FAA-approved report of Type Design holder,</li> <li>3) Limitations and Conditions section of applicable Supplemental Type Certificate (STC), or</li> <li>4) An FAA-approved report incorporated in Master Drawing List for applicable STC, and</li> </ol> </li> <li>c) For night operations beyond 60 minutes of landing at a suitable airport, at least 75% of night lights operate normally.</li> </ol>	
<b>-22-10</b>	Door Threshold Light (-200SF ATC/-300BCF/-300F)	<b>C</b>	<b>1</b>	<b>0</b>		

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4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-24-01</b>	Passenger Lighted Information Signs System (NO SMOKING/FASTEN SEAT BELT/RETURN TO SEAT)					
<b>-24-01A</b>		<b>C</b>	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory must be blocked and placarded <b>DO NOT OCCUPY</b> .	
					NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
<b>-24-01B</b>		<b>C</b>	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.	
<b>-24-01C</b>		<b>C</b>	-	<b>0</b>	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-24-01</b>	Passenger Lighted Information Signs System (NO SMOKING/ FASTEN SEAT BELT/ RETURN TO SEAT) (Cont'd)					
<b>-24-01-01</b>	Aural Tone System	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-24-01-02</b>	Flight Deck Automatic Function	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) Manual control function operates normally, and b) Alternate procedures are established and used.	
<b>-24-02</b> ***	Authorized Persons/Courier Area Lighted Information Signs System	<b>C</b>	<b>-</b>	<b>-</b>	(O) May be inoperative provided alternate procedures are established and used to notify couriers/ authorized persons when associated signs are placed on or off.	   
<b>-24-03</b>	Lower Lobe Crew Rest No Smoking/Fasten Seat Belt Signs (STCs ST01994SE and ST02137SE)	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided affected seat or bunk is placarded INOPERATIVE – DO NOT USE.	
<b>-25-01</b> ***	Sterile Flight Compartment Light System					
<b>-25-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-25-01B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Main Wheel Well and Nose Wheel Well Service Area Lights	C	6	0		
-31-02 ***	Exterior Cargo Loading Area Lights	D	-	0		
-31-03	Service Lights				NOTE: Relief for the ECS bay, APU & tailcone area, and electrical equipment center service lights is moved to MMEL Item 25-20-01.	
-31-04	Electrical Equipment Center Lights				NOTE: Relief for the ECS bay, APU & tailcone area, and electrical equipment center service area lights is moved to MMEL Item 25-20-01.	
-37-01	Cargo Compartment Lights					
-37-01-01	Cockpit Entry Light (-200PC)	C	1	0		
-37-01-02	Cabin Entry Light (-200PC/-200SF STC/-200 with STCs ST01670AT-D and ST01433SE)	C	-	0		
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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-37-01	Cargo Compartment Lights (Cont'd)					
-37-01-03	Main Deck Cargo Lights					
-37-01-03A		C	-	0	May be inoperative provided access to main cargo deck is prohibited in flight.	
					NOTE: Main Cargo Deck is defined as area aft of rigid barrier or 9g net, as installed.	
-37-01-03B		C	-	-	(O) May be inoperative provided: a) No two adjacent lights are inoperative, and b) Remaining illumination is adequate to perform required crew duties.	
-37-01-03C		C	-	0	May be inoperative for hazardous materials designated CARGO AIRCRAFT ONLY provided main deck cargo compartment lights one position aft of hazardous material pallet/ container position and forward to flight deck operate normally.	
-37-01-04	Sill Lights	C	-	0		
-37-01-05	Lower Cargo Compartments	C	-	0	(O) May be inoperative provided procedures do not require their use.	
-37-01-06	Light Lens	C	-	0	(M) May be broken/missing provided associated light is deactivated.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-37-02</b>	Main Cargo Deck Crew Alerting System					
<b>-37-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided access to main cargo compartment is prohibited in flight.	
<b>-37-02B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-41-01</b>	Wing Illumination Lights	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided ground de-icing procedures do not require their use.	
<b>-42-01</b>	Landing Lights					
<b>-42-01A</b>		<b>C</b>	<b>4</b>	<b>2</b>	One nose gear and/or one wing mounted light may be inoperative.	
<b>-42-01B</b>		<b>C</b>	<b>4</b>	<b>0</b>	May be inoperative between sunrise and sunset.	
<b>-42-02</b> ***	Taxi Lights	<b>C</b>	<b>-</b>	<b>0</b>		
<b>-42-03</b>	Runway Turnoff Lights	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-43-01</b>	Position Lights (Bulbs)					
<b>-43-01-01</b>	-200/-300					
<b>-43-01-01A</b>		<b>C</b>	<b>8</b>	<b>4</b>	One stationary light on forward and aft tip of each wing may be inoperative.	
<b>-43-01-01B</b>		<b>C</b>	<b>8</b>	<b>0</b>	May be inoperative between sunrise and sunset.	
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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-43-01</b>	Position Lights (Bulbs) (Cont'd)					
<b>-43-01-02</b>	-300/-300F With Blended Winglets STC ST01920SE (LED Lights)					
<b>-43-01-02-01</b>	Forward Position Lights Module					
<b>-43-01-02-01A</b>		<b>C</b>	<b>4</b>	<b>2</b>	One stationary forward position light LED module on leading edge of each winglet may be inoperative.	
<b>-43-01-02-01B</b>		<b>C</b>	<b>4</b>	<b>0</b>	May be inoperative between sunrise and sunset.	
<b>-43-01-02-02</b>	Aft Position Lights Module	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative between sunrise and sunset.	
<b>-43-01-03</b>	-400ER					
<b>-43-01-03A</b>		<b>B</b>	<b>-</b>	<b>0</b>	May be inoperative between sunrise and sunset provided wing tip and tail cone white strobe lights operate normally.	
<b>-43-01-03B</b>		<b>C</b>	<b>-</b>	<b>3</b>	The following may be inoperative provided all strobe lights operate normally: a) One stationary light on forward tip of each wing, and b) One stationary white bulb on tail cone.	
<b>-43-01-04</b>	POSITION/POS Switch ON Light	<b>C</b>	<b>1</b>	<b>0</b>		



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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-44-01</b>	Anti-Collision Lights (Red Strobes/White Strobes)					
<b>-44-01-01</b>	-200/-300					
<b>-44-01-01A</b>		<b>C</b>	<b>4</b>	<b>2</b>	Upper and lower red fuselage strobe lights may be inoperative provided wing tip white strobe lights operate normally.	
<b>-44-01-01B</b>		<b>C</b>	<b>4</b>	<b>2</b>	Wing tip white strobe lights may be inoperative provided upper and lower red fuselage strobe lights operate normally.	
<b>-44-01-02</b>	-400ER					
<b>-44-01-02A</b>		<b>C</b>	<b>5</b>	<b>3</b>	Upper and lower red fuselage strobe lights may be inoperative provided wing tip and tail cone white strobe lights, and all position lights (bulbs) operate normally.	
<b>-44-01-02B</b>		<b>C</b>	<b>5</b>	<b>2</b>	Wing tip and tail cone white strobe lights may be inoperative provided upper and lower red fuselage lights, and all position lights (bulbs) operate normally.	
<b>-45-01</b> ***	Logo Lights	<b>D</b>	<b>-</b>	<b>0</b>		

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Interior Emergency Lighting System (Battery Powered)					
-51-01A		C	-	-	Light assemblies installed in ceiling above each main aisle may be inoperative provided no two adjacent (same aisle) light assemblies are inoperative.	
-51-01B		A	-	-	Lights/signs exclusively associated with one door, slide, or emergency exit may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated door, slide, or emergency exit is considered inoperative, and</li> <li>b) Repairs are made within one flight-day.</li> </ol>	
-51-01C		C	-	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) No passengers are carried,</li> <li>b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and</li> <li>c) Alternate procedures are established and used.</li> </ol>	
(Continued)						

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Interior Emergency Lighting System (Battery Powered) (Cont'd)					
-51-01-01	Lower Lobe Crew Rest Emergency Lights (STCs ST01994SE and ST02137SE)	C	-	0	(M) May be inoperative provided: a) Lower lobe crew rest module is not used and personal items are removed, and b) Lower lobe crew rest door is closed and placarded INOPERATIVE – DO NOT ENTER.  NOTE: These provisos are not intended to prohibit crew rest inspections by crewmembers.	
-51-02	Exterior Emergency Lighting System (Battery Powered)	B	1	0	May be inoperative provided operations are not during night.	
-51-03	Emergency Escape Path Marking System					
-51-03A		A	-	-	Lights/signs exclusively associated with one door, slide, or emergency exit may be inoperative provided: a) Associated door, slide, or emergency exit is considered inoperative, and b) Repairs are made within one flight-day.	
					(Continued)	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-51-03	Emergency Escape Path Marking System (Cont'd)					
-51-03B		C	-	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
-51-03-01	Non-Photoluminescent Lighting System	C	-	-	Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are maintained: a) FAA engineering approval letter, b) FAA-approved report of Type Design holder, c) Limitations and Conditions section of applicable Supplemental Type Certificate (STC), or d) An FAA-approved report incorporated in Master Drawing List for applicable STC.	
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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-51-03	Emergency Escape Path Marking System (Cont'd)					
-51-03-02	Photoluminescent Lighting System	C	-	-	Components may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are maintained: a) FAA engineering approval letter, b) FAA-approved report of Type Design holder, c) Limitations and Conditions section of applicable Supplemental Type Certificate (STC), or d) An FAA-approved report incorporated in Master Drawing List for applicable STC.	
-51-04	PowerSmart Wireless Emergency Primary Power System (WEPPS) Diagnostic Panel (STC ST03629AT)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used to ensure 10 minutes of ON time does not occur, b) Affected emergency lights are verified to operate normally prior to first flight of each day, and c) Repairs are made within 10 flight-days.	

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Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Instrument Source Select Switches					
-00-01-01	-200/-300					
-00-01-01A		C	-	-	(O) Except for ER operations, may be inoperative provided: a) Associated instruments operate from isolated sources, and b) Inoperative switches are not moved in flight.	
-00-01-01B		C	-	-	(O) May be inoperative provided: a) Associated instruments operate from isolated sources, b) Inoperative switches are not moved in flight, and c) At least one FMC, EFI, and IRS switch must operate normally.	
-00-01-02	-400ER					
-00-01-02A		C	-	-	(O) Except for ER operations, may be inoperative provided: a) Associated instruments operate from isolated sources, and b) Inoperative switches are not moved in flight.	
-00-01-02B		C	-	-	(O) May be inoperative provided: a) Associated instruments operate from isolated sources, b) Inoperative switches are not moved in flight, and c) At least one FMC and IRS switch must operate normally.	
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Instrument Source Select Switches (Cont'd)					
-00-01-03	Flat Panel Display STC ST02165NY	C	-	-	(O) May be inoperative provided: a) Associated instruments operate from isolated sources, b) Inoperative switches are not moved in flight, and c) For ER operations, at least one FMC, EFI, IRS, and DCP switch must operate normally.	
-00-01-04	Large Display System (STC ST09889AC)				Deleted, Rev 41.	
-00-01-04A					Deleted, Rev 41.	
-00-01-04B					Deleted, Rev 41.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>-13-01</b> ***	MACH/Airspeed Indicators					
<b>-13-01-01</b>	Mach Indicators					
<b>-13-01-01A</b>		<b>C</b>	<b>2</b>	<b>1</b>		
<b>-13-01-01B</b>		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided EFIS Mach indications are installed and operating normally at associated pilot's station.	
<b>-13-01-01C</b>		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Airplane remains at or below FL 300, and b) A placard with this limitation is affixed to instrument panel.	
<b>-13-01-02</b>	Command Airspeed Cursors	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-13-01-03</b>	Airspeed Indicators	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided EFIS airspeed indications are installed and operating normally at associated pilot's station.	
<b>-13-01-04</b>	External Airspeed Markers (Bugs)	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative or missing provided alternate procedures are established and used.	
<b>-13-02</b>	Mach/Airspeed Warning Systems (Visual and Aural)	<b>B</b>	<b>2</b>	<b>1</b>		
<b>-13-06</b>	Standby Altimeter Vibrator	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided VMC exists at departure and arrival airports.	



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Sequence No.	Item	1	2	3	4	Change Bar
<b>-13-07</b> ***	Static Air Temperature (SAT) Indicator (Center Panel)	<b>D</b>	<b>1</b>	<b>0</b>		
<b>-13-08</b> ***	True Airspeed (TAS) Indicator (Center Panel)	<b>D</b>	<b>1</b>	<b>0</b>		
<b>-13-09</b> ***	Speed Command (Fast-Slow) Indicators	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-16-01</b>	Altitude Alerting System	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations do not require its use, c) Airplane does not depart from a designated airport (as listed in operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight-days.	
<b>-16-01-01</b>	Aural Alert	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
<b>-16-01-02</b>	Visual Alert	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Inertial Reference Systems (IRS)					
-21-01-01	IRU (-200/-300)					
-21-01-01-01	Without Hydraulic Motor Generator (HMG) Installed					
-21-01-01-01A		C	3	2	(M)(O) Left may be inoperative provided: a) Approach minimums do not require its use, and b) Center is selected and isolation is verified once each flight-day.	
-21-01-01-01B		C	3	2	(M)(O) Right may be inoperative for day VMC flight provided center is selected and isolation is verified once each flight-day.	
-21-01-01-01C		C	3	2	Center may be inoperative provided approach minimums do not require its use.	
-21-01-01-02	With Hydraulic Motor Generator (HMG) Installed					
-21-01-01-02A		C	3	2	(M)(O) Except for ER operations, left or right may be inoperative provided: a) Approach minimums do not require its use, b) Center is selected and isolation is verified once each flight-day, and c) First officer's IRS instrument source select switch operates normally.	
(Continued)						

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-21-01</b>	Inertial Reference Systems (IRS) (Cont'd)					
<b>-21-01-01</b>	IRU (-200/-300) (Cont'd)					
<b>-21-01-01-02</b>	With Hydraulic Motor Generator (HMG) Installed (Cont'd)					
<b>-21-01-01-02B</b>		<b>C</b>	<b>3</b>	<b>2</b>	(M)(O) Right may be inoperative provided: a) Approach minimums do not require its use, b) Center is selected and isolation is verified once each flight-day, and c) First officer's IRS instrument source select switch operates normally.	
<b>-21-01-01-02C</b>		<b>C</b>	<b>3</b>	<b>2</b>	Center may be inoperative for day VMC flight.	
<b>-21-01-02</b> ***	ADIRU Inertial Reference Function					
<b>-21-01-02A</b>		<b>C</b>	<b>3</b>	<b>2</b>	(M)(O) Left or right may be inoperative provided: a) Approach minimums do not require its use, and b) Center is selected and isolation is verified once each flight-day.	
<b>-21-01-02B</b>		<b>C</b>	<b>3</b>	<b>2</b>	Center may be inoperative provided approach minimums do not require its use.	
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Inertial Reference Systems (IRS) (Cont'd)					
-21-01-03 ***	IRS Mode Selector Panel – Display and Keyboard Functions					
-21-01-03A		C	-	0	May be inoperative provided both FMCS CDUs operate normally.	
-21-01-03B		C	-	0	Except for ER operations, may be inoperative provided one FMCS CDU operates normally.	
-22-03	Radio Distance Magnetic Indicators (RDMI) (-200/-300)					
-22-03A		C	2	1	Right may be inoperative.	
-22-03B		C	2	1	Left may be inoperative provided flight is restricted to day VMC.	
-22-03C		C	2	0	May be inoperative provided standby power system powers captain's instrument bus.	
-22-03-01 ***	Independent ADF Radio Magnetic Indicators (RMI) (-200/-300)					
-22-03-01A		C	2	0	May be inoperative provided associated EHSI ADF bearing pointer operates normally.	
-22-03-01B		C	2	0	May be inoperative provided associated radio compass ADF system is considered inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
-22-04	Flight Director Systems	C	3	0	May be inoperative provided approach minimums do not require their use.	
-22-04-01	Displays	C	2	0	May be inoperative provided approach minimums do not require their use.  NOTE: Windshear guidance may be unavailable.	
-22-05	Electronic Flight Instrument (EFIS) Symbol Generators (-200/-300)					
-22-05A		C	3	2	(M) Except for ER operations, one may be inoperative provided symbol generator isolation is verified once each flight-day.	
-22-05B		C	3	2	(M) Left or right may be inoperative provided symbol generator isolation is verified once each flight-day.	
-22-06	EFIS Controls					
-22-06-01 ***	Switches (NAV/AID/ARPT/RTE DATA/WPT/WXR/TERR) (-200/-300)	C	-	-	One switch for each function may be inoperative provided procedures do not require its use.	
-22-06-02	Switches (WXR/STA/WPT/ARPT/DATA/POS/TERR) (-400ER)	C	14	0		
(Continued)						

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Sequence No.	Item	1	2	3	4	Change Bar
<b>-22-06</b>	EFIS Controls (Cont'd)					
<b>-22-06-03</b>	Switches (NAV AID/ARPT/RTE DATA/WPT/WXR/TER) (Flat Panel Display STC ST02165NY)	<b>C</b>	<b>10</b>	<b>5</b>	One switch for each function may be inoperative provided procedures do not require its use.	
<b>-22-06-04</b>	Switches (WXR/TFC/TERR) (Large Display System STC ST09889AC)				Deleted, Rev 41.	
<b>-22-06-05</b>	MODE/MENU Knob (Large Display System STC ST09889AC)				Deleted, Rev 41.	
<b>-22-06-06</b>	RANGE Knob (Large Display System STC ST09889AC)				Deleted, Rev 41.	
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-22-06	EFIS Controls (Cont'd)					
-22-06-07	BAROSET Knob (Large Display System STC ST09889AC)				Deleted, Rev 41.	
-22-06-08	Decision Height Indication (DH REF) (Airplanes without PFD)	C	2	0	May be inoperative provided approach procedures do not require its use.  NOTE: Flightcrew use EADI DH indication.	
-22-06-08-01	Without Radio Altitude Indicators (Tape) Installed	C	2	0	May be inoperative.  NOTE: Flightcrew use EADI DH indication.	
-22-06-08-02 ***	With Radio Altitude Indicators (Tape) Installed	C	2	0	May be inoperative provided radio altitude indicators (tape) are installed and operate normally.  NOTE: Flightcrew use EADI DH indication.	
-22-06-09	HSI Selector					
-22-06-09-01	MAP Position	B	2	1	(O) May be inoperative provided: a) Both FMCs operate normally, and b) Alternate procedures are established and used.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-22-06	EFIS Controls (Cont'd)					
-22-06-09	HSI Selector (Cont'd)					
-22-06-09-02	PLAN Position	<b>B</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided: a) Both FMCs operate normally, and b) Alternate procedures are established and used.	
-22-06-10	HSI Range Selector	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative provided both FMCs operate normally.	
-22-07 ***	EFIS Speed Tape (-200/-300)					
-22-07-01	Mach Indications					
-22-07-01A		<b>C</b>	<b>2</b>	<b>1</b>		
-22-07-01B		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided MACH indicators are installed and operating normally at associated pilot's station.	
-22-07-01C		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Airplane remains at or below FL 300, and b) A placard with this limitation is affixed to instrument panel.	
-22-07-02	Airspeed Indications	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided airspeed indicators are installed and operating normally at associated pilot's station.	
-22-08	Pitch Limit Indicators	<b>C</b>	<b>2</b>	<b>0</b>		



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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-22-30	Heading Reference (HDG REF) Switch					
-22-30-01	TRUE Function	C	1	0	(O) May be inoperative provided enroute procedures do not require its use.	
-23-01	Magnetic Compass (Standby)					
-23-01A		B	1	0	May be inoperative provided any combination of three gyro or INS (IRS) stabilized compass systems operate normally.	
-23-01B		B	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Any combination of two gyro or INS (IRS) stabilized compass systems operate normally, and</li> <li>b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.</li> </ul>	
-23-01C		C	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>-24-01</b>	Standby Attitude/ILS Indicator					
<b>-24-01-01</b>	Attitude Display	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
<b>-24-01-02</b>	Approach Mode	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-24-02</b> ***	Integrated Standby Flight Display (ISFD) System					
<b>-24-02-01</b>	Attitude Display	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
<b>-24-02-02</b>	Approach Mode	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-24-02-03</b>	Heading Display	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-24-02-04</b>	Metric Altimeter Display					
<b>-24-02-04A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-24-02-04B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-24-02-05</b>	Dedicated Battery/Charger System	<b>C</b>	<b>1</b>	<b>0</b>	Except for ER operations beyond 120 minutes, may be inoperative.	

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-24-03</b> ***	Electronic/Integrated Standby Instrument System (ESIS/ISIS) (STC ST02165NY)					
<b>-24-03-01</b>	Attitude Display	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
<b>-24-03-02</b> ***	Approach Mode	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-24-03-03</b>	Heading Display	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-25-01</b> ***	Instrument Comparator Unit	<b>D</b>	<b>1</b>	<b>0</b>		
<b>-26-01</b>	Air Data Inertial Reference System (ADIRU)					
<b>-26-01-01</b>	Left and Right Air Data System	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Center air data is selected and operates normally, b) Center ADIRU inertial reference function is not selected OFF, and c) Air data isolation is verified.	
<b>-26-01-02</b>	Center Air Data System	<b>D</b>	<b>1</b>	<b>0</b>		
<b>-31-01</b>	ILS Systems	<b>C</b>	<b>3</b>	<b>-</b>	Any in excess of those required by 14 CFR, and not powered by a standby bus, may be inoperative.  NOTE: With left ILS inoperative, the ground proximity warning system mode 5 (glideslope deviation) will be inoperative.	

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-32-01	Marker Beacon System	C	1	0	May be inoperative provided approach minimums do not require its use.	
-33-01	Radio Altimeter (RA) Systems (EADI/PFD)					
-33-01-01	Single Source Datalink to GPWS					
-33-01-01-01	Left RA	A	1	0	(O) May be inoperative provided: a) Approach minimums or operating procedures do not require its use, and b) Repairs are made within 2 flight-days.	
-33-01-01-02	Center/Right RA	C	2	0	(O) May be inoperative provided approach minimums or operating procedures do not require its use.	
-33-01-02	Multi-source Datalink to GPWS					
-33-01-02A		C	3	1	(O) May be inoperative provided: a) GPWS is supplied with altitude data, and b) Approach minimums or operating procedures do not require its use.	
-33-01-02B		A	3	0	(O) May be inoperative provided: a) Approach minimums or operating procedures do not require its use, and b) Repairs are made within 2 flight-days.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-33-02</b> ***	Radio Altitude Indicators (Altitude Tape)	<b>D</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided approach minimums or operating procedures do not require their use.	
<b>-35-01</b> ***	Para Visual Displays	<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided procedures do not require their use.	
<b>-40-01</b> ***	Metric Altimeter (Includes IS&S 9D-80110-24 Metric/English Altimeter)	<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided operations do not require its use.	
<b>-43-01</b>	Weather Radar Systems	<b>D</b>	<b>2</b>	<b>1</b>		
<b>-43-01-01</b>	With Windshear Alert Mode (Predictive) Installed					
<b>-43-01-01A</b>		<b>B</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) Weather radar is not required by 14 CFR, and b) Alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
<b>-43-01-01B</b>		<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) Weather radar is not required by 14 CFR, b) Alternate procedures are established and used, and c) Windshear warning and guidance system (reactive) operates normally.	
(Continued)						

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1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-43-01</b>	Weather Radar Systems (Cont'd)					
<b>-43-01-02</b>	Without Windshear Alert Mode (Predictive) Installed	<b>C</b>	-	<b>0</b>	May be inoperative provided weather radar is not required by 14 CFR.	
<b>-43-01-03</b> ***	Indicators	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
<b>-43-01-04</b> ***	Autotilt/Multiscan Function	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided manual tilt function operates normally.	
<b>-43-01-05</b> ***	WXR ON Light	<b>D</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-43-01-06</b> ***	GAIN UCAL Light/BELOW CAL Lamp	<b>D</b>	-	-		
<b>-43-01-07</b> ***	Windshear Alert Mode (Predictive)					
<b>-43-01-07A</b>		<b>B</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
<b>-43-01-07B</b>		<b>C</b>	-	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear warning and guidance system (reactive) operates normally.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-45-01</b>	Traffic Collision Avoidance System (TCAS)					
<b>-45-01A</b>		<b>B</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
<b>-45-01B</b>		<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
<b>-45-01-01</b> ***	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on non-flying pilot side provided: a) TA and RA visual display operates normally on flying pilot side, and b) TA and RA audio function operates normally on flying pilot side.	
<b>-45-01-02</b>	Resolution Advisory (RA) Display System(s)					
<b>-45-01-02A</b>		<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on non-flying pilot side.	
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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-45-01</b>	Traffic Collision Avoidance System (TCAS) (Cont'd)					
<b>-45-01-02</b>	Resolution Advisory (RA) Display System(s) (Cont'd)					
<b>-45-01-02B</b>		<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions operate normally, b) TA only mode is selected by crew, and c) Enroute or approach procedures do not require its use.	
<b>-45-01-03</b>	Traffic Alert (TA) Display System(s)	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) RA visual display and audio functions operate normally, and b) Enroute or approach procedures do not require its use.	
<b>-45-01-04</b>	Audio Functions	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
<b>-45-01-05</b> ***	Airspace Selection Function.	<b>C</b>	<b>-</b>	<b>0</b>		



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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-46-01</b>	Ground Proximity Warning System (GPWS)	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
<b>-46-01-01</b>	Modes 1-4	<b>A</b>	<b>4</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
<b>-46-01-02</b>	Test Mode	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
<b>-46-01-03</b>	Glideslope Deviation(s) (Mode 5)					
<b>-46-01-03A</b>		<b>C</b>	<b>-</b>	<b>1</b>		
<b>-46-01-03B</b>		<b>B</b>	<b>-</b>	<b>0</b>		
<b>-46-01-04</b>	Advisory Callouts (Mode 6)					
<b>-46-01-04A</b>		<b>B</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-46-01-04B</b>		<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
(Continued)						

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-46-01</b>	Ground Proximity Warning System (GPWS) (Cont'd)					
<b>-46-01-05</b> ***	Windshear Alert Mode (Reactive) (Mode 7)					
<b>-46-01-05A</b>		<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
<b>-46-01-05B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear detection and avoidance system (predictive) operates normally.	
<b>-46-01-06</b>	Terrain Awareness Function	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-46-01-07</b>	Terrain Displays					
<b>-46-01-07A</b>		<b>C</b>	<b>-</b>	<b>1</b>		
<b>-46-01-07B</b>		<b>B</b>	<b>-</b>	<b>0</b>		
<b>-46-01-08</b> ***	Runway Awareness & Advisory System (RAAS)	<b>C</b>	<b>1</b>	<b>0</b>		

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	VOR Navigation Systems	D	2	-	Any in excess of those required by 14 CFR, and not powered by a standby bus, may be inoperative.	
-53-01	ATC Transponders and Automatic Altitude Reporting Systems					
-53-01A		B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight.	
-53-01B		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
-53-01-01	Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.	
-53-01-02 ***	Item Moved				Dispatch relief for this equipment moved to item 34-58-01-07, ADS-B Squitter Transmissions.	
-53-01-02A	Item Moved				Dispatch relief for this equipment moved to 34-58-01-07A.	
-53-01-02B	Item Moved				Dispatch relief for this equipment moved to 34-58-01-07B.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-55-01</b>	Distance Measuring Equipment Systems	<b>D</b>	<b>2</b>	<b>-</b>	Any in excess of those required by 14 CFR may be inoperative.	
<b>-57-01</b>	Radio Compass (ADF) Systems	<b>D</b>	<b>-</b>	<b>-</b>	Any in excess of those required by 14 CFR may be inoperative.	
<b>-58-01</b> ***	Automatic Dependent Surveillance Broadcast (ADS-B) System					
<b>-58-01A</b> ***		<b>B</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.  NOTE: Any ADS-B function that operates normally may be used.	
<b>-58-01B</b> ***		<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative.	
<b>-58-01C</b> ***		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
<b>-58-01-01</b>	Link and Display Processor Unit (LDPU)	<b>D</b>	<b>-</b>	<b>0</b>		
<b>-58-01-02</b>	Cockpit Display and Traffic Information (CDTI)	<b>D</b>	<b>-</b>	<b>0</b>	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.	
(Continued)						

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
<b>-58-01</b> <b>***</b>	Automatic Dependent Surveillance Broadcast (ADS-B) System (Cont'd)					
<b>-58-01-03</b>	CDTI Control Panel	<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to flightcrew.	
<b>-58-01-04</b>	Data Link Transmitter(s)	<b>D</b>	<b>-</b>	<b>0</b>	NOTE: In some aircraft data link transmission is an integral part of transponder and relief is provided in that section.	
<b>-58-01-05</b>	Data Link Receiver(s)	<b>D</b>	<b>-</b>	<b>0</b>		
<b>-58-01-06</b>	ADS-B Applications	<b>D</b>	<b>-</b>	<b>0</b>		
<b>-58-01-07</b> <b>***</b>	ADS-B Out Extended Squitter					
<b>-58-01-07A</b>		<b>B</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.  NOTE: Any ADS-B function that operates normally may be used.	
<b>-58-01-07B</b>		<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative.	
<b>-58-01-07C</b>		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.  NOTE: Any ADS-B Out function that operates normally may be used.	
					(Continued)	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-58-01</b> ***	Automatic Dependent Surveillance Broadcast (ADS-B) System (Cont'd)					
<b>-58-01-08</b> ***	ADS-B Out UAT					
<b>-58-01-08A</b>		<b>B</b>	-	<b>0</b>	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.  NOTE: Any ADS-B Out function that operates normally may be used.	
<b>-58-01-08B</b>		<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative.	
<b>-58-01-08C</b>		<b>D</b>	-	<b>0</b>	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.  NOTE: Any ADS-B Out function that operates normally may be used.	
<b>-58-01-09</b> ***	ADS-B In					
<b>-58-01-09A</b>		<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any ADS-B function that operates normally may be used	
<b>-58-01-09B</b>		<b>D</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.  NOTE: Any ADS-B function that operates normally may be used.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-58-02	ACSS Surveillance Processor (STC ST02126LA)	B	1	0	(M) May be inoperative provided: a) Automatic Dependent Surveillance-Broadcast (ADS-B) is considered inoperative, and b) TCAS is considered inoperative.	
-58-02-01 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) Functionality	D	1	0	May be inoperative provided: a) It is not required by 14 CFR, b) Procedures do not require its use, and c) Merging & Spacing and CAVS operations are prohibited.  NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in operator's MEL will be same as that of 14 CFR required equipment.	
-58-02-01-01	Cockpit Display of Traffic Information (CDTI) Functionality	D	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Merging & Spacing and CAVS operations are prohibited.  NOTE: ADS-B data transmissions may continue.	
-58-02-01-02	ADS-B Guidance Display (AGD)	D	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Merging & Spacing and CAVS operations are prohibited.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-60-03</b> ***	Global Positioning Systems (GPS)					
<b>-60-03A</b>		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Enroute operations do not require their use, and b) IRUs operate normally.	
<b>-60-03B</b>		<b>D</b>	<b>2</b>	<b>1</b>	One may be inoperative provided enroute operations do not require its use.	
<b>-60-03-01</b>	ACSS Surveillance Processor (STC ST02126LA)	<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Procedures do not require its use, and b) Merging & Spacing and CAVS operations are prohibited.	
<b>-61-01</b>	Flight Management Computer Systems (FMCS)					
<b>-61-01-01</b>	FMC (Including CDU/HMCDU/MCDU) (-200/-300)					
<b>-61-01-01A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) Except for ER operations, one may be inoperative provided enroute operations do not require its use.	
(Continued)						



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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-01</b>	Flight Management Computer Systems (FMCS) (Cont'd)					
<b>-61-01-01</b>	FMC (Including CDU/HMCDU/MCDU) (-200/-300) (Cont'd)					
<b>-61-01-01B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) Except for ER operations, may be inoperative provided: a) Both Fuel Quantity Indicating System (FQIS) processor channels are verified to operate normally, b) All flight deck fuel quantity indications operate normally, and c) Enroute operations do not require its use.	
<b>-61-01-01C</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) For long-range navigation operation, one FMC may be inoperative provided other approved means of navigation is available.  NOTE: An associated HMCDU or MCDU, if operative, may be used to meet navigation requirements.	
<b>-61-01-02</b>	FMC (-400ER)	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided enroute operations do not require its use.	
<b>-61-01-03</b>	Center MCDU (-400ER)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-61-01-04</b>	FMC (Large Display System STCs ST01750WI and ST09889AC)				Deleted, Rev 40.	
						(Continued)

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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-01</b>	Flight Management Computer Systems (FMCS) (Cont'd)					
<b>-61-01-05</b>	FMC MCDU (Large Display System STC ST09889AC)				Deleted, Rev 41.	
<b>-61-01-06</b>	Navigation Databases	<b>A</b>	<b>-</b>	<b>0</b>	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Operations do not require its use,</li> <li>b) It is not used in a primary navigation system required by 14 CFR,</li> <li>c) Alternate procedures are developed and used,</li> <li>d) The ICAO Flight Plan is updated (as required) to notify ATC of the equipment status of the aircraft, and</li> <li>e) Is repaired within 10 flight-days.</li> </ul> <p>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.</p>	
<b>-61-01-07</b>	FMC Annunciator Light (-200/-300)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided CDU MSG light and EICAS advisory message FMC MESSAGE are verified to operate normally.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-61-03</b>	ACSS Surveillance Processor TCAS Functionality (STC ST02126LA)					
<b>-61-03A</b>		<b>B</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) Function is secured according to an approved procedure, and b) Enroute or approach procedures do not require its use.	
<b>-61-03B</b>		<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) Not required by 14 CFR, b) Function is secured according to an approved procedure, and c) Enroute or approach procedures do not require its use.	
<b>-61-03-01</b>	Resolution Advisory (RA) Display System(s)					
<b>-61-03-01A</b>		<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on non-flying pilot side.	
<b>-61-03-01B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions operate normally, b) TA only mode is selected by crew, and c) Enroute or approach procedures do not require its use.	
<b>-61-03-02</b>	Traffic Alert (TA) Display System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) RA visual display and audio functions operate normally, and b) Enroute or approach procedures do not require its use.	
<b>-61-04</b>	Controller Pilot Data Link Communication (CPDLC)	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided procedures do not require its use.	

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1. REPAIR CATEGORY
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**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	Crew Oxygen System					
-11-02-01	Pressure Indication (EICAS)	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided oxygen supply is verified to be above minimum required before each departure.	
-11-02-02	Cylinder Gages					
-11-02-02-01	One Cylinder System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided pressure indication (EICAS) operates normally.	
-11-02-02-02	Two Cylinder System	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided pressure indication (EICAS) operates normally.	
-11-02-02-03	Three Cylinder System	<b>C</b>	<b>3</b>	<b>0</b>	(M) May be inoperative provided pressure indication (EICAS) operates normally.	
-11-02-03	Authorized Persons Oxygen Masks					
-11-02-03A		<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided associated seat is not occupied.	
-11-02-03B		<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided flight is not conducted above 10,000 ft. MSL.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	Crew Oxygen System (Cont'd)					
-11-02-04	Pressure Regulators					
-11-02-04-01	Two Cylinder System	C	2	1	(M) May be inoperative provided: a) Line to inoperative pressure regulator is disconnected and plugged, b) Cylinder gage on remaining cylinder operates normally, and c) Oxygen supply is verified to be above minimum required before each departure.	
-11-02-04-02	Three Cylinder System	C	3	1	(M) May be inoperative provided: a) Line to inoperative pressure regulator(s) is disconnected and plugged, b) Cylinder gage on remaining cylinder operates normally, and c) Oxygen supply is verified to be above minimum required before each departure.	
-11-02-05	Overboard Discharge Indicator Discs	C	-	0	(O) May be damaged or missing.	
(Continued)						

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
-11-02	Crew Oxygen System (Cont'd)					
-11-02-06	Crew Cylinder Pressure Regulator (-200SF STC/-300BDSF)	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) One way interconnect line from authorized persons system is installed and operates normally,</li> <li>b) Pressure regulator on authorized persons cylinder operates normally,</li> <li>c) Line to inoperative pressure regulator is disconnected and plugged,</li> <li>d) Cylinder gage on authorized persons cylinder operates normally,</li> <li>e) Oxygen supply is verified to be above minimum required before each departure, and</li> <li>f) All authorized persons area seats are not occupied.</li> </ul>	
-11-03	Authorized Persons Oxygen System (-200SF STC/-300BDSF)	C	1	0	May be inoperative provided authorized persons seats are not occupied.	
-11-03-01	Pressure Indication					
-11-03-01-01	EICAS	B	1	0	(M) May be inoperative provided oxygen supply is verified to be above minimum required before each departure.	
-11-03-01-02	Cylinder Gage	C	1	0	May be inoperative provided EICAS pressure indication operates normally.	
					(Continued)	

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4. REMARKS OR EXCEPTIONS

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
-11-03	Authorized Persons Oxygen System (-200SF STC/ -300BDSF) (Cont'd)					
-11-03-02	Oxygen Masks					
-11-03-02A		C	-	0	May be inoperative provided associated seat is not occupied.	
-11-03-02B		C	-	0	May be inoperative provided flight is not conducted above 10,000 ft. MSL.	
-11-03-03	Pressure Regulator	C	1	0	May be inoperative provided authorized persons seats are not occupied.	
-20-01	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ul style="list-style-type: none"> <li>a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility,</li> <li>b) Location placarding is removed or obscured, and</li> <li>c) Required distribution is maintained.</li> </ul> NOTE: Inoperative PBEs, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
20-01-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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4. REMARKS OR EXCEPTIONS

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Passenger Oxygen System					
-21-01A		B	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Flight is not conducted where minimum enroute altitude is above 14,000 ft. MSL,</li> <li>b) Both air conditioning packs operate normally,</li> <li>c) All other components of pressurization system operate normally,</li> <li>d) Airplane remains at or below FL 250,</li> <li>e) Portable oxygen units are provided for 10% of passengers, and</li> <li>f) Passengers are appropriately briefed.</li> </ul>	
-21-01B		B	1	0	May be inoperative provided flight is conducted at or below 10,000 ft. MSL.	
-21-01-01	Passenger Service Units (PSUs)					
-21-01-01A		B	-	-	(M) May be inoperative with no flight altitude restriction provided: <ul style="list-style-type: none"> <li>a) Associated seats are blocked and placarded to prevent occupancy,</li> <li>b) Associated flight attendant seat is considered inoperative, and</li> <li>c) Associated lavatory door is locked closed and placarded INOPERATIVE – DO NOT ENTER.</li> </ul> <p>NOTE: These provisos are not intended to prohibit lavatory inspections by crewmembers.</p>	
(Continued)						



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4. REMARKS OR EXCEPTIONS

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-21-01</b>	Passenger Oxygen System (Cont'd)					
<b>-21-01-01</b>	Passenger Service Units (PSUs) (Cont'd)					
<b>-21-01-01B</b>		<b>B</b>	<b>-</b>	<b>-</b>	(O) May be inoperative provided: a) Altitude limitations comply with 14 CFR, b) Portable oxygen supplies comply with 14 CFR, c) Both air conditioning packs operate normally, d) Pressurization system operates normally, e) Both engine bleed systems operate normally, and f) Passengers are appropriately briefed.	
<b>-21-01-02</b>	Automatic Presentation System	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Manual deployment system is verified to operate normally, and b) Airplane remains at or below FL 300.	
<b>-21-01-03</b>	Crew Rest Oxygen Modules (STC ST00973WI-D)					
<b>-21-01-03A</b>		<b>B</b>	<b>5</b>	<b>0</b>	(M) May be inoperative with no flight altitude restriction provided affected bunks are blocked and placarded INOPERATIVE – DO NOT USE.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Passenger Oxygen System (Cont'd)					
-21-01-03	Crew Rest Oxygen Modules (STC ST00973WI-D) (Cont'd)					
-21-01-03B		<b>B</b>	<b>5</b>	<b>0</b>	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Portable oxygen bottle and mask are available for associated bunk occupant,</li> <li>b) Crew rest oxygen warning horn system is verified to operate normally, and</li> <li>c) Airplane remains at or below FL 300.</li> </ol>	
-21-01-04	Crew Rest Oxygen Warning Horn System (STC ST00973WI-D)	<b>B</b>	<b>2</b>	<b>0</b>	(M) May be inoperative with no flight altitude restriction provided: <ol style="list-style-type: none"> <li>a) Associated crew rest is not used and personal items are removed, and</li> <li>b) Associated crew rest door is locked and placarded INOPERATIVE – DO NOT ENTER.</li> </ol> <p>NOTE: These provisos are not intended to prohibit crew rest inspections by crewmembers.</p>	
-21-01-05	Lower Lobe Crew Rest Passenger Service Units (STCs ST01994SE and ST02137SE)	<b>B</b>	<b>-</b>	<b>0</b>	(M) May be inoperative with no flight altitude restriction provided affected seats/bunks are blocked and placarded INOPERATIVE - DO NOT USE.	
(Continued)						

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**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Passenger Oxygen System (Cont'd)					
-21-01-06	Lower Lobe Crew Rest Altitude Alert Horn (STCs ST01994SE and ST02137SE)	B	1	0	(M) May be inoperative with no flight altitude restriction provided: <ul style="list-style-type: none"> <li>a) Lower lobe crew rest module is not used and personal items are removed, and</li> <li>b) Lower lobe crew rest door is locked and placarded INOPERATIVE – DO NOT ENTER.</li> </ul> <p>NOTE: These provisos are not intended to prohibit crew rest inspections by crewmembers.</p>	
-31-01	Portable Oxygen Bottles or Units (Including Mask and Hoses)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ul style="list-style-type: none"> <li>a) An inoperative or not properly serviced portable oxygen bottle/unit remains in a certified location until removed or serviced at the next suitable maintenance facility,</li> <li>b) Location placarding is removed or obscured, and</li> <li>c) Required distribution is maintained.</li> </ul> <p>NOTE 1: Inoperative portable oxygen bottles or units, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.</p>	
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4. REMARKS OR EXCEPTIONS

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-31-01</b>	Portable Oxygen Bottles or Units (Including Mask and Hoses) (Cont'd)				NOTE 2: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
<b>-31-01-01</b> ***	Tamper Seals or Tags	<b>C</b>	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
<b>-31-02</b>	Crew Rest Module (STC ST03430NY)					
<b>-31-02-01</b>	Portable Oxygen Dispensing Units (Cylinder and Mask)	<b>D</b>	<b>2</b>	<b>1</b>	(M)(O) One may be unserviceable or missing provided: a) CRM is restricted to one occupant, b) Unserviceable portable oxygen dispensing unit is removed from the CRM, and c) Unserviceable portable oxygen dispensing unit is replaced at next available maintenance facility.	

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4. REMARKS OR EXCEPTIONS

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-31-03</b>	Crew Rest Module (STC ST02568SE)					
<b>-31-03-01</b>	Portable O2 Bottles	<b>C</b>	<b>4</b>	<b>0</b>	(M)(O) May be inoperative provided: a) CRM occupants limited to number of serviceable oxygen supply units in the CRM, and b) PBE may be counted as serviceable oxygen units.	
<b>-31-03-02</b>	PBE Units					
<b>-31-03-02A</b>		<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) May be inoperative provided: a) CRM occupants limited to number of serviceable oxygen supply units in the CRM, and b) PBE may be counted as serviceable oxygen units.	
<b>-31-03-02B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided use of CRM is prohibited.	

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4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Air Supply Control and Test Unit (ASCTU) (-400ER)					
-00-01-01	Primary (Digital) Control Channels					
-00-01-01A		C	2	1	(M)(O) One may be inoperative deactivated provided: <ul style="list-style-type: none"> <li>a) Associated ASCTU backup (analog) channel is verified to operate normally,</li> <li>b) Both associated cabin temperature controller channels are verified to operate normally once each flight-day,</li> <li>c) Both packs operate normally,</li> <li>d) Remaining (opposite) engine bleed system operates normally,</li> <li>e) Associated HPSOV is verified closed,</li> <li>f) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions,</li> <li>g) Hydraulic Motor Generator (HMG) is not required,</li> <li>h) Associated thrust reverser is considered inoperative,</li> <li>i) Associated fan air modulation valve is secured in intermediate position, and</li> <li>j) Appropriate performance adjustments are applied.</li> </ul>	
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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Air Supply Control and Test Unit (ASCTU) (-400ER) (Cont'd)					
-00-01-01	Primary (Digital) Control Channels (Cont'd)					
-00-01-01B		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative deactivated provided: <ul style="list-style-type: none"> <li>a) Associated ASCTU backup (analog) channel is verified to operate normally,</li> <li>b) Both associated cabin temperature controller channels are verified to operate normally once each flight-day,</li> <li>c) Both packs operate normally,</li> <li>d) Remaining (opposite) engine bleed system operates normally,</li> <li>e) Associated HPSOV is verified closed,</li> <li>f) Airplane is not operated in known or forecast icing conditions,</li> <li>g) Hydraulic Motor Generator (HMG) is not required,</li> <li>h) Associated thrust reverser is considered inoperative, and</li> <li>i) Appropriate performance adjustments are applied.</li> </ul>	
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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Air Supply Control and Test Unit (ASCTU) (-400ER) (Cont'd)					
-00-01-02	Backup (Analog) Channels	C	2	1	(M)(O) One may be inoperative deactivated provided: <ul style="list-style-type: none"> <li>a) Associated ASCTU primary (digital) channel is verified to operate normally,</li> <li>b) Associated CTC operates normally,</li> <li>c) Both packs operate normally, and</li> <li>d) Remaining (opposite) engine bleed system operates normally.</li> </ul>	
-11-01	ENG BLEED Pressure Regulating and Shutoff Valves (PRSOV)					
-11-01-01	JT9D/CF6-80A/A2					
-11-01-01A		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: <ul style="list-style-type: none"> <li>a) PRSOV is secured closed,</li> <li>b) Associated ENG bleed air switch remains OFF,</li> <li>c) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>d) Airplane is not operated in known or forecast icing conditions,</li> <li>e) APU is used as air source for ADP for takeoff,</li> <li>f) Remaining (opposite) engine bleed system operates normally,</li> <li>g) Airplane remains at or below FL 350, and</li> <li>h) Center Hydraulic Motor Generator (HMG) is not required.</li> </ul>	
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4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	ENG BLEED Pressure Regulating and Shutoff Valves (PRSOV) (Cont'd)					
-11-01-01	JT9D/CF6-80A/A2 (Cont'd)					
-11-01-01B		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: <ul style="list-style-type: none"> <li>a) PRSOV is secured closed,</li> <li>b) Associated ENG bleed air switch remains OFF,</li> <li>c) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>d) Airplane is not operated in known or forecast icing conditions,</li> <li>e) ADP inoperative penalties are applied,</li> <li>f) Remaining (opposite) engine bleed system operates normally,</li> <li>g) Airplane remains at or below FL 350, and</li> <li>h) Center Hydraulic Motor Generator (HMG) is not required.</li> </ul>	
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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	ENG BLEED Pressure Regulating and Shutoff Valves (PRSOV) (Cont'd)					
-11-01-02	CF6-80C2/PW4000					
-11-01-02A		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: <ul style="list-style-type: none"> <li>a) PRSOV is secured closed,</li> <li>b) Associated ENG bleed air switch remains OFF,</li> <li>c) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>d) Airplane is not operated in known or forecast icing conditions,</li> <li>e) APU is used as air source for ADP for takeoff,</li> <li>f) Remaining (opposite) engine bleed system operates normally,</li> <li>g) Airplane remains at or below FL 350,</li> <li>h) Center Hydraulic Motor Generator (HMG) is not required, and</li> <li>i) Appropriate performance adjustments are applied for either of following conditions: <ol style="list-style-type: none"> <li>1) Associated fan air modulation valve secured in intermediate position, or</li> <li>2) Associated fan air modulation valve open.</li> </ol> </li> </ul>	
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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	ENG BLEED Pressure Regulating and Shutoff Valves (PRSOV) (Cont'd)					
-11-01-02	CF6-80C2/PW4000 (Cont'd)					
-11-01-02B		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: <ul style="list-style-type: none"> <li>a) PRSOV is secured closed,</li> <li>b) Associated ENG bleed air switch remains OFF,</li> <li>c) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>d) Airplane is not operated in known or forecast icing conditions,</li> <li>e) ADP inoperative penalties are applied,</li> <li>f) Remaining (opposite) engine bleed system operates normally,</li> <li>g) Airplane remains at or below FL 350,</li> <li>h) Center Hydraulic Motor Generator (HMG) is not required, and</li> <li>i) Appropriate performance adjustments are applied for either of following conditions: <ol style="list-style-type: none"> <li>1) Associated fan air modulation valve secured in intermediate position, or</li> <li>2) Associated fan air modulation valve open.</li> </ol> </li> </ul>	
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4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	ENG BLEED Pressure Regulating and Shutoff Valves (PRSOV) (Cont'd)					
-11-01-03	RB211					
-11-01-03A		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: <ul style="list-style-type: none"> <li>a) PRSOV is secured closed, except for engine start,</li> <li>b) Associated ENG bleed air switch remains OFF,</li> <li>c) Start valve on remaining (opposite) engine operates normally,</li> <li>d) Airplane is not operated in known or forecast icing conditions,</li> <li>e) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>f) APU is used as air source for ADP for takeoff,</li> <li>g) Remaining (opposite) engine bleed system operates normally,</li> <li>h) Airplane remains at or below FL 350, and</li> <li>i) Center Hydraulic Motor Generator (HMG) is not required.</li> </ul>	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	ENG BLEED Pressure Regulating and Shutoff Valves (PRSOV) (Cont'd)					
-11-01-03	RB211 (Cont'd)					
-11-01-03B		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: <ul style="list-style-type: none"> <li>a) PRSOV is secured closed, except for engine start,</li> <li>b) Associated ENG bleed air switch remains OFF,</li> <li>c) Start valve on remaining (opposite) engine operates normally,</li> <li>d) Airplane is not operated in known or forecast icing conditions,</li> <li>e) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>f) ADP inoperative penalties are applied,</li> <li>g) Remaining (opposite) engine bleed system operates normally,</li> <li>h) Airplane remains at or below FL 350, and</li> <li>i) Center Hydraulic Motor Generator (HMG) is not required.</li> </ul>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-11-02</b>	High Pressure Shutoff Valve (HPSOV) Systems					
<b>-11-02-01</b>	All Except CF6-80C2	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Valve is secured closed,</li> <li>b) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions,</li> <li>c) Remaining (opposite) engine bleed system operates normally, and</li> <li>d) Center Hydraulic Motor Generator (HMG) is not required.</li> </ul>	
<b>-11-02-02</b>	CF6-80C2	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Valve is secured closed,</li> <li>b) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions,</li> <li>c) Remaining (opposite) engine bleed system operates normally,</li> <li>d) Center Hydraulic Motor Generator (HMG) is not required,</li> <li>e) Associated thrust reverser is considered inoperative, and</li> <li>f) Appropriate performance adjustments are applied.</li> </ul>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-11-03</b>	Intermediate Pressure Check Valves (IPCV)					
<b>-11-03-01</b>	All Except CF6-80C2	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative open provided: a) Associated HPSOV is secured closed, b) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions, c) Remaining (opposite) engine bleed system operates normally, and d) Center Hydraulic Motor Generator (HMG) is not required.	
<b>-11-03-02</b>	CF6-80C2	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative open provided: a) Associated HPSOV is secured closed, b) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions, c) Remaining (opposite) engine bleed system operates normally, d) Center Hydraulic Motor Generator (HMG) is not required, e) Associated thrust reverser is considered inoperative, and f) Appropriate performance adjustments are applied.	
<b>-11-04</b>	APU BLEED Valve	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Valve is closed, and b) Bleed switch remains OFF.  NOTE: APU may be used for electrical power.	
<b>-11-05</b>	APU BLEED Check Valve	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided APU bleed valve remains closed, except for engine start.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-06	L and R Bleed ISLN Valves	C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative provided: <ul style="list-style-type: none"> <li>a) Valve is closed except for engine start,</li> <li>b) Airplane is not operated in known or forecast icing conditions, and</li> <li>c) Both engine bleed valves operate normally.</li> </ul>	
-11-07	Center Bleed Isolation Valve					
-11-07A		C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Valve remains closed except for engine start,</li> <li>b) APU is used as air source for ADP for takeoff and landing,</li> <li>c) Both center electrical hydraulic pumps operate normally,</li> <li>d) Airplane remains at or below FL 270, and</li> <li>e) Center Hydraulic Motor Generator (HMG) is not required.</li> </ul>	
-11-07B		C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Valve remains closed except for engine start,</li> <li>b) ADP inoperative penalties are applied,</li> <li>c) Both center electrical hydraulic pumps operate normally,</li> <li>d) Airplane remains at or below FL 270, and</li> <li>e) Center Hydraulic Motor Generator (HMG) is not required.</li> </ul>	



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**TABLE KEY**

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-08	Engine Pressure Regulating Valve (PRV) Systems					
-11-08-01	CF6-80C2					
-11-08-01A		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative secured closed provided: <ul style="list-style-type: none"> <li>a) Associated ENG bleed air switch remains OFF,</li> <li>b) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>c) Airplane is not operated in known or forecast icing conditions,</li> <li>d) APU is used as air source for ADP for takeoff,</li> <li>e) Remaining (opposite) engine bleed system operates normally,</li> <li>f) Airplane remains at or below FL 350,</li> <li>g) Center Hydraulic Motor Generator (HMG) is not required,</li> <li>h) Associated thrust reverser is considered inoperative, and</li> <li>i) Appropriate performance adjustments are applied for either of following conditions: <ul style="list-style-type: none"> <li>1) Associated fan air modulation valve secured in intermediate position, or</li> <li>2) Associated fan air modulation valve open.</li> </ul> </li> </ul>	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-08	Engine Pressure Regulating Valve (PRV) Systems (Cont'd)					
-11-08-01	CF6-80C2 (Cont'd)					
-11-08-01B		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative secured closed provided: <ul style="list-style-type: none"> <li>a) Associated ENG bleed air switch remains OFF,</li> <li>b) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>c) Airplane is not operated in known or forecast icing conditions,</li> <li>d) ADP inoperative penalties are applied,</li> <li>e) Remaining (opposite) engine bleed system operates normally,</li> <li>f) Airplane remains at or below FL 350,</li> <li>g) Center Hydraulic Motor Generator (HMG) is not required,</li> <li>h) Associated thrust reverser is considered inoperative, and</li> <li>i) Appropriate performance adjustments are applied for either of following conditions: <ol style="list-style-type: none"> <li>1) Associated fan air modulation valve secured in intermediate position, or</li> <li>2) Associated fan air modulation valve open.</li> </ol> </li> </ul>	
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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-08	Engine Pressure Regulating Valve (PRV) Systems (Cont'd)					
-11-08-01	CF6-80C2 (Cont'd)					
-11-08-01-01	-200/-300					
-11-08-01-01A		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative open provided: <ul style="list-style-type: none"> <li>a) Associated HPSOV is secured closed,</li> <li>b) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>c) Associated pressure regulating valve will open fully pneumatically,</li> <li>d) APU is used as air source for ADP for takeoff,</li> <li>e) Associated ENG bleed air switch remains OFF, except when alternate procedures require its use,</li> <li>f) Airplane remains at or below FL 350,</li> <li>g) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions,</li> <li>h) Center Hydraulic Motor Generator (HMG) is not required,</li> <li>i) Associated thrust reverser is considered inoperative,</li> </ul>	
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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-08	Engine Pressure Regulating Valve (PRV) Systems (Cont'd)					
-11-08-01	CF6-80C2 (Cont'd)					
-11-08-01-01	-200/-300 (Cont'd)					
-11-08-01-01A (Cont'd)					<ul style="list-style-type: none"> <li>j) Remaining (opposite) engine bleed system operates normally, and</li> <li>k) Appropriate performance adjustments are applied for either of following conditions:                             <ol style="list-style-type: none"> <li>1) Associated fan air modulation valve secured in intermediate position, or</li> <li>2) Associated fan air modulation valve open.</li> </ol> </li> </ul>	
-11-08-01-01B		<b>C</b>	<b>2</b>	<b>1</b>	<p>(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative open provided:</p> <ul style="list-style-type: none"> <li>a) Associated HP SOV is secured closed,</li> <li>b) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>c) Associated pressure regulating valve will open fully pneumatically,</li> <li>d) ADP inoperative penalties are applied,</li> </ul>	
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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-08	Engine Pressure Regulating Valve (PRV) Systems (Cont'd)					
-11-08-01	CF6-80C2 (Cont'd)					
-11-08-01-01	-200/-300 (Cont'd)					
-11-08-01-01B (Cont'd)					e) Associated ENG bleed air switch remains OFF, except when alternate procedures require its use, f) Airplane remains at or below FL 350, g) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions, h) Center Hydraulic Motor Generator (HMG) is not required, i) Associated thrust reverser is considered inoperative, j) Remaining (opposite) engine bleed system operates normally, and k) Appropriate performance adjustments are applied for either of following conditions: 1) Associated fan air modulation valve secured in intermediate position, or 2) Associated fan air modulation valve open.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-08	Engine Pressure Regulating Valve (PRV) Systems (Cont'd)					
-11-08-01	CF6-80C2 (Cont'd)					
-11-08-01-02	-400ER					
-11-08-01-02A		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative open provided: <ul style="list-style-type: none"> <li>a) Associated HPSOV is secured closed,</li> <li>b) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>c) Associated pressure regulating valve is verified open,</li> <li>d) APU is used as air source for ADP for takeoff,</li> <li>e) Associated ENG bleed air switch remains OFF, except when alternate procedures require its use,</li> <li>f) Airplane remains at or below FL 350,</li> <li>g) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions,</li> <li>h) Center Hydraulic Motor Generator (HMG) is not required,</li> <li>i) Associated thrust reverser is considered inoperative,</li> <li>j) Remaining (opposite) engine bleed system operates normally, and</li> <li>k) Appropriate performance adjustments are applied.</li> </ul>	
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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-08	Engine Pressure Regulating Valve (PRV) Systems (Cont'd)					
-11-08-01	CF6-80C2 (Cont'd)					
-11-08-01-02	-400ER (Cont'd)					
-11-08-01-02B		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative open provided: <ul style="list-style-type: none"> <li>a) Associated HPSOV is secured closed,</li> <li>b) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>c) Associated pressure regulating valve is verified open,</li> <li>d) ADP inoperative penalties are applied,</li> <li>e) Associated ENG bleed air switch remains OFF, except when alternate procedures require its use,</li> <li>f) Airplane remains at or below FL 350,</li> <li>g) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions,</li> <li>h) Center Hydraulic Motor Generator (HMG) is not required,</li> <li>i) Associated thrust reverser is considered inoperative,</li> <li>j) Remaining (opposite) engine bleed system operates normally, and</li> <li>k) Appropriate performance adjustments are applied.</li> </ul>	
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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-08	Engine Pressure Regulating Valve (PRV) Systems (Cont'd)					
-11-08-02	PW4000					
-11-08-02A		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative secured closed provided: <ul style="list-style-type: none"> <li>a) Associated ENG bleed air switch remains OFF,</li> <li>b) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>c) Airplane is not operated in known or forecast icing conditions,</li> <li>d) APU is used as air source for ADP for takeoff,</li> <li>e) Remaining (opposite) engine bleed system operates normally,</li> <li>f) Airplane remains at or below FL 350,</li> <li>g) Center Hydraulic Motor Generator (HMG) is not required, and</li> <li>h) Appropriate performance adjustments are applied for either of following conditions: <ol style="list-style-type: none"> <li>1) Associated fan air modulation valve secured in intermediate position, or</li> <li>2) Associated fan air modulation valve open.</li> </ol> </li> </ul>	
(Continued)						



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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-08	Engine Pressure Regulating Valve (PRV) Systems (Cont'd)					
-11-08-02	PW4000 (Cont'd)					
-11-08-02B		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative secured closed provided: <ul style="list-style-type: none"> <li>a) Associated ENG bleed air switch remains OFF,</li> <li>b) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>c) Airplane is not operated in known or forecast icing conditions,</li> <li>d) ADP inoperative penalties are applied,</li> <li>e) Remaining (opposite) engine bleed system operates normally,</li> <li>f) Airplane remains at or below FL 350,</li> <li>g) Center Hydraulic Motor Generator (HMG) is not required, and</li> <li>h) Appropriate performance adjustments are applied for either of following conditions: <ol style="list-style-type: none"> <li>1) Associated fan air modulation valve secured in intermediate position, or</li> <li>2) Associated fan air modulation valve open.</li> </ol> </li> </ul>	
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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-08	Engine Pressure Regulating Valve (PRV) Systems (Cont'd)					
-11-08-02	PW4000 (Cont'd)					
-11-08-02C		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative open provided: <ul style="list-style-type: none"> <li>a) Associated HPSOV is secured closed,</li> <li>b) Associated pressure regulating valve will open fully pneumatically,</li> <li>c) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions,</li> <li>d) Remaining (opposite) engine bleed system operates normally, and</li> <li>e) Center Hydraulic Motor Generator (HMG) is not required.</li> </ul>	

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**TABLE KEY**

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-09	Engine Firewall Shutoff Valves (FWSOV) (RB211)					
-11-09A		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative secured closed provided: <ul style="list-style-type: none"> <li>a) Associated ENG bleed air switch remains OFF,</li> <li>b) Associated engine bleed isolation valve is opened after takeoff, and closed before approach and landing,</li> <li>c) Airplane is not operated in known or forecast icing conditions,</li> <li>d) APU is used as air source for ADP for takeoff,</li> <li>e) Remaining (opposite) engine bleed system operates normally,</li> <li>f) Airplane remains at or below FL 350, and</li> <li>g) Center Hydraulic Motor Generator (HMG) is not required.</li> </ul>	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-09	Engine Firewall Shutoff Valves (FWSOV) (RB211) (Cont'd)					
-11-09B		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative secured closed provided: <ul style="list-style-type: none"> <li>a) Associated ENG bleed air switch remains OFF,</li> <li>b) Associated engine bleed isolation valve is opened after takeoff, and closed before approach and landing,</li> <li>c) Airplane is not operated in known or forecast icing conditions,</li> <li>d) ADP inoperative penalties are applied,</li> <li>e) Remaining (opposite) engine bleed system operates normally,</li> <li>f) Airplane remains at or below FL 350, and</li> <li>g) Center Hydraulic Motor Generator (HMG) is not required.</li> </ul>	
-11-09C		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative open provided: <ul style="list-style-type: none"> <li>a) FWSOV opens fully pneumatically,</li> <li>b) Associated HPSOV is secured closed,</li> <li>c) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions,</li> <li>d) Remaining (opposite) engine bleed system operates normally, and</li> <li>e) Center Hydraulic Motor Generator (HMG) is not required.</li> </ul>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-11-10	High Stage (HP) Check Valves (RB211)	C	2	0	May be inoperative open.	
-12-01	Precoolers					
-12-01-01	JT9D/CF6-80A/A2					
-12-01-01A		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, airplane may be dispatched with damage to one precooler and associated ducting between HPSOV, IPCV, and PRSOV provided: <ul style="list-style-type: none"> <li>a) Associated HPSOV is secured closed,</li> <li>b) Associated PRSOV is secured closed,</li> <li>c) Associated low pressure bleed duct is blocked by an approved tool,</li> <li>d) Airplane is not operated in known or forecast icing conditions,</li> <li>e) Center Hydraulic Motor Generator (HMG) is not required,</li> <li>f) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>g) Remaining (opposite) engine bleed system operates normally,</li> <li>h) Airplane remains at or below FL 350,</li> <li>i) APU is used as air source for ADP for takeoff, and</li> <li>j) Appropriate performance adjustments are applied for either of following conditions: <ol style="list-style-type: none"> <li>1) Associated fan air modulation valve secured in intermediate position, or</li> <li>2) Associated fan air modulation valve open.</li> </ol> </li> </ul>	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Precoolers (Cont'd)					
-12-01-01	JT9D/CF6-80A/A2 (Cont'd)					
-12-01-01B		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, airplane may be dispatched with damage to one precooler and associated ducting between HPSOV, IPCV, and PRSOV provided: <ol style="list-style-type: none"> <li>a) Associated HPSOV is secured closed,</li> <li>b) Associated PRSOV is secured closed,</li> <li>c) Associated low pressure bleed duct is blocked by an approved tool,</li> <li>d) Airplane is not operated in known or forecast icing conditions,</li> <li>e) Center Hydraulic Motor Generator (HMG) is not required,</li> <li>f) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>g) Remaining (opposite) engine bleed system operates normally,</li> <li>h) Airplane remains at or below FL 350,</li> <li>i) ADP inoperative penalties are applied, and</li> <li>j) Appropriate performance adjustments are applied for either of following conditions: <ol style="list-style-type: none"> <li>1) Associated fan air modulation valve secured in intermediate position, or</li> <li>2) Associated fan air modulation valve open.</li> </ol> </li> </ol>	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Precoolers (Cont'd)					
-12-01-01	JT9D/CF6-80A/A2 (Cont'd)					
-12-01-02	CF6-80C2					
-12-01-02A		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, airplane may be dispatched with damage to one precooler and associated ducting between PRV and PRSOV provided: <ul style="list-style-type: none"> <li>a) Associated PRV is secured closed,</li> <li>b) Associated PRSOV is secured closed,</li> <li>c) Airplane is not operated in known or forecast icing conditions,</li> <li>d) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>e) Remaining (opposite) engine bleed system operates normally,</li> <li>f) Airplane remains at or below FL 350,</li> <li>g) APU is used as air source for ADP for takeoff,</li> <li>h) Center Hydraulic Motor Generator (HMG) is not required,</li> <li>i) Associated thrust reverser is considered inoperative, and</li> <li>j) Appropriate performance adjustments are applied for either of following conditions: <ul style="list-style-type: none"> <li>1) Associated fan air modulation valve secured in intermediate position, or</li> <li>2) Associated fan air modulation valve open.</li> </ul> </li> </ul>	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Precoolers (Cont'd)					
-12-01-02	CF6-80C2 (Cont'd)					
-12-01-02B		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, airplane may be dispatched with damage to one precooler and associated ducting between PRV and PRSOV provided: <ul style="list-style-type: none"> <li>a) Associated PRV is secured closed,</li> <li>b) Associated PRSOV is secured closed,</li> <li>c) Airplane is not operated in known or forecast icing conditions,</li> <li>d) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>e) Remaining (opposite) engine bleed system operates normally,</li> <li>f) Airplane remains at or below FL 350,</li> <li>g) ADP inoperative penalties are applied,</li> <li>h) Center Hydraulic Motor Generator (HMG) is not required,</li> <li>i) Associated thrust reverser is considered inoperative, and</li> <li>j) Appropriate performance adjustments are applied for either of following conditions: <ol style="list-style-type: none"> <li>1) Associated fan air modulation valve secured in intermediate position, or</li> <li>2) Associated fan air modulation valve open.</li> </ol> </li> </ul>	
(Continued)						



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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Precoolers (Cont'd)					
-12-01-03	PW4000					
-12-01-03A		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, airplane may be dispatched with damage to one precooler and associated ducting between PRV and PRSOV provided: <ul style="list-style-type: none"> <li>a) Associated PRV is secured closed,</li> <li>b) Associated PRSOV is secured closed,</li> <li>c) Airplane is not operated in known or forecast icing conditions,</li> <li>d) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>e) Remaining (opposite) engine bleed system operates normally,</li> <li>f) Airplane remains at or below FL 350,</li> <li>g) APU is used as air source for ADP for takeoff,</li> <li>h) Center Hydraulic Motor Generator (HMG) is not required, and</li> <li>i) Appropriate performance adjustments are applied for either of following conditions: <ol style="list-style-type: none"> <li>1) Associated fan air modulation valve secured in intermediate position, or</li> <li>2) Associated fan air modulation valve open.</li> </ol> </li> </ul>	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Precoolers (Cont'd)					
-12-01-03	PW4000 (Cont'd)					
-12-01-03B		C	2	1	(M)(O) Except for ER operations beyond 120 minutes, airplane may be dispatched with damage to one precooler and associated ducting between PRV and PRSOV provided: <ul style="list-style-type: none"> <li>a) Associated PRV is secured closed,</li> <li>b) Associated PRSOV is secured closed,</li> <li>c) Airplane is not operated in known or forecast icing conditions,</li> <li>d) Associated bleed isolation valve is opened after takeoff and closed before approach and landing,</li> <li>e) Remaining (opposite) engine bleed system operates normally,</li> <li>f) Airplane remains at or below FL 350,</li> <li>g) ADP inoperative penalties are applied,</li> <li>h) Center Hydraulic Motor Generator (HMG) is not required, and</li> <li>i) Appropriate performance adjustments are applied for either of following conditions: <ol style="list-style-type: none"> <li>1) Associated fan air modulation valve secured in intermediate position, or</li> <li>2) Associated fan air modulation valve open.</li> </ol> </li> </ul>	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-12-02</b>	Fan Air (Precooler) Control Systems					
<b>-12-02-01</b>	JT9D/CF6/PW4000	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) Except for ER operations beyond 120 minutes, may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated fan air modulation valve is secured in an intermediate position, and</li> <li>b) Appropriate performance adjustments are applied.</li> </ol>	
<b>-12-02-01-01</b>	-200/-300	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) Except for ER operations beyond 120 minutes, may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated fan air modulation valve is secured full open,</li> <li>b) Appropriate performance adjustments are applied, and</li> <li>c) Airplane is not operated in known or forecast icing conditions.</li> </ol>	
<b>-12-02-01-02</b>	RB211	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) Except for ER operations beyond 120 minutes, may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated fan air modulation valve is secured full open, and</li> <li>b) Airplane is not operated in known or forecast icing conditions.</li> </ol>	
<b>-21-01</b>	Bleed Air DUCT PRESS Indicating System					
<b>-21-01-01</b>	DUCT PRESS Indicators (P5 Panel)	<b>C</b>	<b>2</b>	<b>1</b>		
<b>-21-01-02</b>	Manifold Pressure Sensing Systems (-400ER)	<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided associated pack flow control valve inlet pressure sensor is verified to operate normally.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-21-02	Engine Bleed Air OFF Lights	C	2	0		
-21-03	Intermediate Pressure Sensing Systems (-400ER)	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated PRV operates normally,</li> <li>b) Associated HPSOV is verified closed,</li> <li>c) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions,</li> <li>d) Remaining (opposite) engine bleed system operates normally,</li> <li>e) Center Hydraulic Motor Generator (HMG) is not required,</li> <li>f) Associated thrust reverser is considered inoperative, and</li> <li>g) Appropriate performance adjustments are applied.</li> </ul>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	BLEED Lights (-200/-300)					
-22-01-01	All Except CF6-80C2	C	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV is secured closed, b) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions, c) Remaining (opposite) engine bleed system operates normally, and d) Center Hydraulic Motor Generator (HMG) is not required.	
-22-01-02	CF6-80C2	C	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV is secured closed, b) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions, c) Remaining (opposite) engine bleed system operates normally, d) Center Hydraulic Motor Generator (HMG) is not required, e) Associated thrust reverser is considered inoperative, and f) Appropriate performance adjustments are applied.	
-22-02	HI STAGE Lights (JT9D/CF6-80A/A2)	C	2	1	(M)(O) One may be inoperative provided: a) Associated HPSOV is secured closed, b) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions, c) Remaining (opposite) engine bleed system operates normally, and d) Center Hydraulic Motor Generator (HMG) is not required.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-22-03	OVHT Lights (CF6-80C2/PW4000/ RB211)					
-22-03-01	-200/-300					
-22-03-01-01	PW4000/RB211	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Associated HPSOV is secured closed, b) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions, c) Remaining (opposite) engine bleed system operates normally, and d) Center Hydraulic Motor Generator (HMG) is not required.	
-22-03-01-02	CF6-80C2	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Associated HPSOV is secured closed, b) A minimum of 70% (55% below 10,000 ft. MSL) N1 is maintained on associated engine in icing conditions, c) Remaining (opposite) engine bleed system operates normally, d) Center Hydraulic Motor Generator (HMG) is not required, e) Associated thrust reverser is considered inoperative, and f) Appropriate performance adjustments are applied.	
-22-03-02	-400ER	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-22-04</b>	L and R Bleed ISLN VALVE Lights					
<b>-22-04-01</b>	-200/-300	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided associated duct pressure indicator operates normally.	
<b>-22-04-02</b>	-400ER	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-22-05</b>	C Bleed ISLN VALVE Light	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-22-06</b>	APU Bleed VALVE Light	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-22-07</b>	Manifold Temperature Sensing Systems (-400ER)	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided associated pack inlet temperature sensor is verified to operate normally.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**38. Water/Waste**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-10-01</b>	Potable Water Systems					
<b>-10-01A</b>		<b>C</b>	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.  NOTE: Any portion of system that operates normally may be used.	
<b>-10-01B</b>		<b>C</b>	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
<b>-30-01</b>	Waste Water Systems					
<b>-30-01A</b>		<b>C</b>	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.  NOTE: Any portion of system that operates normally may be used.	
(Continued)						



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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**38. Water/Waste**

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Waste Water Systems (Cont'd)					
-30-01B		C	-	-	(M) Associated lavatory may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured closed and placarded INOPERATIVE – DO NOT ENTER.  NOTE: These provisions are not intended to prohibit inspections by crewmembers.	
-32-01 ***	Tank Precharge Control Systems	D	2	0	(M) May be inoperative provided applicable precharge control valve is secured in open position.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-20-01</b> ***	Electronic Flight Bag (EFB) Systems					
<b>-20-01-01</b> ***	EFB System (Installed EFB System)					
<b>-20-01-01A</b>		<b>C</b>	-	-	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any function, program, or document which operates normally may be used.	
<b>-20-01-01B</b>		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-20-01-02</b> ***	Data Connectivity					
<b>-20-01-02A</b>		<b>C</b>	-	-	(O) May be inoperative provided alternate procedures are established and used.	
<b>-20-01-02B</b>		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>-20-01-03</b> ***	Power Supply/ Power Connection					
<b>-20-01-03A</b>		<b>C</b>	-	<b>0</b>	(M)(O) May be inoperative provided alternate procedures are established and used.  NOTE: Depending upon configuration, power supply/power connection may require deactivation by (M) procedure. If not required, (M) symbol and this NOTE should not appear in the MMEL.	
<b>-20-01-03B</b>		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-20-01</b> ***	Electronic Flight Bag (EFB) Systems (Cont'd)					
<b>-20-01-04</b> ***	Mounting Device					
<b>-20-01-04A</b>		<b>C</b>	-	<b>0</b>	(M)(O) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from aircraft, and b) Alternate procedures are established and used.	
<b>-20-01-04B</b>		<b>D</b>	-	<b>0</b>	(M) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from aircraft, and b) Procedures do not require its use.	
<b>-20-01-05</b>	Airport Moving Map Database				Deleted, Rev. 40	
<b>-20-01-06</b>	Navigation Database				Deleted, Rev. 40	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**47. Inert Gas System**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01 ***	Nitrogen Generation System (NGS)	A	1	0	(M) May be inoperative provided: a) NGS shutoff valve is deactivated closed, and b) Repairs are made within 10 flight-days.	
-11-01-01	Nitrogen Generation Performance	C	1	0		

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**49. Airborne Auxiliary Power**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Auxiliary Power Unit (APU)					
-11-01A		C	1	0	(O) Except for ER operations, may be inoperative provided: a) Both engine generators operate normally, and b) Procedures do not require its use.	
-11-01B		B	1	0	(M)(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Both engine generators operate normally, b) Hydraulic Motor Generator (HMG) is verified to operate normally, and c) Procedures do not require its use.	
-11-01-01	Pneumatic Function	C	1	0	(M) May be inoperative provided procedures do not require its use.	
-15-01	APU Air Intake Door Actuation System	C	1	0	(M) May be inoperative secured closed provided APU is considered inoperative.	
-15-01-01	-200/-300					
-15-01-01A		C	1	0	(M)(O) May be inoperative provided: a) Door is deactivated in full open position, and b) AFM performance decrements are applied.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**49. Airborne Auxiliary Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-15-01</b>	APU Air Intake Door Actuation System (Cont'd)					
<b>-15-01-01</b>	-200/-300 (Cont'd)					
<b>-15-01-01B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative with door in any position provided: a) Procedures do not require use of APU, b) APU is not used, c) Flight remains within 120 minutes of landing at a suitable airport, and d) AFM performance decrements are applied.	
<b>-15-01-02</b>	-400ER					
<b>-15-01-02A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative partially open provided: a) APU is considered inoperative, and b) Appropriate performance adjustments are applied.	
<b>-15-01-02B</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided door is secured in flight position.	
<b>-61-01</b>	APU External Control System					
<b>-61-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative and APU used, provided a qualified operator remains in vicinity of flight deck APU control.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**49. Airborne Auxiliary Power**

Sequence No.	Item	1	2	3	4	Change Bar
-61-01	APU External Control System (Cont'd)					
-61-01B		C	1	0	(M) May be inoperative and APU used, provided an APU automatic fire extinguishing system is installed and verified to operate normally.	
-61-02	APU Controller Faults (-400ER)	C	-	0	May be dispatched with faults annunciated by APU CONTROL status message.	
-70-01	APU FAULT Light	C	1	0		
-70-02	APU RUN Light	C	1	0	(O) May be inoperative provided another acceptable means to verify APU condition is available and used.	
-71-01	APU EGT Indication	C	1	0		
-72-01 ***	APU Hourmeter System					
-72-01A		C	1	0	(M) May be inoperative provided alternate procedures are established and used.	
-72-01B		D	1	0	May be inoperative provided procedures do not require its use.	
-72-02 ***	APU Cyclemeter System					
-72-02A		C	1	0	(M) May be inoperative provided alternate procedures are established and used.	
-72-02B		D	1	0	May be inoperative provided procedures do not require its use.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**49. Airborne Auxiliary Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-73-01</b> ***	APU RPM Indication	<b>D</b>	<b>1</b>	<b>0</b>		
<b>-94-01</b>	APU OIL QTY Indication					
<b>-94-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided APU is considered inoperative.	
<b>-94-01B</b>		<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided oil quantity is verified by alternate means.	
<b>-94-02</b>	APU OIL TEMP Indication System (-400ER)	<b>C</b>	<b>1</b>	<b>0</b>		



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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Main Entry/Service Door Armed Indicators	C	-	0	(M) May be inoperative provided a procedure is used to verify that mode select mechanism is in "slide armed" mode before each departure and in "slide disarm" mode before a non-emergency opening.	
-11-02 ***	Main Entry/Service Door Arming Lever Hinged Covers	D	-	0	May be damaged or missing.	
-11-03 ***	Entry Door Power Opening Assist	C	-	0		
-11-04	Main Entry Doors/ Slides/Emergency Exits					
-11-04-01	Passenger Configuration					
-11-04-01A		A	-	-	(M)(O) One may be inoperative or slide missing provided: a) All other main entry doors/exits are fully operational, b) Affected door is not used for passenger loading, c) A conspicuous barrier strap or rope and a placard stating that door is inoperative shall be placed across inoperative door, d) Emergency exit sign and floor proximity lights associated with inoperative exit must be covered to obscure signs and lights, e) Passengers must be briefed not to use affected door,	
(Continued)						

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
-11-04	Main Entry Doors/ Slides/Emergency Exits (Cont'd)					
-11-04-01	Passenger Configuration (Cont'd)					
-11-04-01A (Cont'd)					<p>f) All passenger seats halfway to next exit in each direction from inoperative door, across entire width of airplane, shall be blocked off with conspicuous tapes or ropes that contrast with interior prior to loading passengers. Only seats in these areas shall be blocked: main passenger aisles, cross aisles, and exit areas must not be blocked. (For an inoperative forward door/slide, blocked seating area shall extend from forward cabin end, rearward to a line halfway between inoperative forward door and next set of doors aft of inoperative one. For an inoperative rear door/slide, blocked seating area shall extend forward from aft cabin end to a line halfway between inoperative door and next set of doors forward of inoperative one),</p> <p>g) Conspicuous signs and placards shall be placed in appropriate locations indicating these seats are not to be occupied by passengers,</p>	
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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
-11-04	Main Entry Doors/ Slides/Emergency Exits (Cont'd)					
-11-04-01	Passenger Configuration (Cont'd)					
-11-04-01A (Cont'd)					<p>h) Seated capacity must not exceed rated capacity of remaining pairs of exits,</p> <p>i) For extended overwater operations, occupancy shall not exceed normal rated capacity of slide/rafts, or remaining slide/rafts or rated overload capacity of slide/rafts remaining after loss of one additional slide/raft of greatest capacity, whichever is least,</p> <p>j) Blocked seating layouts and evacuation procedures must be developed and approved by FAA certificate holding office for inclusion in operator's manual, and</p> <p>k) Repairs are made within 1 flight-day.</p> <p>NOTE 1: Weight and balance manifest must be revised as necessary to ensure proper loading limits are observed.</p> <p>NOTE 2: Cabin attendants may be stationed in vicinity of each door within blocked area.</p> <p>(Continued)</p>	

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
-11-04	Main Entry Doors/ Slides/Emergency Exits (Cont'd)					
-11-04-01	Passenger Configuration (Cont'd)					
-11-04-01B		C	-	1	(M)(O) May be inoperative or slide missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, c) A conspicuous barrier strap or rope and a placard stating that door is inoperative shall be placed across inoperative door, d) Emergency exit sign and floor proximity lights associated with inoperative exit must be covered to obscure sign and lights, e) Inoperative doors are not used for loading, f) Each person carried has unobstructed access from their seat to an operative door, g) Safety briefing includes location of inoperative doors and instructions not to use them, and h) Alternate procedures are established and used.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
-11-04	Main Entry Doors/ Slides/Emergency Exits (Cont'd)					
-11-04-02	All Cargo Configuration					
-11-04-02-01	All Doors Except L1/R1	C	-	0	All doors/slides may be inoperative or slides missing.	
-11-04-02-02	Doors L1/R1	C	2	1	One door/slide may be inoperative or slide missing.	
-11-04-03	Combination Passenger/Cargo Configurations	C	-	-	All doors/slides in cargo area may be inoperative or slide missing.	
-30-01	Lower Cargo Doors					
-30-01-01	Cargo Door Lift/Latch Mechanisms (Std. Door-Passenger/ -200PC/-200SF STC/ -200SF ATC/-300BCF/ -300BDSF)					
-30-01-01A		C	-	-	Either manual or electric mode on each door may be inoperative.	
-30-01-01B		C	-	0	(M) Manual and electric modes may be inoperative provided associated door is verified closed and locked before each departure.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-30-01</b>	Lower Cargo Doors (Cont'd)					
<b>-30-01-02</b>	Cargo Door Hinge Power Units and Manual Hinge Drive Systems (Std. Door-Passenger/-200PC/-200SF STC/-200SF ATC/-300BCF/-300BDSF)					
<b>-30-01-02A</b>		<b>C</b>	-	-	Either manual or electric mode on each door may be inoperative.	
<b>-30-01-02B</b>		<b>C</b>	-	<b>0</b>	(M) Manual and electric modes may be inoperative provided associated door is verified closed and locked before each departure.	
<b>-30-01-03</b>	Cargo Door Hook/Latch System Electrical Function (Large Door-Passenger/-200PC/-200SF STC/-300BCF/-300BDSF) (Lower Doors -300F)	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Manual function operates normally,</li> <li>b) There is no damage to hook/latch mechanism,</li> <li>c) There is no damage to latch lock mechanism,</li> <li>d) Door is closed and locked using an accepted maintenance manual procedure, and</li> <li>e) All latch cams are visually confirmed to be in closed position before each departure.</li> </ul>	
(Continued)						

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-30-01</b>	Lower Cargo Doors (Cont'd)					
<b>-30-01-04</b>	Cargo Door Lift System (Large Door-Passenger/-200PC/-200SF STC/-300BCF/-300BDSF) (Lower Doors -300F)					
<b>-30-01-04A</b>		<b>C</b>	-	-	Either manual or electric mode on each door may be inoperative.	
<b>-30-01-04B</b>		<b>C</b>	-	<b>0</b>	(M) Manual and electric modes may be inoperative provided associated door is verified closed and locked before each departure.	
<b>-30-03</b>	Cargo Door Control Panel Indicating Systems					
<b>-30-03-01</b>	DOOR OPEN Light (Std. Door - Passenger/-200PC/-200SF STC/-300BDSF/-200SF ATC/-300BCF)	<b>C</b>	-	<b>0</b>	May be inoperative provided DOOR CLOSE light operates normally.	
<b>-30-03-02</b>	DOOR CLOSE Light (Std. Door - Passenger/-200PC/-200SF STC/-300BDSF/-200SF ATC/-300BCF)	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Door indication system for associated door is verified to operate normally, and</li> <li>b) Door is visually verified closed, latched, and locked before each departure.</li> </ol>	
(Continued)						

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**TABLE KEY**

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**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-30-03</b>	Cargo Door Control Panel Indicating Systems (Cont'd)					
<b>-30-03-03</b>	DOOR OPEN and DOOR CLOSE Lights (Large Door – Passenger/-200PC/-200SF STC/-300BDSF/-300BCF) (Lower Doors -300F)	<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided door is visually verified closed, latched, and locked before each departure.	
<b>-30-03-04</b>	Main Deck Cargo Door Lights	<b>C</b>	<b>5</b>	<b>0</b>	(M) May be inoperative provided door is visually verified closed, latched, and locked before each departure.	
<b>-32-01</b>	Main Deck Cargo Door					
<b>-32-01-01</b>	Cargo Door Hook/Latch System (Electric)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Manual function operates normally,</li> <li>b) There is no damage to hook/latch mechanism,</li> <li>c) There is no damage to lock mechanism,</li> <li>d) Door is closed and locked using an accepted maintenance manual procedure, and</li> <li>e) All latch cams are visually confirmed in closed position before each departure.</li> </ul>	
<b>-32-01-02</b>	Cargo Door Lift System (Manual and Electric)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided door is verified closed, latched, and locked before each departure.	
(Continued)						



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**TABLE KEY**

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**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
-32-01	Main Deck Cargo Door (Cont'd)					
-32-01-03	Cargo Door Lock System (Electric)	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Manual function operates normally,</li> <li>b) There is no damage to hook/latch mechanism,</li> <li>c) There is no damage to lock mechanism,</li> <li>d) Door is closed and locked using an accepted maintenance manual procedure, and</li> <li>e) All latch cams are visually confirmed in closed position before each departure.</li> </ul>	
-34-01	Cargo Door Stop Fitting Bearing Plates (Std. Doors Only)	C	-	-	One on forward and aft side of each cargo door frame may be missing.	
-35-01	Bulk Cargo Door Balance Mechanism	C	1	0	(M) May be inoperative provided a safety hold open device is used when door is in open position.	
-36-01	Bulk Cargo Door Exterior Handle	C	1	0	(M) May be inoperative provided the bulk cargo door is verified closed, latched, and locked before each departure.	

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**TABLE KEY**

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**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-50-01</b>	Crew Rest Doors (STC ST00973WI-D)	<b>C</b>	<b>3</b>	<b>0</b>	May be inoperative provided: a) Associated crew rest area is not used and personal items are removed, and b) Associated crew rest area door is locked closed and placarded INOPERATIVE – DO NOT ENTER.  NOTE: These provisos are not intended to prohibit crew rest area inspections by crewmembers.	
<b>-50-01-01</b>	Flightcrew Rest Door	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Door is removed, and b) Crew rest area is not used for required crewmember rest.	
<b>-50-01-02</b>	Attendant Crew Rest Doors	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) Both attendant crew rest area doors are removed, and b) Crew rest area is not used for required crewmember rest.	

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**TABLE KEY**

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**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-50-02</b>	Lower Lobe Crew Rest Doors (STCs ST01994SE and ST02137SE)					
<b>-50-02-01</b>	Main Entry	<b>C</b>	<b>2</b>	<b>0</b>	Either or both main entry door and main entry hatch may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated crew rest area is not used and personal items are removed, and</li> <li>b) Crew rest area main entry door is secured closed and placarded INOPERATIVE – DO NOT ENTER.</li> </ul> <p>NOTE: These provisos are not intended to prohibit crew rest area inspections by crewmembers.</p>	
<b>-50-02-02</b>	Emergency Escape Hatch	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated crew rest area is not used and personal items are removed,</li> <li>b) Associated crew rest area main entry door is locked closed and placarded INOPERATIVE – DO NOT ENTER, and</li> <li>c) Emergency escape hatch is verified secured closed.</li> </ul>	
<b>-50-03</b>	Crew Rest Module Entry Door (STC ST03430NY)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Crew rest module is not used and personal items are removed,</li> <li>b) Power is removed from the crew rest module, and</li> <li>c) Crew rest module door is closed and placarded DO NOT OCCUPY.</li> </ul> <p>NOTE: These provisos are not intended to prohibit crew rest module inspections by crewmembers.</p>	

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-01</b> ***	Flight Deck Door Lock System (Not 14 CFR 25.795 Compliant)					
<b>-51-01A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Door can be locked and unlocked manually, and b) Door lock solenoid is deactivated in extended position.	
<b>-51-01B</b>		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided supplemental flight deck door security device is installed and operates normally.	
<b>-51-02</b>	Rigid Barrier Access Door Latch System(s) (-200SF ATC/-300BCF/-300F/-300BDSF)					
<b>-51-02-01</b>	Primary	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Door can be locked and unlocked manually with secondary latch system, and b) Access to main cargo deck is prohibited in flight.	
<b>-51-02-02</b>	Secondary	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided primary latch system operates normally.	

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-03</b> ***	Boeing Enhanced Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant)					
<b>-51-03A</b>		<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Automatic locking system is deactivated,</li> <li>b) Door dead bolt operates normally and is used to lock door,</li> <li>c) Alternate procedures are established and used for locking and unlocking door using dead bolt, and</li> <li>d) Repairs are made within 2 flight-days.</li> </ol>	
<b>-51-03B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided it is not required by 14 CFR.	
<b>-51-03-01</b>	Flight Deck Access Panel System (Keypad, Door Chime)	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Keypad is deactivated, and</li> <li>b) Alternate procedures are established and used.</li> </ol>	
<b>-51-03-01-01</b>	LEDs	<b>C</b>	<b>3</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-51-03-01-02</b> ***	Door Bell Mode	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-51-03-01-03</b>	Switch Guard	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative or missing provided flight deck door LOCK FAIL light operates normally.	
<b>-51-03-02</b>	Flight Deck Door LOCK FAIL Light	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided automatic lock controls are verified to operate normally.	
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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-03</b> ***	Boeing Enhanced Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)					
<b>-51-03-03</b>	Flight Deck Door AUTO UNLK Light	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime operates normally.	
<b>-51-03-04</b>	Flight Deck Door Lock Control Selector	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Keypad is deactivated, b) Automatic lock is verified to operate normally, and c) Alternate procedures are established and used.	
<b>-51-03-05</b>	Pressure Rate-of-Change Sensing Module	<b>A</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Pressure sensing module is deactivated, and b) Repairs are made within 2 flight-days.	
<b>-51-04</b> ***	Boeing Enhanced Flight Deck Security Door Dead Bolt (14 CFR 25.795 Compliant)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided automatic lock controls operate normally.	

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-05</b> ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant)					
<b>-51-05A</b>		<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Automatic locking system is deactivated,</li> <li>b) Mechanical catch (latch) pin lock operates normally and is used to lock door, and</li> <li>c) Alternate procedures are established and used for locking and unlocking flight deck door using mechanical catch (latch) pin lock.</li> </ol>	
<b>-51-05B</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided it is not required by 14 CFR.	
<b>-51-05-01</b>	Door Automatic Locking Solenoids	<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided remaining locking solenoid is verified to operate normally.	
<b>-51-05-02</b>	Door Warning System					
<b>-51-05-02-01</b> ***	Speakers	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided remaining speaker is verified to operate normally once each flight-day.	
<b>-51-05-02-02</b> ***	LED (Green Indicator Lights)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>-51-05-02-03</b> ***	Aural Warning System	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Door AUTO UNLK light is verified to operate normally, and</li> <li>b) Alternate procedures are established and used.</li> </ol>	
(Continued)						

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-05</b> ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)					
<b>-51-05-03</b>	Door Control Panel					
<b>-51-05-03-01</b> ***	Door LOCK FAIL Light	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative OFF provided automatic lock controls are verified to operate normally.	
<b>-51-05-03-02</b> ***	Door AUTO UNLK Light	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative OFF provided: a) Automatic lock controls are verified to operate normally, b) Aural warning system operates normally, and c) Alternate procedures are established and used.	
<b>-51-05-03-03</b> ***	Door HARD LOCK Light	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Alternate procedures are established and used.	
<b>-51-05-03-04</b> ***	Door UNLKD Switch/UNLK Switch Position	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Door can be opened manually from flight deck, b) Remaining automatic lock controls are verified to operate normally, and c) Alternate procedures are established and used.	
					(Continued)	



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**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-05</b> ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)					
<b>-51-05-03</b>	Door Control Panel (Cont'd)					
<b>-51-05-03-05</b> ***	Door UNLKD Light	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Aural warning system operates normally.	
<b>-51-05-03-06</b> ***	Door EMRG ENTRY ACTIVE Light	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided door aural warning system is verified to operate normally.	
<b>-51-05-03-07</b> ***	Door OPEN Light	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided automatic lock controls are verified to operate normally.	
<b>-51-05-04</b> ***	FLIGHT DECK DOOR Warning/Caution Light	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-51-05-05</b> ***	Cabin Pushbutton Entry Pad/Keypad	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-51-05-05-01</b> ***	Keypad Indicator Lights	<b>C</b>	<b>3</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Keypad is verified to operate normally, and b) Alternate procedures are established and used.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-51-06</b> ***	JAMCO Flight Deck Security Door Mechanical Catch (Latch) Pin Lock (14 CFR 25.795 Compliant)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided automatic lock system is verified to operate normally.	
<b>-51-07</b>	Smoke Barrier Access Door Latch System(s) (-200SF STC)					
<b>-51-07-01</b>	Primary	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided door can be locked and unlocked with secondary latch system.	
<b>-51-07-02</b>	Secondary	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided primary latch system operates normally.	
<b>-71-01</b>	Door Indication Systems					
<b>-71-01-01</b>	All Doors Except Main Deck Cargo Door	<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided associated door(s) is verified closed, latched, and locked before each departure.	
<b>-71-01-02</b>	Main Deck Cargo Door (All Except -200SF ATC and -300BCF)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided associated door(s) is verified closed, latched, and locked before each departure.	
<b>-73-01</b> ***	Entry/Service Door Slide Armed Indicating Light System	<b>D</b>	<b>1</b>	<b>0</b>		

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**56. Windows**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-31-01</b> ***	Entry/Service Door Viewport Heated Pane(s)	<b>B</b>	-	<b>0</b>	(M) May be inoperative provided heated panes are deactivated.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-14-01</b>	Fuel Filter Heater Systems (JT9D)					
<b>-14-01A</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Heater valve is verified closed or a blanking plate is installed, b) Fuel temperature indication operates normally, and c) Airplane is not operated with fuel temperature at or below -20 °C with IDG(s) on associated engine(s) operating normally.	
<b>-14-01B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Heater valve is verified closed or a blanking plate is installed, b) Fuel temperature indication operates normally, and c) Airplane is not operated with fuel temperature at or below +5 °C with IDG(s) on associated engine(s) inoperative.	
<b>-14-01-01</b>	Automatic Function	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative.	
<b>-14-02</b>	Fuel Heater VALVE Lights (JT9D)	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative.	
<b>-14-03</b>	Fuel FILTER Bypass Lights (JT9D)	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) May be inoperative provided: a) Associated fuel filter heater system operates normally, and switch remains in AUTO, b) Associated fuel filter pressure switch operates normally, and c) Associated fuel filter is checked for presence of contaminants before each departure.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-21-01</b>	Electronic Engine Control (EEC) Systems					
<b>-21-01-01</b>	JT9D/CF6 PMC					
<b>-21-01-01A</b>		<b>A</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) Both EECs are OFF, and b) Repairs are made within 3 flight-days.	
<b>-21-01-01B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(O) Except for ER operations, may be inoperative provided both EECs are OFF.	
<b>-21-01-02</b>	EEC NORM Mode (PW4000/RB211)	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: a) Both engines are operated in alternate (ALTN) mode, and b) Appropriate procedures, AFM limitations, and performance decrements are applied.	
<b>-21-01-03</b>	EEC NORM Mode (CF6 FADEC)	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided both engines are operated in alternate (ALTN) mode.	
<b>-21-01-04</b>	EEC C1 Faults (PW4000)	<b>A</b>	-	-	May be dispatched with C1 faults provided repairs are made in accordance with times established by PW engine Type Certificate Data Sheet number E24NE, note 19.	
<b>-21-01-05</b>	EEC C1 Faults (CF6 FADEC)	<b>A</b>	<b>2</b>	<b>0</b>	May be dispatched with C1 faults provided repairs are made in accordance with times established by CF6-80C2 Engine Manual GEK 92451, Task 05-51-73-200-803-C.	
(Continued)						

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Electronic Engine Control (EEC) Systems (Cont'd)					
-21-01-06	EEC C1 Faults (RB211)	A	2	0	May be dispatched with C1 faults provided repairs are made in accordance with times established by RR engine Type Certificate Data Sheet number E30NE, note 17.	
-21-02	Electronic Engine Control (EEC) INOP/NORM/ALTN Lights					
-21-02-01	EEC INOP (JT9D/CF6 PMC)					
-21-02-01A		C	2	0	(O) Except for ER operations, may be inoperative provided both EECs are OFF.	
-21-02-01B		A	2	0	(O) May be inoperative provided: a) Both EECs are OFF, and b) Repairs are made within 3 flight-days.	
-21-02-02	EEC NORM/ALTN Lights (PW4000/RB211)	C	2	0	(O) May be inoperative provided: a) Both EECs are operated in alternate (ALTN) mode, and b) Appropriate procedures, AFM limitations, and performance decrements are applied.	
					(Continued)	

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**TABLE KEY**

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
-21-02	Electronic Engine Control (EEC) INOP/NORM/ALTN Lights (Cont'd)					
-21-02-03	EEC NORM/ALTN Lights (CF6 FADEC)					
-21-02-03-01	-200/-300	C	2	0	(O) May be inoperative provided both EECs are operated in alternate (ALTN) mode.	
-21-02-03-02	-400ER	C	2	0		
-21-03	Fuel Control ENG VALVE Indication System					
-21-03-01	Fuel Control ENG VALVE Lights (-200/-300)	C	2	0	(M) May be inoperative provided associated engine fuel valve is verified to operate normally.	
-21-03-02	Fuel Control ENG FUEL VAL Indication System (CF6 FADEC/PW4000)	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated engine fuel valve is verified to operate normally, and</li> <li>b) Associated EICAS message is deactivated.</li> </ul>	
-21-06	Turbine Overspeed Systems (RB211)	C	2	0		
-21-07	Hydromechanical N2 Speed Governors (CF6 FADEC)	C	2	1		

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-21-08</b>	Approach Idle/Minimum Idle Systems					
<b>-21-08-01</b>	Minimum Ground Idle (RB211/JT9D/CF6 PMC)	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) Flight idle operates normally, and b) Appropriate performance adjustments are applied.	
<b>-21-08-02</b>	Minimum Ground Idle (PW4000/CF6 FADEC)	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Flap actuated approach idle is verified to operate normally, and b) Appropriate performance adjustments are applied.	
<b>-21-08-03</b> ***	Continuous Ignition Actuated Approach Idle (PW4000/CF6 FADEC)	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided flap actuated approach idle is verified to operate normally.	
<b>-21-09</b> ***	Engine Supplemental Control Units (PW4000)	<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided affected unit(s) is deactivated.	
<b>-31-01</b>	Fuel Flow Indications					
<b>-31-01-01</b>	JT9D	<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided: a) Associated N1, N2, and EPR indications operate normally, b) Main tank fuel quantity indicators operate normally, c) On airplanes with Simmonds FQIS PN S345N001-032, right and left main tank densitometers are disconnected for ER operations, and d) Autothrottle is not used.	
(Continued)						



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4. REMARKS OR EXCEPTIONS

**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Fuel Flow Indications (Cont'd)					
-31-01-02	CF6	C	2	1	(M) One may be inoperative provided: a) Associated N1 and N2 indications operate normally, b) Main tank fuel quantity indicators operate normally, and c) On airplanes with Simmonds FQIS PN S345N001-032, right and left main tank densitometers are disconnected for ER operations.	
-31-01-03	PW4000	C	2	1	(M) One may be inoperative provided: a) Associated N1, N2, and EPR indications operate normally, b) Main tank fuel quantity indicators operate normally, and c) On airplanes with Simmonds FQIS PN S345N001-032, right and left main tank densitometers are disconnected for ER operations.	
-31-01-04	RB211	C	2	1	(M) One may be inoperative provided: a) Associated N1, N2, N3, and EPR indications operate normally, b) Main tank fuel quantity indicators operate normally, and c) On airplanes with Simmonds FQIS PN S345N001-032, right and left main tank densitometers are disconnected for ER operations.	

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**TABLE KEY**

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**74. Ignition**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Ignition Systems					
-00-01A		A	4	3	(O) One may be inoperative provided: a) Ignition selector remains in BOTH position, b) Engine anti-ice system operates normally on associated engine, and c) Repair is made within 1 flight-day.	
-00-01B		C	4	2	(O) Except for ER operations, one per engine may be inoperative provided: a) Ignition selector remains in BOTH position, and b) Engine anti-ice systems operate normally on associated engine(s).	
-00-02	Auto Ignition (RB211)	C	2	0	(O) May be inoperative provided start selector switch(es) AUTO position is placarded INOP, and that position is not used.	

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**TABLE KEY**

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**75. Bleed Air**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	IDG Air/Oil Cooler Valves					
-21-01-01	JT9D/CF6-80A/A2	C	2	0	(M) May be inoperative open.	
-21-01-02	CF6-80C2	C	2	0	(M)(O) May be inoperative provided: a) Valve(s) is deactivated open, and b) Appropriate performance adjustments are applied.	
-21-01-03	PW4000					
-21-01-03A		C	2	0	(M)(O) May be inoperative provided: a) If engine AOC operates normally and IDG is connected, fuel tank temperature remains above -42 °C throughout flight, b) Valve(s) is deactivated open, and c) Appropriate performance adjustments are applied.	
-21-01-03B		C	2	0	(M)(O) May be inoperative provided: a) If engine AOC operates normally and IDG is disconnected, fuel tank temperature remains above -36 °C throughout flight, b) Valve(s) is deactivated open, and c) Appropriate performance adjustments are applied.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**75. Bleed Air**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	IDG Air/Oil Cooler Valves (Cont'd)					
-21-01-03	PW4000 (Cont'd)					
-21-01-03C		C	2	0	(M)(O) May be inoperative provided: a) If engine AOC is inoperative open and IDG is connected, fuel tank temperature remains above -34 °C throughout flight, b) Valve(s) is deactivated open, and c) Appropriate performance adjustments are applied.	
-21-01-03D		C	2	0	(M)(O) May be inoperative provided: a) If engine AOC is inoperative open and IDG is disconnected, fuel tank temperature remains above -30 °C throughout flight, b) Valve(s) is deactivated open, and c) Appropriate performance adjustments are applied.	
-21-01-04	RB211	C	2	0	(M) May be inoperative deactivated open.	
-21-02	Engine Air/Oil Cooler Valves (PW4000)					
-21-02A		C	2	0	(M)(O) May be inoperative provided: a) If IDG is connected, fuel tank temperature remains above -34 °C throughout flight, b) Valve(s) is deactivated open, and c) Appropriate performance adjustments are applied.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**75. Bleed Air**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-21-02</b>	Engine Air/Oil Cooler Valves (PW4000) (Cont'd)					
<b>-21-02-02B</b>		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) If IDG is disconnected, fuel tank temperature remains above -30 °C throughout flight, b) Valve(s) is deactivated open, and c) Appropriate performance adjustments are applied.	
<b>-23-01</b>	Nacelle Zone Ventilation Valves (PW) and Core Compartment Cooling Valves (GE)					
<b>-23-01-01</b>	JT9D/CF6-80C2	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided affected valve remains open.	
<b>-23-01-02</b>	PW4000	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Affected valve remains open, and b) Appropriate performance adjustments are applied.	
<b>-24-01</b>	Turbine Case Cooling Systems (JT9D/CF6-80A/A2/ PW4000/CF6 FADEC)	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Associated turbine case cooling valve remains closed, and b) Appropriate performance adjustments are applied.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**75. Bleed Air**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-24-02</b> ***	Turbine Cooling Air Systems					
<b>-24-02-01</b>	Turbine Vane and Blade Cooling (TVBC) Systems (PW4000)	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided associated turbine cooling valves are deactivated open.	
<b>-24-02-02</b>	Eleventh Stage Cooling Valve (ESCV) Systems (CF6 FADEC)	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided associated turbine cooling valves are deactivated open.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Target Parameter Indications	C	-	0	(O) May be inoperative provided an alternate means of achieving desired values is available and used.	
-11-01	Engine Pressure Ratio (EPR) Systems					
-11-01-01	JT9D	C	2	1	(O) EICAS and/or STANDBY indications for one engine may be inoperative provided: <ol style="list-style-type: none"> <li>a) Appropriate procedures, AFM limitations, and performance decrements are applied,</li> <li>b) N1 and N2 EICAS indications for associated engine operate normally,</li> <li>c) N1 STANDBY indications for associated engine operate normally,</li> <li>d) Fuel flow systems for associated engine operate normally, and</li> <li>e) Approach minimums do not require its use.</li> </ol>	
-11-01-02	PW4000	C	2	1	(O) EICAS and/or STANDBY indications for one engine may be inoperative provided: <ol style="list-style-type: none"> <li>a) Both EECs are switched to ALTN mode,</li> <li>b) Appropriate procedures, AFM limitations, and performance decrements are applied,</li> <li>c) N2 EICAS indications for both engines operate normally,</li> <li>d) Fuel flow indications for associated engine operate normally, and</li> <li>e) Approach minimums do not require its use.</li> </ol>	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Engine Pressure Ratio (EPR) Systems (Cont'd)					
-11-01-03	RB211	<b>C</b>	<b>2</b>	<b>1</b>	(O) EICAS and/or STANDBY indications for one engine may be inoperative provided: <ol style="list-style-type: none"> <li>a) Both EECs are switched to ALTN mode,</li> <li>b) Appropriate procedures, AFM limitations, and performance decrements are applied,</li> <li>c) N2 EICAS indications for both engines operate normally,</li> <li>d) N3 EICAS indications for both engines operate normally,</li> <li>e) Fuel flow indications for associated engine operate normally, and</li> <li>f) Approach minimums do not require its use.</li> </ol>	
-12-01	N1 Tachometer Systems (JT9D)	<b>B</b>	<b>2</b>	<b>1</b>	(O) EICAS and/or STANDBY indications for one engine may be inoperative provided: <ol style="list-style-type: none"> <li>a) EPR (EICAS and STANDBY) indications for both engines operate normally,</li> <li>b) N2 EICAS indications for associated engine operate normally, and</li> <li>c) Fuel flow indications for associated engine operate normally.</li> </ol>	
-12-02	N2 Tachometer Systems (EICAS) (-200/-300)	<b>B</b>	<b>2</b>	<b>1</b>	(O) One N2 indication may be inoperative provided only indication function is inoperative.	



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4. REMARKS OR EXCEPTIONS

**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
-12-04	N3 Tachometer Systems (EICAS) (RB211)	B	2	1	(O) One N3 indication may be inoperative provided only indication function is inoperative.	
-21-01	EGT Indications (Standby Engine Indicator) (-200/-300)					
-21-01-01	JT9D	C	2	1	One may be inoperative provided: a) EGT EICAS indication operates normally, b) N1 EICAS and Standby indications for both engines operate normally, c) N2 EICAS indications for both engines operate normally, and d) EPR EICAS indications for both engines operate normally.	
-21-01-02	CF6	C	2	1	One may be inoperative provided: a) EGT EICAS indication operates normally, and b) N2 EICAS indications for both engines operate normally.	
-21-01-03	PW4000	C	2	1	One may be inoperative provided: a) EGT EICAS indication operates normally, b) N2 EICAS indications for both engines operate normally, and c) EPR EICAS indications for both engines operate normally.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	EGT Indications (Standby Engine Indicator) (-200/-300) (Cont'd)					
-21-01-04	RB211	C	2	1	One may be inoperative provided: a) EGT EICAS indication operates normally, b) N2 EICAS indications for both engines operate normally, c) N3 EICAS indications for both engines operate normally, and d) EPR EICAS indications for both engines operate normally.	
-22-01	Engine Turbine Overheat Detection Systems (RB211)					
-22-01-01	Loops	C	4	2	One Loop per engine may be inoperative.	
-31-01	Vibration Indicating Systems	C	2	1		
-31-01-01	Compressor Rear Frame (CRF) Accelerometers (CF6 FADEC)	C	2	0	(M) May be inoperative deactivated.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**78. Engine Exhaust**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Thrust Reversers	C	2	1	(M)(O) One may be inoperative provided: a) Inoperative reverser is secured in forward thrust position, and b) Appropriate performance adjustments are applied.  NOTE: During landing roll-out, differential braking may be required to maintain directional control.	
-34-01	REV ISLN Valve Light (-200/-300)	C	1	0	(M)(O) May be inoperative provided reverser isolation valve and reverser unlock indications are verified to operate normally.	
-34-02	Engine Reverse Lever Interlocks (RB211/PW4000/CF6 FADEC)	C	2	1	(O) One may be inoperative extended or retracted provided appropriate performance adjustments are applied.  NOTE: Associated reverser thrust is limited to reverse idle when inoperative retracted.	
-34-03	Thrust Reverser Air System (RB211/CF6-80C2)					
-34-03-01	Thrust Reverser PRSOV (CF6-80C2)	C	2	1	(M)(O) One may be inoperative provided associated thrust reverser is considered inoperative.	
-34-03-02	Thrust Reverser Air Motor Shutoff Valves (RB211)	C	2	1	(M)(O) One may be inoperative provided associated thrust reverser is considered inoperative.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**78. Engine Exhaust**

Sequence No.	Item	1	2	3	4	Change Bar
-36-01	REV Unlock Indications	C	2	1	(M)(O) One may be inoperative provided: a) No thrust reverser damage exists that would adversely affect airplane operation, and b) Associated thrust reverser is considered inoperative.	
-36-02	Full REV Position Indications	C	2	0	May be inoperative provided associated reverser unlock indication operates normally.	
-36-03	Reverser Position Sensing Systems (RB211/PW4000/CF6 FADEC)	C	2	1	(M)(O) One may be inoperative provided associated thrust reverser is considered inoperative.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**79. Engine Oil**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-31-01</b>	OIL QTY Indications					
<b>-31-01-01</b>	-200/-300	<b>B</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided: a) Oil tank is verified to be filled to recommended capacity before each departure, b) There is no evidence of above normal oil consumption or leakage, c) Associated ENG OIL PRESS and OIL TEMP indications operate normally, and d) Associated low ENG OIL PRESS light operates normally.	
<b>-31-01-02</b>	-400ER	<b>B</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided: a) Oil tank is verified to be 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 operate normally.	
<b>-32-01</b>	L/R Oil Press Sensor Select Module (OPSSM) (RB211)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative.	
<b>-33-01</b>	Low ENG OIL PRESS Indication System (-200/-300)					
<b>-33-01-01</b>	All except JT9D without SB767-78-8 Installed, and CF6-80A/A2 without SB767-78-8 Installed	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative provided associated OIL PRESS, TEMP, and QTY indications operate normally.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**79. Engine Oil**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-33-01</b>	Low ENG OIL PRESS Indication System (-200/-300) (Cont'd)					
<b>-33-01-02</b>	JT9D without SB767-78-8 Installed, and CF6-80A/A2 without SB767-78-8 Installed	<b>C</b>	<b>2</b>	<b>1</b>	(M) May be inoperative provided: a) Associated OIL PRESS, TEMP, and QTY indications operate normally, and b) Thrust reverser is verified to operate normally.	
<b>-34-01</b>	Engine Bearing No. 3 Scavenge Oil Temperature Indications (PW4000)					
<b>-34-01-01</b>	L/R SCAV TEMP1	<b>A</b>	<b>2</b>	<b>1</b>	(M) May be dispatched with one message displayed provided repairs are made within 3 flight-days.	
<b>-34-01-02</b>	L/R SCAV TEMP2	<b>A</b>	<b>2</b>	<b>1</b>	(M) May be dispatched with one message displayed provided repairs are made within 10 flight-days.	
<b>-34-02</b>	ENG OIL TEMP Sensing Elements (JT9D/CF6-80A/A2/CF6-80C2 PMC)	<b>C</b>	<b>-</b>	<b>2</b>	(O) One sensing element on each engine may be inoperative provided both engine oil temperature indications are available from one EICAS computer.	
<b>-35-01</b>	Engine Oil Filter Bypass Warning Systems (PW/GE)	<b>B</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) It is verified that malfunction is in alerting system, and b) Main oil screen is checked for contaminants before each departure.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**79. Engine Oil**

Sequence No.	Item	1	2	3	4	Change Bar
-35-02	Engine High Pressure Oil Filter Warning Indication (Approaching Blockage) (RB211)	C	2	1	(M) One may be inoperative provided: a) It is verified that malfunction is in alerting system, b) Pressure filter is replaced, and c) Magnetic Chip Detector is checked for contaminants before each departure.	
-35-03	Engine Fine Scavenge Oil Filter Warning Indications (Impending Bypass) (RB211)	C	2	1	(M) One may be inoperative provided: a) It is verified that malfunction is in alerting system, b) Fine scavenge oil filter is replaced, and c) Magnetic Chip Detector is checked for contaminants before each departure.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**80. Starting**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Engine Start VALVE Lights					
-00-01-01	-200/-300	C	2	1	(O) One may be inoperative provided associated valve is verified closed after engine start.	
-00-01-02	-400ER	C	2	0		
-00-02	Engine Start Valves					
-00-02-01	-200/-300	C	2	1	(M)(O) One may be inoperative provided: a) Associated start VALVE light operates normally, and b) Manual override start procedures are used.	
-00-02-02	-400ER	C	2	1	(M)(O) One may be inoperative provided manual override start procedures are used.	
-11-02	Starter Switch Holding/Cutout Systems	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	