



U.S. Department of Transportation
Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List (MMEL)

Revision: 20
Date: 11/11/2014

AIRBUS A300-600, A310

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

A300-600, A310

REVISION: 20

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HIGHLIGHTS OF CHANGE

Effective above date, the A-300-600/A-310 Master Minimum Equipment list has been revised. See notes below for information about this revision. Retain this sheet until next revision is issued.

NOTE 1: Pages will not be itemized in a control page for individual revisions. The contents page will have the ATA section's with the number of pages, revision number and effective date. When a revision is made to an ATA section, the entire ATA section revision number will change. The changes to an ATA section will be identified by the highlights of change page and revision bars.

NOTE 2: The definitions and preamble pages have been removed. The operator may insert the applicable "definitions" from Policy Letter 25 and the applicable "preamble" from Policy Letter 34. These Policy Letters may be obtained from fsims.faa.gov.

The following ATA sections / items have been revised:

Cover Page Revision number

ATA 23 Communications

Item 10-01 Updated relief per provisions of FAA Policy Letter PL106 R5

ATA 24 Electrical Power

Item 50-07 Added sub-item for AC Volt Indications (External Power)

ATA 25 Equipment and Furnishings

Item 50-01 Clarified relief per provisions of FAA Policy Letter PL100 R2

Item 50-02 Clarified relief per provisions of FAA Policy Letter PL100 R2

Item 65-04 Added relief for Cockpit Smoke Vision System/Emergency Vision Assurance System (CSVS/EVAS)

ATA 31 Indicating/Recording Systems

Item 53-06 Added relief for Stop Rudder Input Warning System (SRIWS) STOP Lights

ATA 34 Navigation

Item 52-01 Corrected relief for ATC Transponders and Automatic Altitude Reporting Systems per FAA Policy Letter PL-76 R 6

Item 58-01 Added relief for ADS-B with provisions of FAA Policy Letter PL-76 R 6

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DEFINITIONS

Insert Definitions from Policy Letter 25

PREAMBLE

Insert Policy Letter 34

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

21	AIR CONDITIONING				
11-01	Pack Valves	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Affected valve is verified closed, and b) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below.
		C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Affected valves are verified closed, b) Flight is conducted unpressurized, c) Procedures are established and used to ensure the 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, and d) Extended overwater operations are not conducted.
11-02	Pack Switch Flow Bars	C	2	0	

NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

11-03 Pack FAULT
Lights

C

2

1

(M) Except for ER operations, one may be inoperative provided:
a) Affected valve is verified closed, and
On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below.

C

2

0

May be inoperative provided associated pack valve(s) position and temperature Indications are available on ECAM.

C

2

0

(M)(O) Except for ER operations, may be inoperative provided:
a) Affected pack valves are verified closed,
b) Flight is conducted unpressurized,
c) Procedures are established and used to ensure the 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, and
d) Extended overwater operations are not conducted.

NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used ballast.

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	4. REMARKS AND EXCEPTIONS			

21	AIR CONDITIONING				
11-04	Pack Valve OFF Lights	C	2	0	
11-05	ECON FLOW System	C	1	0	May be inoperative provided dispatch fuel requirements are not based on ECON FLOW charted values.
11-06	MAX COOL System	C	1	0	
11-08	Pack AUTO Temperature Controls	C	2	1	Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) Associated pack valve switch remains OFF, and b) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below.
		C	2	1	One may be inoperative provided: <ul style="list-style-type: none"> a) Associated pack temperature manual control operates normally, and b) Pack discharge temperature indications are available on ECAM. (Continued)

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

11-08 Pack AUTO
Temperature
Controls

C

2

0

(M)(O) Except for ER operations, may be inoperative provided:
 a) Affected pack valves are verified closed,
 b) Flight is conducted unpressurized,
 c) Procedures are established and used to ensure the 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, and
 d) Extended overwater operations are not conducted.

NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used ballast.

11-09 Pack MAN
Temperature
Controls

C

2

1

One may be inoperative provided both pack temperature AUTO controls operate normally.

C

2

1

Except for ER operations, one may be inoperative provided:
 a) Associated pack valve switch remains OFF, and
 b) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

21	AIR CONDITIONING				
11-10	Hot Air Supply Valve	C	1	0	(M) May be inoperative provided: a) Valve is secured closed, b) Both pack temperature manual controls operate normally and are used to control zone temperature, and c) Both pack discharge temperature indications are available on ECAM.
11-11	Temperature Control Trim Air Valves				
1)	Cabin Valves	C	3	0	(M) May be inoperative provided: a) Affected valve(s) is secured closed, and b) Cabin temperature is controlled manually.
2)	Cockpit Valve	C	1	0	(M) May be inoperative provided: a) Affected valve is secured closed, b) Pack 1 temperature manual control operates normally, c) Pack 1 discharge temperature indication is available on ECAM, and d) Cockpit temperature is controlled manually.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
21 AIR CONDITIONING				
11-12 Zone AUTO Temperature Controls	C	4	2	Two may be inoperative provided: a) Associated zone manual temperature controls operate normally, b) Associated zone temperature Indications operate normally, and c) Both pack temperature auto controls operate normally.
11-13 Zone MAN Temperature Controls	C	4	2	Two may be inoperative provided: a) Associated zone AUTO temperature control(s) operate normally, b) Both pack temperature manual controls operate normally, and c) Both pack discharge temperature indications operate normally.
11-14 Zone COMPT/DUCT Temperature Selector	C	1	0	May be inoperative provided associated indications are available on ECAM.
	C	1	0	May be inoperative provided all zone (cargo, cockpit, cabin) automatic temperature controls operate normally.
1) CRT Position	C	1	0	May be inoperative provided: a) COMPT and DUCT temperature indicators operate normally, b) Selector is positioned to an operative position, and c) All remaining selector positions operate normally.

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4. REMARKS AND EXCEPTIONS

21	AIR CONDITIONING				
11-15	Lower Cargo ISOL Valve(s)	C	-	0	(M) May be inoperative provided: a) Affected valve is deactivated closed, b) Associated cargo ISOL valve switch remains OFF, and c) No live animals are carried is affected cargo compartment.
11-16	Lower Cargo ISOL Valve FAULT/ OFF Lights				
1)	FAULT Light(s)	C	-	0	May be inoperative provided: a) Associated ISOL Valve Switch remains OFF, b) Isolation valve(s) is verified closed on ECAM, and c) No live animals are carried in affected cargo compartment.
		C	-	0	(M) May be inoperative provided: a) Associated ISOL Valve is deactivated closed, and b) No live animals are carried in affect cargo compartment.
2)	OFF Light(s)	C	-	0	
11-17	Lower Cargo Trim Air Valve(s)	C	-	0	(M) May be inoperative provided: a) Affected valve(s) is deactivated closed, and b) No live animals are carried in affected cargo compartment.

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1. SYSTEM,
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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

11-18 Lower Cargo AUTO
Temperature Controls

C

-

0

May be inoperative provided:
a) Associated lower cargo compartment temperature indication(s) is available on compartment indicator, or on ECAM, and
b) Lower cargo compartment manual temperature control operates normally and is used for cargo compartment heating.

C

-

0

May be inoperative provided:
a) Associated ISOL valve switch remains OFF,
b) Associated trim air valve(s) and ISOL VALVE(s) are verified closed on ECAM, and
c) No live animals are carried in affected cargo compartment.

11-19 Lower Cargo MAN
Temperature Controls

C

-

0

May be inoperative provided associated cargo compartment automatic temperature control operates normally.

C

-

0

May be inoperative provided:
a) Associated ISOL valve switch remains OFF,
b) Associated trim air valve(s) and ISOL VALVE(s) are verified closed on ECAM, and
c) No live animals are carried in affected cargo compartment.

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21 AIR CONDITIONING					
11-20 *** Avionics Ground Cooling System (Freon)	D	1	0		
1) Cooling System Outflow Valve	D	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, and b) Avionics Ground Cooling System is considered inoperative.	
20-01 Main Deck Cargo Isolation Valves					
1) Airbus Freighter	C	2	0	(M)(O) May be inoperative provided: a) Affected valve(s) is secured closed, b) Main deck cargo bypass valve is secured open, c) Hot air supply valve is verified closed, d) Single Pack operations are conducted, and e) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below.	
2) B/E Aerospace, FSI Freighter STC # ST01941SE	A	2	0	(M)(O) May be inoperative provided: a) Affected valve(s) is secured closed, b) Main deck cargo bypass valve is secured open, c) Hot air supply valve is verified closed, d) Single pack operations are conducted,	
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

21	AIR CONDITIONING				
20-01	Main Deck Cargo Isolation Valves (Cont'd)				
2)	B/E Aerospace, FSI Freighter STC # ST01941SE (Cont'd)				<p>e) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below,</p> <p>f) Repairs are made within three flight days, and</p> <p>g) Procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULD's), and/or fly away kits.</p> <p>NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.</p>
20-02	Main Deck Cargo Bypass Valve				
1)	Airbus Freighter	C	1	0	<p>(M)(O) May be inoperative provided:</p> <p>a) Affected valve is secured open,</p> <p>b) Main deck cargo Isolation valves are secured closed,</p> <p>c) Hot air supply valve is verified closed,</p> <p>d) Single pack operations are conducted, and</p> <p>e) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below.</p> <p>(Continued)</p>

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	4. REMARKS AND EXCEPTIONS			

21	AIR CONDITIONING				
20-02	Main Deck Cargo Bypass Valve (Cont'd)				
2)	B/E Aerospace, FSI Freighter STC # ST01941SE	A	1	0	(M)(O) May be inoperative provided: a) Affected valve is secured open, b) Main deck cargo isolation valves are secured closed, c) Hot air supply valve is verified closed, d) Single pack operations are conducted, e) On aircraft without Mod 10410. Aircraft remains at FL310 (or metric equivalent FL 311) or below, f) Repairs are made within three flight days, and g) Procedures are established and used to ensure the 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 the fly away kits, and which materials can be used as ballast.

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	4. REMARKS AND EXCEPTIONS				

21	AIR CONDITIONING					
20-03	Main Deck Cargo ISOL Valve FAULT/ OFF Lights					
1)	FAULT Light	C	1	0	(M) May be inoperative provided: a) Main deck isolation valve indications are available on ECAM, and b) Main deck cargo bypass valve is verified to operate normally.	
2)	OFF Light	C	1	0		
23-01	Avionics Blower Fans					
1)	Single Fan Installation	C	1	0	(O) Except for ER operation, may be inoperative provided: a) Both packs operate normally, b) Associated FAULT indications are cancelled before departure, and c) For ground operations of avionics, a source of conditioned air is used.	
						(Continued)

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21 AIR CONDITIONING				
23-01 Avionics Blower Fans (Cont'd)				
2) Dual Fan Installation	C	2	1	Except for ER operations, one may be inoperative.
	C	2	0	Except for ER operation, may be inoperative provided: a) Both packs are operate normally, b) Associated FLOW indications are cancelled before each departure, and c) For ground operations of avionics, a source of conditioned air is used.
23-02 Avionics Blower Switch Annunciator Lights				
1) FLOW Light (Dual Blower Installation)	C	1	0	(M) May be inoperative provided blower fans are verified to operate normally.
2) ALTN Light (Dual Blower Installation)	C	1	0	(M) May be inoperative provided blower fans are verified to operate normally.
3) FAULT Light (Single Blower Installation)	C	1	0	(M) May be inoperative provided blower fan is verified to operate normally.

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21	AIR CONDITIONING				
23-03	Avionics Extract Fan	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Fan is deactivated, b) EXTRACT switch remains in OVBD (overboard valve partially open), c) Both packs operate normally, and d) For ground operations of avionics, a source of conditioned air is used. NOTE: If a pack fails in flight, descent to maintain cabin altitude may be necessary.
23-04	Avionics Extract FAN OVBD Light	C	1	0	May be inoperative provided associated flow bar operates normally.
23-05	Avionics Extract Fan FLOW Light	C	1	0	Except for ER operations, may be inoperative provided: a) EXTRACT switch remains in OVBD (overboard valve partially open), b) Both packs operate normally, and c) For ground operations of avionics, a source of conditioned air is used. NOTE: If a pack fails in flight, descent to maintain cabin altitude may be necessary.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
21 AIR CONDITIONING				
23-06 Avionics Overboard (Extract) Valve	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Valve is manually set to partially open position, b) Both packs operate normally, and c) For ground operations of avionics, a source of conditioned air is used. NOTE: If a pack fails in flight, descent to maintain cabin altitude may be necessary.
23-07 Avionics Overboard (Extract) Valve FAULT Light	C	1	0	May be inoperative provided associated flow bar operates normally.
23-08 Avionics Inboard (Extract) Valve	C	1	0	Except for ER operations, may be inoperative provided: a) Valve remains CLOSED, b) Extract switch remains in OVBD (Overboard Valve partially open), c) Both Packs operate normally, and d) For ground operations of avionics, a source of conditioned air is used. NOTE: If a pack fails in flight, descent to maintain cabin altitude may be necessary. (Continued)

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21	AIR CONDITIONING				
23-08	Avionics Inboard (Extract) Valve (Cont'd)	C	1	0	(M) Except for ER operations, may be inoperative in OPEN position provided live animals are not carried in forward cargo compartment.
23-09	Avionic OVBD/ INBD Flow Bars	C	2	0	May be inoperative provided associated OVBD Valve OFF Light operates normally.
23-10	Avionics OVBD Valve OFF Light	C	1	0	May be inoperative provided OVBD valve flow bar operates normally.
24-01 ***	Battery Fan	C	1	0	

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21	AIR CONDITIONINGS				
27-01	Fan Systems				
1)	Cabin	C	-	0	
2) ***	Toilet	C	-	0	<p>May be inoperative for all ground operations, and flight operations with cabin differential pressure of less than 1.0 psi, provided:</p> <ul style="list-style-type: none"> a) Lavatory is used only by crewmembers. b) Associated lavatory fire extinguishing system(s) operate normally, c) Associated lavatory waste receptacle(s) remains empty, and d) Associated lavatory door is locked closed and placarded INOPERATIVE- DO NOT ENTER. <p>NOTE: These provisions are not intended to prevent lavatory use or inspections by crewmembers, or normal ground restocking of lavatory supplies.</p> <p>(Continued)</p>

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21	AIR CONDITIONING				
27-01	Fan Systems (Cont'd)	C	-	0	(O) May be inoperative and used during in-flight operations provided: a) Procedures are established and used to assure that lavatory is not used until cabin differential pressure is 1.0 psi, or above, and b) Placarding, INOPERATIVE- DO NOT ENTER, is removed and reinstalled, as appropriate, to indicate whether lavatory use is permitted or prohibited.
27-02 ***	Main Cargo Deck Temperature Sensor Fans				
1)	Airbus Freighter	C	3	0	NOTE: Expect slower than normal response to Temperature selections.
2)	B/E Aerospace, FSI Freighter STC # ST01941SE	C	3	0	(O) May be inoperative provided the associated zone (Fwd, Mid and Aft) manual controls are operative.
31-01	Landing Elevation Selector	C	1	0	(O) May be inoperative provided: a) Manual pressurization control system operates normally, b) Manual pressurization procedures are established and used, and c) One autopilot operates normally.

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	2. NUMBER INSTALLED				
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21 AIR CONDITIONING					
31-02 Cabin Pressure Automatic Control Systems	C	2	1	(M) One may be inoperative provided: a) Affected system is deactivated, b) Manual pressurization control system operates normally, c) Affected system REG switch remains OFF, and d) One autopilot operates normally.	
	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Flight is conducted unpressurized, and b) Procedures are established and used to ensure the 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. c) Extended overwater operations are not conducted.	
31-03 Cabin Change Over Automatic Control Systems	C	1	0		

NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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21	AIR CONDITIONING				
31-04	Cabin Pressure Outflow Valves				
1)	Two Valve System (Electric)	C	2	1	(M)(O) Except for ER operations, aft outflow valve may be inoperative provided: <ul style="list-style-type: none"> a) Aft valve is secured closed, b) AFT OUTFLOW Valve Switch remains OFF, c) Associated REG FAULT Light is cancelled, d) After landing, single pack operating procedures are used, and e) Prior to opening doors, crew must ensure cabin pressure differential is verified to be zero. f) The insulation blanket located under the FWD Outflow Valve must be checked for proper positioning and fastening in accordance with Maintenance Manual prior to the first flight.
(Continued)					

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21	AIR CONDITIONING				
31-04	Cabin Pressure Outflow Valves (Cont'd)				
1)	Two Valve System (Electric)	C	2	0	(O) Except for ER operations, both valves may be inoperative provided: a) Valves are deactivated open, b) Flight is conducted unpressurized, c) Procedures are established and used to ensure the 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, and d) Extended overwater operations are not conducted. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. (Continued)

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21 AIR CONDITIONING				
31-04 Cabin Pressure Outflow Valves (Cont'd)				
2) Four Valve System (Electric/Pneumatic)	C	4	2	(M)(O) Except for ER operations, both Valves in one System (#1 or #2) may be inoperative provided: a) Affected Valve(s) is deactivated closed, and b) Alternate procedures for operation of OUTFLOW Valve(s) are established and used.
	C	4	0	(M)(O) Except for ER operations, may be inoperative provided: a) Flight is conducted unpressurized, b) Procedures are established and used to ensure the 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, and c) Extended overwater operations are not conducted.
				NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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21 AIR CONDITIONING

31-05 Manual Pressurization
Control System
(MAN PRESS)

1) Two Pressure Outflow
Valve System

C

1

0

(O) Except for ER operations, may be inoperative provided:
 a) Flight is conducted unpressurized,
 b) Procedures are established and used to ensure the 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, and
 c) Extended overwater operations are not conducted.

NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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21	AIR CONDITIONING				
31-05	Manual Pressurization Control System (MAN PRESS) (Cont'd)				
2)	Four Pressure Outflow Valve System	C	1	0	(O) May be inoperative provided: a) Hand cranked Manual Depressurization Valve is installed and operates normally, and b) Alternate procedures are established and used to manually depressurize airplane if required.
		C	1	0	(O) Except for ER operations, may be inoperative provided: a) Flight is conducted unpressurized, b) Procedures are established and used to ensure the 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. c) Extended overwater operations are not conducted. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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21	AIR CONDITIONING				
31-06	Outflow Valve OFF/FAULT Switch Lights				
1)	OFF Lights (Two or Four Outflow Valve Configuration)	C	2	0	
2)	FAULT Lights (Four Outflow Valve Configuration)	C	2	0	May be inoperative provided Indications are available on ECAM.
31-07	Auto Pressure Rate Limit Selector	C	1	0	
31-08	Auto Pressure RATE/LO, "Delta P" Annunciator	C	1	0	
31-09	Selected System Indicators (Green Triangle)	C	2	0	

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21	AIR CONDITIONING				
31-10	Regulator FAULT Lights	C	2	1	<p>One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated cabin pressure automatic control system is considered inoperative, b) Manual pressurization control system operates normally, c) One autopilot operates normally, and d) Affected system REG switch remains OFF.
		C	2	0	<p>(O) Except for ER operations, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Cabin pressure automatic control systems are considered inoperative, b) Flight is conducted unpressurized, and c) Procedures are established and used to ensure the 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. d) Extended overwater operations are not conducted. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>

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21	AIR CONDITIONING				
31-11	Outflow/ Depressurization Valve Position Indicator(s)				
1)	Two Outflow Valve Configuration	C	2	0	
2)	Single Depressurization Valve (MAN PRESS) Configuration	C	1	0	
31-12	DIFF PRESS Indicator	C	1	0	May be inoperative provided associated Indication is available on ECAM.
		C	1	0	(O) May be inoperative provided: a) CABIN ALT Indicator operates normally, and b) A chart is readily available to the Crew to convert Cabin Altitude to Cabin Differential Pressure.
31-13	Cabin V/S Indicator	C	1	0	May be inoperative provided associated Indication is available on ECAM.

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21 AIR CONDITIONING

31-14 CAB ALT Indicator

C

1

0

May be inoperative provided associated indications are available on ECAM.

C

1

0

(O) May be inoperative provided:
a) Cabin DIFF PRESS indicator operates normally, and
b) A chart is provided to convert cabin differential pressure to cabin altitude.

C

1

0

(O) Except for ER operations, may be inoperative provided:
a) Flight is conducted unpressurized, and
b) Procedures are established and used to ensure the 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, and
c) Extended overwater operations are not conducted.

NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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21 AIR CONDITIONING	
31-15 High Landing ELEV *** Warning System	C 1 0 (M)(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Normal cabin excess altitude system operates normally.
	D 1 0 (M) May be inoperative provided: a) Procedures do not require its use, and b) Normal cabin excess altitude system operates normally.
31-16 High Landing Elevation *** "ON" Light	C 1 0 May be inoperative provided HIGH LDG Elevation switch is verified in appropriate position for the planned flight.

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21 AIR CONDITIONING

35-01 Manual
*** Depressurization
Valve Controller
(Hand Crank)

C

1

0

(M)(O) May be inoperative open provided:
 a) Flight is conducted unpressurized,
 b) Procedures are established and used to ensure the 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, and
 c) Extended overwater operations are not conducted.

NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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21 AIR CONDITIONING					
35-01 Manual Depressurization Valve Controller (Hand Crank) (Cont'd)	D	1	0	(M) May be inoperative provided: a) Manual pressurization control system operates normally, and b) Manual depressurization valve is verified closed.	
51-01 Air Conditioning Packs	C	2	1	Except for ER operations, one may be inoperative provided: a) Associated pack valve switch remains OFF, and b) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below.	
				(Continued)	

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21	AIR CONDITIONING				
51-01	Air Conditioning Packs (Cont'd)	C	2	0	<p>(M)(O) Except for ER operations, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Depressurization valve (four outflow valve system), or outflow valves (two outflow valve system), or outflow valves (two outflow valve system) is/are deactivated open, b) Flight is conducted unpressurized, c) Procedures are established and used to ensure the 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, and d) Extended overwater operations are not conducted. <p>(Continued)</p>

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	4. REMARKS AND EXCEPTIONS			

21	AIR CONDITIONING				
51-01	Air Conditioning Packs (Cont'd)				
1)	Air Cycle Machines (ACM's) (Cont'd)	C	2	1	<p>(M)(O) One may be operational on Heat Exchanger Cooling, only, provided:</p> <ul style="list-style-type: none"> a) Turbine By-Pass Valve is secured open, b) Ram Air Regulator Flap operates normally, c) Discharge Air Temperature Indication of affected Pack is available, d) Associated Pack is not operated until airborne and TAT is below +12 degrees C, and e) Alternate procedures for controlling Pack Discharge Temperature are established and used. <p>(Continued)</p>

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	4. REMARKS AND EXCEPTIONS		

21	AIR CONDITIONING				
51-01	Air Conditioning Packs (Cont'd)				
1)	Air Cycle Machines (Cont'd)	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Associated Pack Valves are verified closed, b) Flight is conducted unpressurized, c) Procedures are established and used to ensure the 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, and d) Extended overwater operations are not conducted. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

51-02 Pack Cooling Air Flow
Systems

1) Pack Deflect Doors

C

2

1

Except for ER operations, one may be inoperative in other than fully open position provided:
a) Associated Pack is not used in flight, and
b) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below.

C

2

0

(M)(O) May be inoperative provided:
a) Doors are deactivated in the Open (Flight) Position, and
b) Alternate procedures for controlling Temperature are established and used.

2) Modulation
Flap/Turbine By-Pass
Valve Actuator

C

2

1

(M)(O) One may be inoperative provided:
a) Turbine By-Pass Valve is secured closed,
b) Modulation Flap is secured in the Open (Extended) position, and
c) Alternate procedures for controlling Temperature are established and used.

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	4. REMARKS AND EXCEPTIONS				

21	AIR CONDITIONING					
51-02	Pack Cooling Air Flow Systems (Cont'd)					
2)	Modulation Flap/ Turbine By-Pass Valve Actuator (Cont'd)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Packs are considered inoperative, b) Flight is conducted unpressurized, c) Procedures are established and used to ensure the 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, and d) Extended overwater operations are not conducted.	
NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.						

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21	AIR CONDITIONING				
51-03	Water Separator/ Injectors	C	2	1	Except for ER operations, one may be inoperative provided: a) Associated Pack is not used in flight, and b) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below.
		C	2	1	Except for ER operations, one may be inoperative provided: a) Associated Pack is operated in AUTO Mode, and b) MAX COOL is not used.
62-01	DUCT Indicator (COMPT TEMP Panel)	C	1	0	May be inoperative provided: a) Associated Zone COMPT Indicator operates normally, b) Associated Zone Manual Temperature Controls operate normally, and c) Zone Temperature is controlled manually.
		C	1	0	May be inoperative provided associated indication is available on ECAM.
		C	1	0	May be inoperative provided associated zone automatic temperature controls operate normally.
62-02	COMPT Indicator (COMPT TEMP Panel)	C	1	0	

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4. REMARKS AND EXCEPTIONS

21	AIR CONDITIONING				
62-03	Hot Air Supply Overheat Light	C	1	0	May be inoperative provided: a) All Zone Automatic Temperature Controls (Cockpit, Cabin, Cargo) operate normally, b) Duct Temperature Indication is available for each Zone (Cockpit, Cabin, Cargo) and c) Duct Temperature below 88 degrees C is maintained.
63-01	ECAM Air Conditioning Indications	C	-	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.
64-01	Lower Cargo ISOL (Extract) Fans	C	-	0	May be inoperative provided: a) Associated cargo ISOL valve switch remains OFF, and b) No live animals are carried in affected cargo compartment.
70-01	Sniffer Fan				Deleted with Rev 6.

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22	AUTO FLIGHT				
15-01	Autopilot Control Wheel Disconnect Switches	C	2	1	One may be inoperative provided autopilot is not used below 1,500 feet AGL.
		B	2	0	May be inoperative provided autopilots are considered inoperative and not used.
15-02	Flight Mode Annunciator (FMA) Annunciations on Primary Flight Displays (PFD's)				
1)	Auto Throttle (ATS) Modes	C	2	1	Indications on one FMA may be inoperative.
		C	2	0	Indications on both FMA's may be inoperative provided: a) Approach minimums do not require their use, and b) Auto throttles are not used.
2)	LAND Capability (CAT II, CAT III Indications)	C	2	1	Indications on one FMA may be inoperative.
		C	2	0	Indications on both FMA's may be inoperative provided approach minimums do not require their use.
					(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22 AUTO FLIGHT			
15-02 Flight Mode Annunciator (FMA) Annunciations on Primary Flight Displays (PFD's) (Cont'd)			
3) Auto Pilot and Flight Director (AP/FD) Longitudinal and Lateral Modes	C 2	1	Indications on one FMA may be inoperative.
	B 2	0	Indications on both FMA's may be inoperative provided: a) Associated autopilot and/or flight director system(s) is not used, and b) Enroute/approach minimums do not require their use.
4) AP and FD Engagement Annunciations	C 2	1	Indications on one FMA may be inoperative.
	B 2	0	Indications on both FMA's may be inoperative provided: a) Associated autopilot and/or flight director system(s) is not used, and b) Enroute/ approach minimums do not require their use.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			4. REMARKS AND EXCEPTIONS
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22	AUTO FLIGHT				
15-03	Flight Control Unit Mode Engagement Switch(s) / Lights	C	-	0	May be inoperative provided associated flight mode annunciator display operates normally.
		C	-	0	May be inoperative provided: a) Associated mode/function is not used, and b) Enroute/ approach minimums do not require their use.
15-04	Flight Control Unit Digital Displays				
1)	HDG SEL	C	1	0	(O) May be inoperative provided selected heading information is verified to operate normally on both NDs in ROSE, ARC and Map Mode.
2)	ALT SEL	C	1	0	(O) May be inoperative provided selected altitude information is verified to operate normally on both PFDs.
3)	SPD/MACH	C	1	0	(O) May be inoperative provided: a) Selected target speed and Mach number are checked available on both PFDs, b) The PRESET function is not used during the flight, and c) Alternate procedures are established and used for PRESET function.

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4. REMARKS AND EXCEPTIONS

22 AUTO FLIGHT

18-01 Flight Control
Computer Systems

1) Flight Directors

C

2

0

May be inoperative provided approach
minimums do not require their use.

NOTE: Windshear alert is inoperative
with both flight directors inoperative and
autopilot off.

2) Autopilots

C

2

1

One may be inoperative provided
approach minimums do not require its
use.

B

2

0

May be inoperative provided:
a) Enroute operations do not require
its use,
b) Approach minimums do not
require its use, and
c) Cabin pressure automatic control
operates normally.

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22	AUTO FLIGHT				
18-01	Flight Control Computer Systems (Cont'd)				
2)	Autopilots (Cont'd)	B	2	0	May be inoperative provided: a) Enroute operations do not require its use, b) Approach minimums do not require its use, and c) Flight is conducted unpressurized.
a)	NAV (Navigation) Modes	C	2	0	Except for ER operations, may be inoperative, provided alternate procedures are established and used.
b)	PROF (Profile) Mode	C	2	0	
c)	VOR/LOC Modes	C	2	0	May be inoperative provided approach minimums do not require its use.
d)	LAND Modes	C	2	0	May be inoperative provided approach minimums do not require its use.
e)	Control Wheel Steering (CWS)	C	2	0	
3)	Autoland Lights	C	2	0	May be inoperative provided autoland is not used. (Continued)

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4. REMARKS AND EXCEPTIONS

22	AUTO PILOT				
18-01	Flight Control Computer System (Cont'd)				
4)	Autoland Status Aural Warning System	C	1	0	May be inoperative provided autoland is not used.
5)	AP OFF Warning Message ON ECAM (A-300-600, A-310-300 & A-310-200's with AP OFF Warning on ECAM)	C	1	0	May be inoperative provided: a) Both MASTER WARNING lights operate normally, and b) Associated aural warnings operate normally.
		C	1	0	Except for ER operations may be inoperative provided autopilot is not used below 100 feet AGL.
6)	AP OFF Lights (A-310-200's with AP OFF Lights on MWP)	C	2	1	One may be inoperative provided corresponding Aural Warning operates normally.
		C	2	0	Except for ER operations, may be inoperative provided Autopilot is not used below 100 feet AGL.
26-1	Yaw Dampers				Incorporated as Sub-Item under Item 22-26-34 Flight Augmentation Computer System, Revision 2.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

22	AUTO FLIGHT				
26-34	Flight Augmentation Computer (FAC) System				
1)	Flight Augmentation Computers	C	2	1	Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) Associated pitch trim system is considered inoperative, and b) Flight envelope protection system, and yaw damper on the affected side is not used.
		C	2	1	For ER operations, System No. 2 may be inoperative provided: <ul style="list-style-type: none"> a) Associated pitch trim system is considered inoperative, b) Flight envelope protection system, and yaw damper on the affected side is not used, and c) Airplane remains at or below FL 310. (Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	

22	AUTO FLIGHT				
26-34	Flight Augmentation Computer (FAC) System (Cont'd)				
2)	Yaw Damper	C	2	1	Except for ER operations, one may be inoperative.
		C	2	1	For ER operations, one may be inoperative provided airplane remains at or below FL 310.
		A	2	0	Except for ER operations, both may be inoperative provided: <ul style="list-style-type: none"> a) Both autopilots are considered inoperative, b) Aircraft remains at or below FL 310, and c) Repairs are made within two flight days. (Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
				2. NUMBER INSTALLED
				3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS

22	AUTO FLIGHT				
26-34	Flight Augmentation Computer (FAC) System (Cont'd)				
3)	Pitch Trim Systems				
a)	Aircraft Modified IAW MODs 12277 & 05436, or MODs 12277 & 12750	C	2	1	(M)(O)Except for ER operations, one may be inoperative provided: a) Inoperative trim servomotor is deactivated, b) Remaining trim servomotor is verified to operate normally before each departure, and c) Holding is not permitted at slats 15 / flaps 0 and speed less than 0.45 mach with the autopilot engaged.
		C	2	1	(M)(O) For ER operations, System No. 2 may be inoperative provided: System No. 2 servomotor is deactivated, System No. 1 servomotor is verified to operate normally before each departure, and Holding is not permitted at slats 15 / flaps 0 and speed less than 0.45 mach with the autopilot engaged. (Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
			4. REMARKS AND EXCEPTIONS

22	AUTO FLIGHT				
26-34	Flight Augmentation Computer (FAC) System (Cont'd)				
3)	Pitch Trim Systems (Cont'd)				
b)	Aircraft Modified IAW MOD 12277 and Without Mods 12931 Or 12932	C	2	1	(M)(O)Except for ER Operations, one may be inoperative provided: a) Inoperative trim servomotor is deactivated, b) Remaining trim servomotor is verified to operate normally before each departure, c) Remaining autotrim is verified to operate normally before each departure, and d) Holding is not permitted at slats 15 / flaps 0 and speed less than 0.45 mach with the autopilot engaged.
		C	2	1	(M)(O)For ER operations, system No. 2 may be inoperative provided: a) System No. 2 servomotor is deactivated, b) System No. 1 servomotor is verified to operate normally before each departure, c) No. 1 Autotrim is verified to operate normally before each departure, and d) Holding is not permitted at slats 15 / flaps 0 and speed less than 0.45 mach with the autopilot engaged.
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
				2. NUMBER INSTALLED
				3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS

22	AUTO FLIGHT				
26-34	Flight Augmentation Computer (FAC) System (Cont'd)				
3)	Pitch Trim Systems				
c)	Aircraft Pre-mod 12277 or Post-mod 12931 or 12932	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Inoperative trim servomotor is deactivated, and b) Remaining trim servomotor is Verified to operate normally before each departure.
		C	2	1	(M) For ER operations, system No.2 may be inoperative provided: a) Trim system no.2 servomotor is deactivated, and b) Trim system no.1 servomotor is verified to operate normally before each departure.
4)	Flight Envelope Protection Systems	C	2	1	
					(Continued)

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	2. NUMBER INSTALLED				
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	4. REMARKS AND EXCEPTIONS				

22	AUTOFLIGHT				
26-34	Flight Augmentation Computer (FAC) System (Cont'd)				
*** 5)	Windshear Warning and Flight Guidance system (Reactive)	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
27-01	Control Wheel Trim Switch Systems	C	2	1	Copilot's trim switch may be inoperative provided stabilizer trim system operates normally.
27-02	Pitch Trim Systems				Incorporated as a Sub-Item under Item 22-26-34, Flight Augmentation Computer, Revision 2.
27-03	Pitch Trim Aural Alert	C	1	0	
27-04	Angle of Attack Sensor Systems	C	3	2	No. 3 sensor may be inoperative.
27-05	Flight Envelope Protection Systems				Incorporated as a sub-item under Item 22-26-34, Flight Augmentation Computer, Revision 2.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			

22	AUTOFLIGHT				
30-01	Autothrottle System(s)	C	-	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Manual power setting procedures are established and used, NOTE: Alpha floor protection is not available.
1)	Thrust Control Computer(s)	C	-	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Manual power setting procedures are established and used. NOTE: Alpha floor protection is not available. (Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

22	AUTO FLIGHT				
30-01	Autothrottle System (Cont'd)				
2)	Thrust Rating Panel	C	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Manual power setting procedures are established and used. NOTE: Alpha floor protection is not available.
3)	Autothrottle Actuator	C	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Manual power setting procedures are established and used, and c) ATS arming lever is selected OFF. NOTE: Alpha floor protection is not available.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			

23	COMMUNICATIONS				
00-01	Flight Deck Headsets/Earphones/ Headphones and Boom Microphones				
1)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight days.
		D	-	-	Any in excess of those required by regulation may be inoperative
2)	Headset Earphones/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.
		D	-	-	Any in excess of those required by regulation may be inoperative.
3)	Active Noise Canceling/ Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.
00-02	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.
		D	-	0	Any in excess of those required by regulation may be inoperative.
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				

23	COMMUNICATIONS				
10-01	Communications System				
1)	VHF/UHF Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the AC EMER BUS or the DC ESS BUS, and not required for emergency procedures.
2)	COMM Control Panel Frequency Transfer Functions				Incorporated as a Sub-item under Item 23-10-01-3, Communications System, VHF Comm, Revision 9.
3)	VHF Comm				
a)	Frequency Transfer Light	C	-	0	
b)	Frequency Transfer Switch	C	-	0	
c)	Frequency Selector Knob	C	-	2	
d)	Frequency Indication	C	-	2	
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
10-01 Communications System (Cont'd)				
3) VHF Comm				
e) VOICE/ DATA Selector Switch	C	1	0	
4) High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
	C	-	1	(O)May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.

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1. SYSTEM,
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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23	COMMUNICATIONS				
22-02 ***	ACARS System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any mode which operates normally may be used.
*** 1)	Navigation Upload Capability	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
*** 2)	Printer	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
*** 3)	FMC Interface Function	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any mode which operates normally may be used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
23	COMMUNICATIONS				
22-03 ***	Dual Function Interactive Display Unit (DFIDU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
25-01 ***	Satellite Communications Systems (SATCOM)	C	-	0	(O) May be inoperative provided alternate communication procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
1)	Voice	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
2)	Data Link	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
25-02 ***	Flight Deck Communications Systems (Data Link)				Moved to MMEL Item 23-25-01 in Revision 9.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
23 COMMUNICATIONS				
30-01 Passenger Address (PA) System				
1) Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting (aural and visual) operates normally. NOTE: Any station that operates normally may be used.
	C	1	0	(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 that operates normally may be used.
2) Cabin Attendant Handsets				Moved to new item 23-30-04 per FAA PL 09, revision 6.
*** 3) Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
4) Cabin Speakers	C	-	-	May be inoperative provide inoperative speakers are not adjacent to each other.
30-02 PA ON Light ***	C	1	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
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	4. REMARKS AND EXCEPTIONS				

23	COMMUNICATIONS				
30-03 ***	Courier/ Supernumerary Address System	C	1	0	(O) May be inoperative provide alternate procedure are established and used.
		C	1	0	May be inoperative provided courier/supernumerary signs ("NO SMOKING/ FASTEN SEAT BELT/ DON OXYGEN MASK") and oral tone operate normally.
		C	1	0	May be inoperative provided courier/ supernumerary area remains unoccupied in flight.
1)	Cabin Speakers	C	-	-	(O) May be inoperative provided alternate procedures for notifying cabin occupants are established and used.
2)	Cabin Handsets				Moved to new item 23-30-04 per FAA PL 09, revision 6.
3)	Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures for notifying lavatory occupants are established and used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
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	4. REMARKS AND EXCEPTIONS				

23	COMMUNICATIONS					
30-04	Handset Systems					
1)	Passenger Configuration					
a)	Flight Deck	C	-	0	May be inoperative provided:	
					a) Flight Deck to Cabin communication operates normally, and	
					b) Alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
b)	Cabin	B	-	0	(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 communications procedures between the affected Flight Attendant station(s) are established and used.	
					NOTE: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement.	
					NOTE: Any station that operates normally may be used.	
					(Continued)	

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1. SYSTEM,
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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23	COMMUNICATIONS				
30-04	Handset Systems (Cont'd)				
2)	Cargo Configuration				
a)	Flight Deck	C	-	0	May be inoperative provided flight deck to courier/ supernumerary communication operates normally.
		D	-	0	May be inoperative provided procedures do not require its use.
b)	Courier/ Supernumerary Compartment	D	-	1	
		D	-	0	May be inoperative provided courier/ supernumerary compartment remains unoccupied.
32-01	Selective Calling System (SELCAL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
33-01 ***	Passenger Music/ Recorded Announcement System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
40-01	Flight Deck Interphone System				Item combined with 23-40-02 and re-identified as crewmember interphone per FAA PL 09, revision 6.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
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	4. REMARKS AND EXCEPTIONS				

23	COMMUNICATIONS				
40-02	Crewmember Interphone System				
1)	Passenger Configuration				
a)	Flight Deck to Cabin, Cabin to Flight Deck Function	B	-	0	(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 the cabin handsets, and b) Alternate communications procedures between the affected flight attendant station(s) are established and used. NOTE: Any station that operates normally may be used.
b)	Cabin to Cabin Function	B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent of the cabin handsets, and b) Alternate communications procedures between the affected flight attendant station(s) are established and used. NOTE: Any station that operates normally may be used. (Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
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	4. REMARKS AND EXCEPTIONS				

23	COMMUNICATIONS					
40-02	Crewmember Interphone System (Cont'd)					
1)	Passenger Configuration (Cont'd)					
c)	Flight Deck to Ground Function	C	1	0	(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.	
		C	1	0	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/ forward fuselage flight interphone jack operates normally.	
		B	-	0	May be inoperative provided alternate procedures are established and used.	
d)	Ground Crew Call System (including Warning Horn)				Move to 23-40-03 per FAA PL 09, revision 6.	

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	2. NUMBER INSTALLED				
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	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
40-02 Crewmember Interphone System (Cont'd)					
2) Cargo Configuration					
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	C	1	0		(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
	D	1	0		May be inoperative provided procedures do not require its use.
b) Cabin to Cabin Function	D	1	0		
c) Flight Deck to Ground Function	C	1	0		(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.
					(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
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23	COMMUNICATIONS					
40-02	Crewmember Interphone System (Cont'd)					
2)	Cargo Configuration					
c)	Flight Deck to Ground Function (Cont'd)	C	1	0	(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/ forward fuselage flight interphone jack operates normally.	
		B	-	0	May be inoperative provided alternate procedures are established and used.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
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	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
40-03 Alerting Systems (Aural/Visual)					
1) Passenger Configuration					
a) Flight Deck Call Visual Alerting System	B	1	0	0	<p>May be inoperative provided the flight deck audio alerting system operates normally.</p> <p>NOTE: The flight deck audio alerting system (chime) must always be operative.</p>
b) Flight Attendant Visual Alerting System	B	1	0	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) PA system operates normally, and b) Affected visual alerting is not used for lavatory smoke detector alerting. c) Alternate procedures for contacting flight attendants are established and used. <p>NOTE 1: Passenger to attendant call system is considered a Non-Essential Equipment and Furnishing (NEF).</p> <p>NOTE 2: Any visual alerting system function(s) that operates normally may be used.</p> <p>(Continued)</p>

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	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

23	COMMUNICATIONS				
40-03	Alerting System (Audio/Visual) (Cont'd)				
1)	Passenger Configuration (Cont'd)				
c)	Flight Attendant Audio Alerting	B	-	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) PA system operates normally, b) Affected audio alerting is not used for lavatory smoke detector alerting, and c) Alternate procedures for contacting flight attendants are established and used. <p>NOTE 1: Passenger to attendant call system is considered a Non-Essential Equipment and Furnishing (NEF).</p> <p>NOTE 2: Any audio alerting system function(s) that operates normally may be used.</p>
d)	Ground Crew call (including Warning Horn)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.

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	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

23	COMMUNICATIONS				
40-03	Alerting System (Audio/Visual) (Cont'd)				
2)	Cargo Configuration				
a)	Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided the flight deck audio alerting system operates normally.
b)	Flight Deck Call System	D	1	0	May be inoperative provided courier/ supernumerary compartment remains unoccupied.
c)	Courier/ Supernumerary Visual Alerting System	B	1	0	May be inoperative provided courier/ supernumerary address system operates normally.
		D	1	0	May be inoperative provide courier/ supernumerary compartment remains unoccupied.
d)	Courier/ Supernumerary Audio Alerting System	B	1	0	May be inoperative provided courier/ supernumerary address system operates normally.
		D	1	0	May be inoperative provided courier/ supernumerary compartment remains unoccupied.
e)	Ground Crew Call (including Warning Horn)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				

23	COMMUNICATIONS				
41-01	Headsets/ Microphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
1) ***	Dual Tone Multi-Frequency Microphone (DTMF) (Telephone Dialing Feature)	D	1	0	(O) May be inoperative provided: a) Voice mode is operative, and b) Alternate communication procedures are established and used.
41-02	Microphones				Moved to 23-41-01, Original Issue Combined A-310/300-600 MMEL. (Previously deleted, rev.1, A-300-600 MMEL; moved to 23-41-01, rev. 3, A-310 MMEL).
41-03	Cockpit Loudspeakers	C	2	0	Communications functions may be inoperative provided: a) Procedures do not require their use, and b) Aural warning functions of both speakers operate normally.
41-04 ***	Evacuation Signal (EVAC SIGNAL) System				
1)	Flight Deck (EVAC/ON) Light	C	1	0	May be inoperative provided alternate procedures are established and used.
2)	Cockpit/Cabin Visual and Aural Signals	C	6	0	(O) May be inoperative provided: a) PA and service interphone operate normally, b) Alternate procedures to initiate emergency evacuation are established and used, and c) Before each departure cabin attendants are briefed that the system is inoperative, and that alternate procedures are in effect.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
23	COMMUNICATIONS				
43-01	Cabin and Flight Crew Call System				Moved to 23-40-02, original issue combined A-310/300-600 MMEL.
44-12	Maintenance/Service Interphone System	C	1	0	May be inoperative provided nose gear/ forward fuselage flight interphone operates normally.
1)	Maintenance/Service Interphone Jack(s)	D	-	-	May be inoperative provided nose gear/ forward fuselage maintenance/service interphone jack operate normally.
51-16	Captain/ First Officer Push-To-Talk (PTT) Switches				
1)	Control Wheel PTT Switches	B	2	1	(M) One may be inoperative provided: a) Associated audio control panel radio/ interphone (RADIO/ INTER) switch operates normally, and b) Affected switch is deactivated open.
2)	Flight Crew Audio Selector Panel Radio/ Interphone (RADIO/INTER) Switches	B	2	1	(M) One may be inoperative provided: a) Associated control wheel PTT switch operates normally, and b) Affected switch is verified to be failed open (not in Transmit Mode).

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	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
23 COMMUNICATIONS				
52-01 Audio Control Panels (ACP)	D	-	-	Any in excess of those required by 14 CFRs and not powered by an emergency bus may be inoperative.
1) Radio Pushbutton Select Switches	C	-	-	Any in excess of those required by 14 CFRs and not powered by an emergency bus may be inoperative.
71-01 Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided: a) Flight data recorder (FDR) operates normally, and b) Repairs are made within three flight days. NOTE: This relief is for the CVR system and is therefore applicable to the CVR function of a CVFDR unit when it is installed in place of the CVR.
1) Independent Power Source ***	C	1	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

24	ELECTRICAL POWER				
11-01	Engine Integrated Drive Generators (IDGs)	B	2	1	<p>(M) Except for ER operations, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) If fault is associated with the integrated drive generator (IDG) unit, affected IDG is disconnected, b) APU generator system operates normally, and is used throughout the flight to supply busses of inoperative generator, c) Except for aircraft with operator standby generator, flight altitude is limited to FL 350 or below, and d) For Pratt & Whitney JT9D engines with integrated constant speed drive units (IDG's) disconnected, fuel heat cycle is accomplished before takeoff when fuel temperature is below 0 degrees C (+32 degrees F). <p>(Continued)</p>

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1. SYSTEM,
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ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

24 ELECTRICAL POWER

11-01 Engine Integrated
Drive Generators
(IDGs) (Cont'd)

B

2

1

(M) Except for ER operations beyond 120 minutes, one may be inoperative provided:

- a) If fault is associated with the integrated drive generator (IDG) Unit, affected IDG is disconnected,
- b) APU generator system operates normally, and is used throughout the flight to supply busses of inoperative generator,
- c) Standby generator is installed and operates normally,
- d) For Pratt & Whitney JT9D engines with integrated constant speed drive Units (IDG's) disconnected, fuel heat cycle is accomplished before takeoff when fuel temperature is below 0 degrees C (+32 degrees F), and
- e) Before each flight, check APU oil quantity is adequate for flight.

11-02 IDG FAULT Lights

C

2

1

One may be inoperative provided:

- a) Associated frequency indication operates normally, and
- b) Associated generator AC load indications operate normally.

C

2

0

May be inoperative provided IDG indications are available on ECAM.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY
	2. NUMBER INSTALLED
	3. NUMBER REQUIRED FOR DISPATCH
	4. REMARKS AND EXCEPTIONS

24	ELECTRICAL POWER				
20-01	Generator FAULT Lights	C	2	0	May be inoperative provided associated Generator AC load indications operate normally.
		C	2	0	Associated generator indications and warnings are available on ECAM.
20-02	AC BUS 1 and AC BUS 2 OFF Lights	C	2	1	One may be inoperative provided associated AC voltmeter operates normally.
		C	2	0	May be inoperative provided associated AC indications are available on ECAM.
20-03	AC ESS BUS OFF Light	C	1	0	May be inoperative provided associated AC indications are available on ECAM.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

24 ELECTRICAL POWER					
23-01	APU Generator System	C	1	0	Except for ER operations, may be inoperative provided APU GEN Switch remains OFF.
		A	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Both engine driven generators operate normally, b) Standby generator is installed and operates normally, c) APU GEN switch remains OFF, and d) ER operations are limited to not more than three flight days before repairs are made.
23-02	APU GEN FAULT Light	C	1	0	May be inoperative provided APU AC load indications are available and operate normally.
		C	1	0	May be inoperative provided associated APU generator indications are available on ECAM.
24-01	AC EMER ON INV Light	C	1	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
		2. NUMBER INSTALLED	
			3. NUMBER REQUIRED FOR DISPATCH
			4. REMARKS AND EXCEPTIONS

24 ELECTRICAL POWER				
25-01 Standby Generator *** System	A	1	0	Except for ER operation beyond 120 minutes, may be inoperative provided: a) Both engine driven generators operate normally, b) APU generator operates normally, c) APU is started before reaching FL 250, and operated continuously until within 60 minutes of a suitable airport, and d) ER operations are limited to not more than three flight days before repairs are made.
	C	1	0	May be inoperative provided ER operations are not conducted.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY
	2. NUMBER INSTALLED
	3. NUMBER REQUIRED FOR DISPATCH
	4. REMARKS AND EXCEPTIONS

24	ELECTRICAL POWER		1	0	
25-02 ***	Standby Generator FAULT Light	A	1	0	Except for ER operation beyond 120 minutes, may be inoperative provided: a) Standby generator is considered inoperative, b) Both engine driven generators operate normally, c) APU generator operates normally, d) APU is started before reaching FL 250, and operated continuously until within 60 minutes of an suitable airport, and e) ER operations are limited to not more than three flight days before repairs are made.
		C	1	0	May be inoperative provided ER operations are not conducted.
25-03 ***	Standby Generator OVRD Light	C	1	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS

24 ELECTRICAL POWER				
25-04 Standby Generator *** Valve	A	1	0	Except for ER operation beyond 120 minutes, may be inoperative provided: a) Standby generator is considered inoperative, b) Both engine driven generators operate normally, c) APU generator operates normally, d) APU is started before reaching FL 250, and operated continuously until within 60 minutes of an suitable airport, and e) ER operations are limited to not more than three flight days before repairs are made.
	C	1	0	May be inoperative provided ER operations are not conducted.
31-01 Batteries	C	3	2	(O) Except for ER operations, Batter No. 3 may be inoperative provided: a) Associated battery contactor is verified on ECAM to be Open, b) Engine driven generators operate normally, c) No. 3 IRU is considered inoperative, d) In-flight APU start is not attempted, and e) Approach minimums do not require its use.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			

24	ELECTRICAL POWER				
31-02	Battery Switch Annunciator Lights				
1)	Flow Bars	C	3	0	(O) May be inoperative provided: a) Associated battery pushbutton switch is verified to operate normally, b) Battery switch OFF lights operate normally, and c) Associated indications are available on ECAM.
2)	OFF Lights	C	3	0	(O) May be inoperative provided: a) Associated battery pushbutton switch is verified to operate normally, b) Battery switch flow bars operate normally, and c) Associated indications are available on ECAM.
31-03	Battery Charge Limiters	C	3	2	Except for ER operations, No. 3 may be inoperative provided: a) No. 3 BAT pushbutton switch remains OFF, b) Engine driven generators operate normally, c) No. 3 IRU is considered inoperative, d) In-flight APU start is not attempted, and e) Approach minimums do not require its use.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
24 ELECTRICAL POWER				
31-04 BAT OVHT Light	C	1	0	(M)(O) May be inoperative provided: a) Master caution and ECAM battery overheat warnings are verified to operate normally, b) Battery flow bars operate normally, c) BAT indications on DC AMP indicator operate normally, and d) Alternate procedures for in-flight monitoring of battery amperage are established and used. NOTE: If associated battery charge current reaches 10 amps, battery pushbutton switch must be selected OFF.
32-02 Transformer Rectifier Units (TRU's)				
1) A/C with Mod 12540 incorporated	C	3	2	(M)Except for ER operations, either TRU-1 or TRU-2 may be inoperative provided TRU fans on operative TRU's are verified to operate normally.
2) A/C without Mod 12540 incorporated	A	3	2	(M) Except for ER operations, either TRU-1 or TRU-2 may be inoperative provided: a) TRU fans on operative TRU's are verified to operate normally, and b) Repairs are made within three flight days.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
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	4. REMARKS AND EXCEPTIONS				

24	ELECTRICAL POWER				
35-01	DC NORM BUS OFF Light	C	1	0	May be inoperative provided associated DC indications are available on ECAM.
35-02	DC ESS ON BAT Light	C	1	0	Except for ER operations, may be inoperative provided associated indications are available on ECAM.
37-01	DC AMP Indicator				
1)	TR Indications	C	3	0	May be inoperative provided associated indications are available on ECAM.
2)	BAT Indications	C	3	0	May be inoperative provided BAT OVHT Light operates normally.
3)	TR and BAT Indications	C	6	0	May be inoperative provided associated indications are available on ECAM.
39-01	DC Volts Indicator				
1)	TR Indications	C	3	0	May be inoperative provided associated indications are available on ECAM.
2)	BAT Indications	C	3	0	May be inoperative provided BAT OVHT Light indicating System operates normally.
3)	TR and BAT Indications	C	6	0	May be inoperative provided associated indications are available on ECAM.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
24 ELECTRICAL POWER				
40-01 External Power System	C	1	0	(M)(O) May be inoperative provided: a) Affected components are isolated from the electrical distribution System, and b) Alternate procedures are established and used.
1) Cockpit AVAIL Light	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
2) EXT PWR AVAILABLE Light	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
3) EXT PWR NOT IN USE Light	C	1	0	
50-01 AC Load Indicators				
1) (GEN 1, GEN 2, and APU)	C	3	2	One may be inoperative provided associated GEN FAULT Light operates normally.
	C	3	0	May be inoperative provided: associated AC load indications are available on ECAM.
50-02 Frequency Indicator	C	1	0	
50-03 OVRD Supply Switch Flow Bars	C	2	1	One may be inoperative provided AC ESS BUS OFF light operates normally.

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	4. REMARKS AND EXCEPTIONS			

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
24 ELECTRICAL POWER					
50-04 Galley Supply System					
1) Automatic Load Shedding	C	1	0		May be inoperative provided manual switching system operates normally.
	C	1	0		May be inoperative provided galley power remains OFF.
50-05 GEN HI Light	C	1	0		May be inoperative provided AC load indications are available for each generator.
50-06 Galley SHED Light	C	1	0		
50-07 AC Volt Indicators					
1) (GEN 1, GEN 2, and APU GEN)	C	3	2		One may be inoperative provided: a) Associated GEN Pushbutton Switch Annunciator Lights operate normally, and b) AC BUS OFF Lights operate normally.
	C	3	0		May be inoperative provided associated GEN AC Voltage Indications are available on ECAM.
2) (External Power)	C	1	0		May be inoperative provided: a) External power available light in Flight Deck operates normally, or b) EXT PWR available light near external power connector operates normally, or c) Associated EXT PWR AC voltage indications are available on ECAM

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	4. REMARKS AND EXCEPTIONS				

24	ELECTRICAL POWER				
50-09	OVRD Supply Switch ON Lights	C	2	0	May be inoperative provided associated OVRD supply Flow Bars operate normally.
51-01	ECAM Electrical Power Indications	C	-	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.

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	4. REMARKS AND EXCEPTIONS				

	EQUIPMENT/ FURNISHINGS				
25					
11-01	Cockpit Crewmember Seat(s)				
1) ***	Electrical Seat Adjustments	C	-	0	May be inoperative provided Manual Adjustments operate normally.
2)	Manual Seat Adjustments				
a)	Lumbar Supports	C	-	0	May be inoperative provided Seat(s) is acceptable to the affected crewmember.
b)	Recline System(s)	A	-	0	(M) May be inoperative provided: a) Seat(s) is secured in an upright position acceptable to the affected crewmember(s), and b) Repairs are made within two flight days.
c)	Thigh Supports	C	-	0	May be inoperative provided Seat(s) is acceptable to the affected crewmember.
3)	Arm Rests	B	-	0	(M) May be inoperative provided: a) Inoperative Arm Rest is secured in the retracted position or removed, and b) Seat is acceptable to the affected crewmember(s).
4) ***	Headrests	D	-	0	

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1. SYSTEM,
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4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/
FURNISHINGS

11-02 Crewmember Shoulder
Harnesses
(Flight Deck)

C

-

-

Any in excess of those required for Flight Crewmembers (including Official Observer in Observer's Seat) may be inoperative.

11-03 Flight Attendant Seat
Assembly (Single or
Dual Position)

B

-

-

1) Required Flight
Attendant Seats

(M)(O) One seat, or assembly (dual position) may be inoperative provided:

- a) Affected seat position or seat assembly is not occupied,
- b) Flight Attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties,
- c) Alternate procedures are established and used as published in crewmember manuals,
- d) Folding type seat stows automatically or is secured in the retraction position, and
- e) Passenger seat(s) assigned to Flight Attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY."

(Continued)

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	4. REMARKS AND EXCEPTIONS		

25	EQUIPMENT/ FURNISHINGS				
11-03	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)				
1)	Required Flight Attendant Seats (Cont'd)				
					<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 the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the 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 the adjacent seat, the adjacent seat must operate normally.</p> <p>(Continued)</p>

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	4. REMARKS AND EXCEPTIONS				

25	EQUIPMENT/ FURNISHINGS				
11-03	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)				
2)	Excess Flight Attendant Seats	C	-	-	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatically 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.
3)	All Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.

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	4. REMARKS AND EXCEPTIONS

25	EQUIPMENT/ FURNINSHINGS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
13-01	Lower Cargo Compartment Lining Panels	C	-	-	(O) May be damaged or missing provided procedures are established and used to ensure the associated lower cargo compartment(s) remain empty, or are verified to contain only empty cargo handling equipment, ballast, (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
15-01 ***	Crew Carpet Heaters	C	2	0	(M) May be inoperative provided affect system is deactivated.
21-00	Underseat Baggage Restraining Bars				Item moved to ATA 25-25-01, Revision 7.

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25	EQUIPMENT/ FURNISHINGS				
22-01 ***	Courier/ Supernumerary Seats	D	-	-	(M) May be inoperative provided affected Seat(s): a) Is stowed and secured so that it does not interfere with Flight Crewmembers performing their duties, and does not block access to the Pilot Compartment or any regular or Emergency Exit, and b) Is blocked and placarded "DO NO OCCUPY." NOTE: A seat with an inoperative seat belt or shoulder harness is to be considered inoperative.
1)	Armrests	C	-	-	(M) May be inoperative provided armrest is stowed in retract position or removed.
2)	Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the up-right position.

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25	EQUIPMENT/ FURNISHINGS				
24-22	Overhead Storage Bin(s)/ Cabin and Galley Storage Compartment/ Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Compartment is not used for storage or emergency equipment, and c) Affected compartment is not used for storage of any item(s) except for those permanently affixed NOTE: For overhead storage compartments, If no partitions are installed, the entire overhead storage compartment is considered one bin.
		C	-	-	(M)(O) May be inoperative provided: a) Affected door(s) is removed or, for retractable doors, secured in the retracted (fully open) position, b) Associated bin or compartment is not used for storage of any items, except those permanently affixed, c) Associated bin or compartment is prominently placarded DO NOT USE, d) Procedures are established and used to alert crew members and passengers of inoperative bins, and e) Passengers are briefed that associated bin or compartment is not used.

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25	EQUIPMENT/ FURNINSHINGS					
24-22	Overhead Storage Bin(s)/ Cabin and Galley Storage Compartment/ Closets (Cont'd)					NOTE 1: For overhead storage compartments, If no partitions are installed, the entire overhead storage compartment is considered one bin. NOTE 2: Any emergency equipment located in the associated compartment (permanently affixed) is available for use.
1) ***	Storage Compartment Key Locks	D	-	0		(M) May be inoperative in the unlocked position provided doors can be secured by other means.
25-01	Passenger Seat(s)	D	-	-		May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seat(s) do not affect the required number of Flight Attendants. (Continued)

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25 EQUIPMENT/
FURNISHINGS

25-01 Passenger Seat(s)
(Cont'd)

NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.

NOTE 4: Seat cushions may be removed at operator discretion due to damage, spills, bio-hazards, etc. when passenger seats are deferred inoperative.

1) Recline Mechanism

D - -

(M) May be inoperative and seat occupied provided seat back is secured in the up-right position.

2) Underseat Baggage
Restraining Bars

C - -

(O) May be inoperative provided:
a) Baggage is not stowed under seat with inoperative restraining bar,
b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and
c) Procedures are established to alert Cabin Crew of inoperative restraining bar.

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25	EQUIPMENT/ FURNISHINGS				
25-01	Passenger Seat(s) (Cont'd)				
3)	Armrest				
a)	Armrest with Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.
b)	Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle, and
4)	Seat Belt Air Bag Restraint Systems				
a)	Seat Belt Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded DO NOT OCCUPY.
b)	Seat Belt Air Bags Not Required By 14 CFR	D	-	-	May be inoperative or disconnected provided seat belt operates normally.
25-63 ***	Emergency Evacuation Signal System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.

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34-01	Galley / Cabin Waste Receptacles Access Doors/Covers	C	-	-	(M) May be inoperative provided: a) The container is empty and access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.
34-02	Lavatory Waste Container Flapper/Access Doors	C	-	-	(M) May be inoperative provided: a) Associated waste container is empty and access is secured to prevent waste introduction into the waste container, b) Lavatory is used only by crewmembers, and c) Associated lavatory entrance door is locked closed and placarded, INOPERATIVE - DO NOT ENTER NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers.
45-01	Exterior Lavatory Door Ashtrays				
1)	Airplanes with more than one Exterior Lavatory Door Ashtray Installed	A	-	-	One may be missing provided it is replaced within 10 calendar days.
2)	Airplanes with only one Exterior Lavatory Door Ashtray Installed.	A	-	-	May be missing provided it is replaced within 3 calendar days.

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25	EQUIPMENT/ FURNISHINGS					
50-01	Lower Deck Cargo Loading Systems					
a)	Cargo Restraint Components	A	-	-	(M)(O) Individual components may be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed. b) Repairs are made prior to the completion of next heavy maintenance visit.	
		C	-	-	May be inoperative or missing provided cargo compartment remains empty.	
b)	Cargo Handling System	D	-	-	NOTE: Any part of the cargo handling system that operates normally may be used.	
50-02 ***	Main Deck Cargo Loading Systems					
a)	Cargo Restraint Components	A	-	-	(M)(O) Individual components may be inoperative or missing provided: c) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed. d) Repairs are made prior to the completion of next heavy maintenance visit.	
		C	-	-	May be inoperative or missing provided cargo compartment remains empty.	
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50-02 ***	Main Deck Cargo Loading Systems (continued)					
b)	Cargo Handling System	D	-	-	NOTE: Any part of the cargo handling system that operates normally may be used.	

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25	EQUIPMENT/ FURNISHINGS				
50-03	Bulk Cargo Restraint Systems	A	-	-	(M)(O) Individual components may be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed. b) Repairs are made prior to the completion of next heavy maintenance visit.
		C	-	-	May be inoperative or missing provided cargo compartment remains empty.
55-01	9-G Cargo Restraining Net (Cargo and Combi Airplanes)	C	1	0	May be inoperative, or missing, provided main deck cargo compartment remains empty.
1)	Straps/Stop Fittings	C	-	-	One Strap and/or Fitting may be damaged or missing provided appropriate Weight and Balance limitations and/or adjustments are applied.
55-02 ***	Smoke Barrier Curtain	C	1	0	May be inoperative provided procedures are established and used to ensure the main deck cargo 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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25	EQUIPMENT/ FURNISHMENTS				
55-02 ***	Smoke Barrier Curtain (Cont'd)				
*** 1)	Access Zipper	C	2	0	<p>NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.</p> <p>(O) May be inoperative on an otherwise operative Curtain, provided:</p> <ul style="list-style-type: none"> a) Velcro Closure Flap(s) are installed and operate normally, and b) Procedures are established and used to assure that Velcro Flap is securely sealed for smoke tightness after each use, and before each departure.
60-01	Megaphones				
1)	Passenger Configuration	D	-	2	<p>Any in excess of those required by 14 CFR may be inoperative or missing provided:</p> <ul style="list-style-type: none"> a) Inoperative megaphone is removed from passenger cabin, and b) Required distribution is maintained.
2)	Cargo Configuration	D	-	0	

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25	EQUIPMENT/ FURNISHINGS				
60-02	Observer Seat(s)				
1)	Primary Observer Seat (including associated equipment)	A	-	-	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.
		A	-	-	May be inoperative provided: a) Second observer's seat is available to the FAA inspector for performance of official duties, and b) Repairs are made within two flight days.
		A	-	-	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within two flight days.
NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.					
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25	EQUIPMENT/ FURNISHINGS				
60-02	Observer Seat(s) (Cont'd)				
2)	Additional Observer Seat(s) (including associated equipment) (Cont'd)	D	-	0	
					<p>NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).</p> <p>NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).</p>

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25	EQUIPMENT/ FURNISHINGS				
60-03	Emergency Locator Transmitter (ELT)				
1) ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
2) ***	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
61-02	"FASTEN SEAT BELT WHILE SEATED" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger/ courier seat.
61-03	Life Vests	D	-	-	Any in excess of those required by 14 CFR may be missing.
61-04 ***	NO SMOKING Placards	C	-	-	May be illegible or missing provided: a) A legible illuminated "NO SMOKING" Sign is readable from each occupied seat, and b) The illuminated sign remains ON for the entire flight.

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25	EQUIPMENT/ FURNISHINGS				
61-09	Flight Attendant Flashlight/Holder Assemblies	C			May be inoperative or missing provided crewmember assigned to associated seat has a flashlight of equivalent characteristics readily available.
62-01	Lower Cargo Compartment Restraint System				Item moved to ATA 25-50-03, Bulk Cargo Restraint System, Revision 9.
63-01	Evacuation Slide or Slide Raft Release Warning System				Item moved to ATA Chapter 52, Revision 2.
63-02 ***	Cabin/ Cargo Door Residual Pressure Warning System				Item moved to ATA Chapter 52, Revision 2.
65-01	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative
65-02	Emergency Medical Kit (EMK) And/or Associated Equipment	A	-	-	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.
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25	EQUIPMENT/ FURNISHINGS				4. REMARKS AND EXCEPTIONS
65-02	Emergency Medical Kit (EMK) And/or Associated Equipment (Cont'd)	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
65-03	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	-	(O)May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
65-04	Cockpit Smoke Vision System/ Emergency Vision Assurance System (CSVs)/(EVAS) (STC 00892LA)	D	-	0	May be inoperative or missing
66-10	Cabin Decompression Vent Flaps at DADO Panels (Passenger Airplanes Only)	C	-	-	(M) One cabin flap in one DADO panel may be inoperative provided: a) Affected DADO panel is located above the wing box, between cabin frames 40 and 54, and b) Affected flap is secured closed.
70-01 ***	Mechanical Checklists	C	-	0	May be inoperative or missing provided alternate procedures are established and used.

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25 EQUIPMENT/
FURNISHINGS

70-02 Non-Essential
Equipment &
Furnishings (NEF)
(Effective before or
after
December 31,2007)

-

0

May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operators (insert name) Manual. (M)(O) procedures, if required, must be available to the flight crew and be included in the operator's appropriate document.

NOTE: EXTERIOR LAVATORY DOOR
ASHTRAYS ARE NOT CONSIDERED
NEF ITEMS.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
26 FIRE PROTECTION				
12-01 Engine Fire Detection System				
1) Detection Loops	C	4	2	(O) Except for ER operations beyond 120 minutes, one detection loop on each engine may be inoperative provided: a) Associated engine LOOP switch remains OFF, and b) Engine fire detection system test is performed before each departure.
12-02 Fuel Lever Lights	C	2	0	
12-03 ENG FIRE Handle Lights				Deleted, Original Issue, Combined A-310/300-600 MMEL.
12-04 Engine Agent DISCH Light Systems	C	4	2	(M) May be inoperative provided an acceptable test procedure is performed once each flight day to verify that associated Bottle(s) is properly charged.
13-01 APU Fire Detection System				
1) Detection Loops	C	2	1	(O) Except for ER operations beyond 120 minutes, one Loop may be inoperative provided: a) Associate LOOP Switch remains OFF, and b) APU Fire Detection Test is performed before each departure.
				(Continued)

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26 FIRE PROTECTION				
13-01 APU Fire Detection System (Cont'd)	C 2	0	Except for ER operations, may be inoperative provided: a) APU is not used, and b) APU Master Switch remains OFF.	
13-02 APU Fire Handle Light System	C 2	0	Except for ER operations, may be inoperative provided: a) APU is not used, and b) APU Master Switch remains OFF.	
13-03 APU Agent DISCH Light System	C 1	0	(M) May be inoperative provided an acceptable test procedure is performed once each flight day to verify that associated bottle is properly charged.	
	C 1	0	Except for ER operations, may be inoperative provided: a) APU is not used, and b) APU master switch remains OFF.	
13-04 APU Ground Auto Fire Extinguishing System	C 1	0	May be inoperative for in-flight APU operations.	
	C 1	0	(O) May be inoperative for ground APU operations provided APU operation is continuously monitored by a qualified person from the Flight Deck Control Panel.	

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26	FIRE PROTECTION				
15-01 ***	Battery Smoke Warning System	C	1	0	(M) May be inoperative provided System is deactivated.
16-01	Lower Cargo Compartment Fire Detection/ Suppression Systems (Forward, Aft, Bulk)	C	3	0	May be inoperative provided procedures are established and used to ensure the 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 the Fly Away Kits, and which materials can be used as ballast.
1)	Smoke Detectors (System Without LOOP Select Switches)	C	6	3	(M) One Detector in each cargo compartment may be inoperative provided remaining detector(s) is verified to operate normally before each departure.
2)	Detection Loops (System With LOOP Select Switches)	C	6	3	(M) One loop in each cargo compartment may be inoperative provided: a) Remaining loop(s) is verified to operate normally before departure, and b) Inoperative LOOP switch(es) remain OFF.

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26	FIRE PROTECTION				
16-02	Lower Cargo Agent Bottles	C	2	1	Except for ER operation, No. 2 bottle may be inoperative provided flight remains within one hour flying time of a suitable airport.
		C	2	0	May be inoperative provided procedures are established and used to ensure the 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 the Fly Away Kits, and which materials can be used as ballast.

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26	FIRE PROTECTION				
16-03	Lower Cargo DISCH Lights	C	2	0	(M)(O) May be inoperative provided an acceptable procedure is used prior to the first flight of each day to verify that bottle(s) is properly charged.
		C	2	0	May be inoperative provided procedures are established and used to ensure the 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 the Fly Away Kits, and which materials can be used as ballast.
		C	2	1	Except for ER operations, No. 2 DISCH Light may be inoperative provided: a) No. 2 lower cargo agent bottle is considered inoperative, and b) Flight remains within one hour flying time of a suitable airport.

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	4. REMARKS AND EXCEPTIONS				
26	FIRE PROTECTION				
16-04	DISCH AGENT 2 Light (60 Minute Reminder Light)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
16-05	Lower Cargo Compartment Blow In/Out Panels	C	-	0	May be inoperative provided procedures are established and used to ensure the 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 the Fly Away Kits, and which materials can be used as ballast.
17-01 ***	Main Deck Cargo Smoke Detection Loops	C	6	3	One loop in each main deck cargo compartment (MID 1, MID 2, AFT) may be inoperative provided inoperative loop(s) remains OFF.
		C	6	0	May be inoperative provided procedures are established and used to ensure the 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 the Fly Away Kits, and which materials can be used as ballast.

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26	FIRE PROTECTION				
23-01	Squib Test Lights				
a)	Engine	C	2	0	(M) May be inoperative provided an acceptable test procedure is conducted once each flight day to verify failure is in Light Circuit only.
b)	APU	C	1	0	(M) May be inoperative provided an acceptable test procedure is conducted once each flight day to verify failure is in Light Circuit only.
		C	1	0	May be inoperative provided the APU is not used.
24-01	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher(s) is tagged "INOPERATIVE," removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

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26	FIRE PROTECTION				
25-01 ***	Lavatory Fire Extinguisher Systems	C	-	-	For each lavatory, the lavatory fire extinguisher system may be inoperative provided lavatory smoke detector system operates normally.
		C	-	-	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers.
1)	Cargo Configuration	D	1	0	NOTE 1: These provisos are not intended to prohibit lavatory use or inspection by crewmembers.

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26	FIRE PROTECTION				
25-02 ***	Lavatory Smoke Detection System	C	-	-	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: <ul style="list-style-type: none"> 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. <p>NOTE 1: These provisos are not intended to prohibit lavatory use or inspection by crewmembers.</p> <p>NOTE 2: Lavatory fire extinguisher system is not required for all-cargo operations.</p>
26-01	ECAM Fire Protection Indications	C	-	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.
26-02	Main Deck Cargo Compartment Smoke Detector Warning panel Lights (B/E Aerospace, FSI Freighter) STC # ST01941SE	C	36	33	(O) One may be inoperative in each zone (mid1, mid2, aft) provided the aural warning operates normally.
28-01 ***	Main Deck Cargo Compartment Fire Bottles	C	3	0	(O)(M) May be inoperative provide affected Dangerous Goods (DG) Container(s) remain empty or is not carried.

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27	FLIGHT CONTROLS		1	0	
11-03	Ground Spoiler Control System	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Appropriate AFM limitations, procedures, and performance adjustments are applied, and c) Autobrake system is considered inoperative and not used, and d) Automatic pressurization operates normally. NOTE: Spoilers 2, 3, 5 and 7 on A300-600 and spoilers 1, 4, 6 and 7 on A310 can not be restored by use of LAND RECOVERY pushbutton.
12-01	Aileron Trim System	C	1	0	May be inoperative provided, before each departure, Control Wheel Aileron Trim Pointer is verified to be within +/-2 degrees of the Centered position.
12-02	Rudder Trim (RUD TRIM) Panel System				
1)	RUD TRIM Position Indicator	C	1	0	(M)(O) May be inoperative provided: a) Rudder Trim Switch operates normally, and b) Rudder position is verified Neutral before each takeoff.
2)	RESET Function	C	1	0	May be inoperative provided Rudder Trim System operates normally.
3)	Reset Switch FAULT Light	C	1	0	May be inoperative provided Rudder Trim System operates normally.

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27	FLIGHT CONTROLS				
14-01	Primary Control Jamming Detection System				
1)	Aileron, Elevator and Rudder Servo Control Jam Detectors	C	15	0	(M) (O) May be inoperative provided: a) Associated detector(s) are deactivated, b) Associated servo(s) are verified to operate normally before each departure, and c) Horizontal stabilizer trim jam detection system must operate normally. NOTE: Horizontal stabilizer trim jam detection system must operate normally.
14-02	Servo Control Jam Lights	C	3	2	(O) Blue channel light may be inoperative provided associated servos are verified to operate normally before each departure. NOTE: This item does not apply to inoperative primary control jamming detectors. Refer to 27-14-01.
14-03	Servo Control LO PR Indications	C	3	2	(O) Green indications may be inoperative provided associated servos are verified to operate normally before each departure. (Continued)

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27	FLIGHT CONTROLS				
14-03	Servo Control LO PR Indications (Cont'd)	C	3	2	(O)Yellow or blue indications may be inoperative provided: a) Associated Spoiler and Speed-brake surfaces are checked to operate normally, b) Associated servos are verified to operate normally before each departure, and c) Green system operates normally.
23-01	Rudder Travel Limiter Systems	C	2	1	One may be inoperative provided: a) Affected rudder travel system switch remains off, and b) Before each departure full range of rudder travel is verified on ECAM.
23-02	Rudder Travel FAULT Lights	C	2	1	One may be inoperative provided: a) Affected Rudder Travel System Switch remains OFF, and b) Before each departure, full range of Rudder travel is verified on ECAM.
33-01	Pitch Feel Systems	C	2	1	One System may be inoperative provide: a) Associated PITCH FEEL Switch remains OFF, and b) Before each departure, full range of Elevator travel is verified on ECAM.

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27	FLIGHT CONTROLS				
33-02	Pitch Feel FAULT Lights	C	2	1	One System may be inoperative provide: a) Associated PITCH FEEL Switch remains OFF, and b) Before each departure, full range of Elevator travel is verified on ECAM.
36-01	Stall Warning Systems	C	2	1	(M) One may be inoperative provided: a) Associated Channel is deactivated, and b) Before each departure, remaining System is checked by an acceptable procedure, and verified to operate normally.
51-01	Slat/Flap Control Computers (SFCC)				
1)	A-310 Airplanes	C	2	1	(M) No. 2 SFCC may be inoperative provided: a) Blue Hydraulic System Wing Tip Slat Brake Solenoid is verified to operate normally, and b) Yellow Hydraulic System Wing Tip Flap Brake Solenoid is verified to operate normally.
2)	A-300-600 Airplanes	C	2	1	No. 2 SFCC may be inoperative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
27 FLIGHT CONTROLS				
55-01 Slat/Flap Indication Systems				
1) Slat/Flap Position Indications	C	2	0	(O) May be inoperative provided: a) Associated Control Panel FAULT Light(s) operates normally, b) Slat/Flap Position Indicator SLATS/FLAPS Lights operate normally, and c) Before each takeoff, a visual check is made to verify correct Slats/Flaps position.
55-01 Slat/Flap Indication Systems (Cont'd)				
2) SLATS/FLAPS Lights	C	2	0	May be inoperative provided: a) Flap/Slat Control Panel FAULT Lights operate normally, and b) Flap/Slat Position Indications operate normally.
3) KRUGER Light	C	1	0	(O) May be inoperative provided: a) Before each departure, Kruger Flaps are verified to be extended, b) For performance calculations, Kruger Flaps are considered to be extended in Cruise and retracted for Landing, and c) Appropriate AFM Limitations, procedures, and performance adjustments are applied.
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27 FLIGHT CONTROLS				
55-01 Slat/Flap Indication Systems (Cont'd)				
4) ALPHA LOCK Light	C	1	0	
5) SPD BRK Light	C	1	0	(O) May be inoperative provided correct Speed Brake Handle position is verified before each Takeoff, and Landing.
61-01 Spoiler and Speed Brake Surfaces	C	14	10	(M)Two Surfaces per wing may be inoperative provided: a) Affected panels are in the retracted position, and, b) Associated SPLR & SPD BRK switches remain OFF.
61-02 Spoiler and Speedbrake (SPLR & SPD BRK) Switch FAULT Lights	C	5	3	(M) Two may be inoperative provided: a) No more than two surfaces per wing are affected, and b) Associated switch(es) remain OFF.
61-03 Speed Brake Control System	C	1	0	May be inoperative provided ground spoilers operate normally.
81-1 ECAM FLT CTL Indications	C	35	-	(O)(M) May be inoperative provided: a) Prior to each departure, affected flight control(s) are visually verified to operate normally and, b) No more than fifty percent of the FLT CTL indications may be inoperative.

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27	FLIGHT CONTROLS				
84-01	Slat Hydraulic Motors				
1)	Green System Motor	C	1	0	May be inoperative provided: a) Blue system slat motor operates normally, and b) Yellow system flap motor operates normally.
2)	Blue System Motor	C	1	0	May be inoperative provided: a) Green system slat motor operates normally, and b) Either yellow, or green system flap motor operates normally. NOTE: Inoperative motor FAULT light will remain illuminated.
86-01	Slat/Flap FAULT Lights	C	4	2	Both FLAPS and SLATS FAULT Lights on one System (SYS 1 or SYS 2) may be inoperative provided associated Flap and Slat position Indications operate normally.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
27 FLIGHT CONTROLS				
88-01 Flap Hydraulic Motor				
1) Green System Motor	C	1	0	May be inoperative provided: a) Yellow System Flap Motor operates normally, and b) Either Blue System, or Green system Slat Motor operates normally.
2) Yellow System Motor	C	1	0	May be inoperative provided: a) Green System Flap Motor operates normally, and b) Blue System Slat Motor operates normally. NOTE: Associated Motor FAULT Light will remain illuminated.
88-02 Kruger Flap Systems	C	2	0	(M)(O) May be inoperative provided: a) Affected System(s) is deactivated in the retracted position, b) Aileron Droop Function operates normally, and c) Appropriate AFM Limitations, procedures, and performance adjustments are applied.

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28 FUEL				
11-41 Water Scavenge System ***	D	1	0	(M) May be inoperative provided alternate procedures for dumping Fuel Tanks at appropriate intervals are developed and used.
12-00 Overpressure Protector Burst Discs				
1) Outboard Surge Vent Tank	B	2	0	(O) May be inoperative provided alternate procedures are established and used.
2) Trim Tank	C	1	0	May be missing or damaged provided alternate procedures are established and used.
12-42 Auxiliary Tank Vent Valve ***	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured open, b) Auxiliary Tank Transfer Pump operates normally, c) Auxiliary and Center Tank Fuel Quantity Indications are available on ECAM, d) Procedures are established and used for monitoring Fuel Transfer, and e) Flight remains at FL 270, or below, until Auto Transfer is confirmed, or Manual Transfer is complete.

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28	FUEL				
21-01	Inner Tank Pumps				
1)	Airplanes Approved for ER Operations.	C	4	3	(O) For ER operations not exceeding 120 minutes, either pump 1L, or 2R, may be inoperative provided: a) 4400 lbs or fuel is considered unusable and is calculated as part of ZFW, b) Inner Tank Fuel Quantity Indications operate normally, c) Affected pump switch remains OFF, and d) Dispatch fuel planning is based on fuel consumption at FL 200, (FL 150 if JP4/JETB fuel is used).
		C	4	2	(O) Except for ER operations, one pump in tank may be inoperative provided: a) 4400 lbs of fuel in each inner tank is considered unusable and is calculated as part of ZFW, b) Inner tank fuel quantity indications operate normally, c) Affected pump switch(es) remain OFF, and d) Dispatch fuel planning is based on fuel consumption at FL 200, (FL 150 if JP4/JETB fuel is used).

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
28 FUEL				
21-01 Inner Tank Pumps (Cont'd)				
2) Airplanes Not Approved for ER Operation	C	4	3	(O) One pump may be inoperative provided: a) 4400 lbs of fuel is considered unusable and is calculated as part of ZFW, b) Inner tank fuel quantity indications operate normally, c) Affected pump switch remain OFF, and d) Dispatch fuel planning is based on fuel consumption at FL 200, (FL 150 if JP4/JETB fuel is used).
	C	4	2	(O) One pump may be inoperative provided: a) 4400 lbs of fuel is considered unusable and is calculated as part of ZFW, b) Inner tank fuel quantity indications operate normally, c) Affected pump switch remain OFF, and d) Dispatch fuel planning is based on fuel consumption at FL 200, (FL 150 if JP4/JETB fuel is used).

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL			
21-02 Outer Tank Pumps	C 4	3	For ER operations not exceeding 120 minutes, one pump may be inoperative provided: a) Outer tank fuel quantity indications operate normally, and b) Dispatch fuel planning is based on fuel consumption at FL 250 (FL 200 for JP4/JETB).
	C 4	3	For ER operations not exceeding 120 minutes, one pump may be inoperative provided: a) Outer tank fuel quantity indications operate normally, and b) Dispatch fuel planning is based on fuel consumption at FL 250 (FL 200 for JP4/JETB).

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28 FUEL					
21-03 Center Tank Pumps	C	2	1	(O) Except for ER operations beyond 120 minutes one may be inoperative provided: a) The remaining center tank pump is run on the ground for at least three minutes and the center tank fuel is not used before flap retraction, b) Minimum fuel requirements are met by fuel in the inner and outer tanks that is adequate to reach a suitable airport if remaining pump fails at any time, and c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%.	
	C	2	0	(O) May be inoperative provided: a) Center, and, if installed, trim and ACT, or AUX tanks remain empty, b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) If installed, trim tank isolation valve and trim tanks pumps remain OFF.	
				NOTE: Center of gravity control system (CGCS) should not be used. (Continued)	

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	4. REMARKS AND EXCEPTIONS			

28	FUEL				
21-03	Center Tank Pumps (Cont'd)	C	2	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Trim tank, if installed, contains no more than 4400 lb. of fuel, b) Fuel in center and, if installed, trim, and ACT, or AUX tanks are considered unusable and is included in zero fuel weight (ZFW), c) Center, and, if installed, trim and ACT, or AUX tank pumps switches remain OFF, d) If trim tank installed, isolation valve switch remains OFF, and e) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%. NOTE: Center of gravity control system (CGCS) should not be used.
21-04	Outer Tank Pump LO PR Lights	C	4	2	One per tank may be inoperative provided operative lights are associated with operative Pumps.
		C	4	2	(M) May be inoperative provided associated pump indications are available on ECAM.

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28	FUEL				
21-05	Inner Tank Pump FAULT Lights	C	4	2	One per tank may be inoperative provided operative lights are associated with operative pumps.
		C	4	2	Two in one tank may be inoperative provided associated pump indications are available on ECAM.
21-06	Center Tank Pump FAULT Lights	C	2	1	Fault light for the right center tank pump may be inoperative.
		C	2	0	(O) Both may be inoperative provided: a) Associated pump indications are available on ECAM, and b) Procedures are established and used for monitoring center tank use.
		C	2	0	(O) Both may be inoperative provided: a) Center, and, if installed, trim and ACT, or AUX tanks remain empty, b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) If installed, trim tank isolation valve and trim tank pumps remain OFF.
NOTE: Center of gravity control system (CGCS) should not be used.					
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28	FUEL		2	0	
21-06	Center Tank Pump FAULT Lights (Cont'd)	C	2	0	<p>(O) Both may be inoperative provided:</p> <ul style="list-style-type: none"> a) Trim tank, if installed, contains no more than 4400 lb. of fuel, b) Fuel in center and, if installed, trim, ACT, or AUX tanks is considered unusable and is included in zero fuel weight (ZFW), c) Center, and, if installed, trim and ACT, or AUX tank Pumps Switches remain OFF, d) If trim tank installed, isolation valve switch remains OFF, and e) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%. <p>NOTE: Center of gravity control system (CGCS) should not be used.</p>

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28	FUEL				
21-07	Outer Tank Pump Sequence Valves	C	4	2	One in each tank may be inoperative provided: a) Associated fuel quantity Indicator(s) operates normally, b) Pump(s) associated with operating sequence valve(s) operate normally, and c) Except as required to feed fuel from affected outer tank, fuel pump switch associated with inoperative sequence valve(s) remains off.
21-08	WING ISOL VALVE Switch Flow Bars	C	4	3	One may be inoperative provided associated indication is available on ECAM.
		C	4	2	(M) Two may be inoperative provided: a) Normal operation of associated valve is verified before each departure, and b) Associated fuel quantity Indications operate normally.
		C	4	0	May be inoperative provided: a) Associated indications are available on ECAM, and b) Associated fuel quantity Indications operate normally.

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	4. REMARKS AND EXCEPTIONS			

28	FUEL				
21-09	Automatic Fuel Feed System (A310, and A300-600 aircraft with AD 2012-12-01 incorporated, LO LVL Lights activated)	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) All ECAM fuel system indications and cautions operate normally, c) Outer tank LO LVL lights on fuel quantity indicator (FQI) operate normally, d) Center tank pump fault lights operate normally, and e) Manual fuel management procedures are established and used.
	(A300-600 aircraft with AD 2009-02-04 incorporated, LO LVL Lights deactivated)	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) All ECAM fuel system indications and cautions operate normally, c) Center tank pump fault lights operate normally, and d) Manual fuel management procedures are established and used.
21-10	LO LVL Lights (A310, and A300-600 aircraft with AD 2012-12-01 incorporated, LO LVL Lights activated)	C	2	1	One may be inoperative provided: a) Outer tank fuel quantity indications operate normally, and b) Associated ECAM indications, cautions, and warnings operate normally.

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	4. REMARKS AND EXCEPTIONS			

28	FUEL				
22-54 ***	Trim Tank Isolation Valve	C	1	0	(M)(O) May be inoperative, deactivated closed, provided: a) Trim tank remains empty, or fuel therein is limited to 4400 lb., is considered unusable, and is included in zero fuel weight (ZFW), b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) Trim tank isolation valve and fuel pumps remain off. NOTE: Center of gravity control system (CGCS) should not be used.
23-01	Cross-Feed Switch Flow Bar	C	1	0	May be inoperative provided associated indications are available on ECAM.
		C	1	0	(O) May be inoperative provided alternate procedures are established and used to verify cross feed valve operates normally.
24-01	LP Valve Flow Bars/SHUT Lights (Engines 1 & 2 and APU)	C	6	0	May be inoperative provided associated indications are available on ECAM.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY
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	3. NUMBER REQUIRED FOR DISPATCH
	4. REMARKS AND EXCEPTIONS

28	FUEL		1	0	
25-16 ***	Trim Tank Refuel, Defuel, Transfer Valve	C	1	0	(M)(O) May be inoperative, deactivated closed, provided: a) Center of gravity control system (CGCS) is considered inoperative, b) Trim tank remains empty, or fuel therein is limited to 4400 lb., is considered unusable, and is included in zero fuel weight (ZFW), c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and d) Trim tank isolation valve and fuel pumps remain off.
		C	1	0	(M)(O) May be inoperative, and CGCS alternate mode used, provided: a) Trim tank refuel, defuel, transfer valve is deactivated closed, b) Forward transfer valve operates normally, c) Zero fuel weight center of gravity forward limit is shifted 1.5% aft, and d) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%.

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	4. REMARKS AND EXCEPTIONS			

28	FUEL				
25-17	Center Tank Relief Valve	C	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Trim Tank remains empty or fuel therein is limited to 4,400 lbs., is considered unusable, and included in zero fuel weight (ZFW). b) Center Tank remains empty or fuel therein is considered unusable, and is included in the Zero Fuel Weight. c) Trim Tank Isolation Valve and fuel pumps remain off, and d) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and e) Center of gravity control system (CGCC) is not used. <p>NOTE: Center of gravity control system (CGCS) should not be used.</p>

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28	FUEL				
26-11	Forward Transfer Valves	C	2	0	<p>(M)(O) May be inoperative, deactivated, closed provided:</p> <ul style="list-style-type: none"> a) Trim remains empty, or fuel therein is limited to 4400 lb., is considered unusable, and is included in zero fuel weight (ZFW), b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) Trim tank isolation valve and fuel pumps remain off. <p>NOTE: Center of gravity control system (CGCS) should not be used.</p>
26-16 ***	Aft Transfer Valves	C	2	0	<p>(M)(O) Both may be inoperative provided:</p> <ul style="list-style-type: none"> a) Inoperative valve(s) is deactivated closed, b) Center of gravity control computer (CGCC) alternate mode operates normally, c) Zero fuel weight center of gravity forward limit is shifted 1.5% aft, d) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and e) If forward transfer valve and/or forward auxiliary transfer valve is inoperative, trim tank isolation valve and fuel pump remain off.

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	4. REMARKS AND EXCEPTIONS			

28	FUEL				
27-11	Trim Tank Pumps	C	2	1	One may be inoperative provided the affected pump switch remains off.
		C	2	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Trim tank remains empty, or fuel therein is limited to 4400 lb., is considered unusable, and is included in zero fuel weight (ZFW), b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) Trim tank isolation valve and fuel pumps remain off. <p>NOTE: Center of gravity control system (CGCS) should not be used.</p>

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	4. REMARKS AND EXCEPTIONS			

28	FUEL				
27-14	Trim Tank Pump LO PR Lights	C	2	1	
		C	2	0	(O) May be inoperative provided associated pump indications are available on ECAM.
		C	2	0	(O) May be inoperative provided: a) Trim tank remains empty, or fuel therein is limited to 4400 lb., is considered unusable, and is included in Zero Fuel Weight (ZFW), b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) Trim tank isolation valve and fuel pumps remain off. NOTE: Center of gravity control system (CGCS) should not be used.
28-16 ***	Auxiliary (AUX) Tank Transfer Valve	C	1	0	(M) May be inoperative, deactivated closed, provided auxiliary (AUX) tank remains empty.
		C	1	0	(M)(O) May be inoperative, deactivated closed, provided: a) Auxiliary tank switch remains in auto, and b) Fuel carried in auxiliary tank is considered unusable, and is included in zero fuel weight (ZFW).

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	4. REMARKS AND EXCEPTIONS

28	FUEL		1	0	
28-19 ***	Auxiliary (AUX) Tank Air Shutoff Valve	C	1	0	(M) May be inoperative, deactivated closed, provided auxiliary (AUX) tank remains empty.
		C	1	0	(M)(O) May be inoperative, deactivated closed, provided: a) AUX tank switch Remains in auto, and b) Fuel carried in AUX tank is considered unusable, and is included in zero fuel weight (ZFW).
		C	1	0	(M) May be inoperative provided: a) Valve is secured open, b) AUX tank transfer pump operates normally, c) AUX tank and center tank fuel quantity indications are available on ECAM, d) Procedures are established and used for monitoring fuel transfer, and e) Flight remains at FL 270, or below, until auto transfer is confirmed, or manual transfer is complete.

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28	FUEL				
28-26	Center of Gravity Control System (CGCS)				
1)	Center of Gravity Control Computer (CGCC)	C	1	0	(O) May be inoperative provided: a) Trim tank remains empty, or fuel therein is limited to 4400 lb., is considered unusable, and is included in zero fuel weight (ZFW), b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) Trim tank isolation valve and fuel pumps remain off.
		C	1	0	(O) May be inoperative provided: a) Center tank, and trim tank fuel quantity indications are available on ECAM, b) Zero fuel weight center of gravity forward limit is shifted 2.5% aft, c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and d) Alternate procedures for transferring trim tank fuel are established and used.
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	4. REMARKS AND EXCEPTIONS			

28	FUEL				
28-26	Center of Gravity Control System (CGCS) (Cont'd)				
2)	Normal Automatic Mode	C	1	0	(O) May be inoperative provided: a) Alternate mode operates normally, b) Zero fuel weight center of gravity forward limit is shifted 1.5% aft, and c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%.

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28	FUEL				
	42-01 Fuel Quantity Indicating Systems (FQIS)				
	1) Outer Tank Indications (No Trim Tank installed) (A310, and A300-600 aircraft with AD 2012-12-01 incorporated, LO LVL Lights activated)	C	2	1	<p>(M) One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected tank fuel quantity is verified by an acceptable alternate means, b) Both fuel pumps in affected tank operate normally, c) Associated LO LVL light operates normally, d) Associated fuel used indicator operates normally, e) Associated engine fuel flow indicator operates normally, and f) Associated inner tank quantity indicator operates normally.
	(A300-600 aircraft with AD 2009-02-04 incorporated, LO LVL Lights deactivated)				<p>(M)(O)One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected tank fuel quantity is verified by an acceptable alternate means, b) Both fuel pumps in affected tank operate normally, c) Associated fuel used indicator operates normally, d) Associated engine fuel flow indicator operates normally, and e) Associated inner tank quantity indicator operates normally. <p>NOTE: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative.</p> <p>(Continued)</p>

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				2. NUMBER INSTALLED
				3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS

28	FUEL				
42-01	Fuel Quantity Indicating Systems (FQIS) (Cont'd)				
2)	Outer Tank Indications (Trim Tank installed) (A310, and A300-600 aircraft with AD 2012-12-01 incorporated, LO LVL Lights activated)	C	2	1	<p>(M)(O)One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected tank fuel quantity is verified by an acceptable alternate means, b) Both fuel pumps in affected tank operate normally, light operates normally c) Associated LO LVL light operates normally, d) Associated fuel used indicator operates normally, e) Associated engine fuel flow indicator operates normally, f) Associated inner tank quantity indicator operates normally, and g) If Trim Tank is empty at the beginning of the flight and flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%. <p>(Continued)</p>

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

28 42-01	FUEL Fuel Quantity Indicating Systems (FQIS) (Cont'd) (A300-600 aircraft with AD 2009-02-04 incorporated, LO LVL Lights deactivated)	C	2	1	(M)(O)One may be inoperative provided: a) Affected tank fuel quantity is verified by an acceptable alternate means, b) Both fuel pumps in affected tank operate normally, c) Associated fuel used indicator operates normally, d) Associated engine fuel flow indicator operates normally, e) Associated inner tank quantity indicator operates normally, and f) If Trim Tank is empty at the beginning of the flight and flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%. NOTE: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative (Continued)
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			

28	FUEL				
42-01	Fuel Quantity Indicating Systems (FQIS) (Cont'd)				
3)	Outer Overhead Indicators	C	2	0	May be inoperative provided associated fuel quantity indications are available on ECAM.
4)	Inner Tank Indications (No trim tank Installed)	C	2	1	(M) One may be inoperative provided: a) Affected tank fuel quantity is verified by an acceptable alternate means, b) Both fuel pumps in affected Tank operate normally, c) Associated fuel used indicator operates normally, d) Associated engine fuel flow indicator operates normally, and e) Associated outer tank quantity indicator operates normally. NOTE: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative. (Continued)

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	4. REMARKS AND EXCEPTIONS				

28	FUEL					
42-01	Fuel Quantity Indicating Systems FQIS) (Cont'd)					
5)	Inner Tank Indications (Trim Tank Installed)	C	2	1	(M)(O) One may be inoperative provided:	
					<ul style="list-style-type: none"> a) Affected tank fuel quantity is verified by an acceptable alternate means, b) Both fuel pumps in affected tank operate normally, c) Associated fuel used indicator operates normally, d) Associated engine fuel flow indicator operates normally, e) Associated outer tank quantity indicator operates normally, f) Trim tan remains empty, or fuel therein is limited to 4400 lb., is considered unusable, and is included in zero fuel weight (ZFW), g) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and h) Trim tank isolation valve and trim tank pumps remain off. 	
					(Continued)	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS

28	FUEL				
42-01	Fuel Quantity Indicating Systems (FQIS) (Cont'd)				<p>NOTE 1: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative.</p> <p>NOTE 2: Center of gravity control system (CGCS) should not be used.</p>
6)	Inner Overhead Indicators	C	2	0	<p>May be inoperative provided associated fuel quantity indications are available on ECAM.</p>

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28	FUEL				
42-02	Center/Trim Tank Indicating System (CTR, or CTR/TT, or TOT CTR)	C	1	0	<p>May be inoperative provided associated fuel quantity indications are available on ECAM.</p> <p>NOTE: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative.</p>
1)	CTR, or TOT CTR Indication (No Trim, AUX, or ACT Fuel Tanks Installed)	C	1	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Center tank fuel quantity is verified by an acceptable alternate means, b) Center tank fuel pumps operate normally, c) Both fuel used indicators operate normally, d) Both engine fuel flow indicators operate normally, and e) Wing tank quantity indicators operate normally. <p>NOTE: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative.</p> <p>(Continued)</p>

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	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			

28	FUEL				
42-02	Center/Trim Tank Indicating System (CTR, or CTR/TT, or TOT CTR) (Cont'd)				
1)	CTR, or TOT CTR Indication (No Trim, AUX, or ACT Fuel Tanks Installed) (Cont'd)	C	1	0	(O) May be inoperative provided: a) Center tank remains empty, or fuel therein is considered unusable, and is included in zero fuel weight (ZFW), b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) Center tank fuel pumps remain off. NOTE: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative. (Continued)

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	4. REMARKS AND EXCEPTIONS			

28	FUEL				
42-02	Center/Trim Tank Indicating System (CTR, or CTR/TT, or TOT CTR) (Cont'd)				
2)	CTR/TT or CTR Indication (Trim, Tank, only, Installed)	C	1	0	(M) May be inoperative provided: a) Trim tank remains empty, b) Center tank fuel quantity is verified by an acceptable alternate means, c) Center tank fuel pumps operate normally, d) Both fuel used indicators operate normally, e) Both engine fuel flow indicator operate normally, and f) Wing tank quantity indicators operate normally. NOTE 1: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative. NOTE 2: Center of gravity control system (CGCS) should not be used. (Continued)

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28 FUEL

42-02 Center/Trim Tank
Indicating System
(CTR, or CTR/TT, or
TOT CTR) (Cont'd)

2) CTR/TT, or CTR
Indication
(Trim, Tank, only,
Installed)
(Cont'd)

- (O) May be inoperative provided:
- a) Trim tank remains empty,
 - b) Center tanks remains empty, or fuel therein is considered unusable, and is included in zero fuel weight (ZFW),
 - c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%,
 - d) Center tank fuel pump remains off, and
 - e) Trim tank isolation valve and fuel pumps remain off.

NOTE 1: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative.

NOTE 2: Center of gravity control system (CGCS) should not be used.

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	4. REMARKS AND EXCEPTIONS				

28	FUEL				
42-02	Center/Trim Tank Indicating System (CTR, or CTR/TT, or TOT CTR) (Cont'd)				
3)	TOT CTR Indication (Trim Tank, and, either ACT, or AUX Tanks Installed)	C	1	0	(M) May be inoperative provided: a) Trim, and ACT, or AUX tanks remain empty, b) Center tank fuel quantity is verified by an acceptable alternate means, c) Center tank fuel pumps operate normally, d) Both fuel used indicators operate normally, e) Both engine fuel flow indicator operate normally, and f) Wing tank quantity indicators operate normally. NOTE 1: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative. NOTE 2: Center of gravity control system (CGCS) should not be used. (Continued)

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28	FUEL				
42-02	Center/Trim Tank Indicating System (CTR, or CTR/TT, or TOT CTR) (Cont'd)				
3)	TOT CTR Indication (Trim Tank, and, either ACT, or AUX Tanks Installed) (Cont'd)	C	1	0	(O) May be inoperative provided: a) Trim, and ACT, or AUX tank remain empty, b) Center tanks remains empty, or fuel therein is considered unusable, and is included in zero fuel weight (ZFW), c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, d) Center tank fuel pump remains off, and e) Trim tank isolation valve and fuel pumps remain off. NOTE 1: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative. NOTE 2: Center of gravity control system (CGCS) should not be used.

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	4. REMARKS AND EXCEPTIONS				
28 FUEL					
44-01 Fuel Quantity Pre-Selector System	C	1	0	(M) May be inoperative provided acceptable alternate refueling procedures are established and used.	
44-02 Refueling FUEL QTY Panel	C	1	0	(M) May be inoperative provided acceptable alternate refueling procedures are established and used.	
44-03 Refueling FUEL QTY Indicator	C	-	-	(M) May be inoperative provided acceptable alternate refueling procedures are established and used.	
46-01 Refuel/Defuel Valves	C	-	0	(M) May be inoperative provided: a) Affected valve(s) is verified to be in the close position, b) Associated refuel defuel valve switch(es) remains shut, and is placarded to prevent selection or norm or open, and c) Alternate refueling procedures are established and used.	
46-02 Transfer Valve	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, b) Transfer valve switch remains CLOSED, and is placarded to prevent selection of OPEN, and c) Alternate refueling procedures are established and used.	

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	4. REMARKS AND EXCEPTIONS			

28	FUEL				
46-03	High Level Detection Systems				
1)	Airplanes without Trim, ACT, or AUX Tanks Installed	C	5	0	(M) May be inoperative provided fuel quantity is monitored continuously during refueling.
2)	Airplanes with Trim Tanks, and, If Installed, ACT, or AUX Tanks				
a)	Inner and Outer Tank Systems	C	4	0	(M) May be inoperative provided fuel quantity is monitored continuously during refueling. (Continued)

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	4. REMARKS AND EXCEPTIONS			

28	FUEL				
46-03	High Level Detection Systems (Cont'd)				
b)	Center Tank System	C	1	0	(M)(O) May be inoperative provided: a) Fuel quantity is monitored continuously during refueling, b) Trim tank remains empty, or fuel therein is limited to 4400 lb., is considered unusable, and is included in zero fuel weight (ZFW), c) ACT, or AUX tanks, if installed, remain empty, or fuel therein is considered unusable, and is included in zero fuel weight (ZFW), d) If flight planning account for CGCC operation, flight planning fuel consumption is increased by 1.0%, and e) Trim tank isolation valve and fuel pumps remain off. NOTE: Center of gravity control system (CGCS) should not be used. (Continued)

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28	FUEL				
46-03	High Level Detection Systems (Cont'd)				
c)	Trim Tank System	C	1	0	(O) May be inoperative provided: a) Trim tank remains empty, or fuel therein is limited to 4400 lb., is considered unusable, and is included in zero fuel weight (ZFW), b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) Trim tank isolation valve and fuel pumps remains off. NOTE: Center of gravity control system (CGCS) should not be used.
d)	AUX, or ACT Tank System	C	1	0	(M) May be inoperative provided fuel quantity is monitored continuously during refueling.
46-04	Magnetic Fuel Measuring Sticks	C	-	0	(M) May be inoperative provided: a) Alternate fueling procedures are established and used, and b) No fuel leak from the manual magnetic indicator is present.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
28 FUEL					
46-05 Overflow Detection Systems					
1) Wing Surge Tanks	C	2	0	(M) May be inoperative provided fuel quantity is monitored continuously during refueling.	
2) Trim Tank Surge Tank	C	1	0	(O) May be inoperative provided: a) Trim tank remains empty, or fuel therein is limited to 4400 lbs. and is considered unusable, and included in zero fuel weight (ZFW), b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) Trim Tank ISOL Valve and fuel pumps remain off. NOTE: Center of gravity control system (CGCS) should not be used.	
47-01 ECAM Fuel Indications	C	-	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.	
47-02 Fuel Tank Temperature Indicating System (ECAM)	C	1	0	May be inoperative provided total air temperature (TAT) is substituted as an indication of fuel tank temperature.	

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28 FUEL

47-03 Trim Tank Isolation
Valve Switch Flow Bar

C

1

0

May be inoperative provided ECAM fuel transfer indications operate normally.

C

1

0

(O) May be inoperative provided:
a) Trim tank isolation valve is considered inoperative,
b) Trim tank remains empty, or fuel therein is limited to 4400 lbs. and is considered unusable, and included in zero fuel weight (ZFW),
c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and
d) Trim Tank ISOL Valve and fuel pumps remain off.

NOTE: Center of gravity control system (CGCS) should not be used.

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	4. REMARKS AND EXCEPTIONS			

28	FUEL				
47-04	Trim Tank Isolation Valve OFF Light	C	1	0	May be inoperative provided trim tank isolation flow bar operates normally.
		C	1	0	(O) May be inoperative provided: a) Trim tank isolation valve is considered inoperative, b) Trim tank remains empty, or fuel therein is limited to 4400 lbs. and is considered unusable, and included in zero fuel weight (ZFW), c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and d) Trim Tank isolation valve and fuel pumps remain off.
					NOTE: Center of gravity control system (CGCS) should not be used.

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	4. REMARKS AND EXCEPTIONS				

28	FUEL				
47-05 ***	Center of Gravity (CG) Indications and Warnings ("AFT CENTER OF GRAVITY," and/or "EXCESS AFT CG") on ECAM	C	-	0	(M)(O) May be inoperative provided: a) Affected ECAM warning(s) is deactivated, b) Trim tank remains empty, or fuel therein is limited to 4400 lbs. and is considered unusable, and included in zero fuel weight (ZFW), c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and d) Trim Tank isolation valve and fuel pumps remain off. NOTE: Center of gravity control system (CGCS) should not be used.
47-06 ***	Fuel CTR and TRIM Tank Deactivation Function (Range/Payload)	C	1	0	(O) May be inoperative provided appropriate AFM limitations, procedures, and performances adjustments are applied.
47-07 ***	Center and Trim Tank FAULT Light	C	1	0	(M) May be inoperative provided: a) Center and Trim tanks are verified empty, and b) Fuel CTR and TRIM tank deactivation function (Range/Payload) switch is selected to deactivated/ payload mode.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
29 HYDRAULIC POWER					
11-01 Engine Driven Pumps					
1) Depressurization Functions	C	4	3		May be inoperative in one Hydraulic Pump.
11-02 Power Transfer Units (PTU's)	C	2	1		
11-03 Hydraulic System Accumulators	C	3	0		
11-04 System Filters	C	12	11		(M) One may be inoperative provided: a) Remaining System Filters are verified to be free of contamination once each flight day, and b) All Case Drain Filter operate normally.
11-05 Case Drain Filters	C	4	3		(M) One may be inoperative provided: a) Inoperative Filter is removed, and b) All System Filters operates normally.
21-01 Green Hydraulic System Electric Pumps	C	2	0		
24-01 Yellow Hydraulic System Electric Pump	C	1	0		(M) May be inoperative provided adequate Hydraulic Fluid and Nitrogen Pressures of the Yellow Brake Accumulator are verified before each departure.

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	4. REMARKS AND EXCEPTIONS			

29	HYDRAULIC POWER				
31-01	RSVR Quantity Gauges	C	3	2	One may be inoperative provided associated hydraulic quantity indication is available on ECAM.
1)	Green and Yellow Systems	C	2	1	(M) Except for ER operations, either the green or yellow quantity gauge may be inoperative provided: <ul style="list-style-type: none"> a) Affected system quantity is verified before each departure, b) Associated hydraulic pressure indication is available on ECAM, and c) Blue reservoir quantity system operates normally.
2)	Blue System	C	1	0	(M) Blue quantity gauge may be inoperative provided: <ul style="list-style-type: none"> a) Affected system quantity is verified before each departure, b) Associated hydraulic pressure indication is available on ECAM, and c) Green and Yellow reservoir quantity systems operate normally.

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29	HYDRAULIC POWER		3	2	
31-02	RSVR LO LEVEL Message on ECAM	C	3	2	(M) Green or Blue RSVR LO LEVEL message may be inoperative provided: a) Affected system quantity is verified before each departure. b) hydraulic pressure indication is available on ECAM, and c) remaining hydraulic system quantity and RSVR Low Level indications operate normally.
33-01	RSVR AIR Lights	C	3	2	(M) One may be inoperative provided adequate Reservoir Air Pressure is verified before each departure.
33-02	RSVR OVHT Lights	C	3	2	
34-01	Engine Driven Pump LO PR Lights	C	4	0	(O) May be inoperative provided: a) Associated SERVO CTL LO PT Light(s) operates normally, and b) If Green System Pump Light(s) affected, adequate Pressure from associated Pump(s) is verified before each departure.
		C	4	0	(O) May be inoperative provided: a) Associated Hydraulic Indications are available on ECAM, and b) If Green System Pump Light(s) affected, adequate Pressure from associated Pump(s) is verified before each departure.

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29	HYDRAULIC POWER				
34-02	Green Electric Pumps LO PR Light	C	1	0	
34-03	"HYD YELLOW (or BLUE or GREEN) PUMP PR....OFF" ECAM warning	C	3	2	(M) May be inoperative provided: a) Associated pump "LO PR" lights are considered inoperative. b) Remaining associated hydraulic indications are available on ECAM prior to each departure. c) Both Green Hydraulic engine driven pumps must be verified operative prior to each departure. d) Affected hydraulic pressure switch is deactivated.
35-01	ECAM Hydraulic System Page Indications	C	-	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications

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30	ICE AND RAIN PROTECTION				
11-01	Wing Anti-Ice Valves	C	4	3	(M) One may be inoperative secured closed.
		C	4	2	(M)(O) One on each Wing may be inoperative, secured closed, provided: a) They are in the same Mode (NORM or ALTN), and b) For ER operations, ALTN operates normally.
		C	4	0	(M) Except for ER operations beyond 120 minutes, may be inoperative, secured closed, provided Airplane is not operated in known or forecast icing conditions.
11-02	Wing Anti-Ice FAULT Light	C	1	0	(M) Except for ER operations, may be inoperative provided valves are verified to operate normally prior to each departure if flight is planned in to know or forecast icing conditions.
		C	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
30 ICE AND RAIN PROTECTION				
21-01 Engine Anti-Ice Nacelle Valves	C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Valve is secured closed, and b) Airplane is not operated in known or forecast icing conditions.
	C	2	0	(M)(O) May be inoperative provided: a) Valve(s) are secured open, and b) Appropriate AFM Limitations, procedures and performance adjustments are applied.
21-02 Engine Anti-Ice Stator Valves (P&W JT9D Engines) ***	C	2	0	May be inoperative closed.
	C	2	0	(M)(O) May be inoperative provided: a) Associated valve(s) are secured open, and b) Appropriate AFM limitations, procedures and performance adjustments are applied.
21-03 Engine Anti-Ice FAULT Lights	C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Valve is secured closed, and b) Airplane is not operated in known or forecast icing conditions.
	C	2	0	(M)(O) May be inoperative provided: a) Associated Valve(s) are secured open, and b) Appropriate AFM Limitations, procedures, and performance adjustments are applied.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
30 ICE AND RAIN PROTECTION				
31-01 PITOT Probe Heat				
1) Flight Modes	B	3	2	Except for ER operations beyond 120 minutes, either CAPT or F/O pitot heat system be inoperative provided airplane is not operated in know or forecast icing conditions or visible moisture.
2) Ground Modes	B	3	2	(M)(O) One may be inoperative provided: a) Icing conditions do not exist at departure airport, b) Pitot switch is on prior to takeoff, and c) Flight mode is verified to operate normally.

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30	ICE AND RAIN PROTECTION				
31-02	EPR ENG Probe Heat (P&W Engines)				
		C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in know or forecast icing conditions or visible moisture.
		C	2	0	(O) May be inoperative provided: a) Appropriate AFM limitations, procedures, and performance adjustments are applied, b) Both N1 and associated N2, and fuel flow indicators operate normally, and c) Enroute/approach procedures do not require their use. NOTE: Alpha floor protection is not available.

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30	ICE AND RAIN PROTECTION					
31-03	STAT Port Heat					
1)	CAPT or F/O System	C	4	3	Either CAPT LH, or RH, or F/O LH, or RH System may be inoperative.	
2)	STBY System	C	2	1	One may be inoperative provided Taxiway and Runway are not covered with standing water or slush.	
		C	2	1	One may be inoperative provided Ambient temperature for departure is greater than +5 deg. C (+41 degrees F).	
31-04	Angle Of Attack (ALPHA) Probe Heaters	B	3	2	No.3 (STBY) may be inoperative.	
		B	3	2	Except for ER operations beyond 120 minutes, No.1 or No.2 may be inoperative provided airplane is not operated in known or forecast icing conditions or visible moisture.	
31-05	TAT Probe Heaters	C	2	1	Except for ER operations beyond 120 minutes, No.1 may be inoperative provided TAT Indication is available on Thrust Rating Panel (TRP).	
					(Continued)	

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30	ICE AND RAIN PROTECTION				
31-05	TAT Probe Heaters (Cont'd)	C	2	1	Except for ER operations beyond 120 minutes, No.2 may be inoperative provided TAT Indication is available on ECAM.
		C	2	0	Except for ER operations beyond 120 minutes, both may be inoperative provided airplanes is not operated in known or forecast icing conditions or visible moisture.
31-06	Probe Heat Lights				
1)	Pitot Probe Heat Lights	B	3	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Associated heaters are verified operative prior to each departure, and b) Airplane is not operated in known or forecast icing conditions.
2)	STAT, ALPHA TAT and ENG Probe Heat Lights	C	-	0	(M) May be inoperative provided associated heaters are verified operative prior to each departure.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
30 ICE AND RAIN PROTECTION				
42-01 Window Heat Systems				
1) Side/Lateral Windows	C	2	0	
2) Front Windows/Windshields	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.
3) FAULT Lights (WSLD & LAT)	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.
*** 4) LAT Fault Lights	C	2	0	
45-01 Windshield Wipers	C	2	0	(O) May be inoperative provided the airplane is not operated in precipitation within five nautical miles of the airport of takeoff or intended landing.
1) Fast Speed	C	2	0	May be inoperative provided: a) Slow Speed operates normally, and b) Approach minimums do not require their use.
2) Slow Speed	C	2	0	May be inoperative provided Fast Speed operates normally.
45-02 Rain Repellent System	D	1	0	May be inoperative provided approach minimums do not require its use.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
2. NUMBER INSTALLED					
3. NUMBER REQUIRED FOR DISPATCH					
30	ICE AND RAIN PROTECTION				
71-01	Waste Water Drain Mast Heating System(s)	C	-	0	May be inoperative provided: a) Associated lavatory is used by crewmembers only, b) Associated lavatory sink is not used, and c) Associated galley is not used. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
		C	-	0	(M) May be inoperative provided Water Supply System to associated Lavatory(s), and Galley(s) is secured OFF.
71-02 ***	Lavatory Sink Drain Line Heater System	D	1	0	May be inoperative provided sink is placarded DO NOT USE.
71-03	Main Deck and Lower Cargo Floor Drain Line and Stop Valve Heater System	C	4	0	
81-01 ***	Ice Detection System	C	1	0	(O) May be inoperative provided alternate icing recognition procedures are established and used.
82-01	ECAM Ice and Rain Indications	C	-	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.

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31	INDICATING/ RECORDING SYSTEM				
00-01	TAKEOFF CONFIG Warning System Test Function	C	1	0	(M) May be inoperative provided: a) Associated test button is not activated, and b) Correct system function is verified before each departure.
21-01	Clocks				
1)	Captain's	C	1	0	May be inoperative provided First Officer's clock operates normally.
2)	First Officer's	A	1	0	May be inoperative provided: a) Associated DFDR recording parameter is considered inoperative, b) Captain's clock operates normally, and c) Repairs are made within 20 calendar days.
*** 3)	GPS Time Function	D	2	0	(O) May be inoperative provided: a) Clocks are selected to INT, and b) A procedure for setting the internal clock established and used.

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31	INDICATING/ RECORDING SYSTEMS				
31-01	Flight Data Recorder (FDR) System(s)				
<p>FLIGHT DATA RECORDER (FDR) INSTALLED FOR AN OPERATOR FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE.</p>					
1)	Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
		A	-	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Cockpit voice recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul style="list-style-type: none"> 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days. <p>(Continued)</p>

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31	INDICATING/ RECORDING SYSTEM					
31-01	Flight Data Recorder (FDR) System (Cont'd)					
1)	FDR Recording Parameters required by 14 CFR	A	-	-		May be inoperative provided: a) Cockpit voice recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
2)	FDR Recording Parameters not required by 14 CFR	A	-	-		May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.

FLIGHT DATA RECORDER (FDR) INSTALLED FOR AN OPERATOR OTHER THAN A
HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE.

3)	Flight Data Recorder (FDR) System	C	-	1		Any in excess of those required by 14 CFR may be inoperative.
		A	-	0		May be inoperative provided repairs are made in accordance with applicable 14 CFRs.
31-02 ***	Maintenance Recorder (AIDS)	C	1	0		
31-03 ***	DFDAU Aircraft Condition Monitoring System (ACMS)	C	1	0		(O)May be missing or expired provided alternate procedures for reporting reliability data is established and used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31 INDICATING/ RECORDING SYSTEMS			
31-03 DFDAU Aircraft *** Condition Monitoring System (ACMS) (Cont'd)	A	1	0 (O)May be missing or expired provided: a) Alternate procedures for reporting reliability data is established and used, and b) Repairs are made prior to the completion of the next heavy maintenance visit.
51-01 Electronic Centralized Aircraft Monitor (ECAM)			
1) Cathode Ray Tubes (CRT)	C	2	1 Except for ER operations, one may be inoperative provided other MMEL items do not require use of ECAM.
2) Symbol Generators Unit (SGU)	C	2	1 Except for ER operations, one may be inoperative provided other MMEL items do not require use of ECAM.
3) System Data Converter (SDAC)			Deleted, Revision 3 of A310 MMEL.

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31	INDICATING/ RECORDING SYSTEMS				
51-02	Flight Warning Computers (A310, and A300-600 aircraft with AD 2012-12-01 incorporated, LO LVL Lights activated)	C	2	1	<p>(M)(O) Except for ER operations, FWC 2 may be inoperative provided:</p> <ul style="list-style-type: none"> a) Remaining FWC is verified to operate normally before first flight of each day, and b) If trim tank is installed then ensure: <ul style="list-style-type: none"> 1. Trim tank remains empty, or fuel therein is limited to 4400 lbs., is considered unusable, and is included in zero fuel weight (ZFW), 2. Trim tank isolation valve and trim tank fuel pumps remain OFF, 3. If flight planning system takes credit for CGCC operation, then ensure flight planning fuel consumption is increased by 1.0%, and c) Approach minimums do not require its use. <p>NOTE: Center of Gravity Control System (CGCS) should not be used.</p>

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31	INDCIATING/ RECORDING SYSTEMS					
53-01	Master Warning/ Master Caution Systems					
*** 1)	Master Warning Lights	C	2	1	One may be inoperative provided all remaining discrete aural and visual warning, and ECAM operate normally.	
*** 2)	Master Caution Lights	C	2	1	One may be inoperative provided all remaining discrete aural and visual warning, and ECAM operate normally.	
*** 3)	Warning Light Display Panel System (WLDP)	C	1	0	May be inoperative provided all remaining discrete aural and visual warnings, and ECAM operate normally.	
53-03	ECAM Control Panel					
1)	System Page Manual Call					
a)	FLT CTL Page	C	1	0	(M) Except for ER operations, may be inoperative provided, before each departure, flight controls are visually verified to operate normally.	
b)	Other System Pages	C	11	0	Except for ER operation, system page manual call functions may be inoperative provided other MMEL items do not require their use.	
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31	INDICATING/ RECORDING SYSTEMS				
53-03	ECAM Control Panel (Cont'd)				
2)	Status Page Manual Call Function	C	1	0	Except for ER operation, may be inoperative provided Recall Function operates normally.
3)	Recall Function	C	1	0	Except for ER operations, may be inoperative provided Status Page Manual Call Function operates normally.
53-04	Audio Cancel/ Warning System NORM/NORM CANCEL Pushbutton	C	1	0	May be inoperative provided EMER/EMER CANCEL Switch operates normally.
53-05	Aural Warning System Functions	B	-	-	Discrete Aural Warning Function(s) for inoperative System(s) may be inoperative.
53-06	STOP Rudder Input Warning System (SRIWS) (AD2012-21-15)				
	STOP lights	C	2	1	(O) Either Capt's or F/O's may be inoperative provided that the Pilot Flying STOP light is operative.
		B	2	0	(O) Both Capt's and F/O's may be inoperative provided that the STOP RUDDER INPUTS aural warning is checked operative prior to each flight.
54-01	Maintenance Panel Indications and Controls	C	-	0	

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61-01 ***	Integrated Datalink Controller (IDC-900)				NOTE: Any sub-system that operates normally may be used.
1)	Panel Lighting	C	2	0	May be inoperative provided: d) Cockpit area lighting is sufficient to illuminate buttons and selectors, and e) Lighting is acceptable to the flight crew.
69-01	Monitored Circuit Breaker System	C	1	0	(M) (O) May be inoperative provided: a) Monitored Circuit Breakers are checked before each departure, and b) The ECAM message "C/B MONITOR", if displayed, is inhibited. NOTE: Inhibited "C/B MONITOR" messages will remain displayed until after second engine start.

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32	LANDING GEAR		1	0	
30-01	Landing Gear Retracting System (Aircraft with MOD 5229 and 5606)	C	1	0	(M)(O) May be inoperative provided: a) Inoperative components are secured by acceptable alternate procedure, and b) Airplane is Dispatched in accordance with appropriate AFM gear down Limitations, procedures, and performance adjustments.
31-01	MLG Door Ground Opening	C	2	1	(M) May be inoperative provided The cable is disconnected or removed.
40-01 ***	External Parking Brake Indicator Light	D	1	0	May be inoperative provided procedures do not require its use.
41-00 ***	Tire Pressure Indicators (Valve Stem Gauges)	D	-	0	

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32	LANDING GEAR				
41-01	Main Wheel Tie Bolts				
1)	Main Wheel Tie Bolts (MESSIER Wheels)	A	-	-	<p>(M) One main wheel tie bolt may be missing provided:</p> <ul style="list-style-type: none"> 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 three departures before repairs are made. <p>NOTE: Aircraft may not depart an airport where replacement can be made.</p> <p>(Continued)</p>

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32	LANDING GEAR				
41-01	Main Wheel Tie Bolts (Cont'd)				
2)	Main Wheel Tie Bolts (BENDIX Wheels)	A	-	-	(M) One main wheel tie bolt may be 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 one departure before repairs are made.

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32	LANDING GEAR				
42-01	Main Wheel Brakes	C	8	6	(M)(O) One Brake per Landing Gear may be inoperative provided: a) Antiskid operates normally, b) Affected Brake(s) is deactivated, and c) Appropriate AFM Limitations, procedures, and performance adjustments are applied.
1)	Airplanes with Intermixed Messier Carbon Brakes (MB M318& Previous MB Carbon Brakes)	C	8	6	(M)(O) One Brakes per Landing Gear may be inoperative provided: a) Antiskid operates normally, b) Affected Brake(s) is deactivated, c) If only one Brake is inoperative, a Brake on the opposite Landing Gear is also deactivated, and d) Appropriate AFM Limitations, procedures, and performance adjustments are applied.

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32	LANDING GEAR				
42-02	Green Brake System				System level relief deleted revision 12.
1)	Servo Valves				
a)	Airplanes with Non-Carbon and Non-Intermixed Messier Carbon Brakes	C	8	6	(M)(O) One per Landing Gear may be inoperative provided: a) Antiskid operates normally, b) Affected Brakes(s) is deactivated, and c) Appropriate AFM Limitations, procedures, and performance adjustments are applied.
b)	Airplanes with Intermixed Messier Carbon Brakes (MB M318 & Previous MB Carbon Brakes)	C	8	6	(M)(O) One per Landing Gear may be inoperative provided: a) Antiskid operates normally, b) Affected Brake(s) is deactivated, c) If only one Valve is inoperative, Brake on the opposite Landing Gear is also deactivated, and d) Appropriate AFM Limitations, procedures and performance adjustments are applied.
42-03	Yellow Brake System				
1)	Servo Valves	C	4	3	One may be inoperative provided: a) Green Bakes System operates normally, and b) Antiskid System operates normally.
					(Continued)

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32	LANDING GEAR				
42-03	Yellow Brake System (Cont'd)				
2)	Accumulators	C	2	1	(M) One may be inoperative provided: a) Remaining components of the Yellow Brake System operates normally, b) Green Brakes System operates normally, and c) Antiskid System operates normally. NOTE: Expect Emergency Brake operation to be limited to three applications.
42-04	BRK FAIL Light	C	1	0	
42-05	Auto Brake System	C	1	0	
42-06	Auto Brake Light	C	1	0	

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32	LANDING GEAR				
42-07	Antiskid System				
1)	Control Channels/ Release Signals (Green System)				
a)	Airplanes with Non-Carbon and Non-Intermixed Messier Carbon Brakes	C	8	6	(M)(O) One per Landing Gear may be inoperative provided: a) Affected Brake(s) is deactivated, b) Ground Spoilers operate normally, c) Appropriate AFM Limitations, procedures, and performance adjustments are applied.
b)	Airplanes with Intermixed Messier Carbon Brakes (MB M318 & Previous MB Carbon Brakes)	C	8	6	(M)(O) One per Landing Gear may be inoperative provided: a) Antiskid operates normally, b) Affected Brake(s) is deactivated, c) If only one Channel/Release Signal is inoperative, a Brake on the opposite Landing Gear is also deactivated, and d) Appropriate AFM Limitations, procedures, and performance adjustments are applied.
					(Continued)

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32	LANDING GEAR				
42-07	Antiskid System (Cont'd)				
2)	Control Channels/ Release Signals (Yellow System)	C	4	3	One may be inoperative provided: a) Green Brakes System operates normally, and b) Antiskid System operates normally.
42-08	ACCU PRESS Indicator	C	1	0	(O) May be inoperative provided: a) Both BRAKES Pressure Indicators operates normally, and b) Normal Yellow Brakes Accumulator Pressure is verified before each departure.
42-09	BRAKES Pressure Indicators				Relief deleted Rev, 12

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32	LANDING GEAR				
42-10	Inflight Wheel Braking System (Including Nose Wheel Snubber Pad)	C	1	0	<p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Main Wheel Braking, if inoperative, is verified to be in the Not Applied Mode, b) Nose Wheel Snubber Pads, if inoperative, are removed, c) Flight Planning accounts for Limitations, procedures, and performance adjustments applicable to Takeoff (Brake Release through completion of Final Take Off Segment) contained in the AFM "Flight Gear Down" Supplement, d) Icing Conditions do not exist from the surface up to 1500 Above Field Elevation (AFE) at the Takeoff Airport and e) After takeoff with both Engines operating normally, Landing Gear is left extended for one minute to allow the Wheels to spin down prior to Gear Retraction. <p>NOTE: In case of Engine Failure after V1, performance is the prime consideration, and the Landing Gear should be retracted normally until Performance Penalty with Gear Down is no longer a factor. Pilots must also consider effects of delayed raising or Lowering Gear during Winter Weather Condition.</p>

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32	LANDING GEAR				
42-11	Nose Wheel Tachometer				Deleted by MMEL Revision No. 5.
42-12	Main Gear Tachometer(s)	C	8	7	(M)(O)One Front Wheel (1,2,3,4) Tachometer may be inoperative provided: a) Antiskid system is operative, b) Both reversers are operative, c) Green system is operative on operative brakes, d) Operative Tachometers are checked before each flight, e) Auto brake system is considered inoperative, and f) Appropriate AFM limitations, procedures and performance adjustments are applied.
47-01	Brake HOT Light	C	1	0	May be inoperative provided brake temperature indications are available on ECAM.
		C	1	0	(O) May be inoperative provided brake cooling time is applied.
47-02	ECAM Brake Temperature Indication(s)	C	-	0	(O) May be inoperative provided brake cooling time is applied.

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32 LANDING GEAR					
48-01 Brake Fan System ***	C	1	0		
1) Brake Fans	C	8	0	(M) May be inoperative provided the associated brake fan(s) are deactivated.	
51-01 Rudder Pedal Nose Wheel Steering System	C	1	0	(M) May be inoperative provided: a) Centering function operates normally, b) Handwheel steering system (Tillers) is verified to operate normally. c) Landing minimums are not dependent upon its use.	
61-01 Landing Gear Indicating Panels ***	B	-	1	Two may be inoperative provided: a) All three visual Downlock indicators operate normally, b) POSITION DET switch remains selected to system with operative panel.	
	B	-	2	One may be inoperative provided POSITION DET switch remains selected to system with an operative panel. NOTE: Any remaining portion of indicating panel(s) on which operates normally may be used.	
1) Landing Gear Door Indicators	B	6	3	One may be inoperative for each gear assembly on either SYS 1 or SYS 2 Panel provided POSITION DET switch remains selected to system with operative panel.	

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32 LANDING GEAR					
61-02 DOWN Arrow Light	C	1	0		
61-03 Visual Down Lock Indicators					
1) Nose Gear Indictor	C	1	0	May be inoperative provided two cockpit landing gear indicating panels operate normally.	
***2) Wing Indicators	C	2	0	May be inoperative provided two cockpit landing gear indicating panels operate normally.	
61-04 POSITION DET Systems	C	2	1	One may be inoperative provided POSITION DET switch remains selected to operative system.	
61-01 ECAM Landing Gear Indications	C	-	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.	
75-01 Taxi Speed Indication ***	C	-	0		

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33	LIGHTS				
12-01	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System				
1)	Individual Compartment and Instrument Lights (Except F/O Dome Light, Glareshield, Lights, Standby Attitude Indicator, Non-Stabilized Magnetic Compass)	C	-	-	Individual Lights may be inoperative provided remaining lights are: a) Remaining Lighting System lights are sufficient to illuminate clearly all required instruments, controls and other devices for which it is provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
		C	1	0	May be inoperative for day operations. (Continued)

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33	LIGHTS				
12-01	Flight Compartment and Instrument Lighting Systems (Cont'd)				
2)	F/O Dome Light Bulbs	C	4	2	(M) May be inoperative provided the emergency function is verified to operate normally.
3)	Glareshield Lights	C	8	3	(M) May be inoperative provided: a) Lighting configuration and intensity is acceptable to the flight crew, and b) Emergency function is verified to operate normally.
4)	Standby Attitude Indicator Integrated Lighting	B	1	0	(M) May be inoperative provided glareshield emergency lightning is verified to operate during Emergency Smoke Drill procedure.
		C	1	0	May be inoperative for day operations.
5)	Non-Stabilized Magnetic Compass Integrated Lighting	B	1	0	May be inoperative provided the Non-Stablized Magnetic Compass is considered inoperative.
		C	1	0	May be inoperative for day operations.

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33	LIGHTS				
14-00	Annunciator (ANN) Lighting System				
1)	Auto Test Function ***	D	1	0	May be inoperative provided ANN Lt Test Function operates normally.
2)	ANN Lt Test Function	B	1	0	Both FWC's operate normally.
		C	1	0	May be inoperative provided the Auto TEST Function Operates normally.
3)	Dim Function	C	1	0	May be inoperative for day operations.
21-01	Cabin Interior Illumination				
1)	Passenger Configuration With Incandescent Emergency Escape Path Marking System	C	-	-	May be inoperative provided: a) Remaining lighting is sufficient for cabin attendants to perform their duties, and b) For night ER operations, at least 75% of the Night Lights must operate.
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33 LIGHTS

21-01 Cabin Interior
Illumination
(Cont'd)

2) Passenger
Configurations With
Photo-luminescent
Emergency Escape
Path Marking System

C

-

-

Individual lights may be inoperative provided:

- a) Remaining lighting is sufficient for cabin attendants to perform their duties,
- b) Minimum acceptable light levels specified in one of the following documents are maintained:
 - a. FAA engineering approval letter,
 - b. FAA approved report of the type design holder,
 - c. Limitations and conditions section of the applicable supplemental type certificate (STC), or
 - d. An FAA approved report incorporated in the master drawing list for the applicable STC.

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33	LIGHTS					
21-01	Cabin Interior Illumination (Cont'd)					
3)	All Cargo Configuration Main Deck/ Courier/ Supernumerary Area	C	-	-		May be inoperative provided procedures do not require their use.
		C	-	-		Individual Lights may be inoperative provided remaining lighting is sufficient for crew members to perform required duties.
a)	Cargo Door Sill Lights	C	-	-		
26-01	Passenger Notice System ("NO SMOKING / FASTEN SEAT BELT/ RETURN TO SEAT") Signs	C	-	-		(M)(O) No passenger or Cabin Attendant Seat or Lavatory may be occupied from which a "NO SMOKING/ FASTEN SEAT BELT/ RETURN TO SEAT" Sign is not readily legible or that Seat or Lavatory must be blocked and placarded – "DO NOT OCCUPY".
		C	-	-		(O) "NO SMOKING/FASTEN SEAT BELT/RETURN TO SEAT" Signs may be inoperative and the affected Passenger Seat(s), Cabin Attendant Seat(s) or Lavatories may be occupied provided: a) PA System operates normally and can be clearly heard throughout the Cabin, and Lavatory during Flight, and b) PA System is used to alert the Cabin Crew and to notify Passengers when seat Belts should be fastened and smoking is prohibited.
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33	LIGHTS				
26-01	Passenger Notice System ("NO SMOKING/FASTEN SEAT BELT/ RETURN TO SEAT") Signs (Cont'd)				
1)	Aural Tone	C	-	0	
2)	Automatic Function	C	-	0	(O) May be inoperative provided: a) Manual Control Function operates normally, and b) Procedures for manually operating Signs are established and used.
26-02 ***	Courier/Supernumerary Notice System				
1)	"NO SMOKING/FASTEN SEAT BELTS/ EXIT/ DON OXYGEN MASKS/ SEAT" Signs	C	5	0	May be inoperative provided courier/supernumerary address system operates normally.
		C	5	0	May be inoperative provided courier/supernumerary area remains unoccupied in flight.
2)	Aural Tone System	C	1	0	May be inoperative provide courier/supernumerary address system operates normally.
		C	1	0	May be inoperative provided courier/supernumerary area remains unoccupied in flight.

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33 LIGHTS				
31-01 Service Area Lighting: Equipment Zone 311/312	C	-	0	
31-02 Service Area: APU Compartment	C	-	0	
32-01 FWD Air Conditioning Duct Compartment	C	-	0	
32-02 AFT Air Conditioning Duct and Accessory Compartment	C	-	0	
34-01 Lower Cargo Compartment Lights	C	-	0	
1) Lower Cargo Compartment Light Lens	C	-	-	(M) May be broken/missing provided associated light tubes are removed.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
33 LIGHTS				
35-00 Equipment Compartment Lighting				
1) Air Conditioning Compartment	C	-	0	
20 Avionics Compartment	C	-	0	
41-01 Navigation (NAV) Lights	C	-	3	For night operations, all except the following minimum may be inoperative: a) One stationary Red Wing Tip Light, b) One stationary Green Wing Tip Light, and c) One stationary White AFT Wing Tip Light.
	C	-	0	May be inoperative for day operations.

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	4. REMARKS AND EXCEPTIONS			

33	LIGHTS				
41-02	Strobe Lights	C	-	0	May be inoperative, for night operations, provided Anti-Collision Lights ("Red" Beacon) operate normally.
		C	-	0	May be inoperative for day operations.
1)	Auto Function	C	1	0	May be inoperative provided the switch is operative in OFF and ON positions.
42-01	Landing Light System				
1)	Lights	C	2	1	One may be inoperative, for night operations, provided both Nose Gear Takeoff (T O) Lights operate normally.
		C	2	0	May be inoperative for day operations
2)	Extend/Retract Function	C	2	1	One may be inoperative in the retracted position provided: <ul style="list-style-type: none"> a) Associated Landing Light is considered inoperative, and b) Both Nose Gear Takeoff (T O) Lights operate normally.
		C	2	1	(O) One may be inoperative in other than fully extended position provided: <ul style="list-style-type: none"> a) Both Nose Gear Takeoff (T O) Lights operate normally, and b) Flight Planning Fuel Consumption is increased by 1.0%.
		C	2	0	May be inoperative in the retracted position for day operations.
(Continued)					

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33 LIGHTS					
42-01 Landing Light System (Cont'd)					
2) Extend Retract Function	C	2	0		(O) May be inoperative in other full extended position or partially extended provided: a) Aircraft is restricted to day operations, and b) Flight Planning Fuel Consumption is increased by 1.0% per light.
	C	2	0		(O) May be inoperative in the full extended position provided: a) Both Landing Lights operate normally, and b) Flight Planning Fuel Consumption is increased by 1.0% per light.
43-01 Runway Turn-off Lights	C	2	0		
45-01 Wheel Well Dome Lights	C	-	0		
46-01 Nose Gear Taxi and Takeoff Lights					
1) Takeoff (T O) Lights	C	2	1		One may be inoperative, for night operations, provided both Landing Lights operate normally.
	C	2	0		May be inoperative for day operations.
2) Taxi Lights	C	2	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			
33 LIGHTS				
47-02 Logo Lights ***	D	-	0	
48-01 Anti-Collision (Beacon) Lights	C	2	0	May be inoperative for day operations.
Airplanes with modification SB A300-33-6034 or SB A300-33-6036, SB A310-33-2037 or SB A310-33-2039	C	2	0	May be inoperative for night operations provided strobe lights are installed and operate normally.
49-01 Wing Illumination Lights	C	4	0	(O) May be inoperative provided procedures do not require their use.
51-02 Emergency Exit Light DISARM Light	C	1	0	(O) May be inoperative provided emergency exit lights are verified disarmed before exiting airplane at termination of flight.
51-03 Cabin Interior Emergency Light System				
1) Lights	C	-	-	One bulb in up to three non-adjacent ceiling lights may be inoperative.
2) Test Function	C	1	0	(M) May be inoperative provided interior emergency light system is verified to operate normally.

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		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS

33 LIGHTS				
51-04 Floor Proximity Emergency Escape Path Marking System	C	1	-	Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in an FAA engineering approval letter are complied with.
	C	1	-	Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in an FAA approved report of the Type Design holder are complied with.
	C	1	-	Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in the Limitations and Conditions section of the applicable Supplemental Type Certificate (STC) are complied with.
	C	1	-	Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in an FAA approved report incorporated in the Master Drawing List for the applicable STC are complied with.

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	4. REMARKS AND EXCEPTIONS				

33	LIGHTS					
51-05 ***	Courier/ Supernumerary Area Interior Emergency Light System					
1)	Lights	C	-	-	Individual lights may be inoperative provided courier/supernumerary area remains unoccupied in flight.	
2)	Test Function	C	1	0	(M) May be inoperative provided courier compartment interior emergency light system is verified to operate normally.	
51-18	Overwing Emergency Light (A-310)					
1)	Passenger and Combi-Configuration	B	2	0	May be inoperative for day operations.	
***2)	All-Cargo Configuration	D	2	0		

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34	NAVIGATION				
11-01	Air Data Computers				
1)	ADC Outputs				Deleted, Revision 2.
12-03	Standby Altimeter Vibrator	C	1	0	May be inoperative provided VMC conditions exist at departure and arrival airports.
12-04	Altitude Alerting System	A	1	0	(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operations, i.e. RVSM, do not require its use. c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days.
		C	-	1	
1)	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.
2)	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.
12-05	Vertical Speed Indicator (Inertial Mode)	C	2	0	

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34	NAVIAGATION				
12-06 ***	Metric Altimeter	C	1	0	May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
13-01	Standby Airspeed Indicators	C	2	1	
15-01	TAT System				
1)	TAT Indication (on Thrust Rating Panel)	C	1	0	May be inoperative provided ECAM TAT Indication operates normally.
24-01	Standby Attitude Indicator (A/C with MOD 12100 or MOD 12291)	B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, b) Operations are not conducted into known or forecast over the-top conditions, and c) A.D. 2005-14-01 is complied with.
*** 1)	ILS Indication	C	1	0	
25-01	Inertial Reference Systems (Standby Generator Installed)	C	3	2	One may be inoperative provided, for ER operation, IRS's No.1, and No.3 operate normally.
25-02	Mode Selector Units (MSU)	C	3	2	May be inoperative provided: a) Associated inertial reference system (IRS) is considered inoperative, and b) For ER operations, No.1's and No.3 MSU and IRS operate.

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	4. REMARKS AND EXCEPTIONS			

34	NAVIGATION				
25-03	Inertial Sensor Display Unit (ISDU)	C	1	0	Except for ER operations, may be inoperative provided: a) Inertial Reference Units (IRU's) can be aligned through the Flight Management Systems (FMS), and b) ISDU Rotary Selector remains OFF.
27-02	Primary Flight Display (PFD) Secondary Airspeed Indications	C	2	1	Indications, including MACH, may be inoperative on one PFD.
27-03	MACH/Airspeed Warnings (Visual and Aural)	B	2	1	
27-04	Attitude Displays				Deleted, Original Issue, Combined A-300-600/A-310 MMEL.
27-05	Slip Indexes				Deleted, Original Issue, Combined A-300-600/A-310 MMEL.

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34	NAVIGATION				
27-06	Heading and Guidance Displays on Primary Flight Displays (PFD's)				
1)	Heading Scale	C	-	0	
2)	Selected Headings	C	-	0	
3)	Flight Path Vector	C	-	0	
4)	Flight Path Target	C	-	0	
5)	Altitude Deviation	C	-	0	
6)	Selected Altitude Index	C	-	0	
7)	Radio Altitude Information	C	-	0	May be inoperative provided approach minimums and/or operating procedures do not require its use.
8)	ILS Reminder	C	-	0	
9)	Special Message	C	-	0	
10)	ILS DME	C	-	0	
					(Continued)

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34	NAVIGATION				
27-06	Heading and Guidance Displays On Primary Flight Displays (PFD's) (Cont'd)				
11)	Flight Director Command Bars	C	-	0	May be inoperative provided Flight Director is considered inoperative.
28-01	Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided: a) Combination of three gyro or INS(IRU) stabilized compass systems operates normally, and b) A.D. 2005-14-01 is complied with.
		B	1	0	(O)May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems operate normally, b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight, and c) A.D. 2005-14-01 is complied with.
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION				
28-01 Non-Stabilized Magnetic Compass (Cont'd)	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, operate normally, and used in conjunction with approved free gyro navigation techniques.
28-02 Navigation Display (ND) Heading Indications	C	2	1	Except for ER operations, one may be inoperative provided at least one Heading Card operates normally at each Pilot's Station.
28-03 Navigation Display (ND) Functions				
1) Selected Headings	C	-	0	May be inoperative provided: a) HDG SEL on Flight Control United (FCU) operates normally, and b) Heading Index on VOR/DME RMI's operates normally.
2) Selected Course (Digital Value)	C	-	0	
3) Airplane Symbol	C	-	1	
(Continued)				

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34	NAVIGATION				
28-03	Navigation Display (ND) Functions (Cont'd)				
4)	Next Waypoint	C	-	1	
5)	FMC Message	C	-	1	
6)	Trajectory Deviation Mode	C	-	0	
7)	Ground Speed	C	-	0	
8)	True Airspeed	C	-	1	
9)	Wind	C	-	0	
28-04	Navigation Display (ND) ARC Modes	C	2	1	
28-05	Navigation Display (ND) Map Modes	C	2	1	
28-06	Navigation Display (ND) Plan Modes	C	2	1	
29-01	VOR RMI Indication Compass Cards				Moved to MMEL item 34-29-06, Revision 9.
29-02	VOR RMI DME Readouts				Moved to MMEL item 34-51-01, original issue A310/A300-600.

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34	NAVIGATION				
29-03	VOR RMI Pointers				Moved to MMEL item 34-29-06, Revision 9.
29-04	ADF RMI Indicator Compass Cards				Moved to MMEL item 34-29-07, Revision 9.
29-05	ADF RMI Pointer				Moved to MMEL item 34-29-07, Revision 9.
29-06 ***	VOR RMI Indicator				
1)	Compass Cards	C	2	0	Both may be inoperative provided heading information from separate independent sources is available at each pilot station.
2)	Pointers	C	4	-	As required by 14 CFR.
29-07 ***	ADF RMI Indicator				
1)	Compass Cards	C	2	0	Both may be inoperative provided heading information from separate independent sources is available at each pilot station.
2)	Pointers	C	-	-	As required by 14 CFR.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
29-08 ADF/VOR RMI *** Indicator				
1) Compass Cards	C	2	0	Both may be inoperative provided heading information from separate independent sources is available at each pilot station.
2) VOR/ADF Pointers	C	4	-	As required by 14 CFR.
32-01 Multi-Mode Receiver *** (MMR)	C	2	1	One may be inoperative provided: a) Not powered by an Emergency Bus, and b) Approach minimums do not require its use.
1) Instrument Landing System Functions	C	2	-	Any in excess of those required by 14 CFR may be inoperative provided: a) Not powered by an Emergency Bus, and b) Approach minimums do not require its use.
2) Global Positioning System (GPS) Functions	C	2	0	(O) May be inoperative provided: a) Alternate procedures are established, and b) Enroute or approach procedures do not require its use.
34-01 Marker Beacon System	C	1	0	May be inoperative provided approach procedures do not require its use.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION				
36-01 ILS Systems	C	2	-	Any in excess of those required by 14 CFR may be inoperative provided: a) Not powered by an Emergency Bus, and b) Approach minimums do not require its use.
41-01 Weather Radar System	C	-	0	Except for ER operations beyond 120 minutes, may be inoperative provided system is not required by 14 CFR.
	D	-	1	Any in excess of those required by 14 CFR may be inoperative.
*** 1) Windshear Detection and Avoidance System (Predictive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operators alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System (Reactive) operates normally.
*** 2) Ground Clutter Suppression	C	1	0	(O) May be inoperative provided: a) Mode is OFF as verified by annunciation on the NAV Display.

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34 NAVIGATION				
42-01 Radio Altimeter Systems				
1) RAD ALT System 1	A	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Dispatch deviations for inoperative Ground Proximity Warning System (GPWS) are observed, b) Approach minimums or operating procedures do not require its use, and c) Repairs are made within two flight days.
*** 2) RAD ALT 1 System 1 (Aircraft with dual RAD ALT Input to GPWS)	C	1	0	May be inoperative provided approach minimums or operating procedures do not require its use.
3) RAD ALT System 2	C	1	0	May be inoperative provided approach minimums or operating procedures do not require its use.
4) RAD ALT System 1 and 2	A	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Dispatch deviations for ground proximity warning system (GPWS) are observed, b) TCAS is considered inoperative and not used, c) EGPWS is considered inoperative and not used d) Approach minimums or operating procedures do not require their use, and e) Repairs are made within two flight days.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION				
43-01 Radio Altimeter Automatic Call Out Function	C	1	0	(O) May be inoperative provided alternate altitude call out procedures are established and used.
*** a) Decision Height/Decision Altitude (DH/DA)	C	1	0	May be inoperative provided approach procedures do not require its use.
*** b) Kettle Feature	C	1	0	
48-01 Class A TAWS Equipment Required				
1) GPWS	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
2) Modes 1 – 4	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
3) Test Mode	A	-	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
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	4. REMARKS AND EXCEPTIONS			

34	NAVIGATION				
48-01	Class A TAWS Equipment Required (Cont'd)				
4)	Glideslope Deviation Mode 5	B	-	0	
5)	Advisory Call-Outs	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
*** 6)	Windshear Warning and Flight Guidance System (Reactive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	NOTE: Operators alternate procedures should include reviewing windshear avoidance and windshear recovery procedures. (O) May be inoperative provided: c) Alternate procedures are established and used, and d) Windshear Warning and Guidance System (Predictive) operates normally.
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34	NAVIGATION				
48-01	Class A TAWS Equipment Required (Cont'd)				
7)	Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
8)	Terrain Displays	C	-	1	
9)	Runway Awareness & Advisory System (RAAS)	C	-	0	
48-02	Class B TAWS Equipment Required				
1)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
2)	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
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34	NAVIGATION				
48-02	Class B TAWS Equipment Required (Cont'd)				
3)	Test Mode	A	-	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
4)	Modes 2, 4 & 5	C	3	0	
5)	Advisory Call-Outs	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
*** 6)	Windshear Warning and Flight Guidance System (Reactive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
7)	Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	
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34	NAVIGATION				
48-02	Class B TAWS Equipment Required (Cont'd)				
*** 8)	Terrain Displays	C	-	0	
*** 9)	Runway Awareness & Advisory System (RAAS)	C	1	0	
48-03	Class C TAWS Equipment				
***	TAWS/GPWS	C	1	0	May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.

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	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION				
51-01 Distance Measuring Equipment Systems (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
1) DME Readout (s)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
51-02 VOR Navigation Systems	C	-	-	Any in excess of those required by 14 CFR, and not powered by an emergency bus, may be inoperative.
*** 1) Frequency Transfer Functions	C	-	0	
2) F/O's VOR Course Indication	C	2	1	One may be inoperative on F/O's VOR Control Panel provided course indication is available on F/O's ND.
52-01 ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities and having jurisdiction over the planned route of flight.
	D	-	1	Any in excess of those required by 14 CFR may be inoperative.
*** 1) System Selector	C	-	0	
*** 2) Elementary Enhanced Downlink Reportable Parameters Not required By 14 CFR	A	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.

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	4. REMARKS AND EXCEPTIONS			

34	NAVIGATION				
53-01	ADF Systems	D	-	-	Any excess of those required by 14 CFR may be inoperative.
*** 1)	Frequency Transfer Selectors	C	-	0	
54-01 ***	Global Positioning System (GPS)	C	2	0	
					(O) May be inoperative provided: a) Alternate procedures are established, and b) Enroute or approach procedures do not require its use.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
					2. NUMBER INSTALLED
					3. NUMBER REQUIRED FOR DISPATCH
					4. REMARKS AND EXCEPTIONS

34	NAVIGATION				
58-01 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR equipment.
1)	Link and Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.
2)	Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.
3)	CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.
4)	Data Link Transmitter (s)	D	-	0	
5)	Data Link Receiver(s)	D	-	0	
6) ***	ADS-B Squitter Transmissions	D	-	0	May be inoperative provided operations do not require its use.
		C	-	0	(O) May be inoperative provided alternate procedures are established and used. Note: Any ADS-B Out function that operates normally may be used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

60-01	Flight Management Systems (FMS)				
1)	Flight Management Computer (FMC)	C	2	1	(O) Except for ER operations one may be inoperative provided: a) Enroute/approach procedures do not require its use, and b) Alternate CGCC Data Entry procedures are established and used.
		C	2	0	(O) Except for ER operations, both may be inoperative provided: a) Enroute/approach procedures do not require its use, b) Trim tank remains empty, or fuel therein is limited to 4400 lb., is considered unusable, is included in zero fuel weight (ZFW), and is taken into account for CG calculations, and c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and d) Trim tank isolation valve and Fuel Pumps remain off.
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
60-01 Flight Management Systems (FMS) (Cont'd)					
2) Lateral Navigation	C	2	0		(O) Except for ER operations, may be inoperative provided enroute/approach procedures do not require its use.
3) Vertical Navigation	C	2	0		(O) May be inoperative provided enroute and/or approach procedures do not require its use.
4) Performance Prediction	C	2	0		
5) Center of Gravity Control Computer (CGCC) Data Entry Function	C	2	1		(O) One may be inoperative provided alternative CGCC Data Entry procedures are established and used.
	C	2	0		(O) Both may be inoperative provided: a) Trim tank remains empty, or fuel therein is limited to 4400 lb., is considered unusable, is included in zero fuel weight (ZFW), and is taken into account for CG calculations, and b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased to 1.0%, and c) Trim Tank Isolation Valve and Fuel Pumps remain OFF.
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
				2. NUMBER INSTALLED
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				4. REMARKS AND EXCEPTIONS

34	NAVIGATION				
60-01	Flight Management Systems (FMS) (Cont'd)				
6)	Navigation Databases	C	-	0	(O) May be out of currency provided: a) Current Aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
65-01	FMS Control Display Unit (CDU)	C	2	0	(O) Except for ER operations, may be inoperative provided enroute/approach procedures do not require its use.
73-01	Symbol Generator Units (SGU's)	C	3	2	For ER operations, No. 2, only, may be inoperative.
		C	3	2	Except for ER operations, either No. 2, or No. 3 may be inoperative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION				
73-02 Primary Electronic Flight Instrument System (EFIS) Control Panels				
1) Switch Illumination Function	C 14	7	May be inoperative provided associated mode functions(s) can be verified on PFD/ND.	
73-03 Electronic Flight Instrument System (EFIS) Switching Systems				
1) ATT/HDG Switching	C 2	1	Except for ER operations, one may be inoperative provided: a) Associated instrument(s) operate normally from independent sources, and b) Inoperative switch is not moved during flight	
2) ADC INST Switching	C 2	0	May be inoperative provided: a) Associated instrument(s) operate normally from independent sources, and b) Inoperative switches are not moved during flight.	
(Continued)				

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	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION				
73-03 Electronic Flight Instrument System (EFIS) Switching Systems (Cont'd)				
3) FD Switching	C	2	0	May be inoperative for an inoperative system.
	C	2	0	May be inoperative provided: a) Associated instrument(s) operate normally from independent sources, and b) Inoperative switches are not moved during flight.
4) EFIS/SGU Switching	C	2	0	Except for ER operations, may be inoperative for an inoperative system.
	C	2	1	Except for ER operations, one may be inoperative provided: a) Associated instrument(s) operate normally from independent sources, and b) Inoperative switch is not moved during flight.
*** 5) VOR Switching	C	2	0	May be inoperative provided: a) Associated instrument(s) operate normally from independent sources, and b) Inoperative switches are not moved during flight.
(Continued)				

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34	NAVIGATION				
73-03	Electronic Flight Instrument System (EFIS) Switching Systems (Cont'd)				
*** 6)	ILS Switching	C	2	0	May be inoperative provided: a) Associated instrument(s) operate normally from independent sources, and b) Inoperative switches are not moved during flight.
*** 7)	FMC Switching	C	2	0	May be inoperative provided: a) Associated instrument(s) operate normally from independent sources, and b) Inoperative switches are not moved during flight.
8)	Switch Illumination Function	C	-	-	(O) Switch illumination may be inoperative provided: a) Switch function is verified to operate normally, and b) Opposite switch illumination function operates normally.
74-01	ECAM Navigation Indications	C	-	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.
75-01	Ground Speed Indication	C	-	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY
	2. NUMBER INSTALLED
	3. NUMBER REQUIRED FOR DISPATCH
	4. REMARKS AND EXCEPTIONS

34	NAVIGATION				
76-01	Traffic Alert/Collision Avoidance System (TCAS II)	B	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0	(M)(O) 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.
1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display Systems	C	2	1	One may be inoperative on the non-flying pilot's side provided: a) TA and RA visual display is operative on the flying pilot's side, and b) TA and RA audio function is operative on the flying pilot's side.
2)	Resolution Advisory (RA) Display System(s)	C	2	1	One may be inoperative on the non-flying pilot's side.
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
				2. NUMBER INSTALLED
				3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS

34 NAVIGATION				
76-01 Traffic Alert/Collision Avoidance System (TCAS) (Cont'd)				
3) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA Visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
77-01				Number reserved for future use.

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	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
35 OXYGEN				
12-01			Number reserved for future use.	
13-01 High Pressure (HP) Indicator(s)	C	-	0	(M) May be inoperative provided, before departure, adequate Oxygen Quantity is verified by an acceptable alternate means.
13-02 Low Pressure (LP) Indicator(s)	C	-	0	
13-03 LO PR SUPPLY OFF Light(s)	C	-	0	May be inoperative provided Flight Crew verifies Low Pressure Supply Switch is pressed-in before each departure.
13-04 Exterior Oxygen Discharge Indicator (Green Disc)	C	1	0	(O) May be damaged or missing

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				2. NUMBER INSTALLED
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				4. REMARKS AND EXCEPTIONS

35	OXYGEN				
20-01	Passenger Oxygen System				
1)	Automatic Presentation System	B	1	0	(M) May be inoperative provided: a) Manual Deployment system is verified to operate normally, and b) Airplane remains at FL 300 or below.
2)	Passenger Service Units	B	-	-	(M) May be inoperative without flight altitude restriction provided: a) Associated seats are blocked and placarded to prevent occupancy, and b) Units operate normally for all usable lavatory and flight attendant locations.
		B	-	-	(O) May be inoperative provided: a) Flight is not conducted over an area where the minimum enroute altitude is above 14,000 feet MSL, b) Both air conditioning packs operate normally, c) All other components of the pressurization system operate normally, d) Airplane remains at FL 250 or below, e) Portable oxygen units are provided for 10% of the passengers, and f) Passengers are appropriately briefed.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
				2. NUMBER INSTALLED
				3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS

35	OXYGEN				REMARKS AND EXCEPTIONS
20-02	Lavatory Oxygen Modules				
1)	Passenger Configuration	B	-	0	May be inoperative provided associated lavatory door is locked closed and placarded "INOPERATIVE DO NOT ENTER".
2)	All Cargo Configuration	C	1	0	May be inoperative provided Portable O2 Bottle is available and used.
21-01	Passenger Oxygen SYSTEM ACTUATED Light	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
30-01 ***	Portable Oxygen Dispensing Units (Or Equivalent) (Bottle and Mask)				
1)	Passenger Configuration	C	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) The inoperative unit is tagged inoperative, so it cannot be mistaken for a functional unit, b) Required distribution is maintained, c) Location placard is obscured or removed, and d) Bottles not properly serviced are replaced, serviced, and removed at the next available maintenance facility.
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS

35 OXYGEN				
30-01 *** Portable Oxygen Dispensing Units (Or Equivalent) (Bottle and Mask) (Cont'd)				
2) Cargo Configuration	C	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) The inoperative unit is tagged inoperative, so it cannot be mistaken for a functional unit, b) Location placard is obscured or removed, c) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility, and d) Courier/handler(s) do not enter main cargo area.
30-02 Protective Breathing Equipment (PBE)	C	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided a) The inoperative unit is tagged inoperative, so it cannot be mistaken for a functional unit, b) Required distribution is maintained, c) Location placard is obscured or removed, and d) Unserviceable unit(s) are replaced, or removed at the next available maintenance facility.

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		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS

		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35 OXYGEN				
31-01 *** Quick Donning Courier/Supernumerary Oxygen Mask(s)	C	-	-	Individual masks may be inoperative provided associated courier/ supernumerary seat(s) remains unoccupied in flight.
31-02 *** Courier/Supernumerary Oxygen Supply Valve	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, and b) Courier/supernumerary area remains unoccupied in flight.
31-03 *** Oxygen cylinder Pressure Regulators (head mounted)	C	4	2	(M)(O) Two may be inoperative provided: a) No oxygen leakage is detected, b) Head valve is manually closed, c) Electrical connector associated with the inoperative pressure regulator is disconnected and stowed, and d) Prior to each departure oxygen requirements are verified to be adequate for the intended route of flight.
31-04 ** Courier/Supernumerary Oxygen Cylinder Pressure Regulator (B/E Aerospace, FSI Freighter) STC # ST01941SE	C	1	0	(M)(O) May be inoperative provided: a) No oxygen leakage is detected. b) Head valve is manually closed, c) Electrical connector is disconnected, and d) Courier/Supernumerary area remains unoccupied in flight.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS

35	OXYGEN				
31-05	Courier/Supernumerary Oxygen System (B/E Aerospace, FSI Freighter) (STC # ST01941SE)				
1)	Automatic Presentation System	B	1	0	(M)(O) May be inoperative provided: a) Manual deployment system is verified to operate normally, and b) Aircraft remains at FL 300 or below.
2)	Supernumerary Service Units	B	3	2	(M)(O) One may be inoperative provided: a) Associated seat is blocked and placarded to prevent occupancy, b) The service unit above the emergency oxygen override switch is operable, c) The associated service unit door is taped shut, and d) The mask manifold spuds within the service unit are toggled shut.
		C	3	0	May be inoperative provided the Courier/Supernumerary area is not occupied.

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		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS

36	PENUMATIC		2	1	4. REMARKS AND EXCEPTIONS
11-01	Engine Bleed Air Supply Systems	C	2	1	<p>Except for ER operations beyond 120 minutes, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated BLEED VALVE Switch remains OFF, b) Associated Bleed Valve is verified CLOSED on ECAM, c) X-FEED Valve is positioned as required, d) Airplane is not operated in known or forecast icing conditions, and e) Airplane remains at FL 310 (or metric equivalent FL 311) or below.
		C	2	1	<p>Except for ER operations beyond 120 minutes, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated BLEED VALVE Switch remains OFF, b) Associated Bleed Valve is verified CLOSED on ECAM, c) X-FEED switch is on MAN/Open Position, d) APU Bleed Air Supply system operates normally, e) When Wing Anti-Icing is used, or Engine Power is above Max Climb, one Pack Valve is closed f) For Flight planning purposes Fuel consumption is based on operations conducted at 15,000 ft (A300-600) or FL 200 (A310) on those segment(s) of flight where icing may be encountered or expected, and g) Airplane remains at FL 310 (or metric equivalent FL 311) or below.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

36	PNEUMATIC				
11-02	IP Bleed Air Check Valves				
1)	GE Engines	C	2	1	<p>Except for ER operations beyond 120 minutes, one may be inoperative in the closed position provided:</p> <ul style="list-style-type: none"> a) Associated engine bleed air supply system is considered inoperative, b) Associated BLEED VALUE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) Airplane is not operated in known or forecast icing conditions, and f) Airplane remains at FL 310 (or metric equivalent FL 311) or below. <p>(Continued)</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

36	PNEUMATIC				
11-02	IP Bleed Air Check Valves (Cont'd)				
1)	GE Engines (Cont'd)	C	2	1	<p>Except for ER operations beyond 120 minutes, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated engine bleed air supply system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Associated bleed valve is verified CLOSED on ECAM d) X-FEED switch is in MAN/Open position, e) APU bleed air supply system operates normally, f) When wing anti-icing is used, or engine power is above max climb, one pack valve is closed, g) For flight planning purposes Fuel consumption is based on operations conducted at 15,000 ft (A300-600) or FL 200 (A310) on those segment(s) of flight where icing may be encountered or expected, and h) Airplane remains at FL 310 (or metric equivalent FL 311) or below. <p>(Continued)</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS

36	PNEUMATIC				
11-02	IP Bleed Air Check Valves (Cont'd)				
1)	GE Engines (Cont'd)	C	2	1	(M) Except for ER operations, one may be inoperative Open provided: <ul style="list-style-type: none"> a) Associated High Pressure (HP) Valve is secured closed, b) Associated HP VAVLE Switch remains OFF, c) APU Bleed Air System operates normally, d) At Low Power Settings in icing conditions, X-FEED Switch is selected to MAN/Open, and associated Engine Bleed Air System is not used for Wing Anti-Ice, and e) If CF6-80C2 Engines are installed, associated Thrust Reverser is secured in the Forward Thrust position.
2)	P&W Engines	C	4	2	One on each Engine may be inoperative closed. (Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

36	PNEUMATIC				
11-02	IP Bleed Air Check Valves (Cont'd)				
2)	P&W Engines (Cont'd)	C	4	2	<p>Except for ER operations beyond 120 minutes, two on the same engine may be inoperative, in the closed position, provided:</p> <ul style="list-style-type: none"> a) Associated engine bleed air supply system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) Airplane is not operated in known or forecast icing conditions, and f) Airplane remains at FL 310 (or metric equivalent FL 311) or below. <p>(Continued)</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				

36	PNEUMATIC					
11-02	IP Bleed Air Check Valves (Cont'd)					
2)	P&W Engines (Cont'd)	C	4	2	<p>Except for ER operations, two on the same engine may be inoperative, in the closed position, provided:</p> <ul style="list-style-type: none"> a) Associated engine bleed air supply system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Associated bleed valve is verified CLOSED on ECAM, d) X-FEED switch is in MAN/Open position, e) APU bleed air supply system operates normally f) When wing anti-icing is used, or engine power is above max climb, one pack valve is closed, g) For flight planning purposes fuel consumption is based on operations conducted at 15,000 ft (A300-600) or FL 200 (A310) on those segment(s) of flight where icing may be encountered or expected, and h) Airplane remains at FL 310 (or metric equivalent FL 311) or below. 	
						(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
				2. NUMBER INSTALLED
				3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS

36	PNEUMATIC				
11-02	IP Bleed Air Check Valves (Cont'd)				
2)	P&W Engines (Cont'd)	C	4	2	(M) Two on the same Engine may be inoperative, Open, provided: <ul style="list-style-type: none"> a) Associated High Pressure (HP) Valve is secured closed, b) Associated HP VALVE Switch remains OFF, c) APU Bleed Air System operates normally, and d) At Low Power Settings in icing conditions, X-FEED Switch is selected to MAN/Open, and associated Engine Bleed Air System is not used for Wing Anti-Ice.
11-03	High Pressure (HP) Bleed Air Valves	C	2	1	(M) One may be inoperative provided: <ul style="list-style-type: none"> a) Associated HP Valve is secured closed, b) Associated HP Value Switch remains OFF, c) At Low Power Settings in icing conditions, X-FEED Switch is selected to MAN/Open, and associated Engine Bleed Air System is not used for Wing Anti-Ice, and d) If CF6-80C2 Engines are installed, associated Thrust Reverser is secured in the Forward Thrust position.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY
	2. NUMBER INSTALLED
	3. NUMBER REQUIRED FOR DISPATCH
	4. REMARKS AND EXCEPTIONS

36	PNEUMATIC		2	1	(M)(O) One may be inoperative provided:
11-04	Bleed Air HP Fault lights	C	2	1	<ul style="list-style-type: none"> a) Associated HP VALVE Switch is selected OFF, except for descent and landing, b) At Low Power Settings in icing conditions, X-FEED Switch is selected to MAN/Open, and associated Engine Bleed Air System is not used for Wing Anti-Ice, and c) If CF6-80C2 Engines are installed, associated Thrust Reverser is secured in the Forward Thrust position.
		C	2	1	One may be inoperative provided HP Valve Position Indications are available on ECAM.
		C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: <ul style="list-style-type: none"> a) Associated engine bleed air supply system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) Airplane is not operated in known or forecast icing conditions, and f) Airplane remains at FL 310 (or metric equivalent FL 311) or below.
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS

36	PNEUMATIC				
11-04	Bleed Air HP FAULT Lights (Cont'd)	C	2	1	<p>Except for ER operations, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated engine bleed air supply system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch s in MAN/Open position, e) APU bleed air supply system operates normally, f) When wing anti-icing is used, or engine power is above max climb, one pack valve is closed, g) For flight planning purposes fuel consumption is based on operations conducted at 15,000 ft (A300-600) or FL 200 (A310) on those segment(s) of flight where icing may be encountered or expected, and h) Airplane remains at FL 310 (or metric equivalent FL 311) or below.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

36	PNEUMATIC				
11-05	Bleed Air High Pressure (HP) Temperature Limit Sensor	C	2	1	(M) One may be inoperative provided: a) Affected Sensor is disconnected, b) Except as required for Anti-Icing, HP Valve Switch remains ON, and associated FAULT Light is disregarded and c) During Anti-Icing use, associated HP VALVE Switch is selected OFF, and X-FEED Switch is selected to MAN/Open.
11-06	Bleed Air Valves	C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Associated bleed air system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is secured closed, d) X-FEED switch is in MAN/Open position, e) Airplane is not operated in known or forecast icing conditions, and f) Airplane remains at FL 310 (or metric equivalent FL 311) or below.
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

36	PNEUMATIC				
11-06	Bleed Air Valves (Cont'd)	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: <ul style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated bleed valve switch remains off, c) Bleed valve is secured closed on ECAM, d) X-feed switch is in MAN/Open position, e) APU bleed air supply system operates normally, f) When wing anti-icing is used, or engine power is above max climb, one pack valve is closed, g) For flight planning purposes fuel consumption is based on operations conducted at 15,000 ft (A300-600) or FL 200 (A310) on those segment(s) of flight where icing may be encountered or expected, and h) Airplane remains at FL 310 (or metric equivalent FL 311) or below.
11-07	Bleed Air Valve Switch Flow Bars	C	2	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

36	PNEUMATIC				
11-08	Bleed Air FAULT Lights	C	2	1	<p>Except for ER operations beyond 120 minutes, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) Airplane is not operated in known or forecast icing conditions, and f) Airplane remains at FL 310 (or metric equivalent FL 311) or below. <p>(Continued)</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

36	PNEUMATIC				
11-08	Bleed Air FAULT Lights (Cont'd)	C	2	1	<p>Except for ER operations beyond 120 minutes, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) APU bleed air supply system operates normally, f) When wing anti-icing is used, or engine power is above max climb, one pack valve is closed, g) For flight planning purposes fuel consumption is based on operations conducted at 15,000 ft (A300-600) or FL 200 (A310) on those segment(s) of flight where icing may be encountered or expected, and h) Airplane remains at FL 310 (or metric equivalent FL 311) or below.
		C	2	0	<p>May be inoperative provided associated Bleed Air Pressure and Temperature Indications are available on ECAM.</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

36	PNEUMATIC				
11-09	Overpressure Valves (CF6-80A3 Engines)	C	2	1	<p>Except for ER operations beyond 120 minutes, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) Airplane is not operated in known or forecast icing conditions, and f) Airplane remains at FL 310 (or metric equivalent FL 311) or below. <p>(Continued)</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS

36	PNEUMATIC				
11-09	Overpressure Valves (CF6-80A3 Engines) (Cont'd)	C	2	1	<p>Except for ER operations beyond 120 minutes, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated bleed valve switch remains off, c) Bleed valve is verified closed on ECAM, d) X-feed switch is in MAN/Open position, e) APU bleed air supply system operates normally, f) When wing anti-icing is used, or engine power is above max climb, one pack valve is closed, g) For flight planning purposes fuel consumption is based on operations conducted at 15,000 ft (A300-600) or FL 200 (A310) on those segment(s) of flight where icing may be encountered or expected, and h) Airplane remains at FL 310 (or metric equivalent FL 311) or below.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

36	PNEUMATIC				
11-10	Fan Air Valves	C	2	1	<p>Except for ER operations beyond 120 minutes, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed Valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) Airplane is not operated in known or forecast icing conditions, and f) Airplane remains at FL 310 (or metric equivalent FL 311) or below. <p>(Continued)</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

36	PNEUMATIC				
11-10	Fan Air Valves (Cont'd)	C	2	1	<p>Except for ER operations beyond 120 minutes, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated bleed valve switch remains off, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) APU bleed air supply system operates normally, f) When wing anti-icing is used, or engine power is above max climb, one pack valve is closed, g) For flight planning purposes fuel consumption is based on operations conducted at 15,000 ft (A300-600) or FL 200 (A310) on those segment(s) of flight where icing may be encountered or expected, and h) Airplane remains at FL 310 (or metric equivalent FL 311) or below.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

36	PNEUMATIC				
11-11	Precooler Systems	C	2	1	<p>Except for ER operations beyond 120 minutes, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) Airplane is not operated in known or forecast icing conditions, and f) Airplane remains at FL 310 (or metric equivalent FL 311) or below. <p>(Continued)</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

36	PNEUMATIC				
11-11	Precooler Systems (Cont'd)	C	2	1	<p>Except for ER operations beyond 120 minutes, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated bleed valve switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) APU bleed air supply system operates normally, f) When wing anti-icing is used, or engine power is above max climb, one pack valve is closed, g) For flight planning purposes fuel consumption is based on operations conducted at 15,000 ft (A300-600) or FL 200 (A310) on those segment(s) of flight where icing may be encountered or expected, and h) Airplane remains at FL 310 (or metric equivalent FL 311) or below.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

36	PNEUMATIC				
11-12	Bleed Air PRESS Indicator	C	1	0	May be inoperative provided Pressure Indication is available on ECAM.
11-13	Bleed Air HP Valve "OFF" Lights	C	2	1	One may be inoperative provided: HP valve position indications are available on ECAM, and Bleed air HP fault lights are operative.
		C	2	1	May be inoperative provided associated HP valve is considered inoperative.
12-01	Bleed Air Crossfeed Valve				
1)	Automatic Mode	C	1	0	(M) May be inoperative provided MAN Mode is verified to operate normally.
12-02	Bleed Air Crossfeed FAULT Light	C	1	0	May be inoperative provided associated Valve ECAM and Flow Bar Position Indications operate normally.
12-03	Bleed Air X-FEED Valve Switch Flow Bar	C	1	0	
12-04	APU Bleed Air Supply Systems	C	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided: a) APU bleed air supply is not used, and b) APU bleed switch is OFF.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

36	PNEUMATIC				
12-05	APU Bleed Air Valve	C	1	0	(M) May be inoperative provided: a) Valve is secured closed, b) APU bleed air system is not used, and c) APU bleed valve switch remains OFF.
		C	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative, open, provided: a) APU Bleed Valve is secured open, b) No. 1 Engine BLEED VALVE switch remains OFF, c) X-FEED switch remains in MAN/Closed, d) APU bleed air is available and is used throughout the flight to supply the left pack, and, in icing conditions, left wing anti-ice, and e) Airplane is limited to a maximum of FL 200 (A-310), or 15,000 ft. (A-300-600).
					(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY
	2. NUMBER INSTALLED
	3. NUMBER REQUIRED FOR DISPATCH
	4. REMARKS AND EXCEPTIONS

36	PNEUMATIC		2.	3.	4.
12-05	APU Bleed Air Valve (Cont'd)	C	1	0	Except for ER operations, may be inoperative provided: a) APU is not used, b) APU Check Valve operates normally, and c) APU Master Switch remains OFF.
12-06	APU BLEED Valve Switch Flow Bar	C	1	0	
12-07	APU Bleed Air Check Valve	C	1	0	
					May be inoperative, closed, provided: a) APU Bleed Air System is not used, and b) APU Bleed Valve Switch remains OFF.
					(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

36	PNEUMATIC				
12-07	APU Bleed Air Check Valve (Cont'd)	C	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative, open, provided: <ul style="list-style-type: none"> a) No. 1 Engine BLEED VALVE switch remains OFF, b) X-FEED switch remains in MAN/Closed, c) APU bleed air is available and is used throughout the flight to supply the left pack, and, in icing conditions, left swing anti-ice, and d) Airplane is limited to a maximum of FL 200 (A-310), or 15,000 ft. (A-300-600).

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

36	PNEUMATIC				
22-01	LEAK Lights (AIR BLEED Panel)				
1)	Wing/Pylon	C	2	1	(M) One may be inoperative provided associated ECAM Warnings are verified to operate normally once each flight day.
2)	APU	C	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided: a) APU Bleed Air System is considered inoperative and Operations do not require its use, and b) APU Bleed Valve Switch remains OFF.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

36	PNEUMATIC				
22-02	Pylon Air Leak Detection Loop Systems	C	2	1	<p>Except for ER operations beyond 120 minutes, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated bleed air system is not used, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in CLOSED positions, e) Airplane is not operated in known or forecast icing conditions, f) Airplane remains at FL 310 (or metric equivalent FL 311) or below, g) When left pylon leak detection loop is inoperative, APU bleed air should not be used, and h) Associated bleed manifold may be pressurized for engine start only.

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1. SYSTEM,
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ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

36	PNEUMATIC				
22-03	Wing Air Leak Detection Loops	C	4	2	(M) Either Loop A or B may be inoperative provided: a) Remaining Wing Air Leak Detection Loop is verified to operate normally, and b) Maintenance Panel (47 VU) WING LOOP SEL Switch is selected to the operative Loop.
22-04	APU Air Leak Detection Loop	C	1	0	a) Except for ER operations beyond 120 minutes, may be inoperative provided APU bleed valve switch remains OFF.
23-01	ECAM Pneumatic System Indications	C	-	-	May be inoperative provided other MMEL items do not require use of associated ECAM indications.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

38	WATER/WASTE				
11-01	Portable Water System(s)	C	-	0	(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 which operates normally may be used.
		C	-	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

38 WATER/WASTE

11-02 Lavatory Waste
System(s)

C

-

-

(M) Individual components may be inoperative provided:
a) Associated components are deactivated or isolated, and
b) Associated system components are verified not to have leaks.

NOTE: Any portion of system which operates normally may be used.

C

-

-

(M) Associated lavatory system(s) may be inoperative provided:
a) Associated components are deactivated or isolated to prevent leaks,
b) The Pilot-in-command will determine if flight duration is acceptable with a forward lavatory unusable, and
c) Associated lavatory door(s) is secured closed and placarded, INOPERATIVE – DO NOT ENTER.

NOTE: These provisions are not intended to prohibit inspections by crewmembers.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

46	INFORMATION SYSTEMS				
13-01 ***	Onboard Network System (STC #ST01477CH)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
1)	Airborne File Server	C	1	0	May be inoperative provided alternate procedures are established and used.
2)	Access Terminal Cradles	C	3	1	Any two may be inoperative provided one pilot station cradle operates normally.
		C	3	0	(O) May be inoperative provided alternate procedures are established and used.
3)	Gatelink Radio System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
4)	Maintenance Terminal Printer	C	1	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
				2. NUMBER INSTALLED
				3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS

46	INFORMATION SYSTEMS				REMARKS AND EXCEPTIONS
13-02	Performance Computers	C	-	0	(O) May be inoperative provided alternate procedures are developed and used to obtain performance data.
		D	-	0	May be inoperative provided procedures do not require its use.
31-03 ****	Electronic Flight Bag System (STC STO2504CH)	C	-	0	(O) May be inoperative provided alternate procedures are developed and used to obtain performance data.
					NOTE: Any function, program or document which operates normally may be used.
		D	-	0	May be inoperative provided procedures do not require its use.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

49	AIRBORNE AUXILIARY POWER				
10-01	Auxiliary Power Unit (APU)	C	1	0	Except for ER operations, may be inoperative provided: a) Procedures do not require its use, and b) Master Switch remains OFF.
		A	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) APU Master Switch remains OFF, b) Standby Generator is installed, c) Both Engine Driven Generators and the Standby Generator are verified to operate normally, and d) ER operations are limited to not more than three flight days before repairs are made.

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49	AIRBORNE AUXILIARY POWER				
16-01	Air Intake Flap	C	1	0	(M) May be inoperative, and APU used, provided Flap is secured Open.
		C	1	0	Except for ER operations may be inoperative provided APU is considered inoperative.
		A	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative closed provided: a) APU is considered inoperative, b) APU Master Switch remains OFF, c) Standby Generator is installed, d) Both Engine Driven Generators and the Standby Generator are verified to operate normally, and e) Repairs are made within three flight days.
16-02	AVAIL Light	C	1	0	May be inoperative provided "N" Indication is available on ECAM.
16-03	FAULT Light	C	1	0	May be inoperative provided "N" and EGT Indications are available on ECAM.
16-04	ACCEL Light	C	1	0	
16-05	ON Light	C	1	0	

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49 AIRBORNE AUXILIARY POWER				
32-01 LP Fuel Pump	C	1	0	May be inoperative provided any Inner Tank pump(s) is used to pressurize the X-FEED manifold during APU ground operation.
	C	1	0	Except for ER operations, may be inoperative provided: a) APU is considered inoperative, b) Procedures do not require APU use, and c) APU Master Switch remains OFF.
	A	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) APU Master Switch remains OFF, b) Standby Generator is installed, c) Both Engine Driven Generators and the Standby Generator are verified to operate normally, and d) Repairs are made within three flight days.
32-02 Fuel Pump AUTO Mode	C	1	0	May be inoperative provided APU Fuel Pump Switch remains in OVRD.
32-03 Fuel Pump LO PR Light	C	1	0	May be inoperative provided Low Pressure Fuel Pump operates normally.
32-04 OVRD Light	C	1	0	

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49 AIRBORNE
AUXILIARY POWER

33-01 ECAM APU
Indications

C - 0

May be inoperative provided other MMEL items do not require use of associated ECAM indications.

33-02 APU Fuel Isolation
Valve

C 1 0

(M) Except for ER operations, may be inoperative deactivated Closed provided:
a) APU is considered inoperative,
b) Procedures do not require APU use, and
c) APU Master Switch remains OFF.

A 1 0

(M) Except for ER operations beyond 120 minutes, may be inoperative provided:
a) APU Master Switch remains OFF,
b) Standby Generator is installed,
c) Both Engine Driven Generators are verified to operate normally, and
d) ER operations are limited to not more than three flight days before repairs are made.

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49	AIRBORNE AUXILIARY POWER				
33-12	APU LP Fire Shut-Off Valve	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Valve is deactivated closed, b) Procedures do not require its use, and c) APU Master Switch remains OFF.
		A	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Valve is deactivated closed, b) APU Master Switch remains OFF, c) Standby Generator is installed, d) Both Engine Driven Generators are the Standby Generator are verified to operate normally, and e) Repairs are made within three flight days.
73-12 ***	APU Hour Meter	C	1	0	May be inoperative provided alternate procedures for tracking APU usage are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
73-13 ***	Events Counter	D	1	0	May be inoperative provided procedures do not require its use.
93-00	APU Oil Quantity Indication	C	1	0	(M) May be inoperative provided: a) Adequate oil quantity is verified once each flight day, and b) There is no evidence of abnormal oil consumption or leakage.

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52 DOORS				
10-01 Cabin Doors/ Escape Slides				
1) All-Cargo Configuration				Incorporated into Item 52-11-01, Main Cabin Door/Slides, Revision 2.
10-02 Cabin Door Exit Stop Fittings	C	-	-	(O) One per exit door frame may be inoperative provided flight is conducted unpressurized.
10-03 Cabin Door Cylinder Damper Function	C	-	0	
10-05 Passenger Door Cylinder Emergency Opening Function				Incorporated into Item 52-11-01 Main Cabin Door/Slides with Revision 4c.

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52	DOORS					
11-01	Main Cabin Door/ Slides					
1)	A-300-600 Passenger Configuration	A	-	-	(M)(O) One may be inoperative or one Slide missing provided:	
					<ul style="list-style-type: none"> a) All other Main Entry Doors/ Slides are fully operational, b) Affected Door is not used for Passenger boarding, c) A conspicuous barrier Strap or Rope and a Placard stating that the Door is inoperative Door, d) Emergency Exit Signs and Floor Proximity Lights associated with the inoperative Exit must be covered to obscure the Signs and Lights, e) Passenger must be briefed not to use the affected Door, f) All Passenger Seats halfway to the next Exit in each direction from the inoperative Door, across the entire width of the Airplane, shall be blocked-off with conspicuous Tapes or Ropes the contrast with the interior, prior to loading Passengers. Only Seats in these areas shall be blocked, 	
					(Continued)	

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52	DOORS				
11-01	Main Cabin Door/ Slides (Cont'd)				
1)	A-300-600 Passenger Configuration (Cont'd)				<p>Main Passenger Aisles, Cross Aisles, and Exit Areas must not be blocked. (For an inoperative Forward Door/ Slide, the blocked seating area shall extend from the Forward Cabin end, rearward to a line halfway between the inoperative Forward Door and the Next set of Doors aft of the inoperative Door/Slide. For an inoperative Rear Door/Slide, the blocked seating area shall extend forward from the Aft Cabin end to a line halfway between the next set of Doors forward of the inoperative Door/Slide.),</p> <p>g) Conspicuous Signs and Placards shall be placed in appropriate locations indicating these Seats are not to be occupied by Passengers,</p> <p>h) Seating capacity must not exceed the rated capacity of the remaining pairs of Exits,</p> <p>i) For Extended Range/ Overwater Operations,</p> <p>(Continued)</p>

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52	DOORS				
11-01	Main Cabin Door/ Slides (Cont'd)				
1)	A-300-600 Passenger Configuration (Cont'd)				<p>j) Occupancy shall not exceed the normal rated capacity of the slide/rafts, or the remaining slide/rafts, or the rated overload capacity of the slide/rafts remaining after loss of one additional slide/raft of greatest capacity, whichever is least,</p> <p>k) Blocked seating layouts and evacuation procedures must be approved by the FAA certificate holding district office for inclusion in the operator's manual, and</p> <p>l) Repairs shall be made within one 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 the vicinity of door within blocked areas.</p> <p>(Continued)</p>

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52	DOORS				
11-01	Main Cabin Door/ Slides (Cont'd)				
2)	Main Cabin Doorslides All Cargo Configuration (Except Model A300-F4-622R)				
	L1 Door Slide	C	-	2	L1 slide may be inoperative provided R1 operates normally
	R1 Door Slide	C	-	2	R1 Slide may be inoperative provided L1 operates normally
3)	Main Cabin L1 and R1 Doors All Cargo Configuration (Except Model A300-F4-622R)				
	L1 Door	C	-	1	L1 may be inoperative provided R1 operates normally.
	R1 Door	C	-	1	R1 may be inoperative provided L1 operates normally.
4)	Main Cabin L1 Doorslide All Cargo Configuration (Model A300-F4-622R)	B	1	0	(O) May be inoperative provided: a) Only essential crew members including official observer in the observers seat are allowed on the flight, b) An alternate means of Emergency egress is established and used, c) L1 door may be used for normal duties if applicable.
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52	DOORS				
5)	Main Cabin L1 Door All Cargo Configuration (Model A300-F4-622R)	B	1	0	(O) May be inoperative provided: a) Only essential crew members including official observer in the observers seat are allowed on the flight, b) An alternate means of emergency egress is established and used, c) No structural defects exist in the door or door frame, and d) Door is verified to be closed and locked before departure.
6)	Combination Passenger/ Cargo Configuration	C	-	-	Main entry doors located in the cargo area may be inoperative with no restrictions.

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52	DOORS				
11-02	Mechanical "DOOR LOCKED" Indicator on Passenger Doors	B	-	-	(M) One on each Passenger Door may be broken or missing provided: a) The remaining mechanical "DOOR LOCKED" indicator is operative, and b) The ECAM DOORS Page shows the affected passenger door properly closed and locked.
30-01	Cargo Door Actuators	C	-	0	(M) May be inoperative provided: a) Yellow hydraulic system is verified to operate normally, and b) Manual cargo door operating procedures are established and used.
30-02	Cargo Door Stop Fittings	C	-	-	One per door may be inoperative.
30-03	Door Closed and Locked Indication On ECAM Door Page				Item moved to 52-71-01 in Revision 12.
30-04	ECAM SLIDE Indication System	C	1	0	(O) May be inoperative provided alternate procedures for verifying escape slide armed are established and used before each departure.

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52	DOORS				
34-01	Bulk Cargo Door and Balance Mechanism				
1)	Bulk Cargo Door	C	1	0	(M) May be inoperative or damaged provided: a) No structural defects exist in door or door frame. b) Positive door closed and locked indication is verified, and c) Placard door "DO NOT OPEN".
2)	Bulk Cargo Door balance Mechanism	C	1	0	(M) May be inoperative provided: a) A safety hold device is used to maintain the door in the open position, and b) A visual check is made to confirm that the door is closed and locked after each use.
35-01	Main Deck Cargo Door Indication Lights (B/E Aerospace, FSI Freighter) STC # ST01941SE	C	-	0	(O) May be inoperative provided: a) Alternate opening/closing procedures are established and used, and b) Positive door closed and locked Indications are verified using the flight deck indicator.
35-02	Latch Mechanism Jam Sensing Circuit (B/E Aerospace, FSI Freighter) STC # ST01941SE	B	1	0	(O) May be inoperative provided positive door closed and locked indications are verified using the flight deck indicators.

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52 DOORS				
35-00 Cargo Door Opening/ Closing Electrical Control System	C	-	0	
1) Lower cargo Doors	C	2	0	(M) May be inoperative provided: a) Alternate opening/closing procedures are established and used, and b) Positive door closed and locked indication are verified.
*** 2) Main Deck Cargo (MDC) Door	C	1	0	(M) May be inoperative provided: a) Alternate opening/ closing procedures are established and used, and b) Positive door closed and locked indication are verified. NOTE: Any function of the MDC system that operates normally can be used.
50-01 Cockpit Door Locking System (Mods. 12558 or 12715 or 12683) 14 CFR 25.795 Compliant (Freighter Only)	C	1	0	(M)(O)May be inoperative provided: a) Alternate security procedures per 14 CFR's are established and used, b) Door locking system is deactivated, and c) Door remains closed for flight.

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52	DOORS					
50-02	Cockpit Door Locking System (Mods. 12557 and 12641) 14 CFR 25.795 Compliant					
1)	Cockpit Door Toggle Switch					
a)	UNLOCK Function	B	1	0	(O) May be inoperative provided: a) LOCK and NORM functions are verified to operate normally, and b) Alternate procedures are established and used.	
b)	LOCK Function	B	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, b) UNLOCK and NORM functions are verified to operate normally, and c) Alternate procedures are established and used.	
2)	OPEN Light	B	1	0	(O) May be inoperative provided: a) Door buzzer is considered inoperative and b) Alternate procedures are established and used.	
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52	DOORS				
50-02	Cockpit Door Locking System (Mods. 12557 and 12641) 14 CFR 25.795 Compliant (Cont'd)				
3)	FAULT Light	C	1	0	(O) May be inoperative provided: a) NORM and LOCK functions are verified to operate normally, b) Control Unit LED's operate normally, and c) Alternate procedures are established and used.
4)	Buzzer	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.
5)	Keypad	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.
a)	Green and Red LEDs	C	2	0	(O) May be inoperative provided alternate procedures are established and used. (Continued)

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52	DOORS				
50-02	Cockpit Door Locking System (Mods. 12557 and 12641) 14 CFR 25.795 Compliant (Cont'd)				
6)	Pressure Rate Sensors	C	2	1	
		A	2	0	May be inoperative provided repairs are made within two flight days.
7)	Door Release Strikes (Catch Spring, Solenoid, Bolt)	C	3	2	(M) May be inoperative provided associated door release strike is removed.
					Note: Application of Maintenance is only necessary when the inoperative door release strike is failed in the locked position.
8)	Control Unit LED's	C	5	0	(O) May be inoperative provided associated FAULT light is verified to operate normally.
50-03	Cockpit Door Locking System	C	-	0	May be inoperative provided supplemental cockpit door security device is installed and operates normally.
					NOTE: This relief applies only to SFAR 92 compliant doors.

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52 DOORS				
50-04 Phase II Intrusion *** Resistant Cockpit Door (NASI: STO1883CH)	C	1	0	(M)(O) May be inoperative provided: a) Alternate security procedures per 14 CFR's are established and used, and b) Door must be secured open prior to departure.
1) Door Locking Solenoid	C	1	0	(M)(O) May be inoperative provided: a) Door can be locked and unlocked manually, and b) Alternate procedures are established and used.
2) Door WARN Light	C	1	0	(M)(O) May be inoperative provided: a) Normal lock functions are verified to operate normally, and b) Door buzzer operates normally.
3) Door Bell Switch	C	1	0	(M)(O) May be inoperative provided: a) Door electronic control system is deactivated. b) Door can be locked and unlocked manually, and c) Alternate procedures are established and used.
4) Door Buzzer	C	1	0	

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52	DOORS				
71-01	Door Closed and Locked Indication On ECAM	C	1	0	(M)(O) May be inoperative provided: a) Alternate procedures for verifying door(s) closed and locked are established, and used before each departure, and b) Associated T/O configuration visual and aural warnings are verified to operate normally before each departure.
73-01	Evacuation Slide or Slide Raft Release Warning System				
1)	Lights	C	-	0	May be inoperative provided associated Warning Buzzer(s) is installed and operate normally.
*** 2)	Buzzers	C	-	0	May be inoperative provided associated Warning Light(s) operate normally.
73-02 ***	Cabin/Cargo Door Residual Pressure Warning System	C	1	0	(O) May be inoperative provided alternate procedures to assure Cabin is depressurized before Door opening are established and used.

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56 WINDOWS 11-01 Windshields	Deleted, Original Issue, Combined A-310/300-600 MMEL. NOTE: Limits and operating requirements related to damaged Windows are contained in the Maintenance Manual.
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73 ENGINE FUEL &
CONTROL

23-01 Engine Power
Management Systems
(PMC/EEC/FADEC)

1) Power Management
Control (PMC)
(CF6-80C2 Engines)

C 2 0

(O) May be inoperative provided:
a) Autothrottle System (ATS)
operates normally,
b) ENG TRIM Switch remains OFF,
and
c) Alternate procedures for setting
Takeoff Power, and use of ATS
are established and used.

2) Power Management
Control (PMC)
(CF6-80A3 Engines)

C 2 0

(O) May be inoperative provided:
a) ENG TRIM Switch remains OFF,
b) Appropriate AFM Limitations,
procedures, and performance
adjustments are applied, and
c) Alternate procedures for setting
Takeoff Power are established
and used.

3) Electronic Engine
Control (EEC)
(JT9D-7R4 Engines)

C 2 0

(O) May be inoperative provided:
a) ENG TRIM switch remains OFF,
b) Appropriate AFM limitations,
procedures, and performance
adjustments are applied and
c) Alternate procedures for setting
Takeoff Power are established
and used.

NOTE: Active Rotor Clearance Control
System (ARCCS) will be inoperative.

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73	ENGINE FUEL & CONTROL					
23-01	Engine Power Management Systems (PMC/ EEC/ FADEC) (Cont'd)					
4)	Full Authority Digital Engine Controls (FADEC) (P&W 4000 Engines)					
a)	Normal Mode (EPR Mode)	C	2	0	(O) May be inoperative provided: a) Both Engines Mode Selector Switched remain in N1 Mode, b) Autothrottle System (ATS) is considered inoperative, c) Flex Takeoff (FLX TO) is not used, d) Alternate Takeoff Thrust Setting procedures are established and used, and e) Appropriate AFM Limitations, procedures, and performance adjustments are applied.	
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73	ENGINE FUEL & CONTROL				
23-01	Engine Power Management Systems (PMC/ EEC/ FADEC) (Cont'd)				
4)	Full Authority Digital Engine Controls (FADEC) (P&W 4000 Engines) (Cont'd)				
b)	FADEC MINOR FAULT's	A	-	-	<p>FADEC Systems may be Dispatched with Level B Faults, provided:</p> <ul style="list-style-type: none"> a) Faults as indicated by Message "FADEC MINOR FAULT" on ECAM provided repairs are made within a period of time not to exceed 20 days as specified in P&W Type Certificate Data Sheet (TCDS) No. E24NE, Note 19, and b)) Reliability Monitoring Data is submitted to the Manufacturer in accordance with P&W TCDS No. E24NE, Note 19. <p>(Continued)</p>

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	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

73	ENGINE FUEL & CONTROL				
23-01	Engine Power Management Systems (PMC/ EEC/ FADEC) (Cont'd)				
4)	Full Authority Digital Engine Controls (FADEC) (P&W 4000 Engines) (Cont'd)				
b)	FADEC MINOR FAULT's (Cont'd)	A	-	-	<p>FADEC Systems may be Dispatched with Level "C" Faults provided:</p> <ul style="list-style-type: none"> a) Faults that are discovered during maintenance inspection, with no ECAM message, provided repairs are made within a period of time not to exceed 1000 operating hours (as specified in P&W Type Certificate Data Sheet (TCDS No. E24NE, Note 19), and b) Reliability Monitoring Data is submitted to the Manufacturer in accordance with P&W TCDS No. E24NE, Note 19. <p>(Continued)</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS

73	ENGINE FUEL & CONTROL				
23-01	Engine Power Management Systems (PMC/ EEC/ FADEC) (Cont'd)				
4)	Full Authority Digital Engine Controls (FADEC) (P&W 4000 Engines) (Cont'd)				
c)	Fault Lights (EPR Mode pb Sw)	C	2	0	May be inoperative provided associated EPR MODE FAULT Message is available on ECAM.
		C	2	0	(O) May be inoperative provided: a) Both Engines Mode Selector Switches remain in N1 Mode. b) Autothrottle System (ATS) is considered inoperative, c) Flex Takeoff (FLX TO) is not used, and d) Alternate Takeoff Thrust Setting procedures are established and used. e) Appropriate AFM Limitations, procedures, and performance adjustments are applied.
d)	N1 Lights (EPR Mode pb Sw)	C	2	0	May be inoperative provided associated ECAM warning(s) operate normally. (Continued)

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

73 ENGINE FUEL &
CONTROL

23-01 Engine Power
Management
Systems
(PMC/ EEC/ FADEC)
(Cont'd)

5) Full Authority Digital
Engine Controls
(FADEC)
(CF6-80C2A5F
Engines)

a) N1 Normal Mode

C

2

0

(O) May be inoperative provided:
a) Both Engines Mode Selector
Switches remain in ALTN Mode,
b) Autothrottle System (ATS) is
considered inoperative,
c) Flex Takeoff (FLX TO) is not
used, and
d) Alternate Takeoff Thrust Setting
procedures are established and
used.

(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				

73	ENGINE FUEL & CONTROL					
23-01	Engine Power Management Systems (PMC/ EEC/ FADEC) (Cont'd)					
5)	Full Authority Digital Engine Controls (FADEC) (CF6-80C2A5F Engines) (Cont'd)					
b)	FADEC MINOR FAULT's	A	-	-		<p>FADEC Systems may be Dispatched with Electronic Control Unit (ECU) Category 2 Faults provided:</p> <ul style="list-style-type: none"> a) Faults as indicated by "FADEC MINOR FAULT" Message on ECAM provided repairs are made within a specified period of time not to exceed 150 flight hours (as specified in GE Type Data Certificate Sheet (TCDS) No. E13NE, Note 18), and b) Reliability Monitoring Data is submitted to the Manufacturer in accordance with GE TCDS No. E13NE, Note 18. <p>(Continued)</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

73	ENGINE FUEL & CONTROL				
23-01	Engine Power Management Systems (PMC/ EEC/ FADEC) (Cont'd)				
5)	Full Authority Digital Engine Controls (FADEC) (CF6-80C2A5F Engines) (Cont'd)				
b)	FADEC MINOR FAULT's (Cont'd)	A	-	-	<p>FADEC Systems may be Dispatched with Electronic Control Unit (ECU) Category 3 Faults provided:</p> <ul style="list-style-type: none"> a) Faults that are discovered during maintenance inspection, with no ECAM message, provided repairs are made within a period of time not to exceed 1000 hours (as specified in GE Type Data Certificate Sheet (TCDS) No. E13NE, Note 18), and b) Reliability Monitoring Data is submitted to the Manufacturer in accordance with GE TCDS No. E13NE, Note 18. <p>(Continued)</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

73	ENGINE FUEL & CONTROL				
23-01	Engine Power Management Systems (PMC/ EEC/ FADEC) (Cont'd)				
5)	Full Authority Digital Engine Controls (FADEC) (CF6-80C2A5F Engines) (Cont'd)				
c)	FAULT Lights (N1 Mode pb Sw)	C	2	0	May be inoperative provided associated N1 FAULT MODE Message is available on ECAM.
		C	2	0	(O) May be inoperative provided: a) Associated N1 Normal Mode is considered inoperative, b) Both Engines Mode Selector Switches remain in ALTN Mode, c) Autothrottle System (ATS) is considered inoperative, d) Flex Takeoff (FLX TO) is not used, and e) Alternate Takeoff Thrust Setting procedures are established and used.
d)	ALTN Light (N1 Mode pb Sw)	C	2	0	May be inoperative provided associated ECAM message(s) operate normally.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				

73	ENGINE FUEL & CONTROL				
24-01	Full Authority Digital Engine Controls (FADEC) (P&W 4000 only)				Item included in Item 73-23-01, Original Issuance, Combined A-310/300-600 MMEL.
30-02	Flight/ Ground Idle System				
1)	Ground Idle Mode	C	2	0	(O) May be inoperative provided: a) Brake temperatures are monitored on the ECAM to prevent Brake Overheating, b) Flight Planning Descent Fuel Consumption is increased by 550 lb (GE CF6-80C2), 220 lb (GE CF6-80A), 330 lbs (GE CF6-80C2AF5F), 1550 lbs (P&W JT9D), 550 lbs (P&W 4000) engines, and c) Appropriate AFM Limitations, procedures, and performance adjustments are applied. NOTE: On P&W JT9D engines without MOD 4770 incorporated if the CTL ENG IDLE circuit breaker has been tripped, the both Thrust Reversers will be rendered inoperative and dispatch is not allowed.
31-01	Fuel Flow (FF) Indications	B	2	1	May be inoperative provided: a) Associated EPR (P&W Engines, only), N1, AND N2 Indicators operates normally, and b) Associated Fuel Tank Quantity Indications operate normally.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

73	ENGINE FUEL & CONTROL				
31-02	Fuel Used Counters	C	2	0	May be inoperative provided Fuel Tank Fuel Quantity Indications for Tank containing Fuel operate normally.
31-03	Fuel Used Reset	C	1	0	
34-01	Fuel Filter Clog Lights (A-300-600)				Included in Item 73-36-03, Original Issuance Combined A-310/300-600 MMEL.
35-01	Fuel Temperature Indicators (P&W JT9D Engines)	C	2	1	One may be inoperative provided: a) Associated Fuel HEAT Light operates normally, and b) Associated Fuel FILTER Light operates normally.
		C	2	0	May be inoperative provided associated Fuel Temperature Indications are available on ECAM.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

73	ENGINE FUEL & CONTROL				
36-01	Fuel Heater Systems (P&W JT9D-7R4 Engines)	C	2	1	(M) One may be inoperative provided: a) Associated fuel temperature indication is available, b) Inoperative system is deactivated, and c) Operations are not conducted with fuel temperature at +41 degrees F (+5 deg C), or below.
1)	AUTO Mode	C	2	0	(O) May be inoperative provided: a) Fuel heat manual mode operates normally, b) Fuel heater light operates normally, c) VALVE CTL switch remains in MAN, and d) Alternate fuel temperature monitoring procedures are established and used.
36-02	Fuel Heat Lights (P&W JT9D Engines)	C	2	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

73	ENGINE FUEL & CONTROL				
36-03	Fuel Filter Contamination Lights				
1)	FUEL CLOG Lights (GE & PW 4000 Engines)	C	2	0	(M) May be inoperative provided associated filter is replaced daily.
2)	FILTER Lights (P&W JT9D Engines)	C	2	0	(M) May be inoperative provided associated filter is replaced daily.
37-01	ECAM Engine Fuel and Control Page Indications				
1)	Fuel Pressure	C	2	0	
2)	Fuel Temperature (P&W JT9D-7R4 Engines)	C	2	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.
3)	Other Indications	C	-	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
			4. REMARKS AND EXCEPTIONS

73	ENGINE FUEL & CONTROL		2	1	
37-02	ECAM CRUISE Page ENGINE FUEL FLOW (FF) Indications	B	2	1	May be inoperative provided: a) Associated EPR (P&W Engines, only), N1, AND N2 Indicators operate normally, and b) Associated Fuel Tank Quantity Indications operate normally.
		C	2	0	May be inoperative provided associated Fuel Flow (FF) Indications operate normally.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

74	IGNITION				
00-01	Ignition Systems				
1)	Power Transfer Not Installed	C	4	2	Except for ER operations, may be inoperative provided operative ignition system is powered by the AC EMER BUS.
		A	4	3	Except for ER operations, one B system may be inoperative provided: a) APU generator system operates normally and APU is operated during flight, and b) Repairs are made within two flight days.
2)	Power Transfer Installed				
a)	Ignition System Normally Powered by AC NORM BUS	C	2	0	Except for ER operations, may be inoperative provided operative ignition system is powered by the AC EMER BUS.
b)	Ignition System Normally Powered by AC EMER BUS	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Ignition exciter power transfer system operates normally, and b) Operative ignition system is powered by the AC EMER BUS.
00-02 ***	Ignition Exciter Power Transfer Systems	C	2	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

75	BLEED AIR					
23-01	Turbine Active Clearance Control (TACC) System (GE Engines)					
1)	High Pressure Turbine (HPT) Systems (CF6-80C2A5F Engine)	C	2	0	(M)(O) May be inoperative provided: a) Associated HPT ACC Valve(s) is deactivated Closed, and b) Appropriate Fuel Consumption Penalties are applied.	
2)	Low Pressure Turbine (LPT) (CF6-80C2A5F And CF6-80A3)	C	2	0	(M)(O) May be inoperative provided: a) Associated LPT ACC Valve(s) is deactivated Closed, and b) Appropriate Fuel Consumption Penalties are applied.	
3)	High/Low Pressure Turbine (HPT/LPT) Systems (All CF6-80C2 Engines except C2A5F)	C	2	0	(M)(O) May be inoperative provided: c) Associated HPT/LPT ACC Valve is deactivated Closed, and d) Appropriate Fuel Consumption Penalties are applied.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				

75	BLEED AIR				
23-08	Bore Cooling Systems (GE Engines with FADEC)	C	2	0	(M)(O) May be inoperative provided: a) Affected Bore Cooling Valve(s) is deactivated Open, and b) Appropriate Fuel Consumption Penalties are applied.
23-14	Core Compartment Cooling Systems (GE Engines with FADEC)	C	2	0	(M)(O) May be inoperative provided: a) Signal Air Line to affected Core Compartment Cooling Valve(s) is disconnected, b) Affected Core Compartment Cooling Valve(s) is secured open, and c) Appropriate Fuel Consumption Penalties are applied.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

75	BLEED AIR					
24-01	Turbine Case Cooling Systems (P&W Engines)					
1)	Non-FADEC Engines	C	2	0	(M)(O) May be inoperative provided: a) Turbine Case Cooling Valves are confirmed closed, and b) Appropriate Fuel Consumption Penalties are applied.	
2)	FADEC Engines	A	2	0	(M)(O)FADEC Engines may be dispatched with Level B (as indicated by "FADEC MINOR FAULT" Message on ECAM) or Level C Turbine Case Cooling Faults, provided: a) Turbine Case Cooling Valves are secured in closed position, b) Appropriate Fuel Consumption Penalties are applied, c) Repairs are made within a period of time not to exceed 20 days as specified in the P&W Type Certificate Data Sheet TCDS) No. E24NE, Note 19, and Reliability Monitoring Data is submitted to the Manufacturer in accordance with P&W TCDS No. E24NE, Note 19.	

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75	BLEED AIR		2	0	
24-02	Integrated Drive Generator (IDG) Air Cooling Valves	C	2	0	(M)(O) May be inoperative provided: a) Affected valve(s) is verified open, and b) Appropriate fuel consumption penalties, and maximum takeoff weight limits are applied.
41-00 ***	Nacelle Temperature Indication Systems	C	2	0	
43-01 ***	TURB CASE COOL Lights	C	2	0	
44-01	ECAM NAC Temperature Indications	C	2	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.
46-01 ***	Nacelle Core Compartment Cooling Systems (P&W Engines)				
1)	NAC COOL VALVE OPEN Lights				
a)	Pre-SB PW4NAC 78-80	C	2	0	(M) May be inoperative provided affected nacelle cooling valves are verified closed before engine start.
b)	Post-SB PW4NAC 78-80	D	2	0	May be inoperative as these lights are not used with this Mod.
					(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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				4. REMARKS AND EXCEPTIONS

<p>75 BLEED AIR</p> <p>46-01 Nacelle Core *** Compartment Cooling Systems (P&W Engines) (Cont'd)</p> <p>2) Nacelle Cooling Valves (spray bar and/or poppet valves configuration)</p>	C	-	0	<p>(M) May be inoperative provided valves are secured closed.</p>
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

77	ENGINE INDICATING				
10-01	Engine Pressure Ratio (EPR) Indicating System(s) (P&W Engines)	C	2	0	(O) May be inoperative provided: a) Appropriate AFM limitations, procedures, and performance adjustments are applied, b) Both N1 and associated N2, and fuel flow indicators operate normally, and c) Enroute/ approach procedures do not require their use. NOTE: Alpha floor protection is not available.
1)	Lower Digital Counters	C	2	0	May be inoperative, but may not be used as a substitute for analog pointers.
2)	Upper Digital Counters	C	2	0	May be inoperative provided automatic EPR limit index mode operates normally.
3)	EPR Command Pointers	C	2	0	
4)	EPR Limit Index	C	2	0	(O) May be inoperative provided alternate procedures for determining and setting EPR limits are established and used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

77	ENGINE INDICATING				
11-01	N1 Indication Systems				
1)	Digital Indications	B	2	0	
2)	Other Indications (GE Engines) (Command Pointers, Limit Indexes, Limit Digital Counters)	B	6	0	
3)	N1 Indicator (P&W Engines)	B	2	1	Except for "ER" operations, one N1 indicator may be inoperative provided: a) Associated EPR, N2 and FF indicators operate normally. b) N1 rotation is verified during engine start.
11-02	N2 Indication Systems (P&W Engines)	C	2	1	(O) May be inoperative provided: a) Associated N1, and Fuel Flow Indicators operate normally, and b) Alternate Engine Starting procedures are established and used. NOTE: Starter Cut-Out Circuit may be inoperative.

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	4. REMARKS AND EXCEPTIONS		

77	ENGINE INDICATING				
11-03	N2 Digital Indications				
1)	GE Engines	B	2	0	
2)	P&W Engines	C	2	0	
14-01	MAX Exceedence (Overspeed, Overtemperature, Overpressure) Pointers				
1)	N1, N2, EGT	C	-	0	
*** 2)	EPR	C	-	0	
21-01	EGT Digital Indications	C	2	0	
21-02	EGT Warning Lights	C	2	0	
32-02	Engine Vibration Monitoring Systems				
1)	N1 Systems	C	2	1	
2)	N2 Systems	C	2	1	

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	4. REMARKS AND EXCEPTIONS		

77 ENGINE INDICATING				4. REMARKS AND EXCEPTIONS
40-01 ECAM Engine Indications	C	-	2	All except Oil Temperature, and, for P&W JT9D-7R4 Engines, Oil Pressure, may be inoperative provided other MMEL items do not require use of associated ECAM indications.

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	4. REMARKS AND EXCEPTIONS			

78	ENGINE EXHAUST				
30-01	Thrust Reversers	C	2	1	(M) One may be inoperative provided Inoperative Reverser is secured in the Forward Thrust position.
31-01	REV UNLK Lights	C	2	1	(M) One may be inoperative provided Inoperative Reverser is secured in the Forward Thrust position.
31-02	REV Lights	C	2	1	(M) One may be inoperative provided Inoperative Reverser is secured in the Forward Thrust position.
		C	2	0	(M) May be inoperative provided: a) Associated REV UNLK Light is verified to operate normally, and b) Associated Interlock System is verified to operate normally.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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79	ENGINE OIL		2	0	
31-01	OIL QUANTITY Indications	B	2	0	May be inoperative provided associated Indications are available on ECAM.
		B	2	1	(M) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) Adequate Oil Quantity is verified before each departure, b) There is no evidence of abnormal Oil Consumption or Leakage, and c) Associated Oil Temperature Indication operates normally.
33-01	Oil Pressure Indications				
1)	Oil Pressure Indicators (GE and P&W 4000 Engines)	B	2	0	May be inoperative provided associated Indication(s) is available on ECAM.
2)	OIL HI PRESS Lights (JT9D-7R4)	B	2	0	May be inoperative provided associated Indications are available on ECAM.
34-01	OIL LO PRESS Lights	B	2	0	May be inoperative provided associated Indications are available on ECAM.
35-01	OIL CLOG Lights	B	2	1	(M) One may be inoperative provided a Check is made for Oil Filter Contamination once each flight day.

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	4. REMARKS AND EXCEPTIONS				

79	ENGINE OIL					
35-02					Item Title unknown, Previously Deleted, Revision No. 1 to A-310 MMEL.	
35-03					Item Title unknown, Previously Deleted, Revision No. 1 to A-310 MMEL.	
35-04 ***	Oil Filter Clog Differential Pressure Indications (JT9D-7R4 Engines)	C	2	0	(M) One may be inoperative provided Oil Filter(s) is checked for contamination once each flight day.	
36-01	ECAM Oil Indications	C	-	-	May be inoperative provided: a) On P&W JT9D-7R4, oil pressure indications operate normally, b) Main Oil Temperature indications operate normally, and c) Other MMEL items do not require use of associated ECAM indications.	
1)	Oil Delta Temperature Indication (PW4000 only)	C	2	0	May be inoperative provided: a) Oil pressure indications operate normally. b) Main Oil Temperature indications operate normally. c) Other MMEL items do not require use of associated ECAM indications.	

FEDERAL AVIATION ADMINISTRATION

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY
	2. NUMBER INSTALLED
	3. NUMBER REQUIRED FOR DISPATCH
	4. REMARKS AND EXCEPTIONS

80	STARTING		2	0	
11-01	Start Valve OPEN Lights	C	2	0	(M) May be inoperative provided procedures are established and used to verify associated start valve(s) is closed after each engine start.
11-02	Start Valve ARM Lights	C	2	0	(O) May be inoperative provided: a) Associated starter valve system operates normally, b) Associated start valve OPEN light operates normally, and c) Alternate engine starting procedures are established and used.
11-03	ENGINE START Switch Holding/ Cutout Functions	C	2	0	(O)May be inoperative provided alternate procedures are established and used.
13-01	Starter Valve Systems	C	2	1	(M)(O)One may be inoperative provided: a) Associated start valve OPEN light operates normally, b) Manual engine start procedures are established and used, and c) Start valve is verified closed after each engine start.
		C	2	1	(M)(O) One may be inoperative provided: a) Manual engine start procedures are established and used, and b) Start valve is secured closed after each engine start.

FEDERAL AVIATION ADMINISTRATION

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
		2. NUMBER INSTALLED	
			3. NUMBER REQUIRED FOR DISPATCH
			4. REMARKS AND EXCEPTIONS

80	STARTING				
13-02	Automatic Pack Valve Shutoff Feature	C	1	0	(O) May be inoperative provided alternate engine starting procedures are established and used.