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Master Minimum Equipment List

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Airbus

A318/A319/A320/A321

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HIGHLIGHTS OF CHANGE

EFFECTIVE ABOVE DATE, the Airbus Master Minimum Equipment List has been revised. This revision, number 21, is a result of the electronic flight operations evaluation board (FOEB) held from 04/24/2009 to 05/15/2009. As with revision 20, this document embodies the following changes:

- The interim MMEL document utilizes the MS Word table format.
- The ATA chapter, as a whole, is considered revised with any revision to the chapter content. Change bars remain to indicate specific changes.
- The Table of Contents (TOC) includes the revision number and the revision date.
- The Log of Revisions is eliminated.
- The Control Pages are eliminated.
- The Definitions Pages have been replaced in the MMEL with a reference to FAA MMEL PL-25, MMEL DEFINITIONS in accordance with current FAA MMEL Policy Letter PL-70, DEFINITIONS REQUIRED IN MELs.
- The Preamble Pages have been replaced in the MMEL with a reference to FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE or FAA MMEL Policy Letter PL-36, FAR PART 91 MEL APPROVAL.

Small clerical, spelling, punctuation and/or formatting changes may not always be annotated with revision bars.

DEFINITIONS
Updated definitions per PL-25.
ATA 21 AIR CONDITIONING
Item 21-21-00: Sub item 1) Clarified title.
Item 21-23-01: Sub item 1) Temperature changed to temperatures, proviso c) added on board mobile telephone (GSM) system.
Item 21-23-01: Sub item 2): Proviso b) added on board mobile telephone (GSM) system.
Item 21-26-01: Used correct abbreviation for push button (p.b) throughout the document and clarified the VENT fault in d).
Item 21-26-02: Clarified EXTRACT and VENT throughout.
Item 21-26-04: Added proviso b) for Extract valve (skin air outlet valve) position.
Item 21-26-05: Proviso b) added before each flight requirement, and proviso d) added requirement to perform AEVC Test before each flight.
Item 21-26-06: Rewritten.

HIGHLIGHTS OF CHANGE

Item 21-26-09: EXTRACT and VENT clarified throughout.
Item 21-26-10: Clarification added.
Item 21-28-02: New procedure.
Item 21-28-03: Removed ER restriction.
Item 21-28-05: Reformatted, added proviso b) requirement for aft isolation valve fault light operation, and added second proviso.
Item 21-28-06: Removed ER restriction.
Item 21-31-04: Changed (O) to (M).
Item 21-31-06: Clarified.
Item 21-43-01: Spelled out compartment.
Item 21-43-02: Spelled out compartment.
Item 21-51-01: Clarified “one” pack flow control valve may be inoperative sub items 1) and 2). Corrected spelling and grammatical errors. Sub item 2) second proviso, added “1” required for dispatch, third proviso corrected spelling and tense typos.
Item 21-52-01: Split former proviso c) and added NOTE referencing 21-51-01 throughout.
Item 21-52-01: Second proviso for A321 with Mod. 31283 and without Mod. 30626, changed CIBD to COND.
Item 21-55-02: Clarified item title.
Item 21-63-01: Sub item 3), Eliminated NOTE 1, changed it to proviso b).
Item 21-63-02: Proviso 2 a) corrected spelling of AIR.
Item 21-63-02: With Mod. 30626 proviso 3) added.
Item 21-63-03: Typo in first proviso b) “COMD” changed to “COND”.
ATA 22 AUTO FLIGHT
Item 22-10-03: Changed “cont’d” to “continued”.
Item 22-30-02: Changed “M” task to “O”
Item 22-30-03: a) added an “is”.

HIGHLIGHTS OF CHANGE

Item 22-63-01: Sub item 2) Provided (M) procedure for the optional deactivation of yaw damper system 2 in the case of actuator leakage.
Item 22-66-01: Clarified FAC 2 provisos.
Item 22-75-01: New item.
Item 22-75-02: New item.
Item 22-81-04: Sub item 3) changed title to include LS, Sub item 6) changed “associate” to “associated” and Sub item 7) “require” changed to “required”.
Item 22-82-01: Added Sub item 3).
Item 22-83-01: Proviso b) defined VFR as 1000/3.
ATA 23 COMMUNICATIONS
Item 23-23-00: Sub item 1) clarified title.
Item 23-11-01: Second proviso eliminated “and” from a).
Item 23-24-01: Added “are”.
Item 23-28-01: Added “are”.
Item 23-42-02: Sub items 2) and 3), NOTE 1 clarifies that passenger to attendant call is an NEF item.
Item 23-43-01: Deleted “continued” after 2).
Item 23-51-06: Reworded to clearly identify the FO speaker as speaker number 2.
Item 23-51-08: Inserted commas as required.
Item 23-73-01: Sub item 1) Added Channels to the title; Changed number installed to “2”; Added NOTE 1; changed the numbering for notes 2 and 3. Language comports with 26-17-02, SDCU
Item 23-73-02: First proviso b) added “operate”. NOTE 1 corrected “crewmember” to “crewmembers”.
Item 23-73-04: Sub item 5) added “are”.
Item 23-73-08: Sub item 9), closed parentheses, Sub item 10) added “are”.
ATA 24 ELECTICAL POWER

HIGHLIGHTS OF CHANGE

Item 24-20-01: Corrected spelling of “contactor” in title.
ATA 25 EQUIPMENT/FURNISHINGS
Item 25-11-06: Sub item 2) NOTE, Pilot-in-command changed to lower case for consistency.
Item 25-13-02: Added “secured” to the proviso
Item 25-21-01: Sub item 1) first proviso removed the “-“ from upright, second proviso changed rectification period to D, Sub item 3) clarified items to include a) armrest with recline mechanism and b) armrest without recline mechanism, 4) additional functions added.
Item 25-22-03: Clarified the treatment of NEF items.
Item 25-50-03: (O) procedure added.
Item 25-50-04: Re-titled to clarify, first proviso, added “inoperative”, second proviso added (O) and “inoperative”, added verification requirement, and expanded for clarity.
Item 25-60-10: Moved provisos to 25-61-01 to align with ATA Spec. 2200.
Item 25-61-01: New item.
ATA 26 FIRE PROTECTION
Item 26-12-03: LEDs added.
Item 26-13-02: LEDs added.
Item 26-15-01: Clarified repair interval to three flight legs.
Item 26-16-03: Added “in” in the title.
Item 26-16-04: Added “in” in the title.
Item 26-17-02: Sub item 1) New language; NOTEs added.
Item 26-22-00: Corrected grammatical error in proviso .
Item 26-23-01: Proviso 1) Changed “compartments” to “compartment”.
Item 26-26-24: Proviso a) corrected spelling error.

HIGHLIGHTS OF CHANGE

ATA 27 FLIGHT CONTROLS
Item 27-22-01: 1) Removed “System 1” from proviso due to redundancy.
Item 27-30-01: Sub item 1), replaced “actuator” with “position”.
Item 27-30-02: Replaced “Position Transducers” with “Actuator Indications”.
Item 27-44-01: Proviso two re-written and rectification interval changed to “B”. Added (M) procedure.
Item 27-92-01: Sub item 1) clarified proviso verbiage.
Item 27-92-02: (M) procedure added; Airbus recommended language added to first proviso. Rectification interval changed to “A”.
Item 27-92-03: Added ATA chapter “27” for clarification and consistency.
Items 27-92-07 through 27-92-10: Added ATA chapter “27” for clarification and consistency.
Item 27-94-02: Sub item 1), new proviso.
Item 27-94-03: New procedure.
ATA 28 FUEL
Item 28-12-01: Sub iItem 1), Replaced “cell” with “tank”; provisos one and two incorporate new language.
Item 28-15-01: Changed title and reworded the provisos.
Item 28-20-01: Deleted Model numbers in the title and removed “A321” from item 1.
Item 28-21-01: Sub item 1), CFM engines, second proviso, removed the “not” and added “is used”.
Item 28-21-02: Several provisos re-written to comply with PL-31.
Item 28-28-01: Removed the (M) procedure from the third proviso. Third proviso, a) added requirement to check manual transfer before each flight.
Item 28-28-04: Removed the (M) procedure from the third proviso.
Item 28-28-08: Sub item 1) ACT 1, first proviso, replaced “ACT 1” with “any ACT”. Sub item 2) ACT 2, third proviso, replaced “ACT 2” with “any ACT”.

HIGHLIGHTS OF CHANGE

Item 28-40-04: Main title and sub item 2) utilized correct abbreviation of “XFR”.
Item 28-40-06: (A318/A319/A320), Sub item 8) first and third provisos added the ability to verify fuel quantity using the fuel quantity indicator on the refuel/defuel panel. Replaced “cell” with “tank”.
Item 28-40-06: (A318/A319/A320), Sub item 9) first and second provisos added the ability to verify fuel quantity using the fuel quantity indicator on the refuel/defuel panel. Replaced “cell” with “tank”.
Item 28-40-06: (A318/A319/A320), Sub item 10) re-written to comply with PL-31.
Item 28-40-06: (A318/A319/A320 without ACT), Sub item 10) re-written to comply with PL-31.
Item 28-40-06: (A321 Without ACT), Sub item 8) re-written to comply with PL-31.
Item 28-40-06: (A321 with ACT(s)), Sub item 8) Title; deleted extra verbiage.
Item 28-40-06: (A321 With ACT(s)), Sub item 8) re-written to itemize procedures for clarity. Added “Continued”.
Item 28-40-06: (A321 with ACT(s)), Sub item 9) added “Continued”.
Item 28-40-06: (A321 With ACT(s)), Sub item 10) added parentheses to item title.
ATA 29 HYDRAULIC POWER
Item 29-29-00: Sub item 1) removed the rectification period; sub item 2) deleted due to Mod. 23119.
Item 29-30-04: Sub item 1) a) clarified the verification requirement.
Item 29-30-04: Sub item 2): Identified green hydraulic system in lower case.
Item 29-30-04: Sub item 4) b) changed “electric” pumps to “engine” pumps.
ATA 30 ICE AND RAIN PROTECTION
Item 30-31-03: Fourth proviso, clarified ER operations beyond 120 minutes to comply with PL-40.
Item 30-31-04: Third proviso, clarified ER operations beyond 120 minutes to comply with PL-40.
Item 30-31-05: Second proviso, clarified ER operations beyond 120 minutes to comply with PL-40.

HIGHLIGHTS OF CHANGE

Item 30-45-01: First proviso, Corrected mileage to SM.
ATA 31 INDICATING/RECORDING SYSTEMS
Item 31-31-00: Sub items 6) and 7) added.
Item 31-30-03: Provisos re-written for clarity and compliance with PL-31.
Item 31-63-01: Sub item 4), Changed rectification interval to “A” and added proviso d).
ATA 32 LANDING GEAR
Item 32-32-00: Sub item 1) Deleted, REV 21. Associated NOTE deleted.
Item 32-11-01: “A” interval clarified.
Item 32-41-01: “A” interval clarified.
Item 32-42-01: Proviso g) re-written for clarity.
Item 32-42-02: First set of provisos f) re-written for clarity. Second set of provisos f) re-written for clarity.
Item 32-42-03: Added (M) to first set of provisos to deactivate the inoperative system/channel. Rewritten to account for Mod. 38973, Installation of BSCU software “L4.9 B”, NOTEs added to first and second set of provisos for clarity.
Item 32-60-03: Added “Continued” after sub item 10) and in the next page title.
Item 32-60-04: Corrected typo. Items re-written to account for Mod. 38973. Item with Mod. 38973 installed, second set of provisos eliminates several CFDS messages.
ATA 33 LIGHTS
Item 33-10-01: Added new proviso d) requiring both dome lights to be operative. NOTE re-written for clarification.
Item 33-10-02: Sub item 3) reworded for clarity.
Item 33-20-02: Changed title; reworded first set of provisos a); reworded second set of provisos b); sub-item 1) new item in accordance with PL-123. Previous sub-item 1) moved to item 33-20-04
Item 33-20-04: New item.

HIGHLIGHTS OF CHANGE

ATA 34 NAVIGATION

Item 34-10-03: Sub item 7), Corrected typos.

Item 34-48-01: Sub item 5), Added “Continued” after item 5).

Item 34-57-02: New item for ADS-B in accordance with PL-105.

ATA 35 OXYGEN

Item 35-10-02: Added a comma before REV 20.

Item 35-10-05: Added a comma before REV 20.

Item 35-20-01 through 35-20-07: Added a comma in each item before REV 20.

ATA 36 PNEUMATICS

NOTE: Based on an analysis of the effects of an undetected hot air leak in the engine pylon on the electrical harness and fuel and hydraulic lines, Airbus developed Mod. 36595 (active pylon leak detection monitoring on ECAM EWD). The MMEL has been changed based on this modification and on the safety analysis, the thermal analysis, and the electrical analysis performed.

<u>With Mod. 36595</u>

Completion of Mod. 36595 upgrades the failure of a pylon leak detection loop or failure of a BMC to a Class 1 failure with associated cautions and required actions:

- Pylon leak detection loop failure: AIR ENG 1(2) LEAK DET FAULT
- BMC failure: BLEED MONIT SYS 1(2) FAULT

Therefore, a Class II AIR BLEED maintenance message is treated in the prescribed manner for Class II messages.

<u>Without Mod. 36595</u>

If Mod. 36595 has not been completed, the Class II maintenance message, AIR BLEED, requires a maintenance procedure to confirm that the message is not due to a failure of a BMC or a failure of a pylon leak detection loop. If it is determined that a BMC has failed or that a pylon leak detection loop has failed, the MMEL outlines the required actions to be completed prior to dispatch.

HIGHLIGHTS OF CHANGE

Item 36-36-00: New procedure.
Item 36-11-01: Deleted provisos with rectification interval “B”. Mod. 31283 deleted from A318 item title.
Item 36-11-02: Re-written to indicate that the associated bleed air supply system is considered inoperative.
Item 36-11-03: Added language that the associated bleed air supply system is not used.
Item 36-11-04: Added language that the associated bleed air supply system is not used.
Item 36-11-05: Added language that the associated bleed air supply system is not used.
Item 36-11-06: Added language that the associated bleed air supply system is not used.
Item 36-11-07: Added language that the associated bleed air supply system is not used.
Item 36-11-08: New procedure.
Item 36-22-15: New procedure
ATA 38 WATER/WASTE
ATA 46 INFORMATION SYSTEMS
ATA 49 AIRBORNE AUXILIARY POWER

HIGHLIGHTS OF CHANGE

ATA 52 DOORS
Item 52-30-04: (O) procedure to ensure the cargo compartments are empty. NOTE added.
Item 52-50-02: Sub items 1) a) and b), Changed rectification period to “C”, new procedure. Sub item 2) Changed rectification period to “C”. Sub item 3) New procedure. Sub item 6) Second proviso, new procedure. Sub item 7) Added “deactivated”. NOTE deleted.
Item 52-70-01: Sub item 1) b) proviso two, re-worded. Sub item 2) a) first set of provisos, b) changed door(s) to exit(s). Sub item 2) a) second proviso re-worded. Sub item 2) b) re-worded. Sub item 3) added verbiage “before each departure”. Sub item 4) added verbiage “before each departure”. Sub item 5) added verbiage “before each departure”.
ATA 56 WINDOWS
Item 56-11-01: Deleted, NOTE added.
Item 56-11-02: Deleted, NOTE added.
Item 56-12-01: Deleted, NOTE added.
Item 56-21-01: Deleted, NOTE added.
ATA 71 POWERPLANT
Item 71-71-00: Sub item 1) added “and” in the title; added 2 as number installed. Sub item 2) added “and” in the title; added changed number installed to “2” Sub item 3) deleted. Sub items 4) and 5) renumbered to 3) and 4) respectively. New sub item 3) changed number installed to “2”.
Item 71-71-00: Sub item 4) proviso deleted.
ATA 73 ENGINE FUEL & CONTROL
Item 73-11-01: Added “56-5B” to engine type for clarification.
Item 73-30-03: Proviso one (IAE and CFM Engines) replaced “daily” with “once each flight day”. Proviso two (PW Engines) replaced “daily” with “once each flight day”.

HIGHLIGHTS OF CHANGE

ATA 74 IGNITION
ATA 75 BLEED AIR
Item 75-24-01: New item.
ATA 77 ENGINE INDICATING
ATA 78 ENGINE EXHAUST
ATA 79 ENGINE OIL
Item 79-20-01: Changed (M) procedure to an (O) procedure.
Item 79-20-03: New item.
Item 79-33-02: Added verbiage specifying IAE or CFM Engines only.
ATA 80 STARTING

DEFINITIONS

The definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL DEFINITIONS in accordance with current FAA MMEL Policy Letter PL-70, DEFINITIONS REQUIRED IN MELs.

PREAMBLE

The applicable preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE or FAA MMEL Policy Letter PL-36, FAR PART 91 MEL APPROVAL.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
21-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
1)	Fault(s) Indicated by PACK 1 (2) (Without Mod. 30626)	C	-	-	
2)	Fault(s) Indicated by ZONE CONT (Without Mod. 30626)	C	-	-	
3) ***	Fault(s) Indicated by AFT CRG HEAT	C	-	-	
4)	Fault(s) Indicated by TEMP CTL 1(2) (with Mod. 30626)	C	-	-	
					NOTE: Dispatch with any of the above maintenance status messages displayed on ECAM is permitted without CFDS interrogation.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
21-01	Cabin Fans	C	2	1	
21-02	CAB FAN p.b Switch				
1)	OFF Light	C	1	0	
23-01	Lavatory and Galley Extraction Fan				
1)	Aircraft Without Mod. 22561	C	1	0	(M) May be inoperative provided: a) Cabin duct temperatures are available on ECAM, | b) Restrictions for an inoperative lavatory smoke detector system are applied, and c) GSM ON BOARD system (Mod. 36475) is deactivated. |
2)	Aircraft with Mod. 22561	C	1	0	(M) May be inoperative provided: a) Cabin duct temperatures are available on ECAM, and b) GSM ON BOARD system (Mod. 36475) is deactivated. |
26-01	Blower Fan	C	1	0	(O) May be inoperative provided: a) Extract fan operates normally, b) BLOWER p.b switch is set to OVRD, | c) Both packs are operative, d) VENT AVNCS SYS FAULT ECAM caution is not present, and | e) FL 270 is not exceeded on airplanes with Mod. 20056. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
26-01	Blower Fan (Continued)	C	1	0	(M)(O) May be inoperative provided: a) Extract fan operates normally, b) BLOWER p.b switch is set to OVRD, | c) Both packs are operative, d) Air conditioning inlet valve is verified open prior to each flight, and e) FL 270 is not exceeded on airplanes with Mod. 20056
		C	1	0	(M)(O) May be inoperative provided: a) Extract fan operates normally, b) BLOWER p.b switch is set to OVRD, | c) Both packs are operative, d) Air conditioning inlet valve is secured open, e) FL 270 is not exceeded on airplanes with Mod. 20056, and f) AEVC test is performed before each flight.
26-02	Extract Fan	C	1	0	(O) May be inoperative provided: a) Blower fan operates normally, b) EXTRACT p.b sw. is set at OVRD, | c) Both packs are operative, d) VENT AVNCS SYS FAULT ECAM caution is not present, and | e) Outside air temperature (OAT) and time on ground with electrical power on are limited as follows: OAT< 38 degrees C-No limit OAT 39-45 degrees C-3 hours OAT 46-50 degrees C-2 hours OAT 51-54 degrees C-35 min. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
26-02	Extract Fan (Continued)	C	1	0	(M)(O) May be inoperative provided: a) Blower fan operates normally, b) EXTRACT p.b sw is set at OVRD, | c) Both packs are operative, d) Air conditioning inlet valve is verified open prior to each flight, and e) Outside air temperature (OAT) and time on ground with electrical power on are limited as follow: OAT<38 degrees C-No limit OAT 39-45 degrees C-3 hours OAT 46-50 degrees C-2 hours OAT 51-54 degrees C-35 min.
		C	1	0	(M)(O) May be inoperative provided: a) Blower fan operates normally, b) EXTRACT p.b sw is set at OVRD, | c) Both packs are operative, d) Air conditioning inlet valve is secured open, e) Outside air temperature (OAT) and time on ground with electrical power on are limited as follows: OAT<38 degrees C-No limit OAT 39-45 degrees C-3 hours OAT 46-50 degrees C-2 hours OAT 51-54 degrees C-35 min, and f) AEVC test is performed before each flight.
26-03	Skin Exchanger Inlet Bypass Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured closed, and b) AEVC test is performed before each flight.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
26-04	Skin Air Outlet Valve	C	1	0	(M)(O) May be inoperative provided: a) Internal flap is manually secured to open position, b) Extract valve (skin air outlet valve) is displayed in partially open position (amber or green) on ECAM CAB PRESS page, c) Both packs are operative, d) Skin exchanger isolation valve is secured open, and e) AEVC test is performed before each flight.
26-05	Skin Air Inlet Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured closed, b) Air conditioning inlet valve is verified open before each flight, c) Both packs are operative, and d) AEVC test is performed before each flight.
		C	1	0	(M)(O) May be inoperative provided: a) Valve is secured closed, b) Air conditioning inlet valve is secured open, c) Both packs are operative, and d) AEVC test is performed before each flight.
26-06	Skin Exchanger Isolation Valve	C	1	0	(M)(O) May be inoperative in open position provided AEVC test is performed before each flight.
		C	1	0	(M)(O) May be inoperative provided: a) Valve is secured open, and b) AEVC test is performed before each flight.
26-07	Skin Exchanger Outlet Bypass Valve	C	1	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
26-08	Air Conditioning Inlet Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured open, b) Both packs are operative, and c) AEVC test is performed before each flight.
26-09	Ventilation Filters	C	1	0	(O) May be inoperative provided: a) Blower and extract fans operate normally, b) EXTRACT p.b switch is set at OVRD, | c) Both packs are operative, and | d) VENT AVNCS SYS FAULT ECAM caution is not present. |
		C	1	0	(M)(O) May be inoperative provided: a) Blower and extract fans operate normally, b) EXTRACT p.b switch is set at OVRD, | c) Both packs are operative, and d) Air conditioning inlet valve is verified open prior to each flight.
		C	1	0	(M)(O) May be inoperative provided: a) Blower and extract fans operate normally, b) EXTRACT p.b switch is set at OVRD, | c) Both packs are operative, d) Air conditioning inlet valve is secured open, and | e) AEVC test is performed before each flight.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
26-10	Avionic Equipment Ventilation Computer (AEVC)	C	1	0	(M)(O) May be inoperative provided: a) Extract fan is verified to operate normally prior to each flight, b) BLOWER and EXTRACT p.b switches are set to OVRD, c) Air conditioning inlet valve and extract valve (skin air outlet valve) are verified in the proper position prior to each flight, d) Both packs are operative, and e) Skin air inlet valve is secured closed.
26-11	BLOWER FAULT Caution on ECAM	C	1	0	(M) May be inoperative provided: a) Blower fan is operating normally before each departure, b) VENT AVNCS SYS FAULT caution is available on ECAM, and c) EXTRACT FAULT caution is not present on ECAM.
		C	1	0	May be inoperative provided blower fan is considered inoperative.
26-12	EXTRACT FAULT Caution on ECAM	C	1	0	(M) May be inoperative provided: a) Extract fan is verified to operate normally before each flight, b) VENT AVNCS SYS FAULT caution is available on ECAM, and c) BLOWER FAULT caution is not present on ECAM.
		C	1	0	May be inoperative provided extract fan is considered inoperative.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
26-13	BLOWER p.b Switch				
1)	FAULT Light	C	1	0	
26-14	EXTRACT p.b Switch				
1)	FAULT Light	C	1	0	
26-15	ECAM CAB PRESS Indications	C	2	0	INLET and EXTRACT indications may be inoperative.
27-01 ***	Avionics Equipment Ground Cooling System	D	1	0	(M)(O) May be inoperative provided both associated skin valves are secured closed.
28-01 ***	Forward Cargo Extraction Fan	D	1	0	(O) May be inoperative.
28-02 ***	Forward Cargo Isolation Valves	D	2	0	(O) May be inoperative provided: a) Both valves are closed, and b) FWD ISOL VALVE FAULT Light operates normally.
		D	2	0	(M) May be inoperative provided both valves are secured closed.
28-03 ***	FWD ISOL VALVE Fault light	D	1	0	
28-04 ***	Aft Cargo Extraction Fan	D	1	0	(O) May be inoperative provided alternate procedures are established and used.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
28-05 ***	Aft Cargo Isolation Valves	D	2	0	(O) May be inoperative provided: a) Both valves are closed, and b) AFT ISOL VALVE FAULT Light operates normally.
		D	2	0	(M) May be inoperative provided both valves are secured closed.
28-06 ***	Aft Cargo AFT ISOL VALVE Fault Light	D	1	0	
31-01	Automatic Cabin Pressure Control Systems(CPC, outflow valve AUTO channels)	C	2	0	(O)May be inoperative provided : a) Flight is conducted in an unpressurized configuration, and b) Extended overwater flight is prohibited.
	1) System 1	A	1	0	(M)(O)Except for ER operations, may be inoperative provided: a) CPC 1 is deactivated, b) Manual Mode is verified to operate normally, c) Cabin pressure indications are available on ECAM CAB PRESS Page in manual Mode, d) Both FCU channels operate normally, e) Both SDACs operate normally, f) System 2 operates normally, g) Extended overwater flight is prohibited, and h) Repairs are made within three flight days.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
31-01	Automatic Cabin Pressure Control Systems(CPC, outflow valve AUTO channels) (Continued)				
	2) System 2	C	1	0	(M)(O)May be inoperative provided: a) CPC 2 is deactivated, b) Manual Mode is verified to operate normally, c) Cabin pressure indications are available on ECAM CAB PRESS Page in manual Mode, d) Both FCU channels operate normally, e) Both SDACs operate normally, and f) System 1 operates normally.
31-02	Manual Cabin Pressure Control Systems (Outflow valve MAN channel, MAN V/S CTL Sel)	C	1	0	(M) May be inoperative provided both auto cabin pressure control systems are verified to operate normally before each flight.
		C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Extended overwater flight is prohibited, and c) Avionics equipment ventilation system operates normally.
31-03	Outflow valve				
1)	Auto Motor 2				Deleted, REV 20. Move to MMEL items 21-31-01 and 21-31-02

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
31-04	Safety Valves	C	2	1	(M) May be inoperative closed provided: a) Both automatic cabin pressure control systems operate normally, and b) The three outflow valve motors operate normally.
31-05	Landing Elevation Selection System				
1)	AUTO Function	C	1	0	(O) May be inoperative provided LDG ELEV is set to destination field elevation altitude.
31-06	MODE SEL FAULT Light	C	1	0	(O) May be inoperative provided SYS 1 and SYS 2 indications on ECAM CAB PRESS page are available.
31-07	Safety Valves Position Indication on ECAM CAB PRESS Page	C	1	0	(M) May be inoperative provided both safety valves are visually verified closed.
31-08	SAFETY VALVE OPEN Caution on ECAM	C	1	0	(M) May be inoperative provided both safety valves are visually verified closed.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
43-01 ***	Fwd Cargo Compartment Heating System	C	1	0	(O) May be inoperative provided HOT AIR p.b sw is set at OFF and hot air pressure regulating valve is checked closed on ECAM.
		D	1	0	(M)(O) May be inoperative provided associated trim air valve is secured closed.
		C	1	0	(M)(O) May be inoperative provided the hot air pressure regulating valve is secured closed. NOTE: With hot air valve sw OFF, unequal passenger distribution may cause high temperature in the rear cabin.
43-02 ***	Aft Cargo Compartment Heating Systems	D	1	0	(O) Associated hot air pressure regulating valve or trim air valve may be inoperative provided: a) Heating system is switched OFF, and b) Operative valve is verified closed on ECAM.
		D	1	0	(M)(O) Associated hot air pressure regulating valve and trim air valve may be inoperative provided one of these valves is secured closed.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
51-01	Pack Flow Control Valves				
1)	(Aircraft without Mod. 30626)	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Valve is secured closed, and b) Associated air conditioning pack is considered inoperative.
		C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Avionics equipment ventilation system operates normally, c) Outside air temperature (OAT) is less than 38 degrees C, and d) Both packs are switched OFF and both flow control valves are secured closed.
2)	(Aircraft with Mod. 30626)	C	2	1	Except for ER operations, one may be inoperative provided associated air conditioning pack is considered inoperative.
		C	2	1	(O) One may be operated in pneumatic back-up Mode.
		C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Avionics equipment ventilation system operates normally, c) Outside air temperature (OAT) is less than 38 degrees C, and d) Both packs are switched OFF and both flow control valves are secured closed.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
51-02	Pack Flow Selections				
	(A319/A320)	C	3	1	LO and/or NORM may be inoperative
	(A321)	C	2	1	ECON FLOW may be inoperative.
51-03	PACK p.b Switch				
1)	FAULT Lights	C	2	0	
2)	OFF Lights	C	2	0	
51-06	Pack Flow Sensor (Aircraft with Mod. 30626)	C	2	1	(O) One may be inoperative provided the HOT AIR p.b switch is selected OFF. NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082) refer to Livestock Transportation Manual.
52-01	Packs (A319/A320 without Mod. 31283 and without Mod. 30626)	C	2	1	Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 310, | b) COND ZONE REGUL FAULT caution is not present on ECAM, c) Affected pack p.b sw is set at OFF, d) Pack valve is verified closed on ECAM BLEED page, | e) HI flow selected, and f) Avionics equipment ventilation system operates normally. NOTE: Proviso d) does not apply if pack valve has been secured closed per item 21-51-01. | (Continued) |

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
52-01	Packs (Continued)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Avionics equipment ventilation system operates normally, and c) Outside air temperature (OAT) is less than 38 degrees C.
	(A319/A320 without Mod. 31283 and without Mod. 30626) (Continued)				
	(A319 with Mod. 31283 and without Mod. 30626)	C	2	1	Except for ER operations, one may be inoperative provided: a) Airplanes remains at or below FL 370, b) COND ZONE REGUL FAULT caution is not present of ECAM, c) Affected pack p.b sw. is set at OFF, d) Pack valve is verified closed on ECAM BLEED page, | e) HI flow is selected, f) Avionics equipment ventilation system operates normally, and g) Speedbrakes operates normally. NOTE: Proviso d) does not apply if pack valve has been secured closed per item 21-51-01. | (Continued) |

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
52-01	Packs (Continued) (A319 with Mod. 31283 and without Mod. 30626) (Continued)	C	2	1	Except for ER operations, one may be inoperative provided: a) Airplanes remains at or below FL 310, b) COND ZONE REGUL FAULT caution is not present on ECAM, c) Affected pack p.b sw is set at OFF, d) Pack valve is verified closed on ECAM BLEED page, | e) HI flow is selected, f) Avionics equipment ventilation system operates normally. NOTE: Proviso d) does not apply if pack valve has been secured closed per item 21-51-01. |
		C	2	0	(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Avionics equipment ventilation system operates normally, and c) Outside air temperature (OAT) is less than 38 degrees C.
	(A320 with Mod. 31283 and without Mod. 30626)	C	2	1	Except for ER operations, one may be inoperative provided: a) COND ZONE REGUL FAULT caution is not present on ECAM, b) Affected pack p.b sw is set at OFF, c) Pack valve is verified closed on ECAM BLEED page, | d) HI flow is selected, and e) Avionics equipment ventilation system operates normally, and f) Speedbrakes operate normally. (Continued) |

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
52-01	Packs (Continued) (A320 with Mod. 31283 and without Mod. 30626) (Continued)				NOTE: Proviso c) does not apply if pack valve has been secured closed per item 21-51-01.
		C	2	1	Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 310, b) COND ZONE REGUL FAULT caution is not present on ECAM, c) Affected pack p.b sw. is set at OFF, d) Pack valve is verified closed on ECAM BLEED page, e) HI flow is selected, and f) Avionics equipment ventilation system operates normally. NOTE: Proviso d) does not apply if pack valve has been secured closed per item 21-51-01.
		C	2	0	(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Avionics equipment ventilation system operates normally, and c) Outside air temperature (OAT) is less than 38 degrees C. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
52-01	Packs (Continued) (A321 without Mod. 31283 and without Mod. 30626)	C	2	1	Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 310, b) COND ZONE REGUL FAULT caution is not present on ECAM, c) Affected pack p.b sw. is set at OFF, d) Pack valve is verified closed on ECAM BLEED page, | e) ECON FLOW is selected OFF, and f) Avionics equipment ventilation system operates normally. NOTE: Proviso d) does not apply if pack valve has been secured closed per item 21-51-01. |
		C	2	0	(O)Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Avionics equipment ventilation system operates normally, and c) Outside air temperature (OAT) is less than 38 degrees C.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
52-01	Packs (Continued) (A321 without Mod. 31283 and without Mod. 30626) (Continued)	C	2	1	Except for ER operations, one may be inoperative provided: a) COND ZONE REGUL FAULT caution is not present on ECAM, b) Affected pack p.b sw. is set at OFF c) Pack valve is verified closed on ECAM BLEED page, | d) ECON FLOW is selected OFF, and e) Avionics equipment ventilation system operates normally, and f) Speedbrakes operate normally. NOTE: Proviso c) does not apply if pack valve has been secured closed per item 21-51-01. |
	(A321 with Mod. 31283 and without Mod. 30626)	C	2	1	Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 310, b) COND ZONE REGUL FAULT caution is not present of ECAM, | c) Affected pack p.b sw. is set at OFF, d) Pack valve is verified closed on ECAM BLEED page, | e) ECON FLOW is selected OFF, and f) Avionics equipment ventilation system operates normally. (Continued) |

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
52-01	(A321 with Mod. 31283 and without Mod. 30626) (Continued)				NOTE: Proviso d) does not apply if pack valve has been secured closed per item 21-51-01.
		C	2	0	(O) Except for ER operation, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Avionics equipment ventilation system operates normally, and c) Outside air temperature (OAT) is less than 38 degrees C.
	(A318 With Mod. 30626)	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 350, b) AIR PACK 1 (2) REGUL FAULT caution associated with the operative side is not displayed on ECAM, c) AIR COND CTL 1-A FAULT and AIR COND CTL 1-B FAULT or AIR COND CTL 2-A FAULT and AIR COND CTL 2-B FAULT cautions associated with the operative side are not displayed on ECAM, d) HI FLOW is selected, e) Avionics equipment ventilation system operates normally, f) Speedbrakes operate normally, and g) Pack flow control valve is secured closed. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
52-01	Packs (Continued) (A318 with Mod. 30626) (Continued)	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 310, b) AIR PACK 1 (2) REGUL FAULT caution associated with the operative side is not displayed on ECAM, c) AIR COND CTL 1-A FAULT and AIR COND CTL 1-B FAULT or AIR COND CTL 2-A FAULT and AIR COND CTL 2-B FAULT cautions associated with the operative side are not displayed on ECAM, d) HI FLOW is selected, e) Avionics equipment ventilation system operates normally, and f) Pack flow control valve is secured.
		C	2	0	(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Avionics equipment ventilation system operates normally, and c) Outside air temperature (OAT) is less than 38 degrees C. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
52-01	Packs (Continued) (A319 With Mod. 30626)	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 370, b) AIR PACK 1(2) REGUL FAULT caution associated with the operative side is not displayed on ECAM, c) AIR COND CTL 1-A FAULT and AIR COND CTL 1-B FAULT or AIR COND CTL 2-A FAULT and AIR COND CTL 2-B FAULT cautions associated with the operative side are not displayed on ECAM, d) HI FLOW is selected, e) Avionics equipment ventilation system operates normally, f) Speedbrakes operate normally, and g) Pack flow control valve is secured closed. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
52-01	Packs (Continued) (A319 With Mod. 30626) (Continued)	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 310, b) AIR PACK 1(2) REGUL FAULT caution associated with the operative side is not displayed on ECAM, c) AIR COND CTL 1-A FAULT and AIR COND CTL 1-B FAULT or AIR COND CTL 2-A FAULT and AIR COND CTL 2-B FAULT cautions associated with the operative side are not displayed on ECAM, d) HI FLOW is selected, e) Avionics equipment ventilation system operates normally, f) Pack flow control valve is secured closed.
		C	2	0	(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Avionics equipment ventilation system operates normally, and c) Outside air temperature (OAT) is less than 38 degrees C. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
52-01	Packs (Continued) (A320 With Mod. 30626)	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) AIR PACK 1(2) REGUL FAULT caution associated with the operative side is not displayed on ECAM, b) AIR COND CTL 1-A FAULT and AIR COND CTL 1-B FAULT or AIR COND CTL 2-A FAULT and AIR COND CTL 2-B FAULT cautions associated with the operative side are not displayed on ECAM, c) HI FLOW is selected, d) Avionics equipment ventilation system operates normally, e) Speedbrakes operate normally, and f) Pack flow control valve is secured closed. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
52-01	Packs (Continued) (A320 With Mod. 30626) (Continued)	C	2	1	(M) Except for ER operation, one may be inoperative provided: a) Airplane remains at or below FL 310, b) AIR PACK 1(2) REGUL FAULT caution associated with the operative side is not displayed on ECAM, c) AIR COND CTL 1-A FAULT and AIR COND CTL 1-B FAULT or AIR COND CTL 2-A FAULT and AIR COND CTL 2-B FAULT cautions associated with the operative side are not displayed on ECAM, d) HI FLOW is selected, e) Avionics equipment ventilation system operates normally, and f) Pack flow control valve is secured closed.
		C	2	0	(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Avionics equipment ventilation system operates normally, and c) Outside air temperature (OAT) is less than 38 degrees C. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
52-01	Packs (Continued) (A321 With Mod. 30626)	C	2	1	(M) Except for ER operations one may be inoperative provided: a) AIR PACK 1(2) REGUL FAULT caution associated with the operative side is not displayed on ECAM, b) AIR COND CTL 1-A FAULT and AIR COND CTL 1-B FAULT or AIR COND CTL 2-A FAULT and AIR COND CTL 2-B FAULT cautions associated with the operative side are not displayed on ECAM, c) ECON FLOW is selected OFF, d) Avionic equipment ventilation system operates normally, e) Speedbrakes operate normally, and f) Pack flow control valve is secured closed. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
52-01	Packs (Continued) (A321 With Mod. 30626)	C	2	1	(M) Except for ER operation, one may be inoperative provided: a) Airplane remains at or below FL 310, b) AIR PACK 1(2) REGUL FAULT caution associated with the operative side is not displayed on ECAM, c) AIR COND CTL 1-A FAULT and AIR COND CTL 1-B FAULT or AIR COND CTL 2-A FAULT and AIR COND CTL 2-B FAULT cautions associated with the operative side are not displayed on ECAM, d) ECON FLOW is selected OFF, e) Avionics equipment ventilation system operates normally, and f) Pack flow control valve is secured closed.
		C	2	0	(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Avionics equipment ventilation system operates normally, and c) Outside air temperature (OAT) is less than 38 degrees C. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
52-01	Packs (Continued) (A319/A320/A321 without Mod. 30626)				
1)	Air Cycle Machines (ACM)	C	2	1	(O) One pack may be operated on heat exchanger cooling only provided: a) Affected pack's compressor outlet temperature indication is available on ECAM BLEED page, b) TAT indication is available, c) Corresponding pack controller operates normally, d) Affected pack is not used until airborne and TAT is at or below 12 degrees C, and e) Avionics equipment ventilation system operates normally, NOTE: FL 310 or below must be maintained if normal operating pack fails.
		C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both air conditioning packs are not used, b) Flight is conducted in an unpressurized configuration, c) Avionics equipment ventilation system operates normally, and d) Outside air temperature (OAT) is less than 38 degrees C. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
52-01	Packs (Continued) (A318) (A319/A320/A321 with Mod. 30626)				
1)	Air Cycle Machines (ACM)	C	2	1	(O) One pack may be inoperative on heat exchanger cooling only provided: a) Affected pack's compressor outlet temperature indication is available on ECAM BLEED page, b) TAT indication is available, c) AIR COND CTL 1-A FAULT and AIR COND CTL 1-B FAULT or AIR COND CTL 2-A FAULT and AIR COND CTL 2-B FAULT cautions associated with the operative side are not displayed on ECAM, d) Affected pack is not used until airborne and TAT is at or below 12 degrees C, and e) Avionics equipment ventilation system operates normally. NOTE: FL 310 or below must be maintained if normal operating pack fails. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
52-01	Packs (Continued)				
	(A318) (A319/A320/A321 with Mod. 30626 (Continued)				
1)	Air Cycle Machines (ACM)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both air conditioning packs are not used, b) Flight is conducted in an unpressurized configuration, c) Avionics equipment ventilation system operates normally, and d) Outside air temperature (OAT) is less than 38 degrees C.
52-02	Air Cond Pack Ram Air Inlet Flaps				
	(Without Mod. 24371)	C	2	0	(M) May be inoperative in the open position provided backlash is verified within limits.
		C	2	0	(O) May be inoperative in the closed position provided the associated pack(s) is (are) not used.
	(With Mod. 24371)	C	2	0	(M) May be inoperative in the open position.
		C	2	0	(O) May be inoperative in the closed position provided the associated pack(s) is (are) not used.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
52-03	Air Cond Pack Ram Air Outlet Flaps (Without Mod. 26249)	C	2	0	(M) May be inoperative in the open position provided backlash is verified within limits.
		C	2	0	(O) May be inoperative in the closed position provided the associated pack(s) is (are) not used.
55-01	Emergency Ram Air Inlet	C	1	0	(O) Except for ER operations and extended overwater flight, may be inoperative in the open position for unpressurized flight.
55-02	ECAM Emergency RAM Air Inlet Indication (ECAM BLEED Page)	C	1	0	(M) May be inoperative provided Ram Air Inlet system is verified to operate normally.
61-01	Pack Temperature Control Primary Channels (Without Mod. 30626)	C	2	1	NOTE: If the primary channel is failed, pack flow is fixed at the value reached at the time of failure. If primary and secondary channels are failed, the pack outlet temperature is controlled by the anti ice valve to a nominal value of 15 degrees C.
61-02	Turbine Bypass Valves	C	2	1	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
63-01	Zone Controller System (A319/A320/A321) (Without Mod. 30626)				
1)	Primary Channel	C	1	0	May be inoperative provided: a) HOT AIR p.b switch is selected OFF, and b) Hot air pressure regulating valve is verified closed on ECAM COND page. NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082), refer to Livestock Transportation Manual.
2)	Secondary Channel	C	1	0	May be inoperative provided the minimum idle on ground function is considered inoperative.
3)	Primary and Secondary Channels	C	2	0	(M) May be inoperative provided: a) Hot air pressure regulating valve is secured closed, and b) The minimum idle on ground function is considered inoperative. NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082), refer to Livestock Transportation Manual.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
63-02	Cockpit/Cabin Trim Air Valves				
	(Without Mod. 30626)	C	3	0	(M)(O) May be inoperative provided: a) Affected valve(s) is secured closed, and b) Both pack controllers operate normally.
		C	3	0	(O) May be inoperative provided: a) HOT AIR p.b switch is selected OFF,
					b) Hot air pressure regulating valve is verified closed on ECAM COND page, and c) Both pack controllers operate normally.
	(With Mod. 30626)	C	3	0	(O) May be inoperative provided associated valve(s) is confirmed closed on ECAM COND page before each flight.
		C	3	0	(O) May be inoperative provided hot air pressure regulating valve is confirmed operative on ECAM COND page before each flight.
		C	3	0	May be inoperative provided the hot air pressure regulating valve is considered inoperative. NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082), refer to Livestock Transportation Manual.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
63-03	Hot Air Pressure Regulating Valve (Without Mod. 30626)	C	1	0	May be inoperative in the closed position provided: a) HOT AIR p.b switch is selected OFF, and b) Hot air pressure regulating valve is verified closed on ECAM COND page.
		C	1	0	(M) May be inoperative provided valve is secured closed. NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082) refer to Livestock Transportation Manual.
	(With Mod. 30626)	C	1	0	May be inoperative in the closed position provided: a) HOT AIR p.b switch us selected OFF, and b) Hot air pressure regulating valve is verified closed on ECAM COND page.
		C	1	0	May be inoperative in the open position provided: a) HOT AIR p.b switch is selected OFF, and b) All trim air valves are verified closed on ECAM COND page.
		C	1	0	(M) May be inoperative provided valve is secured closed. NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082) refer to Livestock Transportation Manual.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
63-04	HOT AIR p.b Switch				
1)	Fault Light	C	1	0	May be inoperative provided zone duct temperatures are available on ECAM.
2)	OFF Light	C	1	0	
63-05	ECAM Indication				
1)	On COND Page	C	-	0	All indications may be inoperative.
2)	On CRUISE page	C	-	-	Cabin and cockpit zone indication may be inoperative.
3)	On Bleed Page				
a)	Pack outlet temperature	C	2	0	
b)	Pack turbine bypass valve position	C	2	0	
c)	Pack compressor outlet temperature	C	2	0	
d)	Pack Flow	C	2	0	
e)	Pack flow control valve position	C	2	0	
4)	On CAB PRESS Page	C	-	-	Pack 1 and 2 indications may be inoperative.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
63-06	Air Conditioning System Controller (ACSC) (With Mod. 30626)				
1)	Channels COND CTL 1(2)-A(B)	C	4	2	Except for ER operation, one on each side may be inoperative.
		C	4	2	One on each side may be inoperative provided AIR COND CTL 1-B FAULT is not displayed on ECAM E/WD.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTO FLIGHT				
10-01	Autopilot Systems	C	2	1	One may be inoperative provided approach minimums do not require its use.
		B	2	0	May be inoperative provided: a) Approach minimums do not require their use, b) Enroute operations do not require their use, and c) Number of flight segments and segment duration is acceptable to flight crew. NOTE: Any Mode which operates normally may be used.
10-02	Flight Director Systems	C	2	0	(O) May be inoperative provided: a) Approach minimums do not require their use, and b) Alternate takeoff procedures are established and used.
10-03	Take Over p.b Switch				
1)	AP Disconnect Function	C	2	1	(O) One may be inoperative provided: a) Autopilots are not utilized at less than initial approach altitude, b) Priority function is verified to operate normally before each departure, and c) Approach minimums do not require the use of autopilot(s). (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTO FLIGHT				
10-03	Take Over p.b Switch (Continued)				
1)	AP Disconnect Function (Continued)	B	2	0	(O) May be inoperative provided: a) Autopilots are not engaged, b) Enroute operations do not require their use, c) Priority function verified to operate normally before each departure, d) Approach minimums do not require the use of autopilots, and e) Number of flight segments and segment duration is acceptable to flight crew.
10-04	Autoland Lights	C	2	0	May be inoperative provided approach minimums do not require use of autoland.
10-05	AP Disengagement Warning System	B	1	0	May be inoperative provided both autopilots are not used.
10-06	Side Sticks and Rudder Locking Solenoids in AP Mode	C	3	1	May be inoperative unlocked provided: a) Autopilot Disconnect Warning operates normally, and b) Autoland is not used. NOTE: If one of the locking solenoids is inoperative in the unlocked position, the affected side stick or pedals will move freely and the “hard point” will not be felt any longer by the pilots. This may result in an unintentional AP disconnection.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTO FLIGHT				
10-07	Autopilot FMA Indications on PFD				Combined with Item 22-83-02.
30-01	Autothrust Function	C	1	0	(M) May be inoperative provided: a) All thrust lever sensors are verified to operate normally, and b) Approach minimums do not require its use. NOTE: Alpha floor is not available with autothrust function inoperative.
30-02	Autothrust Instinctive Disconnect Switches	C	2	1	(O) One may be inoperative provided ability to disconnect A/THR by means of the remaining Instinctive Disconnect p.b and by the FCU A/THR p.b is verified prior to each departure.
30-03	Autothrust Disengagement Warning System	C	1	0	(O) May be inoperative provided: a) Autothrust is disconnected and is considered inoperative, and b) Approach minimums do not require its use. NOTE: Alpha floor is not available.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTO FLIGHT				
63-01	Yaw Dampers				
1)	System 1	C	1	0	(M) May be inoperative provided: a) System 1 is deactivated, b) System 2 is operative, and c) Approach minimums do not require its use.
2)	System 2	C	1	0	(M) May be inoperative provided: a) System 2 is deactivated in the case of actuator leakage, b) System 1 is operative, and c) Approach minimums do not require its use.
66-01	Flight Augmentation Computers (FAC)			`	
1)	FAC 2	C	1	0	(O) May be inoperative provided: a) Both FCU channels operate normally, b) ELAC, SEC, ADIRS, SFCC, RA, and LGCIU systems operate normally, and c) Approach minimums do not require its use. NOTE: Loss of FAC 1 will result in Direct Law Mode at landing gear down.
66-02	FAC p.b Switch				
1)	FAULT Lights	C	2	1	
2)	OFF Lights	C	2	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTO FLIGHT				
66-03	Windshear Detection/Guidance And Avoidance Systems				
1)	Windshear Detection and Avoidance System (Predictive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		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)	Windshear Warning and Flight Guidance System (Reactive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTO FLIGHT				
66-03	Windshear Detection/Guidance And Avoidance Systems (Continued)				
2)	Windshear Warning and Flight Guidance System (Reactive) (Continued)	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
72-01	Lateral Navigation	C	2	1	One may be inoperative provided operations/procedures do not require its use.
73-01	Performance Information and/or Vertical Navigation	C	2	0	May be inoperative provided operations/procedures do not require their use.
73-02	Fuel/Time Predictions	C	2	0	May be inoperative provided operations/procedures do not require their use.
73-05	Navigation				Moved to item 34-61-01.
75-01 ***	RNP p.b switch ON Light	D	1	0	|
75-02 ***	RNP p.b switch	D	1	0	May be inoperative provided operations/procedures do not require its use. |

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTO FLIGHT				
81-01	FCU				
1)	Channels	B	2	1	Except for ER operations, one may be inoperative provided 2 RMPs, all DUs both RAs, both LGCIUs, both FACs, both cabin pressure controllers, the three ADIRS, and standby altimeter (or ISIS Baro-altimeter function) operate normally.
		A	2	1	One may be inoperative for one flight leg provided 2 RMPs, all DUs, both RAs, both LGCIUs, both FACs both cabin pressure controllers, the three ADIRS and standby altimeter (or ISIS Baro-altimeter function) operate normally.
81-03	Auto Flight Control Panel				
1)	Mode Engagement p.b				
a)	LOC	C	1	0	May be inoperative provided approach minimums do not require its use.
b)	EXPED (Without Mod. 24414)	C	1	0	May be inoperative provided crew procedures do not require its use.
c)	APPR	C	1	0	May be inoperative provided approach minimums do not require its use

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTO FLIGHT				
81-03	Auto Flight Control Panel (Continued)				
2)	Selection Windows (Without Mod. 24035, 24160, 23963, or 24211)	C	4	2	SPD MACH and HDG TRK windows may be inoperative provided: a) Associated indications are operative on both PFDs and both NDs, and b) Procedures are not dependent of their use.
3)	Selection Windows (With Mod. 24035, 24160, 23963, or 24211)	C	4	1	SPD MACH, HDG TRK, and V/S FPA windows may be inoperative provided: a) Associated indications are operative on both PFDs and both NDs and b) Procedures are not dependent of their use.
4)	HDG-V/S TRK-FPA Change Over p.b	C	1	0	May be inoperative provided: a) HDG-V/S selection is operative, and b) Crew procedures do not require use of p.b
5)	SPD/MACH Change Over p.b	C	1	0	May be inoperative provided SPD selection is operative.
6)	Metric ALT p.b	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided operations do not require its use.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTO FLIGHT				
81-03	Auto Flight Control Panel (Continued)				
7)	Engagement p.b Light Bars	C	-	0	May be inoperative provided associated indication is available on both PFDs.
8)	V/S-FPA Selection Knob	C	1	0	May be inoperative provided procedures do not require its use.
9) ***	V/S-FPA Push-to level OFF function	C	1	0	(O) May be inoperative provided: a) V/S-FPA selection knob operates normally, and b) Alternate procedures are established and used.
81-04	EFIS Control Panel				
1)	Baro Reference Display Windows	C	2	1	
2)	Baro Reference Sel Outer Ring (Hg/hPa)				
a)	Hg	C	2	0	May be inoperative provided: a) Route of flight does not require its use, and b) Both hPa indications are available on EFIS control panel.
b)	hPa	C	2	0	May be inoperative provided: a) Route of flight does not require its use, and b) Both Hg indications are available on EFIS control panel.
3)	ILS/LS Pushbutton	C	2	-	As required by FAR.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTO FLIGHT				
81-04	EFIS Control Panel (Continued)				
4)	Optional Data Display p.b	C	10	0	May be inoperative provided operations/procedures do not require their use.
5)	ND Range	C	2	1	One may be inoperative provided the ND unit associated with the operative ND range selector is operative.
6)	ND Mode Select	C	2	1	One may be inoperative provided: a) ND unit associated with the operative ND selector is operative, and b) Operations/procedures do not require its use.
7)	ADF/VOR Sel	C	4	-	As required by FAR.
8)	Display p.b Light Bars	C	14	0	May be inoperative provided associated indication is available on associated PFD or ND.
81-06	Automatic Landing System (AUTOLAND)	C	1	0	May be inoperative provided approach minimums do not require its use.
82-01	Muti Purpose Control Display Units (MCDU)				
1)	Flight Crew Positions	C	2	1	One may be inoperative provided navigation procedures do not require its use.
2) ***	Maintenance MCDU	C	1	0	May be inoperative provided first officer's MCDU operates normally.
3) ***	MCDU Annunciator Lights	C	-	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTO FLIGHT				
83-01	Flight Management Guidance Computer (FMGC)	A	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Alternate procedures are established and used, b) Departure and destination airport weather is at and forecast to remain within VFR minimums (1000/3) for proposed departure and arrival times, and c) Repairs are made within three flight legs. NOTE: (Without Mod. 34825) If FMGC 1 is inoperative, the terrain function of the TAWS (installed by Mod. 26526 or Mod. 34637) is inoperative.
83-02	FMA Indications on PFD				
1)	Autopilot/Flight Director Related Indications	C	2	1	Indications may be inoperative on PNF FMA. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTO FLIGHT				
83-02	FMA Indications on PFD (Continued)				
1)	Autopilot/Flight Director Related Indications (Continued)	B	2	0	Except for ER operations, indications may be inoperative on both FMAs provided: a) Autopilots/Flight Directors are not engaged, b) Enroute operations do not require their use, and c) Approach minimums do not require use of autopilot.
2)	Autothrust Related indications	A	2	1	Indications may be inoperative on PNF FMA provided repairs are made within three flight days.
		C	2	0	(O) Indications may be inoperative on both FMAs provided: a) Autothrust is disconnected and considered inoperative, and b) Approach minimums do not require their use.
3)	Approach and Landing Capabilities	C	-	-	(O) One or more may be inoperative on one FMA provided approach minimums do not require their use.
		C	-	0	(O) One or more may be inoperative on both FMAs provided approach minimums do not require use.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
23-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
1)	Fault(s) Indicated by CIDS 1 (2)	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.
10-01	HF/VHF Communications				Moved to 23-11-01 and 23-12-01 respectively.
11-01	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by FAR may be inoperative.
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If Inmarsat codes are not available while using SATCOM voice, prior coordination with the appropriate ATS facility is required.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
11-01	High Frequency (HF) Communication System (Continued)				NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.
11-02 ***	CALSEL System				Deleted, REV 20.
12-01	VHF Communications System	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by an Essential Bus and not required for emergency procedures.
13-01	Radio Management Panels (RMP)				
1)	RMP 1				
a)	VHF Comm Select Keys	C	3	2	VHF No.2 or No.3 may be inoperative.
b)	HF Comm Select Keys	C	2	-	As required by FAR. NOTE: If HF is required for flight, HF 1 select key must be operative.
2)	RMP 2	C	1	0	May be inoperative provided RMP 3 operates normally.
a)	VHF Comm Select Keys	C	3	2	
b)	HF Comm Select Keys	C	2	-	As required by FAR. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
13-01	Radio Management Panels (RMP) (Continued)				
3) ***	RMP 3	C	1	0	May be inoperative provided RMP 2 operates normally.
a)	VHF Comm Select Keys	C	3	2	
b)	HF Comm Select Keys	C	2	-	As required by FAR.
24-01 ***	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 ACARS function or Mode that operates normally may be used.
28-01 ***	Satellite Communication (SATCOM) System	C	1	0	(O) May be inoperative provided alternate procedures are established and used. |
		D	1	0	May be inoperative provided operations or procedures are established and used.
1)	Voice Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided operation or procedures do not require its use. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
28-01 ***	Satellite Communication (SATCOM) System (Continued)				
2)	Data Channel	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided operations or procedures do not require its use.
31-01	Passenger Address System				
1)	Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. NOTE: Any station function(s) that operate~~s~~ normally may be used.
		C	1	0	(O) May be inoperative provided: a) PA not required by FAR, and b) Alternate normal and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
31-01	Passenger Address System (Continued)				
a)	Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
b)	Cabin Speakers	C	-	-	May be inoperative provided inoperative speakers are not adjacent to each other.
31-02 ***	PA IN USE LIGHT	D	1	0	
42-01	Ground External Horn	C	1	0	(O) May be inoperative provided personnel are available to monitor APU.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
42-02	Alerting System (Chime/Light)				
1)	ATT Call Lights (Flight Deck Call Lights/CAPT and F/O ACP)				Moved to item 23-51-02
2)	Flight Attendant Call Lights (EMER/FWD/ MID EXIT/AFT)	B	-	0	(O) May be inoperative provided: a) PA System is operative, b) Affected light is not used for Lavatory Smoke Detector Alerting, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered an NEF item. NOTE 2: Any visual alerting system function(s) that operate(s) normally may be used.
3)	Flight Attendant Chimes	B	-	0	(O) May be inoperative provided: a) PA system operates normally, b) Affected Chime is not used for Lavatory Smoke Detector Alerting, and c) Alternate procedures for contacting flight attendants are established and used. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
42-02	Alerting System (Chime/Light) (Continued)				
3)	Flight Attendant Chimes (Continued)				NOTE 1: Passenger to Attendant Call System is considered an NEF item.
					NOTE 2: Any audio alerting system function(s) that operate(s) normally may be used.
4) ***	ALL	D	-	0	
43-01	Flight Deck To Ground Interphone System	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
1)	External power Panel call light	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
2)	External power Panel call switch	C	1	0	(O) May be inoperative provided alternate procedures are established and used.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
43-02	Crewmember Interphone System				
1)	Passenger Configuration				
a)	Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, and b) Alternate communications procedures between the affected Flight Attendants station(s) are established and used. NOTE: Any station function(s) that operate normally may be used.
b)	Cabin to Cabin Function	B	2	0	(O) May be inoperative provided alternate communications procedures between the affected flight attendants stations are established and used. NOTE: Any station function(s) that operate normally may be used. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
43-02	Crewmember Interphone System (Continued)				
1)	Passenger Configuration (Continued)				
b)	Cabin to Cabin Function (Continued)	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 Attendants station(s) are established and used. NOTE: Any station function(s) that operate normally may be used.
43-04	Handsets				
1)	Passenger Configuration				
a)	Flight Deck Handset	C	1	0	(O) May be inoperative provided: a) Flight Deck to cabin communication operates normally, and b) Alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
43-04	Handsets (Continued)				
1)	Passenger Configuration (Continued)				
b)	Cabin Attendant Handsets	B	-	-	(O) May be inoperative provided: a) Fifty percent of cabin handsets operate normally, b) Operative handset(s) is located at an operative flight attendant seat, and c) Alternate procedures between the affected Flight Attendants station(s) are established and used. NOTE 1: Any operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement NOTE 2: Any handset(s) function(s) that operate normally may be used.
44-01	Service interphone Jack Systems	C	8	0	
51-01 ***	Selcal (AMU)	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.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
51-02	Audio Control Panel (ACP)				
1)	CAPT and F/O	C	2	1	(O)One may be inoperative provided: a) ACP 3 operates normally, and b) AUDIO SWITCHING selector operates normally.
2)	ACP 3				See Primary Observer Seat For relief.
3) ***	Fourth Occupant	D	1	0	
4) ***	Avionics Compartment	D	1	0	
5)	ATT Call Lights (Flight Deck Call Lights/CAPT and F/O ACP)	B	2	0	May be inoperative provided the flight deck buzzer is operative. NOTE: The flight deck buzzer must always be operative.
6)	Transmission key(s)	C	-	-	One may be inoperative on each ACP provided: a) VHF 1 transmission key operates normally on either CAPT ACP or F/O ACP, and b) HF 1 transmission key (If HF 1 is required) operates normally on either CAPT ACP or F/O ACP.
7)	Reception Knob(s)	C	-	-	One may be inoperative on each ACP provided: a) VHF 1 reception knob operates normally on either CAPT ACP or F/O ACP, and b) HF 1 reception knob (If HF 1 is required) operates normally on either CAPT ACP or F/O ACP. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
51-02	Audio Control Panel (ACP) (Continued)				
8)	Reception Knob Light(s)	C	-	0	
51-03	Switching Panel				
1)	Audio Selector	C	1	0	Must operate in NORM Position.
51-04	Flight Deck Headsets/ Headphones	D	-	-	Any in excess of those required by FAR may be inoperative.
1)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, b) Flight Data Recorder (FDR) operates normally, and c) Repairs are made within three flight days.
2)	Headset Earphones/ Headphones	C	-	1	Either Captain's or First Officer's earphone/headphones may be inoperative provided associated flight deck speaker operates normally.
51-05	Hand Mic System				
1)	CAPT/F/O	C	2	0	May be inoperative provided associated boom microphones operate normally.
2)	Observers Seat(s)/ Avionics Compartment	D	-	0	May be inoperative or missing provided procedures do not require their use.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
51-06	Cockpit Speakers	C	2	1	The F/O speaker (speaker number 2) may be inoperative provided at least one crew member on flight deck duty wears a headset.
51-08	Side Stick Radio Selector (PTT)	C	2	0	May be inoperative (no transmit capability) provided: a) INT/RAD switch on CAPT ACP, F/O ACP, and on ACP3 are operative, and b) Inoperative selector(s) is verified to be in the non-transmitting position.
		C	2	0	(M) May be inoperative (no transmit capability) provided a) INT/RAD switch on CAPT ACP, F/O ACP, and on ACP3 are operative, and b) Inoperative selector(s) is verified to be in the non-transmitting position.
51-09 ***	Passenger Audio System (Observer Position)	D	1	0	
71-01	Cockpit Voice Recorder System (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
71-02	RCDR Control Panel				
1)	RCDR/GND CTL p.b Sw.	A	1	0	(O) May be inoperative in AUTO position provided repairs are made within three flight days.
		C	1	0	(O) May be inoperative in ON position.
		A	1	0	May be inoperative provided: a) CVR is considered inoperative, and b) Repairs are made within three flight days.
2)	RCDR/GND CTL p.b Sw. ON Light	C	1	0	
3)	CVR Erase p.b	C	1	0	
4)	CVR TEST p.b	A	1	0	May be inoperative provided: a) CVR is considered inoperative, and b) Repairs are made within three flight days.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
73-01	Cabin Inter-communication Data System (CIDS) CIDS Director	C	2	1	
1)	Smoke Detection Function Channels (CIDS-SDF) (With Mod. 30354 or with Mod. 33100)	C	2	0	(O) May be inoperative provided: a) Restrictions concerning inoperative lavatory smoke detection system are applied, and b) Procedures are established and used to ensure all cargo compartment 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 1: Failure of a single SDF channel is indicated by a MAINTENANCE message on ECAM STATUS page. NOTE 2: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. NOTE 3: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression). (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
73-01	Cabin Inter-communication Data System (CIDS) CIDS Director (Continued)				
2) ***	Emergency Cockpit Alerting System (ECAS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided operations or procedures do not require its use.
73-02	Cabin Inter-communication Data System (CIDS) CIDS DEU A	C	-	-	(M) May be inoperative provided: a) No two consecutive or adjacent DEUs are verified to be inoperative, and b) Lavatory speaker is verified to operate normally, or return to seat sign is verified to operate normally for an associated inoperative DEU.
		C	-	-	(M) May be inoperative provided: a) No two consecutive or adjacent DEU's are verified to be inoperative, and b) Lavatory door is locked closed and placarded "INOPERATIVE –DO NOT ENTER" for an associated inoperative DEU. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATION				
73-02	Cabin Inter-communication Data System (CIDS) CIDS DEU A (Continued)				NOTE 2: The following items may be affected: Loudspeakers; No Smoking/Fasten Seat Belt Sign general illumination and Passenger Call.
73-03	Cabin Inter-communication Data System (CIDS)				
1)	CIDS DEU B	C	-	2	(M)(O) May be inoperative provided: a) One forward and one Aft cabin attendant stations are verified to operates normally, and b) Alternate procedures are established and used. NOTE: The following items may be affected: Cabin attendant station intercommunications; slide bottle pressure indications on PTP/FAP; and door bottle pressure indication on PTP/FAP.
2)	Attendant Indication Panels (AIP)	C	-	0	May be inoperative at a non-required cabin attendant station.
		C	-	0	(O) May be inoperative at a required cabin attendant station provided: a) Corresponding area call panel operates normally, b) Passenger address and cabin interphone at affected station operate normally, and c) Alternate procedures are established and used. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
73-03	Cabin Inter-communication Data System (CIDS) (Continued)				
3)	Area Call Panel	C	-	0	May be inoperative at non required cabin attendant station.
		C	-	0	(O) May be inoperative provided: a) Corresponding Attendant Indication Panel operates normally, b) Passenger address and cabin interphone at affected station operate normally, and c) Alternate procedures are established and used.
4)	Lavatory Smoke Detection System (Indication on PTP/FAP)				Moved to item 23-73-07 5) and 23-73-08 9).
5)	Drain Masts (Indication on PTP/FAP)				Moved to item 23-73-07 4) for aircraft without Mod. 30354 or without Mod. 33100, or item 23-73-08 8) for aircraft with Mod. 30354 or with Mod. 33100.
6) ***	Additional Attendant Panel (AAP)	D	-	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
73-04	Forward Attendant Panel (FAP) (Without Mod. 30354 or without Mod. 33100)	C	-	0	(M)(O) May be inoperative provided: a) Associated FAP functions are considered inoperative, and b) Alternate procedures are established and used. NOTE: LIGHT EMER p.b must always be operative.
1)	Cabin Lighting Control functions on FAP	C	-	0	(O) May be inoperative provided lighting is sufficient for cabin attendants to perform their duties.
2) ***	Prerecorded Announcement and Music Reproducer Control on FAP	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
3) ***	CABIN READY on FAP	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
4) ***	EVAC Light/CMD p.b	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
5) ***	SYSTEM INOP Light on WATER WASTE Panel on FAP	D	1	0	(M) May be inoperative provided alternate procedures are established and used.
6)	Other Functions on FAP	D	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: LIGHT EMER p.b must always be operative.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
73-05 ***	Prerecorded Announcement and Music Reproducer				Moved to item 23-73-04 2) for aircraft without Mod. 30354 or without Mod. 33100, or item 23-73-08 2) for aircraft with Mod. 30354 or with Mod. 33100.
73-06	Programmed Cabin Assignment Module (CAM)	C	1	0	
73-07	Programming and Test Panel (PTP) (Without Mod. 30354 or without Mod. 33100)	B	1	0	(M)(O) May be inoperative provided: a) Associated PTP functions are considered inoperative, and b) Alternate procedures are established and used.
1)	SYS EMER LIGHT TEST	B	1	0	(M) May be inoperative provided emergency lights are verified to operate normally prior to each departure.
		B	1	0	May be inoperative provided operational procedures do not require its use.
2)	Slide Bottle Pressure Indication (on PTP)				
a) ***	Passenger Doors	C	-	0	
b)	Emergency Exits				
	(A319/A320)	C	2	0	(M) May be inoperative provided associated slide bottle pressure is verified before the first flight
***	(A321)	C	-	0	
3) ***	Door Bottle Pressure Indication (on PTP)	C	-	0	

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
73-07	Programming and Test Panel (PTP) (Without Mod. 30354 or without Mod. 33100) (Continued)				
4)	Drain Masts (Indication On PTP)	C	1	0	
5)	Lavatory Smoke Detection System (Indication On PTP)				
a)	(Without Mod. 21195)	C	1	0	
b)	(With Mod. 21195)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
6)	Other Functions (On PTP)	D	-	0	(M) May be inoperative provided alternate procedures are established and used.
73-08	Flight Attendant Panel (FAP) (With Mod. 30354 or with Mod. 33100)	C	1	0	(M)(O) May be inoperative provided: a) Associated FAP functions are considered inoperative, and b) Alternate procedures are established and used. NOTE: EMER p.b must always be operative.
1)	Cabin Lighting Control functions on FAP	C	-	0	(O) May be inoperative provided lighting is sufficient for cabin attendants to perform their duties. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
73-08	Flight Attendant Panel (FAP) (With Mod. 30354 or with Mod. 33100) (Continued)				
2) ***	Prerecorded Announcement and Music Reproducer Control on FAP	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
3) ***	CABIN READY on FAP	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
4) ***	EVAC Light/ CMD p.b (On FAP)	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
5) ***	SYSTEM INOP Light on WATER WASTE Panel on FAP	D	1	0	(M) May be inoperative provided alternate procedures are established and used.
6)	Slide Bottle Pressure Indication (On FAP)				
a) ***	Passenger Doors	C	-	0	
b)	Emergency Exits (A318/A319/A320)	C	2	0	(M) May be inoperative provided associated slide bottle pressure is verified before the first flight of each day.
***	(A321)	C	-	0	
7) ***	Door Bottle Pressure Indication (On FAP)	C	-	0	

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
73-08	Flight Attendant Panel (FAP) (With Mod. 30354 or with Mod. 33100) (Continued)				
8)	Drain Masts Indication (On FAP)	C	1	0	
9)	Lavatory Smoke Detection System (Indication on FAP)	C	1	0	
10)	Other Functions (On FAP)	D	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: EMER p.b must always be operative.
90-01 ***	Cabin Surveillance System (CSS) STC No.ST02483AT	D	1	0	(M) May be inoperative provided system is deactivated off.
1) ***	Video Display Units (VDU)	D	2	0	(M) May be inoperative provided associated VDU(s) is deactivated off.
2) ***	Cabin Display Cameras	D	4	0	(M) May be inoperative provided associated camera(s) is deactivated. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
90-01 ***	Cabin Surveillance System (CSS) STC No.ST02483AT (Continued)				
3) ***	Digital Passenger Control Units (DPCU)	D	2	0	(M) May be inoperative provided associated unit(s) is deactivated off.
90-03 ***	Wireless Aircraft Data Link System (WADL) STC No.ST01447NY	D	1	0	(M) May be inoperative provided system is deactivated off.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER				
24-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
1)	Fault(s) Indicated by DC BUS TIE	C	-	-	
2)	Fault(s) Indicated by GPCU or AC GEN	C	-	-	
					NOTE: Dispatch with either of the above maintenance status messages displayed on ECAM is permitted without CFDS interrogation.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER				
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor)				
1)	CFM 56-5 Engines Only	B	2	1	(M)(O)Except for ER operations, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) Operator ensures that the APU oil quantity is adequate for the intended flight, c) All busses can be powered, d) All indications and warnings associated with the remaining engine and APU driven generator channels are verified to operate normally e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL330, and g) Approach minimums do not require its use. (Continued)

SYSTEM, & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER			
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Continued)			
2)	IAE Engines (Relief applies only to IDGs which incorporate Mods. 26929 or 30375/P/N 772292)	B	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight b) Operator ensures that the APU oil quantity is adequate for the intended flight, c) All busses can be powered, d) All indications and warnings associated with the remaining engine and APU driven generator channels are verified to operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL330, g) Fuel recirculation system associated with the operative IDG is operative, and h) Approach minimums do not require its use. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER				
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Continued)				
3)	PW Engines Only	B	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) Operator ensures that the APU oil quantity is adequate for the intended flight, c) All busses can be powered, d) All indications and warnings associated with the remaining engine and APU driven generator channels are verified to operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL330, g) IDG cooler bypass valve is checked operative before each flight, and h) Approach minimums do not require its use. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER				
20-02	APU Generator Channel				
	(pre-Mod. 24642 or AES APU pre-Mod. 24498 or 25568)	C	1	0	(M) May be inoperative provided: a) APU GEN p.b switch is set to OFF, and b) Both APU oil filters are not clogged.
		C	1	0	Except for ER operations, may be inoperative provided APU is not used.
	(post-Mod. 24642 and AES APU post-Mod. 24498 and 25568 or APIC APU or APU GTCP 131-9(A))	C	1	0	May be inoperative provided APU GEN p.b switch is set to OFF.
		C	1	0	Except for ER operations, may be inoperative provided APU is not used. NOTE: When GPCU and APU generator are both inoperative, engines cannot be started.
20-07	AC ESS Feed Control				
1)	ALTN Feed Function	C	1	0	May be inoperative provided: a) AC ESS FEED p.b switch is set at NORM position, and b) TR 2 operates normally.
27-01	IDG FAULT Lights	C	2	1	One may be inoperative provided frequency and temperature indications are available on ECAM ELEC page and are monitored.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER				
27-02	GEN p.b Switch				
1)	FAULT Lights	C	3	1	One GEN and/or the APU FAULT Light may be inoperative provided the associated indications are available on ECAM ELEC page.
2)	OFF Lights	C	3	0	
27-03	AC ESS FEED FAULT/ALTN Light	C	1	0	May be inoperative provided AC ESS bus indication is available on ECAM ELEC page.
27-04	GALLEY/GALY&CAB p.b Switch				
1)	FAULT Light	C	1	0	(O) May be inoperative provided: a) AC load indication for each generator channel is available on ECAM ELEC page, and b) Automatic shedding operates normally.
2)	OFF Light	C	1	0	
27-05	RAT and EMER GEN FAULT Light	C	1	0	(O) May be inoperative provided indications are available on associated ECAM ELEC page.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER				
27-06	Indications On ECAM ELEC Page	C	-	-	(O) Indications related to AC generation may be inoperative provided: a) Load, voltage and frequency indications of at least one engine driven generator operate normally, b) Associated GEN FAULT caution on ECAM operates normally, and c) Automatic shedding operates normally.
a)	APU GEN Parameters	C	-	0	Except for ER operations, may be inoperative provided both Engine Driven Generators are operative.
27-09 ***	COMMERCIAL p.b Switch				
1)	OFF Light	C	1	0	
	DC GENERATION SYSTEM				
30-01	Transformer/Rectifier Units (TR)	A	3	2	(O) Except for ER operations, TR1 may be inoperative provided: a) Extract fan operates normally, b) Battery voltage indicator operates normally, c) Both packs operate normally, d) Repairs are made within two flight days, and e) Approach minimums do not require its use. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER				
30-01	Transformer/Rectifier Units (TR) (Continued)				
	Without Mod. 27620	A	3	2	(O)Except for ER operations, TR2 may be inoperative provided: a) Extract fan operates normally, b) Battery voltage indicator operates normally, c) Both packs operate normally, d) Repairs are made within two flight days, e) AC ESS FEED control is checked operative once each day, f) Standby Horizon operates normally, g) Standby Compass operates normally, and h) Approach minimums do not require its use.
	With Mod. 27620	A	3	2	(O)Except for ER operations, TR2 may be inoperative provided: a) Extract fan operates normally, b) Battery voltage indicator operates normally, c) Both packs operate normally, d) Repairs are made within two flight days, e) AC ESS FEED control is checked operative once each day, f) ISIS Horizon operates normally, g) Standby Compass operates normally, and h) Approach minimums do not require its use.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER				
30-04	Battery Voltmeters	C	2	0	(O) May be inoperative provided: a) Battery indications are available on ECAM, and b) Battery voltage is confirmed adequate before APU start.
30-05	BAT p.b Switches				
1)	FAULT Lights	C	2	0	
2)	OFF Lights	C	2	0	
30-06	DC BUS TIE SYSTEM				
1)	DC TIE contactor 1 (DC BUS 1-DC BAT BUS)	C	1	0	May be inoperative open provided DC TIE contactor ESS operates normally.
2)	DC TIE contactor ESS (DC BAT BUS-DC ESS BUS)	C	1	0	May be inoperative open provided DC TIE contactor 1 operates normally.
30-07	BUS TIE p.b Switch				
1)	OFF Light	C	1	0	
30-08	ECAM ELEC Page (DC)	C	-	0	Indications related to DC generation may be inoperative.
30-09	External Power Panel ADIRU/AVNCS Vent Caution Light	C	1	0	(M) May be inoperative provided avionics ventilation system warning horn is verified to operate normally.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER				
	AC EXTERNAL POWER CONTROL				
41-01	AC External Power Control				
	1) Ground Power Control Unit (GPCU)	C	1	0	May be inoperative provided external power is not used. NOTE: When GPCU and APU generator are both inoperative, engines cannot be started.
	2) Receptacle	C	1	0	(M)May be inoperative provided external power is not used. NOTE: When GPCU and APU generator are both inoperative, engines cannot be started.
41-02	External Power NOT IN USE and AVAIL Panel Lights	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
41-03	EXT PWR p.b Switch				
1)	AVAIL Light	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
2)	ON Light	C	1	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER				
50-01	Warning and Caution On ECAM E/WD				
1)	C/B TRIPPED	C	1	0	(M)May be inoperative provided alternate procedures are used to verify that no circuit breaker is tripped on associated C/B panel.
56-01	GALLEY/GALY&CAB Supply Systems				
1)	Automatic Load Shedding System	C	1	0	May be inoperative provided GALLEY/GALY&CAB p.b switch and GALLEY/GALY&CAB FAULT Light in the cockpit operate normally.
2)	Automatic and Manual Load Shedding Systems	C	2	0	(M) May be inoperative provided all GALLEY/GALY&CAB loads are disconnected.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
11-01	Pilot Seat Adjustments				
1) ***	Electrical Adjustment	D	2	0	(M) May be inoperative provided: a) Horizontal and vertical mechanical adjustments operates normally, and b) Associated electrical control is deactivated.
2)	Primary Horizontal Mechanical Adjustment	B	2	0	May be inoperative provided backup horizontal mechanical adjustment is installed and operates normally.
3 ***	Backup Horizontal Mechanical Adjustment	D	2	0	May be inoperative provided primary horizontal mechanical adjustment operates normally.
4)	Vertical Mechanical Adjustment	C	2	0	May be inoperative provided vertical electrical adjustment operates normally.
5)	Lumbar	C	2	0	May be inoperative provided seat contour is satisfactory to individual/crewmember requirements.
6)	Recline Systems	A	2	0	(M) May be inoperative provided: a) Seat is secured in an upright position acceptable to the affected crewmember, and b) Repairs are made within two flight days.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
11-02	Crewmember Shoulder Harness (Flight Deck)	D	-	-	Any in excess of those required for flight crewmembers (including official observer in forward observer's seat) may be inoperative.
1)	Manual Shoulder Harness Locking Device	A	-	-	(M) One may be inoperative provided: a) Inertial reel auto locking mechanism is verified to operate normally, and b) Repairs are made within three flight days.
11-03	CAPT and F/O Outboard Armrest Controls				
1)	Height Control	C	2	0	May be inoperative provided setting is acceptable to crewmember(s).
2)	Pitch Control (Tilt)	C	2	0	May be inoperative provided setting is acceptable to crewmember(s).
3)	Armrest Memory Position Display	C	2	0	
11-04	CAPT and F/O Inboard Armrest Vertical Adjustment Controls	C	2	0	
11-05 ***	Pilot Seat Headrests	D	2	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
11-06	Primary Observer's Sliding Seat (Including associated equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.
		A	1	0	May be inoperative provided: a) Secondary observer's seat is available to the FAA inspector for performance of official duties, and b) Repairs are made within two flight days.
		A	1	0	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. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
11-06	Primary Observer's Sliding Seat (Including associated equipment) (Continued)				NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
2) ***	Additional Observer's Fixed Seat (Including associated equipment)	D	1	0	(M) May be inoperative or removed. NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
13-01 ***	CAPT and F/O Sliding Tables				
1)	Sliding Tables	D	2	0	(M) May be inoperative in the stowed position or removed.
2)	Table Tilt Function	D	2	0	May be inoperative provided associated table can be stowed.
3)	Chart Clips				Deleted, REV 20. Refer to NEF
13-02 ***	CAPT and F/O Retractable Footrests	D	-	0	(M) May be inoperative secured in the retracted position or removed.
15-01 ***	Crew Foot Warmers	D	2	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
21-01	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) Affected seat(s) are blocked and placarded “DO NOT OCCUPY.” NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
1)	Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the full upright position.
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright 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. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
21-01	Passenger Seat(s) (Continued)				
3)	Armrests				
a)	Armrest with recline mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) 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.
4)	Mechanical Functions (Tracking/Swivel, Headrest/Footrest)	D	-	-	May be inoperative and seat occupied 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) Seat is secured in the takeoff/landing position.

SYSTEM, & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS			
22-01	Flight Attendant Seat Assembly (single or dual position)			
1)	Required Flight Attendant Seats B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight Attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or 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 retracted position, and e) Passenger seat assigned to flight attendant is placarded “FOR FLIGHT ATTENDANT USE ONLY.” NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
22-01	Flight Attendant Seat Assembly (single or dual position) (Continued)				
1)	Required Flight Attendant Seats (Continued)	B	-	-	NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. 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 FAR are met. 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.
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 automatic folding seat that will not stow automatically is considered inoperative. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
22-01	Flight Attendant Seat Assembly (single or dual position) (Continued)				
2)	Excess Flight Attendant Seats (Continued)	C	-	-	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.
22-03	Non-essential Equipment & Furnishings (NEF)		-	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 operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.
22-04	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	1	0	May be missing provided it is replaced within 3 calendar days.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
28-01	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) Associated bin or compartment is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment.
		C	-	-	(M) (O) May be inoperative provided: a) Affected door(s) is (are) removed, b) Associated bin or compartment is not used for storage of any items, except those permanently affixed, c) Associated bin or compartment is prominently placarded DO NOT USE, d) Procedures are established and used to alert crew members and passengers of inoperative bins, and e) Passengers are briefed that associated bin or compartment is not used. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
28-01	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/ Closets (Continued)				NOTE 1: If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment. NOTE 2: Any emergency equipment located in the associated compartment (permanently affixed) is available for use.
1) ***	Storage Compartment Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.
2)	Multi Latch/ Quarter Turn Lug Installations Compartment Locks	C	-	-	One latch per compartment may be inoperative provided: a) Remaining latch(es)/lug(s) on affected compartment(s) operate normally, and b) If affected compartment is used for a galley cart, the cart remains empty.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
40-01	Lavatory Waste Receptacle Access Doors/Covers/Flapper/ Doors	C	-	-	(M)May be inoperative provided: a) Associated waste container is empty, b) Affected receptacle access doors/covers/flapper door is secured to prevent waste introduction into the receptacle, c) Lavatory is used only by crewmembers, and d) Associated lavatory entrance door is locked closed and placarded, INOPERATIVE - DO NOT ENTER. NOTE: These provisios are not intended to prohibit lavatory use or inspections by crewmembers.
45-01	Galley Waste Receptacles Access Doors/Covers	C	-	-	(M) (O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.
50-01 ***	Cargo Loading System	D	-	0	NOTE: Any part of the CLS that operates normally may be used.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
50-02	Blow In/Out Panels in Cargo Compartment	C	-	0	(O) May be damaged or missing 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.
50-03	Cargo Compartment Sidewall Lining and Ceiling Panels	C	-	0	(O) May be damaged or missing 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.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
50-04	Cargo Restraint System (Nets, Attach Points, Stanchions, etc)	C	-	-	(M) May be inoperative, damaged, or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and balance Document are observed.
		C	-	0	(O) May be inoperative, damaged or missing provided associated 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. .
60-01 ***	Evacuation Alarm Signaling System (EVAC COMMAND)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided operations do not require its use.
60-03	SLIDE ARMED Light Systems	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
60-04	SLIDE Indications on ECAM DOOR/OXY Page				
1)	Passenger Doors				
a)	Armed Indication	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
b)	Not armed Indication	C	-	0	(M)(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Aircraft is not operated at night.
2)	Overwing Emergency Exit(s) (A318/A319/A320)				
a)	Armed Indication	B	-	0	(M) May be inoperative provided a visual check is made to verify that slide(s) is armed.
b)	Not armed Indication	C	-	0	(M) May be inoperative provided: a) Visual check is made that slide(s) is armed, and b) Aircraft is not operated at night.
60-05	Slide Bottle Pressure Indication (On PTP/FAP)				Moved to item 23-73-07 2) for aircraft without Mod. 30354 or without Mod. 33100 or item 23-73-08 6) for aircraft with Mod. 30354 or with Mod. 33100.
60-06	CABIN PRESSURE Light System				Moved to Item 52-70-02.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
60-07	"Fasten Seat Belts While Seated" Signs or Placards	C	-	-	One or more may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.
60-08	Flashlight And Holders (Flight Deck or Cabin)	C	-	-	May be inoperative or missing provided crewmember assigned to associated seat has a flashlight with equivalent characteristics readily available.
60-09	Megaphones				
1)	Passenger Configuration	D	-	2	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, and b) Required distribution is maintained.
2)	Cargo Configuration	D	-	0	
60-10 ***	Emergency Locator Beacon				Moved to 25-61-01, Ref ATA Spec 2200, REV 21. |
60-11 ***	Slide Raft Lanyards (White and/or Yellow)	D	8	-	(O) May be missing or damaged beyond serviceable limits provided aircraft is not operated on extended overwater flights.
60-12 ***	Overwater Survival Kits				Incorporated into 25-60-17.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
60-13	Emergency Medical Equipment				
1)	Automated External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles.
		D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
2)	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(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 3 flight cycles.
		D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
3)	First Aid Kits(FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by FAR, only one of the required first aid kits 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 3 flight cycles.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
60-13	Emergency Medical Equipment (Continued)				
3)	First Aid Kits(FAK) and/or Associated Equipment (Continued)	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
60-14 ***	Escape Life Lines				
1)	Over wing (A318/A319/A320)	D	-	-	May be damaged or missing provided aircraft is not operated on extended overwater flights.
2)	Flight Deck Escape Life Line Cover Plates	C	2	0	May be damaged or missing.
60-15 ***	Emergency Vision Assurance Systems (EVAS) (A319/A320/A321) (Vision Safe STC #SA00892LA)	D	2	0	(M) May be inoperative provided system is deactivated.
60-16	Flotation Equipment (Crew and Passenger)	D	-	-	Any in excess of that required by FAR may be inoperative or missing.
60-17 ***	Survival Kit	D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
60-18	Crash Axe/Crow Bar	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
61-01 ***	Emergency Locator Transmitter				
1)	Survival Type ELTs	D	-	-	Any in excess of those required by FAR 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.
		A	-	0	May be missing provided repairs are made within 90 days.
		D	-	-	(M) Any in excess of those required by FAR may be inoperative provided system is deactivated.
		D	-	-	Any in excess of those required by FAR may be inoperative or missing.
65-01 ***	Security Kit and Associated Equipment	D	-	0	May be incomplete or missing.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	FIRE PROTECTION				
26-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
1)	Fault(s) indicated by SDCU (Without Mod. 30354 or without Mod. 33100)	C	-	-	NOTE: Dispatch with the above maintenance status message displayed on ECAM is permitted without CFDS interrogation.
2)	Fault(s) indicated by SMOKE (With Mod. 30354 or with Mod. 33100)	C	-	-	NOTE: Dispatch with the above maintenance status message displayed on ECAM is permitted without CFDS interrogation.
12-01	Engine Fire Detection Systems				
1)	Loop A	C	2	0	Except for ER operations beyond 120 minutes, one may be inoperative on each engine provided : a) Associated Loop B is operative, and b) The engine fire test is performed before each departure

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	FIRE PROTECTION				
12-01	Engine Fire Detection System (Continued)				
2)	Loop B	C	2	0	Except for ER operations beyond 120 minutes, one may be inoperative on each engine provided : a) Associated Loop A is operative, and b) The engine fire test is performed before each departure.
12-02	FIRE Lights on ENG Control Panel	C	2	0	
12-03	ENG FIRE p.b Lights				
1)	Bulbs/LEDs	C	16	8	Four bulbs/LEDs in each push button switch may be inoperative.
13-01	APU Fire Detection System				
1)	Loops	C	2	1	Except for ER operations, detection loop (B) may be inoperative provided APU fire test is performed before each APU start.
		C	2	1	Except for ER operations, detection loop (A) may be inoperative provided: a) APU fire test is performed before each APU start, and b) During ground operations, APU condition is monitored in the cockpit.
		C	2	0	Except for ER operations, may be inoperative provided APU is not used.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	FIRE PROTECTION				
13-02	APU FIRE p.b Light				
1)	Bulbs/LEDs	C	8	4	Four bulbs/LEDs in push button may be inoperative. |
		C	8	0	Except for ER operations, may be inoperative provided APU is not used.
14-01	APU Fire Warning Light (on External Fire Panel)				Moved to 26-22-11, REV 20.
15-01	Avionic Smoke Detection System	A	1	0	(O) Except for ER operations, may be inoperative for three flight legs. |
16-01	Blow In/Out Panels in Cargo Compartment				Moved to Item 25-50-02.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	FIRE PROTECTION				
16-03	Smoke Detectors in FWD Cargo Compartment				
	(A318/A319/A320)	C	2	0	(O) 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 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. NOTE 2: Failure of a single detector in each cavity is indicated by a MAINTENANCE STATUS message.
	(A321)	C	4	0	(O) 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 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. NOTE 2: Failure of a single detector in each cavity is indicated by a MAINTENACE STATUS message.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	FIRE PROTECTION				
16-04	Smoke Detectors in AFT and Bulk Cargo Compartments	C	-	0	(O) May be inoperative provided procedures are established and used to ensure both compartments remain empty or is verified to contain only empty cargo handling equipment, ballast, (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. NOTE 2: Failure of a single detector in each cavity is indicated by a MAINTENACE STATUS message.
17-01	Lavatory Smoke Detection System	C	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded “INOPERATIVE – DO NOT ENTER,” and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	FIRE PROTECTION				
17-02	Smoke Detection Control Unit (SDCU) (A319/A320/A321) (Without Mod. 30354 or without Mod. 33100)				
1)	Channels	B	2	0	(M)(O) May be inoperative provided: a) Restrictions concerning inoperative lavatory smoke detection system and cargo smoke detection system (if installed) are applied, and b) Procedures are established and used to ensure all cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast, (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Failure of a single SDCU channel is indicated by a MAINTENANCE message on ECAM STATUS page. NOTE 2: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. NOTE 3: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	FIRE PROTECTION				
21-01	Engine AGENT 1&2 DISCH Light Systems	C	4	2	(M) One may be inoperative for each engine provided associated bottle(s) is verified properly charged before the first flight of each day.
21-02	Engine AGENT 1&2 SQUIB Light Systems	C	4	0	(M) May be inoperative provided it is verified that the failure is in the test circuit only.
21-03	ENG FIRE Test Systems	C	2	1	(M) One test function may be inoperative provided: a) The fault is in the test system only, b) System is tested once each flight day, and c) All other functions of fire detect systems operate normally.
22-00	APU Fire Extinguisher System	C	1	0	May be inoperative provided the APU is not used.
22-01	APU Agent DISCH Light	C	1	0	(M) May be inoperative provided bottle is verified properly charged before the first flight of each day.
		C	1	0	May be inoperative provided APU is not used.
22-02	APU SQUIB Light	C	1	0	(M) May be inoperative provided APU extinguishing system firing circuit is verified operative before the first flight of the day.
		C	1	0	May be inoperative provided APU is not used.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	FIRE PROTECTION				
22-03	APU Ground Automatic Fire Extinguisher System	C	1	0	May be inoperative provided APU is continuously monitored in the cockpit during all APU ground operations.
		C	1	0	May be inoperative provided APU is not used.
22-04	APU Fire Test System	C	1	0	(M) May be inoperative provided firing circuit and bottle low pressure detection systems are verified operative before the first flight of the day.
		C	1	0	May be inoperative provided APU is not used.
22-05	APU Fire Extinguisher Overpressure Indication (Red Disc)	C	1	0	(M) May be missing provided: a) Squib test is used to verify squib integrity, and b) Bottle pressure switch is verified operative before the first flight of each day.
		C	1	0	May be missing provided APU is not used.
22-06	APU FIRE PUSH p.b	C	1	0	May be inoperative provided the APU is not used.
22-07	APU AGENT p.b	C	1	0	May be inoperative provided the APU is not used.
22-08	APU Fire Extinguisher Bottle	C	1	0	May be inoperative provided the APU is not used.
22-09	APU Fire Bottle Squibs	C	2	1	(M) One may be inoperative provided the remaining squib is verified operative before the first flight of each day.
		C	2	0	May be inoperative provided the APU is not used.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	FIRE PROTECTION				
22-10	APU AUTO EXTING TEST	C	1	0	May be inoperative provided the APU Automatic Fire Extinguishing System is considered inoperative.
22-11	APU FIRE Light on External Power Panel	C	1	0	(M) May be inoperative provided the APU Automatic Fire Extinguishing System is verified operative.
		C	1	0	May be inoperative provided APU is continuously monitored in the cockpit during all APU ground operations.
22-12	APU SHUT OFF p.b on External Power Panel	C	1	0	(M) May be inoperative provided the APU Automatic Fire Extinguishing System is verified operative.
		C	1	0	May be inoperative provided the APU Automatic Fire Extinguishing System is considered inoperative.
23-01	FWD/AFT and Bulk Cargo Compartment Fire Extinguishing System				
1)	Bottle 1	C	1	0	(O) 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. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	FIRE PROTECTION				
23-01	FWD/AFT Cargo and Bulk Cargo Compartment Fire Extinguishing System (Continued)				
2) ***	Bottle 2	C	1	0	Bottle 2 may be inoperative (and cargo compartments used) provided airplane remains within one hour of landing at a suitable airport.
3)	Squib of Cargo Bottle 1	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartments remain 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.
4) ***	Squib of Cargo Bottle 2	C	-	0	May be inoperative provided bottle 2 is considered inoperative.
23-02	FWD/AFT Cargo Compartment DISCH Lights	C	-	0	(M) May be inoperative provided an acceptable test procedure is used once each flight day to verify that bottle is properly charged.
		C	-	0	(O) 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. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	FIRE PROTECTION				
23-02	FWD/AFT Cargo Compartment DISCH Lights (Continued)				NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
25-01	Lavatory Waste Bin Fire Extinguisher System	C	-	-	For each lavatory, the fire extinguisher system may be inoperative provided lavatory smoke detection system operates normally.
		C	-	-	(M)(O) For each lavatory, the fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded “INOPERATIVE-DO NOT ENTER,” and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspection by crewmembers.
26-24	Portable Fire Extinguishers	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
27-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
1)	Fault(s) Indicated by F/CTL	C	-	-	
2)	Fault(s) Indicated by SFCS	C	-	-	
					NOTE: Dispatch with either of the above maintenance status messages displayed on ECAM is permitted without CFDS interrogation.
3)	Fault(s) Indicated by F/CTL (Aircraft without Mod. 21964 or 22087 or 22548)				Deleted, REV 18.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
14-01	Aileron Servo Controls (A320-200 without Mod. 26334 or 26335)	A	4	2	(M) Two associated with ELAC 2 (left green and right blue) may be inoperative provided: a) Servos remain mechanically connected and hydraulically supplied (damping function is not affected), b) All roll spoilers operate normally, c) Aileron Servo Controls associated with ELAC 1 operate normally, and d) Repairs are made within three flight days. NOTE: LAF is in degraded Mode.
		A	4	2	(M)(O) Two associated with ELAC 1 (left blue and right green) may be inoperative provided: a) Servos remain mechanically connected and hydraulically supplied (damping function is not affected), b) All roll spoilers operate normally, c) Aileron Servo Controls associated with ELAC 2 operate normally, d) TR 1 and TR 2 operate normally, e) DC TIE contactor 1 is verified closed before takeoff, and f) Repairs are made within three flight days. NOTE: LAF is in degraded Mode. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
14-01	Aileron Servo Controls (Continued)				
	(A318/A319/A321 and A320 with Mod. 26334 or 26335)	A	4	2	(M) Two associated with ELAC 2 (left green and right blue) may be inoperative provided: a) Servos remain mechanically connected and hydraulically supplied (damping function is not affected), b) All roll spoilers operate normally, c) Aileron Servo Controls associated with ELAC 1 operates normally, and d) Repairs are made within three flight days.
		A	4	2	(M)(O) Two associated with ELAC 1 (left blue and right green) may be inoperative provided: a) Servos remain mechanically connected and hydraulically supplied (damping function is not affected), b) All roll spoilers operate normally, c) Aileron Servo Controls associated with ELAC 2 operate normally, d) TR 1 and TR 2 operate normally, e) DC TIE contactor 1 is verified closed before takeoff, and f) Repairs are made within three flight days.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
14-02	Aileron Indications on ECAM Flight Control Page				
1)	ECAM Aileron Position Indications	C	2	0	(O) May be inoperative provided capability to move affected aileron through each servo control is verified visually before each departure.
2)	ECAM Aileron Actuator Indications	C	4	0	
14-03	ECAM Aileron Actuator Indications				Incorporated into 27-14-02.
20-01	ECAM Rudder Position Indication	B	1	0	(O) May be inoperative provided: a) A visual verification of rudder movement is made before each departure, and b) RUD TRIM indication is verified at zero before each departure.
20-02	Rudder Hydraulic System Pressure Indication Symbol on ECAM F/CTL Page	C	3	0	
21-01	Rudder Pedal Adjustment System	C	2	0	(O) CAPT and/or F/O may be inoperative provided: a) Associated rudder pedals can be adjusted to a position which is acceptable to the affected crewmember, and b) Full and unrestricted movement of rudder pedals and brake pedal deflection is possible at both pilot stations.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
22-01	Rudder Trim Systems				
1)	System No. 1	C	1	0	(O) Except for ER operations may be inoperative provided: a) Approach minimums do not require its use, and b) System 2 is verified to operate normally before each departure.
2)	System No. 2	C	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) System 1 is verified to operate normally before each departure.
22-02	Rudder Manual Trim Reset Function	C	1	0	May be inoperative provided one rudder position indication is available.
22-03	Rudder Trim Position Indications	C	2	1	One indicator on ECAM or pedestal may be inoperative.
		B	2	0	(O) May be inoperative provided: a) Rudder trim is verified to operate normally, b) Rudder position is verified at zero before each departure, and c) Rudder pedals are verified in a neutral position.
23-01	Rudder Travel Limiter Systems	C	2	1	
23-02	ECAM Rudder Travel Limiter Position Indication (Aircraft with Mod. 31040 and Mod. 30368)	C	1	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
30-01	Elevator Indications on ECAM Flight Control Page				
1)	ECAM Elevator Position Indications	C	2	0	May be inoperative provided a visual verification of affected elevator movement is made before each departure.
2)	ECAM Elevator Actuator Indications	C	4	0	
30-02	ECAM Elevator Actuator Indications				Incorporated into 27-30-01.
34-02	Elevator Servo Control Position Transducers	C	8	4	(M) One per servo control must operate normally.
40-01	ECAM Pitch Trim Position Indication	C	1	0	(M)(O) May be inoperative provided a check of pitch trim handwheel and stabilizer verifies synchronous movement.
44-01	Stabilizer Actuator Electrical Motors	C	3	2	Motor 3 may be inoperative.
		B	3	2	(M) Except for ER operations, motor 2 may be inoperative provided ELAC 1 is considered inoperative.
44-02	Pitch Trim Hydraulic System Pressure Indication Symbol on ECAM F/CTL Page	C	2	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
51-01	Slat/Flap Control System (SFCS)				
1)	FLAP Channels	B	2	1	(M)(O) SFCS 2 flap channel may be inoperative provided: a) Slats and flaps operate normally on SFCC 1, b) Operation of SFCC 1 WTBs are confirmed by tests before each departure, c) Electrical supply to SFCC 2 flap channel is inhibited, d) ELAC, SEC, ADIRS, LGCIU, FAC, and RA systems operate normally, e) Spoilers surfaces 2 and 4 operate normally, and f) The minimum idle on ground function is considered inoperative.
2)	SLAT Channel	B	2	1	(M)(O) SFCS 2 slat channel may be inoperative provided: a) Slats and flaps operate normally on SFCC 1, b) Operation of SFCC 1 WTBs are confirmed by tests before each departure, c) Electrical supply to SFCC 2 slat channel is inhibited, d) ELAC, SEC, ADIRS, LGCIU, FAC, and RA systems operate normally, and e) Takeoff in CONF 1+F is prohibited.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
51-02	Flap Wing Tip Brake Solenoids	C	4	2	(M) Solenoids associated with SFCC 2 may be inoperative provided operation of SFCC 1 WTBs is confirmed by test before each flight.
51-03	Flap Attachment Failure Detection Sensors				Incorporated into 27-00, sub item 2).
54-01	Flap Hydraulic Motors	C	2	1	Green motor may be inoperative.
		C	2	1	Yellow motor may be inoperative provided blue slat motor operates normally.
54-02	Flap PCU Valve Blocks	B	2	1	(M)(O) SFCS 2 Flap PCU Valve Block may be inoperative provided: a) Slats and flaps operate normally on SFCC 1, b) Operation of SFCC 1 WTBs are confirmed by tests before each departure, c) Electrical supply to SFCC 2 flap channel is inhibited, d) ELAC, SEC, ADIRS, LGCIU, FAC, and RA systems operate normally, e) Spoilers, surfaces 2 and 4 operate normally, and f) The minimum idle on ground function is considered inoperative.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
64-01	Spoiler Surfaces				
	(A320 without Mod. 26334 or 26335)	C	10	8	(M)(O) One pair of symmetrical surfaces 1 or 3 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, and b) AFM performance penalties are applied.
		C	10	8	(M)(O) One pair of symmetrical surfaces 5 may be inoperative in the retracted position provided SECs associated with operative spoilers operate normally.
		C	10	8	(M)(O) One pair of symmetrical surfaces 2 or 4 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, b) SFCS 2 flap channel operates normally, and c) AFM performance penalties are applied.
		C	10	6	(M)(O) Two pair of symmetrical surfaces 1 and 2 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, b) SFCS 2 flap channel operates normally, and c) AFM performance penalties are applied.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
64-01	Spoiler Surfaces (Continued)				
	(A320 without Mod. 26334 or 26335) (Continued)	C	10	6	(M)(O) Two pair of symmetrical surfaces 3 and 4 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, b) TR 1 and TR 2 are operate normally, c) DC Tie Contactor 1 is verified closed before departure, d) SFCS 2 flap channel operates normally, and e) AFM performance penalties are applied. NOTE: If spoiler 4 or 5 is inoperative, LAF is in degraded Mode. Refer to 27-64-02.
	(A318/A319/A321 and A320 with Mod. 26334 or 26335)	C	10	8	(M)(O) One pair of symmetrical surfaces 1 or 3 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, b) AFM performance penalties are applied.
		C	10	8	(M)(O) One pair of symmetrical surfaces 5 may be inoperative in the retracted position provided SECs associated with operative spoilers operate normally. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
64-01	Spoiler Surfaces (Continued)				
	(A318/A319/A321 and A320 with Mod. 26334 or 26335) (Continued)	C	10	8	(M)(O) One pair of symmetrical surfaces 2 or 4 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, b) SFCS 2 flap channel operates normally, and c) AFM performance penalties are applied.
		C	10	6	(M)(O) Two pair of symmetrical surfaces 1 and 2 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, b) SFCS 2 flap channel operates normally, and c) AFM performance penalties are applied.
		C	10	6	(M)(O) Two pair of symmetrical surfaces 3 and 4 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, b) TR 1 and TR 2 are operate normally, c) DC Tie Contactor 1 is verified closed before departure, d) SFCS 2 flap channel operates normally, and e) AFM performance penalties are applied.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
64-02	Load Alleviation Function (LAF) (A320-200 without Mod. 26334 or 26335)	D	1	0	
64-03	LAF Accumulators (A320-200 without Mod. 26334 or 26335)	D	4	0	
64-04	Spoilers Hydraulic System Pressure Indication Symbol on F/CTL Page	C	3	0	
81-01	Slat Wing Tip Brakes Solenoids	C	4	2	(M) Solenoids associated with SFCC 2 may be inoperative provided SFCC 1 WTBs operate normally before each flight.
84-01	Slats Hydraulic Motors	C	2	1	
84-02	Slat PCU Valve Blocks	B	2	1	(M)(O) SFCS 2 Slat PCU Valve Block may be inoperative provided: a) Slats, Flaps, and associated monitoring and protection systems operate normally on SFCC 1, b) Operation of SFCC 1 WTBs are confirmed by tests before each departure, c) Electrical supply to SFCC 2 slat channel is inhibited, d) ELAC, SEC, ADIRS, LGCIU, FAC and RA systems operate normally, and e) Takeoff in CONF 1+F is prohibited.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
92-01	Speed Brake Control System	C	1	0	(O) May be inoperative provided AFM performance penalties associated with all ground spoilers inoperative are applied.
1)	Speed Brake 2 or 3 and 4	C	-	-	(O) May be inoperative provided AFM performance penalties associated with one pair or two pairs of ground spoilers inoperative are applied.
92-02	Ground Spoiler Control System	A	1	0	(M)(O) May be inoperative provided: a) A check of the thrust reverser system is performed before each flight to ensure that both thrust reversers operate normally, b) Autobrake function is not used, c) Approach minimums do not require its use, d) AFM takeoff and landing performance penalties are applied, and e) Repairs are made within three flight legs.
1)	Spoiler 5	C	2	0	
2)	Spoilers 1 and 2 or 3 and 4	C	8	4	(O) Spoilers 1 and 2 or 3 and 4 may be inoperative provided AFM performance penalties are applied.
92-03	Accelerometer Systems				Incorporated into 27-27-00, sub item 1).
92-04	Sidestick Transducer Systems				Deleted, REV 4.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
92-05	Spoiler/Speed-brake Indications on ECAM F/CTL and Wheel Page	C	10	-	May be inoperative for an associated inoperative spoiler.
		C	10	0	(O) May be inoperative provided a visual check of affected surface movement is made before each departure.
92-06 ***	Side Stick Dual Input Warning System				
1)	Flashing portion of Sidestick dual input function in lower half of Sidestick priority green light.	D	2	0	May be inoperative provided Sidestick priority function is operative.
2)	Aural Warning	D	1	0	
92-07	Thrust Lever Transducers				
1)	SEC 1				Incorporated into 27-92-02.
2)	SEC 2				Incorporated into 27-27-00, sub item 1). |
3)	SEC 3				Incorporated into 27-92-02.
92-08	SEC Tachometer Inputs				
1)	SEC 1				Incorporated into 27-92-02.
2)	SEC 2				Incorporated into 27-27-00, sub item 1). |
3)	SEC 3				Incorporated into 27-92-02.
92-09	Hydraulic Pressure Switches				Incorporated into 27-27-00, sub item 1). |
92-10	Hydraulic Pressure Transducers				Incorporated into 27-27-00, sub item 1). |

SYSTEM, & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
92-11 ***	STEEP APPR p.b Switch (With Mod.35542)				
1)	ON Light	C	1	0	
2)	FAULT Light	C	1	0	
93-01	Elevator Aileron Computers (ELAC) (A320-200 without Mod. 26334 or 26335)	B	2	1	(M)(O) Except for ER operation, ELAC 1 or any ELAC 1 function may be inoperative provided: a) Both accelerometers associated with ELAC 2 operate normally, b) All Sidestick transducers associated with ELAC 2 and the three SECs operate normally, c) ELAC 2, SECs, ADIRs, SFCCs, LGCIUs, FACs, and RAs operate normally, d) TR 1 and TR 2 operate normally, e) DC TIE contactor 1 is verified closed before each departure, f) All roll spoilers operate normally, g) Elevators and roll spoilers control through the SECs is verified operative before each flight, h) Approach minimums do not require its use, and i) Above FL 200, the use of speed brakes lever is limited to its half position without Mod. 33317. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
93-01	Elevator Aileron Computers (ELAC) (Continued)				NOTE 1: With ELAC 1 Roll channel failed, LAF is in degraded Mode. Refer to 27-64-02. NOTE 2: F/O Take-Over p.b cannot disengage AP 1.
	(A318/A319/A321 and A320 with Mod. 26334 or 26335)	B	2	1	(M)(O) Except for ER operation, ELAC 1 or any ELAC 1 function may be inoperative provided: a) Both accelerometers associated with ELAC 2 operate normally, b) All Sidestick transducers associated with ELAC 2 and the three SECs operate normally, c) ELAC 2, SECs, ADIRs, SFCCs, LGCIUs, FACs, and RAs operate normally, d) TR 1 and TR 2 operate normally, e) DC TIE contactor 1 is verified closed before each departure, f) All roll spoilers operate normally, g) Elevators and roll spoilers control through the SECs is verified operative before each flight, h) Approach minimums do not require its use, and i) Above FL 200, the use of speed brakes lever is limited to its half position (A320 without Mod. 33317). NOTE: F/O Take-Over p.b cannot disengage AP 1.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
93-02	ELAC p.b Switch				
1)	FAULT Lights	C	2	1	May be inoperative provided: a) Both FWCs operate normally, and b) ELAC indications operate normally.
2)	OFF Lights	C	2	0	
93-03	ECAM ELAC Indications	C	2	1	One may be inoperative for an inoperative ELAC 1.
		C	2	0	May be inoperative provided: a) Both FWCs operate normally, and b) ELAC fault light operates normally.

SYSTEM, & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS			
94-01	Spoiler Elevator Computers (SEC)			
1)	SEC 1 C	1	0	(M)(O) Except for ER operations, SEC 1 may be inoperative provided: a) SEC 2 and SEC 3 are operative, b) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, c) All ELACs, SFCCs, LGCIUs, RAs, FACs and ADIRs are operative, d) SFCS No. 2 flap channel is operative, e) All aileron servo channels and roll spoilers associated with the operative SECs are operative, f) TR 1 and TR 2 are operative, g) DC TIE contactor 1 is verified closed before each flight, h) Elevators control through SEC 2 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight, and i) AFM performance penalties for two pairs of spoilers inoperative are applied. NOTE: For A320-200 without Mod. 26334 or 26335, LAF is in degraded Mode (Refer to 27-64-02) (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
94-01	Spoiler Elevator Computers (SEC) (Continued)				
2)	SEC 2	C	1	0	(M)(O) SEC 2 may be inoperative provided: a) SEC 1 and SEC 3 are operative, b) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, c) All ELACs, SFCCs, LGCIUs, RAs, FACs and ADIRs are operative, d) All aileron servo channels and roll spoilers associated with the operative SECs are operative, e) Elevators control through SEC 1 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight. NOTE: For A320-200 without Mod. 26334 or 26335, LAF is in degraded Mode (Refer to 27-64-02). (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
94-01	Spoiler Elevator Computers (SEC) (Continued)				
3)	SEC 3	C	1	0	(M)(O) SEC 3 may be inoperative provided: a) SEC 1 and SEC 2 are operative, b) SFCS No. 2 flap channel is operative, c) All aileron servo channels and roll spoilers associated with the operative SECs are operative, and d) AFM performance penalties for two pairs of spoilers inoperative are applied.
94-02	SEC p.b Switch				
1)	FAULT Lights	C	3	2	One may be inoperative provided associated SEC caution operates normally.
		C	3	0	May be inoperative provided: a) FWCs operate normally, and b) ECAM SEC indications operate normally.
2)	OFF Lights	C	3	0	
94-03	SEC Indication on ECAM F/CTL Page	C	3	0	May be inoperative provided SEC p.b switch fault light system operates normally.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
95-01	Flight Control Data Concentrators (Without Mod. 35542)	C	2	1	(O) FCDC 2 may be inoperative.
	(With Mod. 35542)	C	2	1	(O) FCDC 2 may be inoperative provided steep approach function is not used.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
28-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
1)	Fault(s) Indicated by FUEL	C	-	-	
					NOTE: Dispatch with this MAINT STS message displayed on ECAM is permitted without CFDS interrogation.
12-01	Overpressure Protectors				
	(A318/A319/A320)				
1)	Between Inner and Outer Tank	C	2	0	(O) One or both may be damaged or missing provided the inner tank fuel temperature is monitored.
		C	2	0	(M)(O) One or both may be damaged or missing provided associated transfer valves are latched in open position after each refueling.
2)	In Vent Surge Tank	C	2	0	(M)(O) May be damaged or missing.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
12-01	Overpressure Protectors (Continued) (A318/A319/A320) (Continued)				
3)	In Additional Center Tank(s) (With ACT(s))	C	-	0	(M)(O) May be open provided: a) Manual transfer from ACT(s) to center tank is verified to operate normally, and b) ACT(s) fuel quantity indications (both FQI if both ACTs installed) and center tank fuel quantity indications are operative on ECAM FUEL page.
		C	-	0	May be open provided there is no fuel in any ACT.
		C	-	0	(M)(O) May be open provided: a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and b) ACT transfer valve is secured closed.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
12-01	Overpressure Protectors (Continued)				
	(A321)				
1)	In Vent Surge Tank	C	2	0	(M)(O) May be damaged or missing.
2)	In Additional Center Tank(s) (With ATC(s))	C	-	0	(M)(O) May be open provided: a) Manual transfer from ACT(s) to center tank is verified to operate normally, and b) ACT(s) fuel quantity indications (both FQI if both ACTs installed) and center tank fuel quantity indications are operative on ECAM FUEL page.
		C	-	0	May be open provided there is no fuel in any ACT.
		C	-	0	(M)(O) May be open provided: a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and b) ACT transfer valve is secured closed.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
15-01	Outer to Inner TK Transfer Valves (A318/A319/A320)				
A)	LH Wing	C	2	0	(O) May be inoperative open.
		C	2	0	(O) Both may be inoperative closed provided LH outer tank fuel is considered unusable.
		C	2	1	(M)(O) One may be inoperative closed provided the operative LH wing outer to inner tank transfer valve is latched open after each refueling.
		C	2	1	(O) One may be inoperative closed provided the LH outer tank fuel is considered as unusable for flight planning.
B)	RH Wing	C	2	0	(O) May be inoperative open.
		C	2	0	(O) Both may be inoperative closed provided RH outer tank fuel is considered unusable.
		C	2	1	(M)(O) One may be inoperative closed provided the operative RH wing outer to inner tank transfer valve is latched open after each refueling.
		C	2	1	(O) One may be inoperative closed provided the RH outer tank fuel is considered as unusable for flight planning.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
20-01	Automatic Fuel Feed System				
1)	A318/A319/A320 Feed System with Mod. 37508	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
2)	A318/A319/A320 Feed System (A318/A319/A320) without Mod. 37508	C	1	0	(O) May be inoperative provided the total FOB after refueling is less than or equal to 12000kg (26500 lbs).
		C	1	0	(O)May be inoperative provided: a) The total FOB after refueling is more than 12000 kg (26500 lb), and b) The fuel quantity in the center tank is between2000 kg (4400 lb) and 3000 kg (6600 lb).
21-01	Wing Tank Pumps (Except those Aircraft specified in Service Bulletin A320-28-1102)				
1)	CFM Engines	C	4	3	One pump may be inoperative provided JP4/Jet B is not used.
		C	4	3	(M) One pump 2 may be inoperative when JP4/Jet B is used provided: a) Prior to each flight, fuel return valve is verified to operate normally, and b) Takeoff ECAM fuel temperature is less than 30 degrees C.
2)	IAE Engines	C	4	3	One pump may be inoperative provided JP4/Jet B is not used.
		C	4	3	One pump 2 may be inoperative when JP4/Jet B is used provided takeoff fuel temperature is less than 30 degrees C.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
21-02	Center Tank Systems				
1)	Pumps (A318/A319/A320) (Without ACT)	C	2	1	(O) One may be inoperative provided (when center tank fuel is required) a suitable alternate airport exists within range of wing tanks fuel loading.
		C	2	0	(O) May be inoperative provided: a) Center tank pumps remain OFF, and b) Center tank remains empty.
		C	2	0	(O) May be inoperative provided fuel in center tank is considered unusable, and is included in ZFW and C.G. calculations.
	(A319/A320) (With ACT(s))	C	2	1	(O) One may be inoperative provided (when center tank fuel is required) a suitable alternate airport exists within range of wing tanks fuel loading.
		C	2	0	(M)(O) May be inoperative provided: a) Center tank pumps remain OFF, and b) Center tank and ACT(s) remain empty.
		C	2	0	(M)(O) May be inoperative provided fuel in center tank or ACT(s) is considered unusable and included in ZFW and C.G. calculations and the ACT transfer valve is secured closed.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
21-02	Center Tank Systems (Continued)				
2)	Transfer Valves (A321 without ACT)	C	2	1	(O) One may be inoperative in closed position provided (when center tank fuel is required) a suitable alternate airport exists within range of wing tanks fuel loading.
		C	2	0	(O) May be inoperative in closed position provided center tank remains empty.
		C	2	0	(O) May be inoperative in closed position provided fuel in center tank is considered unusable and is included in ZFW and C.G. calculations.
		C	2	0	(O) May be inoperative in open position provided center tank remains empty.
	(A321 with ACT(s))	C	2	1	(O) One may be inoperative in closed position provided (when center tank fuel is required) a suitable alternate airport exists within range of wing tanks fuel loading.
		C	2	0	(M)(O) May be inoperative in closed position provided center tank and ACTs remain empty.
		C	2	0	(M)(O) May be inoperative in closed position provided: a) Fuel in center tank and ACTs is considered unusable and is included in ZFW and C.G. calculations, and b) ACT transfer valve is secured closed.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
21-02	Center Tank Systems (Continued)				
2)	Transfer Valves (Continued)				
	(A321 with ACT(s)) (Continued)	C	2	0	(M)(O) May be inoperative in open position provided center tank and ACTs remain empty.
		C	2	0	(M)(O) May be inoperative in open position provided: a) Center tank remains empty, b) Fuel in any ACT is considered unusable and is included in ZFW, and C.G. calculations, and c) ACT transfer valve is secured closed.
21-03	Wing Tank Pump Sequence Valves (A318/A319/A320)	C	4	3	(O) One may be inoperative provided the associated pump is switched off when center tank is feeding.
23-01	CROSSFEED p.b Switch ON Light				Incorporated into revised item 28-23-02.
23-02	CROSSFEED p.b Switch				
1)	ON Light	C	1	0	May be inoperative provided X FEED indications on ECAM FUEL page operates normally.
2)	OPEN Light	C	1	0	May be inoperative provided X FEED indication on ECAM FUEL page operates normally.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
24-01	Engine LP Fuel Valve Electrical Motor (with Mod. 25537)	C	4	2	(M) One may be inoperative on each valve provided: a) Affected valve motor is deactivated, and b) Remaining valve motor is checked operative.
25-01	Fuel Quantity Preselector System	C	-	0	
25-02	Fuel Quantity Indicator (Refueling Panel)	C	1	0	(M) One or more indications may be inoperative provided alternate means of refueling are used.
25-03	High Level Fuel Detection System (A318/A319/A320/ A321 without ACT) (A319/A320 with ACT)	C	1	0	May be inoperative provided an acceptable means of monitoring fuel loading is used.
1)	Inner Tank	C	1	0	May be inoperative provided an acceptable means of monitoring fuel loading is used.
2)	Center Tank	C	1	0	(M)(O) May be inoperative provided: a) An acceptable means of monitoring fuel loading is used, b) Manual transfer from ACT(s) to center tank is verified to operate normally, and c) ACT(s) and center fuel indications on ECAM FUEL page are operative. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
25-03	High Level Fuel Detection System (Continued) (A319/A320 with ACT) (Continued)				
2)	Center Tank (Continued)	C	1	0	May be inoperative provided: a) An acceptable means of monitoring fuel loading is used, and b) There is no fuel in any ACT.
		C	1	0	(M)(O) May be inoperative provided: a) An acceptable means of monitoring fuel loading is used, b) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and c) ACT transfer valve is secured closed.
3)	Additional Center Tank(s) (A321 with ACT(s))	C	-	0	May be inoperative provided an acceptable means of monitoring fuel loading is used.
1)	Wing Tank	C	1	0	May be inoperative provided an acceptable means of monitoring fuel loading is used. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
25-03	High Level Fuel Detection System (A321 with ACT(s)) (Continued)				
2)	Center Tank	C	1	0	(M)(O) May be inoperative provided: a) An acceptable means of monitoring fuel loading is used, b) Manual transfer from ACT(s) to center tank is verified to operate normally, and c) ACT(s) and center fuel indications on ECAM FUEL page are operative.
		C	1	0	May be inoperative provided: a) An acceptable means of monitoring fuel loading is used, and b) There is no fuel in any ACT.
		C	1	0	(M)(O) May be inoperative provided: a) An acceptable means of monitoring fuel loading is used, b) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and c) ACT transfer valve is secured closed.
3)	Additional Center Tank(s)	C	-	0	May be inoperative provided an acceptable means of monitoring fuel loading is used.
25-04	Refuel Valves	C	3	0	(M) May be inoperative provided alternate procedures are developed and used.
25-05	Transfer Defuel Valve	C	1	0	(M) May be inoperative provided valve is secured in the closed position.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
25-06	Refuel/Defuel Control Panel				
1)	Exterior Control Panel	C	1	0	(M) May be inoperative provided alternate procedures are established and used.
2) ***	Cockpit Control Panel	D	1	0	
28-01	Auto Transfer System Additional Center Tank(s) (ACT)	C	1	0	May be inoperative provided there is no fuel in any ACT.
		C	1	0	(M)(O) May be inoperative provided: a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and b) ACT transfer valve is secured closed.
		C	1	0	(O) May be inoperative provided: a) Manual transfer from ACT(s) to center tank is checked before each flight, and b) ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative.
28-02	Transfer Valve Additional Center Tank(s)	C	1	0	May be inoperative in closed position provided there is no fuel in any ACT.
		C	1	0	(M)(O) May be inoperative in closed position provided: a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and b) ACT transfer valve is secured closed.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
28-02	Transfer Valve Additional Center Tank(s) (Continued)	C	1	0	(M) May be inoperative in open position provided an alternate procedure is used for refueling ACT(s).
28-03	Transfer Pump Additional Center Tank(s)	C	1	0	
28-04	Air Shutoff Valve Additional Center Tank(s)	C	1	0	May be inoperative closed provided there is no fuel in any ACT.
		C	1	0	(M)(O) May be inoperative closed provided: a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and b) ACT transfer valve is secured closed.
		C	1	0	(O) May be inoperative closed provided: a) Manual transfer from ACT(s) to center tank is verified to operate normally, and b) ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative.
28-05	Inward Pressure Relief Valve Additional Center Tank(s)	C	-	0	May be inoperative open provided there is no fuel in any ACT.
28-06	Vent Valve Additional Center Tank(s)	C	-	0	May be inoperative provided there is no fuel in any ACT. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
28-06	Vent Valve Additional Center Tank(s) (Continued)	C	-	0	(M)(O) May be inoperative provided: a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and b) ACT transfer valve is secured closed.
		C	-	0	(M)(O) May be inoperative provided: a) Manual transfer from ACT(s) to center tank is verified to operate normally, b) ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative, and c) Associated ACT vent valve is secured open.
28-07	Refuel Valve Additional Center Tank(s)	C	1	0	May be inoperative in the closed position. NOTE: ACT(s) cannot be refueled.
		C	1	0	May be inoperative in open position.
28-08	Inlet Valve Additional Center Tank(s)				
1)	ACT 1	C	1	0	ACT 1 inlet valve may be inoperative in closed position provided there is no fuel in any ACT.
		C	1	0	(M)(O) ACT 1 inlet valve may be inoperative in closed position provided: a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and b) ACT transfer valve is secured closed. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
28-08	Inlet Valve Additional Center Tank(s) (Continued)				
1)	ACT 1 (Continued)	C	1	0	(M) ACT 1 inlet valve may be inoperative in open position provided: a) ACT 2 is not installed or is empty, and b) Transfer valve is verified operative prior to each flight when ACT 1 is used.
2)	ACT 2	C	1	0	ACT 2 inlet valve may be inoperative in closed position provided there is no fuel in ACT 2.
		C	1	0	(M)(O) ACT 2 inlet valve may be inoperative in closed position provided: a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and b) ACT transfer valve is secured closed.
		C	1	0	ACT 2 inlet valve may be inoperative in open position provided there is no fuel in any ACT. |
		C	1	0	(M) ACT 2 inlet valve may be inoperative in open position provided: a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and b) ACT transfer valve is secured closed.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
40-01	Low Level Detection Systems				
1)	Wing	C	2	1	One may be inoperative provided all flight deck fuel quantity indicators are operative.
2)	Additional Center Tank	C	-	0	(M)(O) May be inoperative provided: a) Manual transfer from ACT to center tank is verified to operate normally, b) ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative, and c) There is no fuel in ACT 2.
		C	-	0	May be inoperative provided there is no fuel in any ACT.
		C	-	0	(M)(O) May be inoperative provided: a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and b) ACT transfer valve is secured closed.
40-02	Fuel Quantity Indicating Computer System				
1)	Channels	A	2	1	Except for ER operations, one may be inoperative provided: a) Low level warning system operates normally, and b) Repairs are made within two flight days.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
40-03	TK PUMP and CTR TK XFR FAULT Lights				
1)	TK PUMP FAULT Lights	C	-	0	(O) May be inoperative provided associated pump is switched off when tank is empty.
2)	CTR TK XFR FAULT Lights (A321)	C	2	0	(O) May be inoperative provided associated transfer valve is switched off when tank is empty.
40-04	TK PUMP and CTR TK XFR OFF Lights				
1)	TK PUMP OFF Lights	C	-	0	May be inoperative provided corresponding pump indication is available on ECAM.
2)	CTR TK XFR OFF Lights (A321)	C	2	0	May be inoperative provided corresponding transfer valve indication is available on ECAM.
40-05	Fuel Transfer Control				
1)	MODE SEL FAULT Light (A318/A319/A320)				
		C	1	0	(O) May be inoperative provided all tank pump indications on ECAM FUEL page are operative.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
40-05	Fuel Transfer Control (Continued)				
1)	MODE SEL FAULT Light (Continued)				
	(A321)	C	1	0	May be inoperative provided all wing tank pumps and center tank transfer valves indications on ECAM FUEL page are operative.
2)	ACT p.b Switch Additional Center Tank (if installed)				
a)	FAULT Light	C	1	0	(O) May be inoperative provided ACT and center tank fuel quantity indications on ECAM FUEL page are operative.
b)	FWD Light	C	1	0	
40-06	ECAM FUEL PAGE Indications				
	(A318/A319/A320)				
1)	Tank Pumps	C	-	0	
2)	APU LP Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured closed, and b) APU is not used.
3)	Cross Feed	C	1	0	(M) May be inoperative provided operation of the cross feed valve is verified before first flight of each day and for ER operations, is verified before each flight. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
40-06	ECAM FUEL PAGE Indications (Continued) (A318/A319/A320) (Continued)				
4)	Transfer Valves	C	2	0	(M)(O) May be inoperative provided: a) Associated inner and outer cells fuel quantity indicators are operative, and b) Transfer valve operation is verified before each departure.
5)	Fuel Temperature	C	4	2	One in each wing or both in one wing may be inoperative.
6)	Fuel On Board	C	1	0	May be inoperative provided: a) Associated indication is available on the MCDU, and b) Fuel Used indications operate normally.
7)	Fuel Quantity Indications (All Tanks)	D	-	-	(O) The last two digits may be displayed dashed (degraded Mode) provided the loss of accuracy is accounted for in fuel planning. NOTE 1: Fuel quantity is considered operative. NOTE 2: Fuel On Board display will also be in degraded (dashed) Mode. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
40-06	ECAM FUEL PAGE Indications (Continued) (A318/A319/A320) (Continued)				
8)	Fuel Quantity Outer Tank	C	2	1	(M) One may be inoperative provided: a) Fuel quantity in associated tank is verified after each refueling by manual magnetic indicators or by corresponding fuel quantity indicator on refuel/defuel panel, b) Associated fuel used indicator operates normally, and c) Associated inner tank indication is operative.
		C	2	1	(M) One may be inoperative provided: a) High level fuel detection system is verified operative before refueling the aircraft, b) Alternate procedure is used for refueling the aircraft, c) Associated fuel used indicator operates normally, and d) Associated inner tank indication is operative.
		B	2	1	(M) One may be inoperative provided: a) Fuel quantity in associated tank is verified after each refueling by manual magnetic indicators or by corresponding fuel quantity indicator on refuel/defuel panel, and b) Associated fuel used indicator operates normally. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
40-06	ECAM FUEL PAGE Indications (Continued) (A318/A319/A320) (Continued)				
8)	Fuel Quantity Outer Tank (Continued)	B	2	1	(M) One may be inoperative provided: a) High level fuel detection system is verified operative before refueling the aircraft, b) Alternate procedure is used for refueling the aircraft, and c) Associated fuel used indicator operates normally.
9)	Fuel Quantity Inner Tank	C	2	1	(M) One may be inoperative provided: a) Fuel quantity in associated tank is verified after each refueling by manual magnetic indicator or by corresponding fuel quantity indicator on refuel/defuel panel, b) Associated fuel used indicator operates normally, and c) Associated outer tank indication is operative.
		B	2	1	(M) One may be inoperative provided: a) Fuel quantity in associated tank is verified after each refueling by manual magnetic indicator or by corresponding fuel quantity indicator on refuel/defuel panel, and b) Associated fuel used indicator operates normally. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
40-06	ECAM FUEL PAGE Indications (Continued)				
10)	Fuel Quantity Center Tank (A318/A319/A320 Without ACT)	C	1	0	(M) May be inoperative provided: a) Fuel quantity in associated tank is verified after each refueling, b) All wing tank quantity indicators operate normally, and c) Both fuel used indicators operate normally.
		C	1	0	(M) May be inoperative provided the tank remains empty.
		C	1	0	(M) May be inoperative provided fuel is considered unusable and is included in computing ZFW and C.G. calculations.
	(A319/A320 With ACT(s))	C	1	0	(M)(O) May be inoperative provided: a) Fuel quantity in center tank is verified after each refueling, b) All wing tank and ACT quantity indicators are operative, c) Both fuel used indicators operate normally, d) Forward transfer from ACT(s) to center tank is monitored during flight.
		C	1	0	May be inoperative provided: a) Center tank remains empty or fuel is considered unusable, and is included in ZFW and C.G. calculations, and b) There is no fuel in ACT.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
40-06	ECAM FUEL PAGE Indications (Continued)				
	(A319/A320 With ACT(s)) (Continued)	C	1	0	(M)(O) May be inoperative provided: a) Center tank remains empty or fuel is considered unusable, and is included in ZFW and C.G. calculations, and b) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations and the ACT transfer valve is secured closed. NOTE: This failure will result in the inhibition/or erroneous triggering of ECAM caution FUEL ACT XFR FAULT while automatic transfer is still operative.
11)	Fuel Quantity Additional Center Tank(s) (A319/A320 with ACT(s))	C	-	-	(M)(O) One may be inoperative provided: a) All wing tanks, center tank and other ACT fuel quantity indicators are operative, b) Both fuel used indicators operate normally, c) Forward transfer from ACT(s) to center tank is monitored during flight, and d) Tank is serviced with a known quantity.
		C	-	0	(M) May be inoperative provided ACT(s) is verified empty after each refueling. NOTE: This failure will result in inhibition or erroneous display of the ECAM caution FUEL ACT XFR FAULT. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
40-06	ECAM FUEL PAGE Indications (Continued)				
12)	ACT to CTR Tank Transfer Indication (Arrow) Additional Center Tank (A319/A320 with ACT(s))	C	1	0	May be inoperative provided ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative.
13)	Engine LP Valve Indication	C	2	0	(M) May be inoperative provided associated LP valve(s) is checked operative before each flight.
	(A321)				
1)	Wing Tank Pumps and Center Tank Transfer Valves	C	6	0	
2)	APU LP Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured closed, and b) APU is not used.
3)	Cross Feed	C	1	0	(M) May be inoperative provided operation of the cross feed valve is verified before first flight of each day and for ER operations, is verified before each flight.
4)	Fuel Temperature	C	2	1	One may be inoperative.
5)	Fuel On Board	C	1	0	May be inoperative provided: a) Associated indication is available on the MCDU, and b) Fuel Used indications operate normally.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL			
40-06	ECAM FUEL PAGE Indications (Continued)			
	(A321) (Continued)			
6)	Fuel Quantity Wing Tank C	2	1	(M) One may be inoperative provided: a) Fuel quantity in associated tank is verified after each refueling, and b) Associated fuel used indicator operates normally.
7)	Fuel Quantity Indications (All Tanks) D	-	-	(O) The last two digits may be displayed dashed (degraded Mode) provided the loss of accuracy is accounted for in fuel planning. NOTE 1: Fuel quantity is considered operative. NOTE 2: Fuel On Board display will also be in degraded (dashed) Mode. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
40-06	ECAM FUEL PAGE Indications (Continued)				
	(A321) (Continued)				
8)	Fuel Quantity Center Tank	C	1	0	(M) May be inoperative provided: a) Fuel quantity in associated tank is verified after each refueling, b) All wing tank quantity indicators are operative, and c) Both fuel used indicators operate normally.
	(A321 Without ACT)				
		C	1	0	May be inoperative provided the tank remains empty.
		C	1	0	May be inoperative provided fuel is considered unusable and is included in computing ZFW and C.G. calculations.
	(A321 With ACT(s))	C	1	0	(M)(O) May be inoperative provided: a) Fuel quantity in center tank is verified after each refueling, b) All wing tank and ACT quantity indicators are operative, c) Both fuel used indicators operate normally, and d) Forward transfer from ACT(s) to center tank is monitored during flight.
		C	1	0	May be inoperative provided: a) Center tank remains empty or fuel is considered unusable, and is included in ZFW and C.G. calculations, and b) There is no fuel in any ACT.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
40-06	ECAM FUEL PAGE Indications (Continued)				
8)	Fuel Quantity Center Tank (Continued) (A321 With ACT(s)) (Continued)	C	1	0	(M)(O) May be inoperative provided: a) Center tank remains empty or fuel is considered unusable, and is included in ZFW and C.G. calculations, and b) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and c) The ACT transfer valve is secured closed. NOTE: This failure will result in inhibition or erroneous triggering of the ECAM caution FUEL ACT XFR FAULT while automatic transfer is still operative.
9)	Fuel Quantity Additional Center Tank(s) (A321 With ACT(s))	C	-	-	(M)(O) One may be inoperative provided: a) All wing tanks, center tank and other ACT fuel quantity indicators (if installed) are operative, b) Both fuel used indicators operate normally, c) Forward transfer from ACT(s) to center tank is monitored during flight, and d) Tank is serviced with a known quantity. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
40-06	ECAM FUEL PAGE Indications (Continued)				
9)	Fuel Quantity Additional Center Tank(s) (Continued) (A321 With ACT(s)) (Continued)	C	-	0	(M) May be inoperative provided ACT(s) is verified empty after each refueling. NOTE: This failure will result in inhibition or erroneous display of the ECAM caution FUEL ACT XFR FAULT.
10)	ACT to CTR Tank Transfer Indication (Arrow) Additional Center Tank (A321 with ACT(s))	C	1	0	May be inoperative provided ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative.
11)	Engine LP Valve Indication	C	2	0	(M) May be inoperative provided associated LP valve(s) is checked operative before each flight.
40-07	Manual Magnetic Indicators	C	-	0	One or more may be inoperative provided fuel quantity is determined by acceptable means.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
40-08 ***	Fuel Quantity Attitude Monitor	D	1	0	May be inoperative provided fueling and defueling procedures do not require its use.
40-09	Cautions on ECAM				
1)	TK HI TEMP (Left, Right, Inner, Outer Wing Tank (A319/A320)	C	4	2	(O) One in each wing or both in one wing may be inoperative provided fuel temperature indications on the ECAM FUEL system page are available for the non affected tank(s) and fuel temperature is monitored prior to takeoff and during the flight. NOTE: For fuel temperature limitations, refer to AFM.
		C	4	0	(O) May be inoperative provided fuel temperature indications on the ECAM FUEL system page are available and fuel temperature is monitored prior to takeoff and during flight. NOTE: For fuel temperature limitations, refer to AFM.
2)	TK HI TEMP (Left, Right Wing Tank) (A321)	C	2	1	(O) One may be inoperative provided fuel temperature indications on the ECAM FUEL system page are available for the non affected tank and fuel temperature is monitored prior to takeoff and during the flight. NOTE: For fuel temperature limitations, refer to AFM. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
40-09	Cautions on ECAM (Continued)				
2)	TK HI TEMP (Left, Right Wing Tank) (A321) (Continued)	C	2	0	(O) May be inoperative provided fuel temperature indications on the ECAM FUEL system page are available and fuel temperature is monitored prior to takeoff and during flight. NOTE: For fuel temperature indications, refer to AFM.
3)	TK LO TEMP (Left, Right, Inner, Outer) (Wing Tank) (A319/320)	C	4	2	(O) One in each wing or both in one wing may be inoperative provided fuel temperature indications on the ECAM FUEL system page are available for the non affected tanks and fuel temperature is monitored prior to takeoff and during the flight NOTE: For fuel temperature indications, refer to AFM.
		C	4	0	(O) May be inoperative provided fuel temperature indications on the ECAM FUEL system page are available and fuel temperature is monitored prior to takeoff and during flight. NOTE: For fuel temperature indications, refer to AFM. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
40-09	Cautions on ECAM (Continued)				
4)	TK LO TEMP (Left, Right, Wing Tank) (A321)	C	2	1	(O) One may be inoperative provided fuel temperature indications on the ECAM FUEL system page are available for the non affected tank and fuel temperature is monitored prior to takeoff and during the flight. NOTE: For fuel temperature indications, refer to AFM.
		C	2	0	(O) One may be inoperative provided fuel temperature indications on the ECAM FUEL system page are available and fuel temperature is monitored prior to takeoff and during the flight. NOTE: For fuel temperature indications, refer to AFM.
5)	ACT XFR FAULT Additional Center Tank(s)	C	1	0	(O) May be inoperative provided forward transfer from ACT(s) to center tank is monitored during flight if ACT(s) is fueled.
40-10	Indication on ECAM E/WD				
1)	Fuel On Board (FOB)	C	1	0	May be inoperative provided: a) Associated indication is available on the MCDU, and b) Fuel Used indications operate normally.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29	HYDRAULIC POWER				
29-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
1)	Pre Mod. 23119 Fault(s) Indicated by BLUE RSVR		-	-	Dispatch not permitted with this MAINT. STATUS message displayed on ECAM. |
10-01	Engine Driven Pump Systems				
1)	Depressurization Function	C	2	1	May be inoperative on one pump.
10-02	Blue System Electric Pump				
1)	Automatic Control	C	1	0	(O) May be inoperative provided: a) Pump can be manually operated, and b) Indications of blue hydraulic system are verified normal.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29	HYDRAULIC POWER				
10-03	Hydraulic System Accumulators				
1)	Pre Mod. 21414	C	3	1	(M) One or two may be inoperative provided: a) Blue hydraulic generation accumulator is operative, and b) There is no hydraulic fluid leakage in the accumulator nitrogen charging circuit.
		C	3	1	(M) One or two may be inoperative provided: a) Blue hydraulic generation accumulator is operative, and b) The affected accumulator is deactivated.
2)	Post Mod. 21414	C	3	0	(M) May be inoperative provided there is no hydraulic fluid leakage in the accumulator nitrogen charging circuit.
		C	3	0	(M) May be inoperative provided the affected accumulator is deactivated.
10-04	System Filters				Incorporated into 29-10-07, sub item 1).
10-05	Case Drain Filters				Incorporated into 29-10-07, sub item 2).
10-07	Filters				
1)	System Filters	C	8	7	One LP or one reservoir filling filter may be inoperative.
2)	Case Drain Filters	C	3	2	(M) One may be inoperative provided it is removed.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29	HYDRAULICS				
20-01	Hydraulic Reservoir Quantity Indicator (Green Servicing Panel)	C	1	0	(M) May be inoperative provided hydraulic fluid quantity is monitored during servicing of the hydraulic reservoir using the visual quantity gauge.
20-02	Hydraulic Reservoir Four Way Selector Valve on Ground Service Panel	C	1	0	(M) May be inoperative provided associated system is serviced using the HP ground connection.
23-01	Power Transfer Unit				
1)	Automatic Activation Function	B	1	0	(O) May be inoperative (PTU runs continuously) provided: a) System pressure indication on ECAM operates normally, b) Power transfer can be stopped when PTU p.b sw is placed OFF, and c) Operation of the PTU in both directions is verified before first flight of each day.
24-01	Yellow System Electric Pump	C	1	0	(M) May be inoperative provided associated p.b sw is selected off.
30-01	Pump p.b Switch				
1)	FAULT Lights	C	4	0	May be inoperative provided the associated reservoir quantity indication operates normally.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29	HYDRAULIC POWER				
30-01	Pump p.b Switch (Continued)				
1)	FAULT Lights (Continued)				NOTE: Illumination of two lights (one from the Blue ELEC PUMP p.b and one from ENG 1(2) PUMP p.b), with engines off, may be due to a failed engine oil low pressure switch. In this case, the ENG OIL LO PRESS warning is inoperative.
2)	OFF Light	C	3	0	
3)	ON Light	C	1	0	
30-02	PTU p.b Switch				
1)	FAULT Light	C	1	0	May be inoperative provided yellow and green reservoir quantity indicators operate normally.
2)	OFF Light	C	1	0	
30-03	ECAM HYD Page Indications				
1)	Reservoir Quantity	C	3	2	(M) One may be inoperative provided: a) The associated reservoir quantity is verified adequate before each departure, and b) Associated RSVR LO LVL caution on ECAM operates normally.
2)	Fire Valve	C	2	0	
3)	Yellow Elec Pump	C	1	0	
4)	PTU	C	1	0	

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29	HYDRAULIC POWER				
30-03	ECAM HYD Page Indications (Continued)				
5)	System Label	C	3	0	(O) May be inoperative provided: a) Associated system pressure is verified before each departure, and b) Associated spoilers availability is verified before each departure.
6)	System Pressure	C	3	2	(O) One may be inoperative provided associated System Label indication operates normally.
7)	Pumps	C	3	0	
8)	RAT	C	1	0	(O) May be inoperative provided RAT is verified stowed before each departure.
30-04	ECAM Warnings & Cautions				
1)	RSVR LO AIR PR				
a)	A320 Pre-Mod. 23119, A320 Post-Mod. 23119 and 27189, and A318/A319/A321	C	3	2	(M) One may be inoperative provided air pressure is verified on the reservoir before each departure.
b)	A320 Post-Mod. 23119 and Pre-Mod. 27189	C	3	2	(M) One may be inoperative for green or yellow system provided air pressure is verified on the reservoir before each departure. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29	HYDRAULIC POWER				
30-04	ECAM Warnings & Cautions (Continued)				
2)	RSVR OVHT	C	3	2	Either green or yellow RSVR OVHT may be inoperative.
3)	ELEC PUMP OVHT	C	2	0	
4)	PUMP LO PR				
a)	ELEC PUMP LO PR	C	2	0	(O) May be inoperative provided: a) Associated system pressure indication operates normally, and b) Operation of electric pumps is checked before each departure.
b)	ENG PUMP LO PR	C	2	0	(O) May be inoperative provided: a) Associated system pressure indication operates normally, and b) Operation of engine pumps is checked before each departure.
5)	RSVR LO LVL	C	3	2	(M) One may be inoperative provided: a) Associated reservoir quantity indication operates normally, and b) Quantity is verified adequate before each departure. NOTE: If blue reservoir is affected, EMER GEN may appear on ECAM STATUS INOP SYS before engines are running.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29	HYDRAULIC POWER				
30-04	ECAM Warnings & Cautions (Continued)				
6)	SYS LO PR	C	3	0	(O) May be inoperative provided: a) Associated system pressure is verified before each departure, and b) Associated spoiler availability is verified before each departure.
7)	PTU FAULT	C	1	0	(O) May be inoperative provided the PTU is verified to operate normally before each departure.
8)	RAT FAULT	C	1	0	(M) May be inoperative provided RAT integrity is not affected.
30-05	LEAK MEASUREMENT VALVE p.b Switches				
1)	OFF Lights	C	3	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE AND RAIN PROTECTION				
30-00	CLASS II MAINTEANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
1) ***	Fault(s) Indicated by ICE DETECT	C	-	-	NOTE: Dispatch with this MAINT STS message displayed on ECAM is permitted without CFDS interrogation.
11-01	Wing Anti-ice Control Valves	C	2	1	(M)(O) RH valve may be inoperative in the OPEN position provided: a) Engine No. 1 is started first, b) X BLEED selector is shut when starting the NO. 1 engine, c) “CROSS BLEED START” procedure is used when starting the NO. 2 engine, d) Alternate procedures are established and used, and e) Appropriate performance penalties are applied.
		C	2	0	(M) Except for ER operations beyond 120 minutes, may be inoperative secured CLOSED provided the aircraft is not operated in known or forecast icing conditions.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE AND RAIN PROTECTION				
11-02	Wing Anti-Ice				
1)	FAULT Light	C	1	0	(O) May be inoperative provided the anti-ice “arrow” on ECAM BLEED page operates normally.
		C	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Wing anti-ice control valves are deactivated closed and considered inoperative, and b) Airplane is not operated in known or forecast icing condition.
2)	ON Light	C	1	0	
11-03	ECAM BLEED Page Indications				
1)	ANTI-ICE	C	2	0	
2)	ARROW	C	2	0	
21-01	Engine Anti-Ice Valves	C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative secured closed provided the airplane is not operated in known or forecast icing conditions.
		C	2	0	(M)(O) May be inoperative open provided AFM performance penalties are applied.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE AND RAIN PROTECTION				
21-02	Engine Anti-Ice				
1)	FAULT Lights	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative for an associated valve inoperative closed provided airplane is not operated in known or forecast icing conditions.
		C	2	0	May be inoperative for an associated valve(s) inoperative open provided associated performance penalties are applied.
2)	ON Lights	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
31-01	Probe Heat Computers	C	3	2	(M) One may be inoperative provided associated heater is verified to operate normally prior to each flight.
		C	3	2	(M)(O) F/O's may be inoperative provided: a) ADRs, heaters and failure warnings associated with the operative units are verified to operate normally, and b) Takeoff in CONFIG 1+F is prohibited (in icing conditions) with ADR 2-Off.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE AND RAIN PROTECTION				
31-01	Probe Heat Computers (Continued)				
		C	3	2	(M) Except for ER operations beyond 120 minutes, STBY may be inoperative provided: a) ADRs, heaters and failure warnings associated with operative units are verified to operate normally, b) Airplane is not operated in visible moisture, or known or forecast icing conditions, and c) Ambient temperature at the departure airport is above 5 degrees C when taxiways or runways are covered with water or slush.
31-02	Pitot Heaters	B	3	2	(M)(O) F/O's may be inoperative provided: a) ADR, heaters and failure warnings associated with CAPT and STBY probes (pitot static, AOA, TAT) are verified to operate normally, and b) Takeoff in CONF 1+F is prohibited (in icing conditions) with ADR 2-OFF. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE AND RAIN PROTECTION				
31-02	Pitot Heaters (Continued)	B	3	2	(M) Except for ER operations beyond 120 minutes, CAPT heater may be inoperative provided: a) ADR, heaters and failure warnings associated with F/O and STBY probes (pitot, static, AOA, TAT) are verified to operate normally, and b) Airplane is not operated in visible moisture, or in known or forecast icing conditions.
		B	3	2	(M) Except for ER operations beyond 120 minutes, STBY heater may be inoperative provided: a) ADR, heaters and failure warnings associated with CAPT and F/O probes (pitot, static, AOA, TAT) are verified to operate normally, and b) Airplane is not operated in visible moisture, or in known or forecast icing conditions.
31-03	Static Port Heaters	C	6	5	One STBY heater may be inoperative.
		C	6	4	(M)(O) CAPT heaters may be inoperative provided: a) ADR, heaters and failure warnings associated with the operative units are verified to operate normally, and b) Ambient temperature at the departure airport is greater than 5 degrees C when runway is contaminated with water or slush.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE AND RAIN PROTECTION				
31-03	Static Port Heaters (Continued)	C	6	4	(M)(O) F/O heaters may be inoperative provided: a) ADR, heaters and failure warnings associated with the operative units are verified to operate normally, and b) Takeoff in CONF 1+F is prohibited (in icing conditions) with ADR 2-OFF.
		C	6	4	(M) Except for ER operations beyond 120 minutes, STBY heaters may be inoperative provided: a) ADR, heaters and failure warnings associated with operative units are verified to operate normally, and b) Ambient temperature at the departure airport is greater than 5 degrees C when runway is contaminated with water or slush.
31-04	Angle of Attack Probe Heaters	C	3	2	(M) F/O's heater may be inoperative provided ADR heaters and failure warnings associated with CAPT and STBY probes (pitot, static, AOA, TAT) are verified to operate normally.
		C	3	2	(M) STBY heater may be inoperative provided ADR heaters and failure warnings associated with CAPT and F/O probes (pitot, static, AOA, TAT) are verified to operate normally.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE AND RAIN PROTECTION				
31-04	Angle of Attack Probe Heaters (Continued)	C	3	2	(M) Except for ER operations beyond 120 minutes, CAPT's heater may be inoperative provided: a) ADR, heaters and failure warnings associated with F/O and STBY probes (pitot, static, AOA, TAT) are verified to operate normally, and b) Airplane is not operated in visible moisture, or in known or forecast icing conditions.
31-05	TAT Probe Heaters	C	2	1	
		C	2	0	Except for ER operations beyond 120 minutes, may be inoperative provided airplane is not operated in visible moisture, or in known or forecast icing conditions.
42-01	Window Heat Computers	C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) All heaters and failure warnings on the front, and sliding windows associated with operative systems are verified to operate normally, b) Airplane is not operated in known or forecast icing conditions. and c) Approach minimums do not require its use.
42-02	Fixed Lateral Window and Sliding Window Heating Systems	C	4	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE AND RAIN PROTECTION				
42-03	Windshield Heating Systems	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Approach minimums do not require its use.
42-04	Probes/Window Heat Auto Control	C	1	0	Automatic control may be inoperative provided PROBES/WINDOW HEAT system is manually selected.
45-01	Windshield Wiper Systems	C	2	0	(O) May be inoperative provided: a) Airplane is not operated in precipitation within 5 SM of the airport of takeoff or intended landing, and b) Approach minimums do not require its use.
		B	2	1	One may be inoperative provided: associated rain repellent system is installed and operative.
1)	Fast Speed	C	2	0	May be inoperative provided slow speed operates normally and approach minimums do not require its use.
2)	Slow Speed	C	2	0	May be inoperative provided fast speed operates normally.
3) ***	Intermittent Speed (Aircraft with Mod. 20319)	D	2	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE AND RAIN PROTECTION				
45-01	Windshield Wiper Systems (Continued)				
4)	PARK Function	C	2	0	May be inoperative provided affected wiper can be located in a position that will not obstruct forward vision.
		C	2	0	(M) May be inoperative provided affected wiper is removed and considered inoperative.
45-02 ***	Rain Repellant Systems	D	2	0	
71-01	Waste Water Drain Mast Heating System	C	-	0	(M)(O) May be inoperative provided: a) Associated lavatory and galley water supplies are secured off, b) Associated galley sink and lavatory washbasin drains are blocked to prevent their use, and c) Procedures are established to periodically monitor associated galley sinks and lavatory washbasins to ensure they remain blocked. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE AND RAIN PROTECTION				
71-01	Waste Water Drain Mast Heating System (Continued)	C	-	0	(M) May be inoperative provided: a) Associated galley and lavatory are not used, and b) The Pilot-in-Command will determine if flight duration is acceptable with a FWD lavatory unusable, and c) Associated lavatory door(s) is secured closed and placarded, “INOPERATIVE- DO NOT ENTER”. NOTE: These provisions are not intended to prohibit inspections by crewmembers.
71-02 ***	Waste Water Drain Line Protection System	D	1	0	
71-03 ***	Cargo Compartment Drain Line & Drain Mast Ice Protection System	D	1	0	
81-01	Visual Ice Detector				Deleted, REV 13.
81-02 ***	Ice Detection System	D	1	0	
81-03 ***	External Visual Ice Indicator Lighting	D	1	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	INDICATING/ RECORDING SYSTEMS				
31-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
1) ***	Fault(s) Indicated by QAR	D	-	-	
2) ***	Fault(s) Indicated by DMU	D	-	-	
3) ***	Fault(s) Indicated by DAR	D	-	-	
4)	Faults Indicated by CFDIU	C	-	-	
5) ***	Faults Indicated by ACMS	D	-	-	
6) ***	Faults Indicated by DMC 1/3 (With Mod. 31283)	C	-	-	May be displayed provided DMC 2/3 MAINTENANCE message is not displayed simultaneously on ECAM STATUS page.
7) ***	Faults indicated by DMC 2/3 (With Mod. 31283)	C	-	-	
					NOTE: Dispatch with any of the above maintenance status messages displayed on ECAM is permitted without CFDS interrogation.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	INDICATING/ RECORDING SYSTEMS				
21-01	Clock System	C	1	0	(O) May be inoperative provided: a) Time base from CFDIU is available on ECAM, and b) Chrono indication is available on one Navigation Display (ND).
27-01 ***	Flight Number Reminder	D	1	0	
30-01	Centralized Fault Display System (CFDS)	C	1	0	May be inoperative provided CFDS system is available when required for specified maintenance tasks.
30-02	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by FAR may be inoperative.
		A	-	0	May be inoperative provided: a) Cockpit voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 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, 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.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	INDICATING/ RECORDING SYSTEMS				
30-02	Flight Data Recorder (FDR) Systems (Continued)				
1)	FDR Recording Parameters Required By FAR	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 FAR	A	-	-	May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.
30-03	Flight Data Interface Unit (FDIU)	A	-	0	May be inoperative provided: a) Cockpit voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless 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.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	INDICATING/ RECORDING SYSTEMS				
30-04	RCDR System				Deleted, REV 3.
30-05 ***	Quick Access Recorder	D	1	0	
30-06 ***	Digital AIDS Recorder System	D	1	0	
30-07 ***	Data Management Unit (DMU)	D	1	0	
30-08 ***	Printer	D	1	0	
38-01 ***	Up and down Data Loading system Acquisition/Interface				
1)	DATA LOADING SELECTOR	D	1	0	
2)	Multipurpose Disk Drive Unit (MDDU)	D	1	0	
53-01	Flight Warning Computers (FWC)				
	(Without Mod. 35542)	B	2	1	FWC 2 may be inoperative provided approach minimums do not require its use.
	(With Mod. 35542)	B	2	1	FWC 2 may be inoperative provided: a) Steep approach function is not used, and b) Approach minimums do not require its use.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	INDICATING/ RECORDING SYSTEMS				
55-01	System Data Acquisition Concentrator Units (SDAC)	C	2	1	SDAC 2 may be inoperative provided both automatic cabin pressure controllers operate normally.
56-01	ECAM Control Panel				
1)	System Page MANUAL CALL p.b	C	11	0	
2)	CLR p.b	C	2	1	
3)	T/O CONFIG p.b	C	1	0	(O) May be inoperative provided T/O configuration is verified before each departure.
58-01	Master Warn System				
1)	Lights	C	2	1	
2)	CANCEL Functions	C	2	1	
58-02	Master Caution System				
1)	Lights	C	2	1	
2)	CANCEL Functions	C	2	1	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	INDICATING/ RECORDING SYSTEMS				
61-01	EIS Switching Systems				
1)	ATT HDG	C	1	0	(M) May be inoperative provided: a) NORM Mode operates normally, and b) Switch remains in the normal position.
2)	AIR DATA	C	1	0	(M) May be inoperative provided: a) NORM Mode operates normally, and b) Switch remains in the normal position.
3)	EIS DMC	C	1	0	(M) May be inoperative provided: a) NORM Mode operates normally, and b) Switch remains in the normal position.
4)	ECAM/ND XFR	C	1	0	May be inoperative provided: a) It operates normally in the Normal position, and b) Both ECAM DUs operate normally.
5)	PFD/ND XFR	C	2	0	(O) May be inoperative provided: a) PFD and ND units are operative, and b) PFD to ND automatic switching is checked operative on the flying pilot side before each flight.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	INDICATING/ RECORDING SYSTEMS				
63-01	Display Units (DU)				
1)	PFDU 2	C	1	0	(O) May be inoperative provided: a) PFDU1, NDU1, E/WDU, SDU and NDU2 are operative, and b) Approach minimums do not require its use.
2)	NDU 1	C	1	0	(O) May be inoperative provided: a) PFDU1, NDU2, E/WDU, SDU and PFDU2 are operative, and b) Approach minimums do not require its use.
3)	NDU 2	C	1	0	(O) May be inoperative provided: a) PFDU1, NDU1, E/WDU, SDU and PFDU2 are operative, and b) Approach minimums do not require its use.
4)	SDU	A	1	0	(M)(O) May be inoperative provided: a) PFDU1, NDU1, E/WDU, PFDU2 and NDU2 are operative, b) AC ESS FEED control is verified operative once each day, c) AC ESS FEED FAULT light is verified operative once each day, and d) Repairs are made within three flight days.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	INDICATING/ RECORDING SYSTEMS				
63-02	Display Management Computers				
	(without Mod. 21678)	C	3	2	DMC 3 may be inoperative.
		C	3	2	(M)(O) DMC 2 may be inoperative provided: a) AC ESS Feed Control is verified operative once each flight day, and b) AC ESS Feed Fault Light is verified operative once each flight day.
	(with Mod. 21678)	C	3	2	DCM 1 or DMC 3 may be inoperative.
		C	3	2	(M)(O) DMC 2 may be inoperative provided: a) AC ESS Feed Control is verified operative once each flight day, and b) AC ESS Feed Fault Light is verified operative once each flight day.
63-03	ECAM Memo Display	C	-	0	Indications may be inoperative.
63-04	ECAM Permanent Data Display	C	-	0	Indications may be inoperative provided TAT or SAT temperature is available.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	LANDING GEAR				
32-00	CLASS II MAINTENACE MESSAGE DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
1)	Fault(s) Indicated by BRAKES				Deleted, REV 21. |
11-01 ***	Torque Link Dampers	A	2	0	May be inoperative provided repairs are made within seven flight legs. |
12-01	MAIN GEAR DOORS				
1)	Ground Opening Cables	C	2	0	(M) May be broken or missing.
31-00	Landing Gear Retraction System	B	1	0	(O) Except for ER operations, may be inoperative provided the airplane is operated with landing gear down in accordance with the AFM supplement for gear down flight.
31-01	Landing Gear Control And Interface Units (LGCIU)	A	2	1	(M)(O) LGCIU No. 2 may be inoperative provided: a) Both radio altimeter systems operate normally, b) Both FCU channels operate normally, c) All ELACs, SECs, ADIRs, SFCCs and FACs operate normally, d) Both thrust lever position sensors of engine No. 2 are operative, e) Flex takeoff is not used, f) Reverser No. 2 is considered inoperative, and g) Repairs are made within one flight day.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	LANDING GEAR				
33-01	Landing Gear Gravity Extension System	B	1	0	(O) Except for ER operations, may be inoperative provided the airplane is operated with landing gear down in accordance with the AFM supplement for gear down flight.
41-01	Wheel Tie Bolts	A	-	-	(M) One bolt may be broken or missing provided: a) Affected wheel is removed, checked for broken parts or damage, and replaced if broken parts or damage is found, b) Associated brake is checked for broken parts or damage, and is replaced or deactivated if broken parts or damage is found, c) After each landing, wheel is inspected for additional broken or missing tie bolts, and d) Repairs are made within five flight legs.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	LANDING GEAR				
42-01	Main Wheel Braking Systems	C	4	3	(M)(O) One brake may be inoperative provided: a) Minimum runway width is 148 feet (45 meters), b) Anti-skid system operates normally, c) Nose wheel steering operates normally, d) Affected brake is removed or deactivated, e) Both reversers operate normally, f) Green and yellow systems on operative brakes operate normally, g) Wheel tachometers are operative, h) AFM performance penalties are applied, and i) Approach minimums do not require its use.
42-02	Green Braking System (Without Mod. 25410)	C	1	1	(M)(O) Braking on one wheel may be inoperative provided: a) Minimum runway width is 148 feet (45 meters), b) Green hydraulic supply to affected brake is deactivated, c) Anti-skid system operates normally, d) Nose wheel steering operates normally, e) Both reversers operate normally, f) Wheel tachometers are verified to operate normally before each flight, and g) AFM performance penalties are applied. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	LANDING GEAR				
42-02	Green Braking System (Continued) (With Mod. 25410)	C	1	1	(M)(O) Braking on one wheel may be inoperative provided: a) Minimum runway width is 148 feet (45 meters), b) Green hydraulic supply to affected brake is deactivated, c) Anti-skid system operates normally, d) Nose wheel steering operates normally, e) Both reversers operates normally, f) Wheel tachometers are operative, and g) AFM performance penalties are applied.
42-03	Braking/ Steering Control Unit (BSCU) Channels/Systems (Without Mod. 36853) or (with Mod. 36853 and Mod. 38973)	C	2	1	(M)(O) One may be inoperative provided: a) Alternate brake system is verified to operate normally before each departure, and b) Brake pressure indicators operate normally. c) The affected channel/system is deactivated, and d) Prior to each flight, the CFDS does not indicate a L/G SYS DISAGREE caution. NOTE: These provisos apply to all BSCU standards except EM2 L4.9. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	LANDING GEAR				
42-03	Braking/ Steering Control Unit (BSCU) Channels/Systems (Continued)				
	(With Mod. 36853 and Without Mod. 38973)	C	2	1	(M)(O) One may be inoperative provided: a) Alternate brake system is verified to operate normally before each departure, b) Brake pressure indicators operate normally, c) The A/S SKD & N/W STRG switch is cycled to OFF and back to ON after the landing gear is down and locked prior to landing, d) The affected channel/system is deactivated, and e) Prior to each flight, the CFDS does not indicate a L/G SYS DISAGREE caution. NOTE: These provisos apply to BSCU standard EM2 L4.9 only.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	LANDING GEAR				
42-04	AUTO/BRK Function	C	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Normal braking is not affected.
1)	AUTO/BRK Panel Mode Lights (LO, MED, MAX)				
a)	ON	C	3	0	May be inoperative provided Auto Brake Indications on ECAM WHEEL page normally.
		C	3	0	May be inoperative provided associated Autobrake Mode is not used.
b)	DECEL	C	3	0	May be inoperative provided Auto Brake indications on ECAM WHEEL page operate normally.
		C	3	0	May be inoperative provided associated autobrake Mode is not used.
42-05	Tachometer				Deleted, REV 20.
42-06	Nose Wheel Brake Pads (Without Mod. 28482)	C	2	0	(M) May be inoperative provided brake pads are removed.
44-01	Yellow Brake System	C	1	1	(M) Braking on one wheel may be inoperative provided: a) Yellow hydraulic supply of affected brake is deactivated, and b) Both reversers operate normally.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	LANDING GEAR				
44-02	ACCU PRESS Indicator				
	(Without Mod. 31441)	C	1	0	(M) May be inoperative provided: a) Both brake pressure indicators operate normally, and b) Pressure on both brake pressure indicators is verified with parking brake on.
	(With Mod. 31441)	C	1	0	(M) May be inoperative provided: a) Both brake pressure indicators operate normally, and b) Pressure on both brake pressure indicators is verified with parking brake on.
		C	1	0	(O) May be inoperative provided: a) ACCU PRESS/ACCU ONLY indication is available on ECAM WHEEL page, and b) Hydraulic pressure of the brake accumulator is checked on ECAM WHEEL page before each flight.
44-03	BRAKES Pressure Indicators	C	2	1	(O) One may be inoperative provided both BSCU channels/systems operate normally.
45-02	Parking Brake External Light	C	1	0	May be inoperative provided parking brake status is verified before moving aircraft.
47-01	Brake Temperature Monitoring Unit	C	2	0	(O) May be inoperative provided brake ground cooling time is applied.
48-01 ***	Brake Fan System	D	1	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	LANDING GEAR				
48-02 ***	BRAKE FAN HOT Light	D	1	0	
49-01 ***	ECAM Tire Pressure Indications	D	6	0	
49-02 ***	Tire Pressure Monitoring System	D	1	0	(M) May be inoperative on one or more wheels provided the tire pressure on affected wheel(s) is checked every three days.
51-01	Nose Wheel Steering System				Deleted, REV 20.
51-02	PEDALS DISC p.b	C	2	0	(O) May be inoperative in the released position (No disconnection possible and NWS still available by rudder pedals).
51-03	Nose Wheel Steering Control System Deactivation Device (for A/C Towing)	C	1	0	(O) May be inoperative (no towing Mode when lever in TOWING position).
		C	1	0	(M)(O) May be inoperative provided the NWS electrical deactivation box is deactivated.
60-01	LDG Gear Indicator Panel (UNLK and/or Down & Locked Triangle Indications)	B	1	0	(O) May be inoperative provided: a) Both landing gear position indications (on ECAM wheel page) for all three landing gear operate normally, and b) Upper and lower ECAM display units operate normally.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	LANDING GEAR				
60-02	Gear Not Down Indication				
1)	Red DOWN Arrow Light	B	1	0	(M) May be inoperative provided GEAR NOT DOWN caution on ECAM operates normally.
60-03	ECAM Wheel Page Indications				
1)	UP LOCK	C	3	0	
2)	L/G Doors	C	3	0	May be inoperative provided MAX SPEED is limited to 250KTS/M.60.
3)	L/G CTL	C	1	0	
4)	REL	C	4	0	
5)	ANTI SKID/ANTI SKID [1,2]	C	-	0	(M) May be inoperative provided antiskid system operates normally.
6)	AUTO BRK	C	1	0	(O) May by inoperative provided Auto Brake Mode Lights operate normally.
		C	1	0	May be inoperative provided AUTO/BRK Function is not used.
7)	Brakes Temperatures	C	4	0	(M)(O) May be inoperative provided ground brake cooling time is applied.
8)	L/G Position	C	6	3	May be inoperative provided gear position indications are available on landing gear indicator panel.
9)	[Y] N/W STEERING (With Mod. 31441)	C	2	0	
10)	[G] NORM BRK (With Mod. 31441)	C	2	0	

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	LANDING GEAR				
60-03	ECAM Wheel Page Indications (Continued)				
11)	[Y] ALTN BRK (With Mod. 31441)	C	2	0	
12)	ACCU PRESS/ACCU ONLY (With Mod. 31441)	C	1	0	
60-04	Fault(s) Indicated by BRAKES N/WS MINOR FAULT Caution on ECAM E/WD (With Mod. 26925 and without Mod. 38973)	B	-	-	(M)(O) May be displayed provided: a) BSCU system 1 and system 2 operate normally, and b) It is checked prior to each departure that the following CFDS failure messages related to BRAKES N/WS MINOR FAULT are not displayed: - A fault on the Alternate Braking Control Unit (ABCU), - A fault on the Alternate Braking Selector Valve, - A fault on the Alternate Braking Servo-valve, or - A degraded pressure on an Alternate Servo-valve. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	LANDING GEAR				
60-04	Fault(s) Indicated by BRAKES N/WS MINOR FAULT Caution on ECAM E/WD (With Mod. 26925 and without Mod. 38973) (Continued)	B	-	-	(M)(O) May be displayed provided: a) BRAKES pressure indicators operate normally, b) Alternate braking system is checked operative before the first flight of each day, and c) It is checked prior to each departure that the following CFDS failure messages related to BRAKES N/WS MINOR FAULT are not displayed: - A fault on the Alternate Braking Control Unit (ABCU), - A fault on the Alternate Braking Selector Valve, - A fault on the Alternate Braking Servo-valve, - A fault on the Alternate Pressure Transducer, or - A degraded pressure on an Alternate Servo-valve.
60-04	Fault(s) Indicated by BRAKES N/WS MINOR FAULT Caution on ECAM E/WD (With Mod. 26925 and with Mod. 38973)	B	-	-	(M)(O) May be displayed provided BSCU system 1 and system 2 operate normally.
		B	-	-	(M)(O) May be displayed provided: a) BRAKES pressure indicators operate normally, b) Alternate braking system is checked operative before the first flight of each day, and c) It is checked prior to each departure that the following CFDS failure message related to BRAKES N/WS MINOR FAULT is not displayed: - A fault on an Alternate Pressure Transducer.
60-07 ***	Integral Tire Pressure Indicators	D	-	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	LIGHTS				
10-01	Cockpit and Instrument Panel Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: e) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, f) Positioned so that direct rays are shielded from flight crewmembers eyes, g) Lighting configuration and intensity is acceptable to the flight crew, d) Both dome lights are operative, and e) Main panel flood light operates normally. NOTE: Dome lights are considered operative with a minimum of three bulbs illuminated in each assembly.
10-02	Annunciator Lights				
1)	Test Function	B	1	0	
2)	Dim Function	C	1	0	May be inoperative for day operations.
3)	Bright Function	C	1	0	May be inoperative: a) For night operations, and. b) Day operations are not conducted.

SYSTEM, & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	LIGHTS			
20-01	Cabin Light System			
1)	Passenger Configurations Without Photoluminescent Escape Path Marking System C	-	-	(O) Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.
2)	Passenger Configuration With Photoluminescent Escape Path Marking Systems C	-	-	(O) Individual lights may be inoperative provided: a) Remaining lighting is sufficient for cabin attendants to perform their duties, and b) Minimum acceptable lighting levels specified in one of the following documents are maintained: 1) FAA engineering approval letter, 2) FAA approved report or the Type Design holder, 3) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or 4) An FAA approved report incorporated in the Master Drawing List for the applicable STC.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	LIGHTS				
20-02	Passenger Lighted Information Signs	C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory must be blocked and placarded - DO NOT OCCUPY. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
		C	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.
1)	All Cargo, Supernumerary/Courier Area Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated sign(s) are placed on or off.
20-04	Passenger Lighted Information Signs AUTO Function	C	1	0	(O) May be inoperative provided Manual function operates normally.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	LIGHTS				
30-01	Cargo and Service Compartment Lighting System	D	1	0	
40-01	Navigation Lights Systems				
1)	Aircraft Equipped With One Navigation Lights System	C	1	0	May be inoperative for day operations.
2) ***	Aircraft Equipped With Two Navigation Lights Systems	C	2	1	NAV 1 or NAV 2 system may be inoperative.
		C	2	0	May be inoperative for day operations.
3) ***	Forward LED Navigational Light System (STC ST10742SC)	C	1	0	May be inoperative for day operations.
a)	LEDs	D	8	6	One LED in each Nav Light Assembly may be inoperative
40-02	Landing Lights	C	2	1	One may be inoperative provided nose, taxi and takeoff lights operate normally.
		C	2	0	May be inoperative for day operations.
1)	Retraction Systems	C	2	0	(O) May be inoperative provided a 1% fuel penalty is applied for each extended light.
40-03	Runway Turn-Off Light Systems	C	2	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	LIGHTS				
40-04	Taxi and Takeoff Light Systems	C	2	0	
40-05 ***	Logo Lights	D	2	0	
40-06	Anti-Collision Light System	C	1	0	May be inoperative for day operations.
		C	1	0	May be inoperative for night operation provided wing/tail strobe lights operate normally.
40-07	Wing Scan Lights	C	2	0	(O) May be inoperative provided ground deicing procedures do not require their use.
40-08	Wing/Tail Strobe Light System	D	1	0	
50-01	Exit Marking Signs				
1)	Exit Marking Signs (Bulbs/LEDs)	C	-	-	May be inoperative provided no more than three non-adjacent bulbs or LEDs are inoperative in any one sign.
2)	Exit Location Sign in Main Aisle (LEDs)	C	-	-	May be inoperative provided no more than three non-adjacent LEDs are inoperative in any one sign. NOTE: All exit locator sign bulbs in main aisle overhead must be operative.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	LIGHTS				
50-02	Overhead Emergency Lights				
	(A318/A319)	C	11	9	A maximum of two non-adjacent overhead emergency lights may be inoperative.
	(A320)				
1)	Without Mod. 24399	C	14	11	A maximum of three non-adjacent overhead emergency lights may be inoperative.
2)	With Mod. 24399	C	12	9	A maximum of three non-adjacent overhead emergency lights may be inoperative.
	(A321)	C	19	15	A maximum of four non-adjacent overhead emergency lights may be inoperative.
50-03	Floor Proximity Emergency Escape Path Marking System				
1)	Incandescent Lighting System	C	1	1	Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are maintained: a) FAA engineering approval letter, b) FAA approved report of 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 of the applicable STC.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	LIGHTS				
50-03	Floor Proximity Emergency Escape Path Marking System (Continued)				
2)	Photoluminescent Lighting System	C	1	1	Components may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are maintained: a) FAA engineering approval letter, b) FAA approved report or 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.
50-04	Overwing Escape Route Lighting (A318/A319/A320)				
1)	Overwing Emergency Light	C	-	-	May be inoperative for day operations.
2)	Overwing Exit handle light	B	-	0	
50-05	Escape Slide Lighting	B	-	0	May be inoperative for day operations.
50-06	Lavatory Auxiliary Lights	C	-	0	
50-07	EMER LIGHT TEST				
1)	SYS TEST				Moved to item 23-73-07 1).

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	LIGHTS				
50-08	EMER EXIT LT OFF Light on SIGNS Overhead Panel	C	1	0	(M) May be inoperative provided emergency lighting system is verified operative once each flight day.
81-01 ***	Visual Ice Detector Lighting				Deleted, REV18. (See item 30-81-03).

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
34-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
1)	Fault (s) Indicated by ADR	C	-	-	
2)	Fault (s) Indicated by IR	C	-	-	
					NOTE: Dispatch with either of the above MAINT STS messages displayed on ECAM is permitted without CFDS interrogation.
00-01	Autotune Systems	C	2	1	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
10-01	ADIRS				
1)	IRS NAV Mode	C	3	2	(O) One may be inoperative provided approach minimums do not require its use. NOTE: If NAV Mode of IR 1 is inoperative, terrain function of TAWS is inoperative.
2)	IR 2	C	1	0	(M)(O) May be inoperative provided: a) IR 1 and 3 are operative, b) Both FCU channels operate normally, c) All ELACs, SECs, SFCCs, FACs, LGCIUs, and RAs operate normally, d) All flight control accelerometers operate normally, e) Takeoff in CONF 1+F is prohibited, and f) Approach minimums do not require its use.
3)	IR 3	C	1	0	(M)(O) May be inoperative provided: a) IR 1 and 2 are operative, b) Both FCU channels operate normally, c) All ELACs, SECs, SFCCs, FACs, LGCIUs, and RAs operate normally, d) All flight control accelerometers operate normally, and e) Approach minimums do not require its use. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
10-01	ADIRS (Continued)				
3)	IR 3 (Continued)				
	Honeywell PN HG1150AC05(06)(07) (Mod. 21206/SB A320-34-1010 or Mod., 24349/SB A320/34-1084 or Mod. 30652/SB A320-34-1231)	B	1	0	(M)(O) May be inoperative provided: a) IR 1 and 2 are operative, b) Both FCU channels operate normally, c) All ELACs, SECs, SFCCs, FACs, LGCIUs, and RAs operate normally, d) All flight control accelerometers operate normally, and e) Approach minimums do not require its use.
4)	ADR 2 or 3	C	2	1	(M)(O) Except where enroute operations require its use, one may be inoperative provided: a) Both FCU channels operate normally, b) All ELACs, SECs, SFCCs, FACs, LGCIUs, and RAs operate normally, c) All flight control accelerometers operate normally, d) Takeoff in CONF 1+F is prohibited with ADR 2 inoperative, and e) Approach minimums do not require its use. NOTE: Without Mod. 30416 or 31528, ADR 2 must be operative for RVSM operations.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
10-02	ADIRS CDU (Aircraft Pre. Mod. 36743)				
1)	Mode Rotary Selectors	C	3	2	ADIRS 2 or 3 selector may be inoperative provided the associated ADIRS is considered inoperative.
2)	Data Selector	C	1	0	May be inoperative provided MCDU 1 and MCDU 2 operate normally.
3)	System Selector	C	1	0	May be inoperative provided: a) MCDU 1 and MCDU 2 operate normally, and b) IRS initialization is available through FMGS.
4)	Display	C	1	0	May be inoperative provided MCDU 1 and MCDU 2 operate normally.
5)	ADR Fault Lights	C	3	0	May be inoperative provided ECAM display operates normally.
6)	ADR OFF Lights	C	3	0	May be inoperative provided ECAM display operates normally.
7)	IR FAULT Lights	C	3	0	May be inoperative provided ECAM display operates normally.
8)	IR ALIGN Lights	C	3	0	May be inoperative provided ECAM display operates normally.
9)	ON BAT Light	C	1	0	
10)	Keyboard	C	1	0	May be inoperative provided MCDU 1 and MCDU 2 operate normally.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
10-02	ADIRS CDU (Aircraft Pre. Mod. 36743) (Continued)				
11)	ADR 2 p.b Switch	C	1	0	(O) May be inoperative provided: a) Mode Rotary Selector 2 is operative, and b) ADR 1, ADR 3, IR1 and IR3 are operative.
12)	ADR 3 p.b Switch	C	1	0	(O) May be inoperative provided: a) Mode Rotary Selector 3 is operative, and b) ADR 1, ADR 2, IR1 and IR2 are operative.
10-03	ADIRS MSU (Aircraft Post Mod. 36743)				
1)	Mode Rotary Selectors	C	3	2	ADIRS 2 or 3 selector may be in-operative provided the associated ADIRS is considered inoperative.
2)	IR 2 p.b Switch	C	1	0	(O) May be inoperative provided: a) Mode Rotary Selector 2 is operative, and b) ADR 1, ADR 3, IR1 and IR3 are operative.
3)	IR 3 p.b Switch	C	1	0	(O) May be inoperative provided: a) Mode Rotary Selector 3 is operative, and b) ADR 1, ADR 2, IR1 and IR2 are operative.
4)	IR FAULT Lights	C	3	0	May be inoperative provided ECAM display operates normally.
5)	IR OFF Lights	C	3	0	May be inoperative provided ECAM display operates normally. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
10-03	ADIRS MSU (Aircraft Post Mod. 36743) (Continued)				
6)	ADR 2 p.b Switch	C	1	0	(O) May be inoperative provided: a) Mode Rotary Selector 2 is operative, and b) ADR 1, ADR 3, IR1 and IR3 are operative.
7)	ADR 3 p.b Switch	C	1	0	(O) May be inoperative provided: a) Mode Rotary Selector 3 is operative, and b) ADR 1, ADR 2, IR 1 and IR 2 are operative.
8)	ADR FAULT Lights	C	3	0	May be inoperative provided ECAM display operates normally.
9)	ADR OFF Lights	C	3	0	May be inoperative provided ECAM display operates normally.
10)	ON BAT Light	C	1	0	
	AIR DATA INDICATIONS ON PRIMARY FLIGHT DISPLAYS (PFD)				
13-02	Mach numbers on PFD	C	2	1	
		C	2	0	(O) May be inoperative provided: a) MMO black and red strips operate normally on both PFDs, and b) Airplane remains at or below FL 250.
	(Aircraft with Mod. 27620)	C	2	0	May be inoperative provided ISIS Mach Number function is operative.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
13-05	Vertical Speed				
1)	Inertial Mode	C	2	0	
13-06	Other Air Data Related Indicators (Except Airspeed and Altitude)				Deleted, REV 13.
	AIR DATA INDICATIONS ON NAVIGATION DISPLAYS (ND)				
13-07	Ground Speed	C	2	0	
13-08	True Airspeed	C	2	0	
13-09	Wind	C	2	0	
	ATTITUDE, HEADING AND POSITION ON DISPLAY UNITS				
14-02	EIS Heading	C	4	3	
14-03	Position				Deleted, REV 3.
14-04	Navigation Station Information	C	-	0	
14-05	Chrono	C	2	0	
15-01 ***	Angle of Attack Indicator	D	-	0	May be inoperative provided operations/ procedures do not require its use.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
21-01	Standby Airspeed Indicator				
1)	Airspeed Bugs	D	-	-	
21-02	Standby Altimeter				
1)	Altitude Bugs	D	-	-	
21-03 ***	Standby Metric Altimeter	D	1	0	
22-01	Standby Horizon (Attitude) (Aircraft with Honeywell ADIRUs or Aircraft with Litton ADIRUs P/N 465020-0303-0316 and Mod. 30650 or 30872)	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
22-02	Non-Stabilized Magnetic Compass (Standby) (Aircraft equipped with Honeywell ADIRU's or aircraft equipped with Litton ADIRUs P/N 465020-0303-316 and Mod. 30630 or 30872)	B	1	0	(O) May be inoperative provided: a) Three IRs operate normally, and b) ATT/HDG, EIS DMS and PFD/ND switching capabilities operate normally.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
22-02	Non-Stabilized Magnetic Compass (Standby) (Aircraft equipped with Honeywell ADIRU's or aircraft equipped with Litton ADIRUs P/N 465020-0303-316 and Mod. 30630 or 30872) (Continued)	B	1	0	(O) May be inoperative provided: a) Three IRs operate normally, and b) DDRMI operates normally.
		B	1	0	(O) May be inoperative provided: a) Any combination of two IRs are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.
1)	Lighting (Aircraft equipped with Honeywell or Litton ADIRU's)	C	1	0	
22-03	Integrated Standby Instrument System				
1)	Horizon (Attitude) Function	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
2)	ILS Function	D	1	0	
3)	Mach Number Function	D	1	0	

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
22-03	Integrated Standby Instrument System (Continued)				
4)	Bugs Function	D	1	0	
36-01	ILS Navigation Systems	C	2	-	As required by FAR. NOTE: GPWS Glideslope Deviation Light(s) will be inoperative with the loss of the ILS 1.
41-01	Weather Radar Systems	D	-	-	Any in excess of those required by FAR may be inoperative.
42-01	Radio Altimeter (RA) Systems	A	2	1	(O) One may be inoperative provided: a) Approach minimums do not require its use, b) Both FCU channels operate normally, c) All ELACs, SECs, ADIRS, SFCC, LGCIU, and FACs operate normally, and d) Repairs are made within two flight days for RA 1 and within three flight days for RA 2. NOTE: Inoperative RA 1 renders GPWS inoperative.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
42-02	Automatic Call Out System	C	1	0	May be inoperative provided approach minimums do not require its use.
42-04	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days.
		C	-	0	May be inoperative provided it is not required by FAR.
43-01	Traffic Alert Collision Avoidance System (TCAS II)	B	1	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	1	0	(M) May be inoperative provided: a) Not required by FAR, 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 System (s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on flying pilot side.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
43-01	Traffic Alert Collision Avoidance System (TCAS II) (Continued)				
2)	Resolution Advisory (RA) Display System(s)	C	2	1	(O) One may be inoperative on the non-flying pilot side.
		C	-	0	(O) May be inoperative provided: a) All Traffic Alert (TA) 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.
3)	Traffic Alert 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.
4)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
5) ***	Airspace Selection Function	C	-	0	
48-01	Ground Proximity warning System (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.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
48-01	Ground Proximity warning System (GPWS) (Continued)				
1)	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
2)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
3)	Glideslope Deviation (Mode 5)	C	2	1	
		B	2	0	
4) ***	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.
5)	Windshear Mode				Deleted, REV 18 (See item 22-66-03).

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
48-01	Ground Proximity warning System (GPWS) (Continued)				
6) ***	Terrain Awareness and Warning System (TERR)				
a)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA Functions)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
b)	Terrain Displays (TERR ON ND)	C	2	1	
		B	2	0	
7) ***	Runway Awareness & Advisory System (RAAS)	C	1	0	
48-02	GPWS FAULT Light	C	1	0	May be inoperative provided GPWS is verified to operate normally before each flight
		A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
51-01	DME	C	2	-	As required by FAR.
52-01	ATC Transponders and Automatic Altitude Reporting Systems	B	2	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	2	1	Any in excess of those required by FAR may be inoperative.
1)	Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by FAR	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.
52-03	Windshear Detection and Guidance System				Moved to 22-66-03 in REV 13.
53-01	ADF System	D	-	-	Any in excess of those required by FAR may be inoperative.
55-01	VOR Navigation	C	-	-	As required by FAR.
55-02	Marker Beacon	D	-	0	May be inoperative provided approach minimums do not require its use.
55-03	Long Range Navigation Systems	D	-	-	Any in excess of those required by FAR may be inoperative.
55-04 ***	MLS	D	2	-	As required by FAR.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
57-01	DDRMI (Without Mod. 33503)				
1)	Compass Card	C	1	0	
2)	VOR Pointers	C	-	-	As required by FAR.
3)	DME Counters	C	-	0	As required by FAR
4)	ADF Pointers	D	-	0	As required by FAR
57-02 ***	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 required equipment.
1)	Cockpit display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.
2)	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.
3)	Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided I that section.
4)	Data Link Receivers	D	-	0	
5)	ADS-B Applications	D	-	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
58-01 ***	Global Positioning System	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
		D	2	0	May be inoperative provided procedures do not require its use.
61-01	Navigation Databases	C	2	2	(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.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35	OXYGEN				
10-01	Quick Donning Cockpit Oxygen Mask and Mic				Deleted, REV 4. Item now covered under 25-11-06, First Observer's Sliding Seat.
10-02	Indications On DOOR/ OXY ECAM Page				Moved to 35-13-01, REV 20. |
10-04	Exterior Oxygen Overpressure Indicator Disc (Green Disc)	C	1	0	(O) May be damaged or missing.
10-05	CREW SUPPLY p.b Switch				Moved to 35-13-02, REV 20. |
	PASSENGER OXYGEN SYSTEM				
13-01	Indications On DOOR/OXY ECAM Page				
1)	OXY High Pressure Indication	C	1	0	(M)(O) May be inoperative provided: a) The oxygen pressure is verified by direct reading before each departure, b) The oxygen pressure is sufficient for the intended flight, and c) The REGUL LO PR indication is operative.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35	OXYGEN				
13-01	Indications On DOOR/OXY ECAM Page (Continued)				
2)	REGUL LO PR Indication	C	1	0	(M)(O) May be inoperative provided: a) The oxygen pressure is verified before the first flight of each day, and b) OXY high pressure indication is operative.
13-02	Crew Supply p.b Switch				
1)	OFF Light	C	1	0	
	Passenger Oxygen System				
20-01	Automatic Control System				Moved to 35-23-02, REV 20 |
20-02	Manual Control System				Moved to 35-23-01, REV 20 |
20-03	Passenger Oxygen Storage				Moved to 35-21-01, REV 20 |
20-04	Lavatory Module				Moved to 35-21-02, REV 20 |
20-05	PASSENGER SYS ON Light				Moved to 35-23-03, REV 20 |
20-06	Portable Oxygen Units (Bottle and Mask)				Moved to 35-31-01, REV 20 |

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35	OXYGEN				
20-07	Protective Breathing Equipment (PBE)				Moved to 35-32-01, REV 20.
21-01	Passenger Oxygen Storage				
1)	Individual Cabin Modules	B	-	-	May be inoperative provided associated seats are placarded "DO NOT OCCUPY".
		B	-	-	(O) Modules may be inoperative provided airplane remains at or below FL 250.
2) ***	Galley Modules	B	-	-	(O) May be inoperative and associated galley occupied provided airplane remains at or below FL 250.
		B	-	-	May be inoperative and associated galley occupied provided a portable oxygen bottle and mask are available for the associated galley occupant.
21-02	Lavatory Oxygen Module	B	-	-	(M) May be inoperative provided lavatory is placarded "INOPERATIVE-DO NOT OCCUPY".
23-01	Passenger Oxygen Manual Control System	C	1	0	(O) May be inoperative provided airplane remains at or below FL 250.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35	OXYGEN				
23-02	Passenger Oxygen AUTO Control System	C	1	0	(O) May be inoperative provided: a) Airplane remains at or below FL300,and b) Passenger oxygen manual control system is operative.
		C	1	0	(O) May be inoperative provided airplane remains at or below FL 250.
23-03	PASSENGER SYS ON Light	C	1	0	
31-01	Portable Oxygen Units (Bottle and Mask)	D	-	-	(M) Any in excess of those required by FAR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.
32-01	Protective Breathing Equipment (PBE)	C	-	-	Any in excess of those required by FAR may be inoperative.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	PNEUMATIC				
36-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
1)	Fault (s) Indicated by AIR BLEED				
	(A318/A319/A320/A321 aircraft with Mod. 36595)	C	-	-	NOTE: Dispatch with this maintenance status message displayed on ECAM is permitted without CFDS interrogation.
	(A318/A319/A320/A321 with Mod. 33844, or Mod. 33847, or Mod. 33687 and without Mod. 36595)	C	-	-	(M) May be displayed provided it is checked that the CFDS does not report a fault on a BMC or a pylon leak detection loop.
		C	-	-	May be displayed provided: a) Only one side is affected, and b) Associated bleed air supply system is considered inoperative.
	(A318/A319/A320/A321 aircraft without Mod. 36595, or Mod. 33844, or Mod. 33847, or Mod. 33687)	C	-	-	(M) May be displayed provided it is checked that the CFDS does not report a fault on a BMC or a pylon leak detection loop.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	PNEUMATIC				
36-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY (Continued)				
1)	Fault(s) indicated by AIR BLEED (Continued)				
	(A318/A319/A320/A321 aircraft without Mod. 36595, or Mod. 33844, or Mod. 33847, or Mod. 33687) (Continued)	C	-	-	(O) Except for ER operations beyond 120 minutes, may be displayed provided: a) Only one side is affected, b) The associated BLEED p.b-sw is set to OFF, c) The associated PACK p.b-sw is set to OFF, d) The X-BLEED selector is set to SHUT, e) The APU BLEED p.b-sw is set to OFF if LH side is affected, f) The aircraft is not operated in known or forecast icing conditions, and g) Airplane remains at or below FL 310. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	PNEUMATIC				
1)	Fault(s) indicated by AIR BLEED (Continued)				
	(A320/A321aircraft with Mod. 31283 and without Mod. 36595, or Mod. 33844, or Mod. 33847)	C	-	-	(O) Except for ER operations beyond 120 minutes, may be displayed provided: a) Only one side is affected, b) The associated BLEED p.b-sw is set to OFF, c) The associated PACK p.b-sw is set to OFF, d) The X-BLEED selector is set to SHUT, e) The APU BLEED p.b-sw is set to OFF if LH side is affected, f) The aircraft is not operated in known or forecast icing conditions, and g) The speedbrakes are operative.
	(A319 aircraft with Mod. 31283 and without Mod. 36595, or Mod. 33844, or Mod. 33847)	C	-	-	(O) Except for ER operations beyond 120 minutes, may be displayed provided: a) Only one side is affected, b) The associated BLEED p.b-sw is set to OFF, c) The associated PACK p.b-sw is set to OFF, d) The X-BLEED selector is set to SHUT, e) The APU BLEED p.b-sw is set to OFF if LH side is affected, f) The aircraft is not operated in known or forecast icing conditions, g) Airplane remains at or below FL 370, and h) The speedbrakes are operative.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36 PNEUMATIC				
1) Fault(s) indicated by AIR BLEED (Continued)				
(A318 aircraft with Mod. 31283 and without Mod. 36595, or Mod. 33844, or Mod. 33847)	C	-	-	(O) Except for ER operations beyond 120 minutes, may be displayed provided: a) Only one side is affected, b) The associated BLEED p.b-sw is set to OFF, c) The associated PACK p.b-sw is set to OFF, d) The X-BLEED selector is set to SHUT, e) The APU BLEED p.b-sw is set to OFF if LH side is affected, f) The aircraft is not operated in known or forecast icing conditions, g) Airplane remains at or below FL 350, and h) The speedbrakes are operative.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	PNEUMATIC				
11-01	Bleed Air Supply Systems				
	(A318/A319/A320/ A321 Aircraft)(Without Mod. 31283)	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) The associated ENG BLEED p.b sw is selected OFF, b) The aircraft is not operated in known or forecast icing conditions, c) Airplane remains at or below FL 310,and d) The X-BLEED valve selector switch is selected OPEN.
	(A320/A321 with Mod. 31283)	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) The associated ENG BLEED p.b sw is selected OFF, b) The aircraft is not operated in known or forecast icing conditions, c) The speed brakes are operative, and d) The X-BLEED valve selector switch is selected OPEN. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	PNEUMATICS				
11-01	Bleed Air Supply Systems (Continued)				
	(A319 with Mod. 31283)	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) The associated ENG BLEED p.b sw is selected OFF, b) The aircraft is not operated in known or forecast icing conditions, c) Airplane remains at or below FL 370, d) The speedbrakes are operative, and e) The X-BLEED valve selector switch is selected OPEN.
	(A318 with Mod. 31283)	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) The associated ENG BLEED p.b sw. is selected OFF, b) The aircraft is not operated in known or forecast icing conditions, c) Airplane remains at or below FL 350, d) The speedbrakes are operative, and e) The X-BLEED valve selector switch is selected OPEN.
11-02	Bleed Valves (PRV)	C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative secured closed provided associated bleed air supply system is considered inoperative.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	PNEUMATIC				
11-03	Overpressure Valves	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative closed provided associated bleed air supply system is not used.
		C	2	0	May be inoperative open provided ENG BLEED FAULT or ENG BLEED ABNORM PR cautions were not triggered during previous flight.
11-04	Fan Air Valves (FAV)	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided associated bleed air supply system is not used.
11-05	Bleed Air Precooler Exchangers	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided associated bleed air supply system is not used.
11-06	Intermediate Pressure Check Valves (IP)	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided associated bleed air supply system is not used.
		C	2	1	(M)(O) One may be inoperative open provided associated HP valve is secured closed.
11-07	High pressure Valves (HPV)	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative in the closed position provided associated bleed air supply system is not used.
		C	2	1	(M)(O) One may be inoperative provided valve is secured closed.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	PNEUMATIC				
11-08	Bleed Monitoring Computers (BMC)				
	(A318/A319/A320/A321 aircraft without Mod. 36595)				Incorporated into 36-36-00, REV 21
	(A318/A319/A320/A321 aircraft with Mod. 36595 and fitted with Mod. 33844, or Mod. 33847, or Mod. 33687)	C	2	1	One may be inoperative provided associated bleed air supply system is considered inoperative.
	(A318/A319/A320/A321 aircraft fitted with Mod. 36595 and without Mod. 33844, or Mod. 33847, Mod. 33687)	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) The associated BLEED p.b-sw is set to OFF, b) The associated PACK p.b-sw is set to OFF, c) The X-BLEED selector is set to SHUT, d) The APU BLEED p.b-sw is set to OFF if LH side is affected, e) The aircraft is not operated in known or forecast icing conditions, and f) Airplane remains at or below FL 310. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	PNEUMATIC				
11-08	Bleed Monitoring Computers (BMC) (Continued)				
	(A320/A321 aircraft fitted with Mod. 36595 and without Mod. 33844 or 33847) (Continued)	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) The associated BLEED p.b-sw is set to OFF, b) The associated PACK p.b-sw is set to OFF, c) The X-BLEED selector is set to SHUT, d) The APU BLEED p.b-sw is set to OFF if LH side is affected, e) The aircraft is not operated in known or forecast icing conditions, and f) The speedbrakes are operative.
	(A319 aircraft fitted with Mod. 36595 and without Mod. 33844 or 33847)	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) The associated BLEED p.b-sw is set to OFF, b) The associated PACK p.b-sw is set to OFF, c) The X-BLEED selector is set to SHUT, d) The APU BLEED p.b-sw is set to OFF if LH side is affected, e) The aircraft is not operated in known or forecast icing conditions, f) Airplane remains at or below FL 370, and g) The speedbrakes are operative. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	PNEUMATIC				
11-08	Bleed Monitoring Computers (BMC) (Continued)				
	(A318 aircraft fitted with Mod. 36595 and without Mod. 33844, or Mod. 33687)	C	2	1	(O) Except for ER operations, one may be inoperative provided: a) The associated BLEED p.b-sw is set to OFF, b) The associated PACK p.b-sw is set to OFF, c) The X-BLEED selector is set to SHUT, d) The APU BLEED p.b-sw is set to OFF if LH side is affected, e) The aircraft is not operated in known or forecast icing conditions, f) Airplane remains at or below FL 350, and g) The speedbrakes are operative.
12-01	APU Bleed Air Supply System	C	1	0	(O) May be inoperative provided APU BLEED switch remains OFF.
12-02	APU Bleed Valve	C	1	0	(M) May be inoperative secured closed provided APU bleed switch is selected OFF.
		C	1	0	(O) May be inoperative open provided APU is not used.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	PNEUMATIC				
12-03	APU Bleed Check Valve	C	1	0	(O) May be inoperative closed provided APU bleed switch is selected OFF.
		C	1	0	(O) May be inoperative open and APU used provided: a) Airplane remains at or below FL 200, and b) X BLEED selector is selected SHUT and ENG 1 bleed is selected OFF if engine bleed is used.
		C	1	0	(O) May be inoperative open provided APU is not used.
12-04	Cross Bleed Valve				
1)	Automatic Control	C	1	0	(O) May be inoperative provided manual control operates normally.
20-01	ENG BLEED p.b Switch				
1)	FAULT Lights	C	2	0	May be inoperative provided alternate procedures are established and used.
2)	OFF Lights	C	2	0	
20-02	APU BLEED p.b Switch				
1)	FAULT Light	C	1	0	
2)	On Light	C	1	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	PNEUMATIC				
20-03	ECAM BLEED Page Indications				
1)	ENG BLEED Pressure	C	2	0	
2)	ENG BLEED Temperature	C	2	0	
3)	ENG BLEED Valve	C	2	0	
4)	ENG HP Valve	C	2	0	
5)	APU BLEED Valve	C	1	0	
6)	X BLEED Valve	C	1	0	
22-15	Pylon Leak Detection Loops				
	(A318/A319/A320/A321 aircraft fitted with Mod. 33844, or Mod. 33847, or Mod. 33687)	C	2	1	(M) One may be inoperative provided: a) The associated pylon leak detection loop is deactivated, b) The caution AIR ENG 1(2) BLEED LEAK is confirmed to be false by troubleshooting, and c) The affected bleed air supply system is considered inoperative.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	PNEUMATIC				
22-15	Pylon Leak Detection Loops (Continued)				
	(A318/A319/A320/A321 aircraft without Mod. 33844, or Mod. 33847, or Mod. 33687) (Continued)	C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) The associated pylon leak detection loop is deactivated, b) The associated BLEED p.b-sw is set to OFF, c) The associated PACK p.b-sw is set to OFF, d) The X-BLEED selector is set to SHUT, e) The APU BLEED p.b-sw is set to OFF if LH side is affected, f) The aircraft is not operated in known or forecast icing conditions, and g) Airplane remains at or below FL 310.
	(A320/A321 aircraft fitted with Mod. 31283 and without Mod. 33844, or Mod. 33847)	C	2	1	(M)(O) Except for ER operations beyond 120minutes, one may be inoperative provided: a) The associated pylon leak detection loop is deactivated, b) The associated BLEED p.b-sw is set to OFF, c) The associated PACK p.b-sw is set to OFF, d) The X-BLEED selector is set to SHUT, e) The APU BLEED p.b-sw is set to OFF if LH side is affected, f) The aircraft is not operated in known or forecast icing conditions, and g) The speedbrakes are operative. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	PNEUMATIC				
22-15	Pylon Leak Detection Loops (Continued)				
	(A319 aircraft fitted with Mod. 31283 and without Mod. 33844, or Mod. 33847)	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) The associated pylon leak detection loop is deactivated, b) The associated BLEED p.b-sw is set to OFF, c) The associated PACK p.b-sw is set to OFF, d) The X-BLEED selector is set to SHUT, e) The APU BLEED p.b-sw is set to OFF if LH side is affected, f) The aircraft is not operated in known or forecast icing conditions, h) The speedbrakes are operative, and i) Airplane remains at or below FL 370.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	PNEUMATIC				
22-15	Pylon Leak Detection Loops (Continued)				
	(A318 aircraft fitted with Mod. 31283 and without Mod. 33844, or Mod. 33847, or Mod. 33687)	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) The associated pylon leak detection loop is deactivated, b) The associated BLEED p.b-sw is set to OFF, c) The associated PACK p.b-sw is set to OFF, d) The X-BLEED selector is set to SHUT, e) The APU BLEED p.b-sw is set to OFF if LH side is affected, f) The aircraft is not operated in known or forecast icing conditions, g) The speedbrakes are operative, and h) Airplane remains at or below FL 350.
22-16	Wing Leak Detection Loops				Deleted, REV 20. Incorporated into 36-36-00.
22-17	APU Leak Detection Loop	C	1	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
38	WATER/ WASTE				
10-01	Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.
30-01	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
38	WATER/ WASTE				
30-01	Lavatory waste Systems (Including Wheelchair Accessible Lavatories) (Continued)				
		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, b) The Pilot-in-Command will determine if flight duration is acceptable with a FWD lavatory unusable, and c) Associated lavatory door (s) is secured closed and placarded, “INOPERATIVE – DO NOT ENTER”. NOTE: These provisions are not intended to prohibit inspections by crewmembers.
1)	Vacuum Generator Systems (Toilet)	C	2	0	(M)(O) May be inoperative provided: a) Vacuum generator is deactivated, and b) Procedures are established and used to only allow use of the associated lavatory at or above 16000 FT MSL.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46	INFORMATION SYSTEMS				
20-01 ***	Electronic Flight Bag Systems (EFBs)				
1) ***	Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document which operates normally may be used.
		D	-	0	May be inoperative provided procedures do not require its use.
2) ***	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
3) ***	Power Connection (Class 1 & 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
4) ***	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46	INFORMATION SYSTEMS				
20-01 ***	Electronic Flight Bag Systems (EFBs) (Continued)				
4) ***	Mounting Device (Class 2)(Continued)	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.
21-01 ***	Air Traffic Service Unit System (ATSU)	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 ATSU function or Mode that operates normally may be used.
21-02 ***	Data-Link Control Display Units (DCDU)	C	2	1	
		C	2	0	(O) May be inoperative provided alternate procedures are established and used.
		D	2	0	May be inoperative provided procedures do not require its use.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46	INFORMATION SYSTEMS				
21-03 ***	ATC Msg. p.b	C	2	1	
		C	2	0	(O) May be inoperative provided alternate procedures are established and used.
		D	2	0	May be inoperative provided procedures do not require its use.
1)	ATC MSG Lights	D	2	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
49	AIRBORNE AUXILIARY POWER				
49-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
1)	Fault (s) indicated by APU	C	-	-	
					NOTE: Dispatch with this maintenance status message displayed on ECAM is permitted without CFDS interrogation.
10-01	APU System	C	1	0	(O) Except for ER operations, may be inoperative.
	(A318/A319/A321) (A320 with Mod. 27189 or Mod. 33972)	A	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative for four flights.
10-02	APU Air Intake Flap	A	1	0	(M) May be inoperative secured open and APU used provided repairs are made within 10 flight days.
		C	1	0	May be inoperative closed or partially closed provided APU is not used.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
49	AIRBORNE AUXILIARY POWER				
30-01	APU Fuel Pump	C	1	0	Except for ER operations, may be inoperative provided both engine driven generators are operative.
	(A318/A319/A321) (A320 with Mod. 27189 or Mod. 33972)	A	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative for four flights. NOTE: APU may be started using A.C. boost pump feeding the left fuel manifold.
30-02	APU LP Valve	C	1	0	(M) May be inoperative secured closed provided APU is not used.
		C	1	0	(O) May be inoperative in closed position provided: a) Valve is indicated closed on ECAM, and b) APU is not used.
70-01	MASTER Switch ON Light	C	1	0	
70-02	MASTER Switch FAULT Light	C	1	0	May be inoperative provided N and EGT indications are available on ECAM APU page.
70-03	START ON Light	C	1	0	
70-04	START/AVAIL Light	C	1	0	May be inoperative provided N indication is available on ECAM APU page.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
49	AIRBORNE AUXILIARY POWER				
70-05	ECAM APU Page Indications				
1)	APU Indications	C	-	0	May be inoperative provided procedures do not require their use.
2)	APU GEN Parameters	C	-	0	Except for ER operations, may be inoperative provided both Engine Driven Generators are operative.
3)	LOW OIL LEVEL Message	B	-	0	(M) May be inoperative provided: a) Oil level is verified before each refueling, and b) There is no evidence of abnormal consumption or leakage.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	DOORS				
10-03	Passenger Exit Stop Fitting	C	-	-	(O) One per exit may be inoperative provided the airplane is flown in an unpressurized configuration.
10-04	Emergency Operation Cylinder Damper Functions	C	-	0	
10-05 ***	Door Bottle Pressure Indication (On PTP/FAP)				Moved to items 23-73-07 3) for aircraft without Mod. 30354 and 23-73-08 7) for aircraft with Mod. 30354.
30-01	Cargo Door Actuators				
	Without Mod. 25044	A	4	2	(M) One per door may be inoperative provided: a) Integrity of Yellow hydraulic system is not affected, b) Wind velocity does not exceed 30 knots, c) Operation of the door with a single actuator is limited to 7 flight cycles, and d) Inspection service Bulletin ISB 52-1070 has been successfully performed.
		C	4	0	(M) May be inoperative provided: a) Integrity of Yellow hydraulic system is not affected, and b) Door (s) is manually closed and locked.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	DOORS				
30-01	Cargo Door Actuators (Continued)				
	With Mod. 25044	A	4	2	(M) One per door may be inoperative provided: a) Integrity of yellow hydraulic system is not affected, b) Wind velocity does not exceed 30 knots, and c) Operation of the door with a single actuator is limited to 75 flight cycles.
		C	4	0	(M) May be inoperative provided: a) Integrity of yellow hydraulic system is not affected, and b) Door (s) is manually closed and locked.
30-02	Cargo Door Locking Hooks And Spools System	C	-	-	(M) (O) One locking hook or one spool per door may be inoperative provided: a) The remainder are normal, and b) The airplane is flown in an unpressurized configuration.
30-03	Hand Pump	C	1	0	(M) May be inoperative provided the integrity of the yellow hydraulic system is not affected.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	DOORS				
30-04	Cargo Door Opening Electrical Control System	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast, (ballast may be loaded in ULDs), and/or Fly Away Kits. 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	1	0	May be inoperative provided: a) Hand pump operates normally, and b) Cargo door is fully open during loading and unloading
1)	Open and Locked (Green) Lights	C	2	0	May be inoperative and associated cargo compartment used, provided cargo door is fully open during loading and unloading.
33-01 ***	Bulk Cargo Door Balance mechanism	C	1	0	(M) May be inoperative or damaged 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 correctly closed and locked after each use.
50-01	Flight Deck Door Lock Solenoid	C	1	0	(M) May be inoperative provided: a) Door can be locked and unlocked manually, and b) Latch shearing function is not impaired.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	DOORS				
50-02	Cockpit Door Locking System (Automatic System) (Mod. 32088 and 32090) FAR 25.795 compliant	A	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt, and d) Repairs are made within two flight days.
1)	Cockpit Door Toggle Switch				
a)	UNLOCK Function	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
b)	LOCK Function	C	1	0	(M)(O) May be inoperative provided: a) The cockpit door locking system keypad is deactivated, and b) Alternate procedures are established and used.
2)	OPEN Light	C	1	0	

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	DOORS				
50-02	Cockpit Door Locking System (Automatic System) (Mod. 32088 and 32090) FAR 25.795 compliant (Continued)				
3)	FAULT Light	C	1	0	(O) May be inoperative provided all LEDs on CKPT DOOR CONT Panel are operative.
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.
6)	Pressure Rate Sensors	C	2	1	
		A	2	0	May be inoperative provided repairs are made within two flight days.
					(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	DOORS				
50-02	Cockpit Door Locking System (Automatic System) (Mod. 32088 and 32090) FAR 25.795 compliant (Continued)				
7)	Door Release Strikes (Catch Spring, Solenoid, Bolt)	C	3	2	(M) One may be inoperative provided associated door release strike is deactivated or removed.
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 Secondary Locking System (Deadbolt) (Mod. 33777) FAR 25.795 Compliant	C	1	0	May be inoperative provided automatic lock controls operate normally.
60-01 ***	Entrance Stairs (With Mod. 23308)	D	1	0	
70-01	ECAM DOOR Page Indications				
1)	Passenger Doors				
a)	Open Indication	C	-	-	(O) May be inoperative provided: a) A visual check is made before each departure to ensure that the affected door(s) is closed and locked, and b) White SLIDE ARMED light on the affected door does not illuminate when the door is closed and locked and slide armed. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	DOORS				
70-01	ECAM DOOR Page Indications (Continued)				
a)	Open Indication (Continued)	B	-	-	(O) May be inoperative provided: a) A visual check is made before each departure to ensure that the affected door(s) is closed and locked, and b) White SLIDE ARMED light on the affected door remains illuminated when the door is closed and locked and slide armed.
b)	Closed Indication	C	-	-	(M)(O) May be inoperative provided: a) A visual check is made before each departure to ensure that the affected door(s) is closed and locked, and b) Control circuit of affected door slide lighting system is verified to operate normally.
		C	-	-	(O) May be inoperative for day operations provided a visual check is made before each departure to ensure that the affected door(s) is closed and locked. (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	DOORS				
70-01	ECAM DOOR Page Indications (Continued)				
2)	Overwing Emergency Exits (A318/ A319/ A320)				
a)	Open Indication	B	-	-	(M)(O) May be inoperative provided: a) A visual check is made before each departure to ensure that the affected exit(s) is closed and locked, and b) SLIDE Indication on ECAM DOOR page illuminates white when the exits are closed and locked.
		C	-	-	(M)(O) May be inoperative for day operations provided a visual check is made before each departure to ensure that the affected exit(s) is closed and locked.
b)	Closed Indication	C	-	-	(M)(O) May be inoperative for day operations provided a visual check is made before each departure to ensure that the affected exit(s) is closed and locked.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	DOORS				
70-01	ECAM DOOR Page Indications (Continued)				
3)	Cargo Door	C	-	-	(M)(O) Indications may be inoperative provided a visual check is made before each departure to confirm that doors are closed and locked.
4)	Avionics Compartment Access Door	C	-	-	(M)(O) Indications may be inoperative provided a visual check is made before each departure to confirm that doors are closed and locked.
5) ***	Airstairs Door	C	1	0	(M)(O) Indication may be inoperative provided a visual check is made before each departure to confirm that door is closed and locked.
70-02	CABIN PRESSURE Light (On Doors)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

SYSTEM, & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
56	WINDOWS			
11-01	Front Windshields			Deleted, REV 21. |
				NOTE: Refer to Aircraft Maintenance (AMM), Structural Repair Manual (SRM), or Aircraft Flight Manual. |
11-02	Fixed Lateral Windows			Deleted, REV 21. |
				NOTE: Refer to Aircraft Maintenance (AMM), Structural Repair Manual (SRM), or Aircraft Flight Manual. | .
12-01	Sliding Windows			Deleted, REV 21. |
				NOTE: Refer to Aircraft Maintenance (AMM), Structural Repair Manual (SRM), or Aircraft Flight Manual. |
21-01	Cabin Windows			Deleted, REV 21. |
				NOTE: Refer to Aircraft Maintenance (AMM), Structural Repair Manual (SRM), or Aircraft Flight Manual. |

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
71	POWERPLANT				
71-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
1)	Fault (s) Indicated by ENG (1and/or 2) FADEC	A	2	-	May be inoperative for 10 calendar days.
2)	Fault (s) indicated by ENG (1 and/or 2) EIU	C	2	-	
3)	Fault (s) Indicated by EVMU	C	2	-	
					NOTE: Dispatch with any of the above maintenance status messages displayed on ECAM is permitted without CFDS interrogation.
4)	Fault(s) Indicated by ENG (1 AND 2) EIU (Aircraft Without Mod. 22327)				Deleted, REV 21

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
73	ENGINE FUEL & CONTROL				
10-01	Fuel Switches (V2500 Engines Only)				Incorporated into 71-00.
10-02	Fuel Return-to-Tank Valves (V2500 engines Only)				Incorporated into 71-00.
11-01	Fuel Recirculation system (CFM 56-5B Engines Only)				
1)	Valves	C	2	0	
2)	Solenoids				Incorporated into 73-20-01.
3)	Oil Temperature Sensors				Incorporated into 73-20-01.
11-02	Burner Staging valve System (CFM Engines Only).				
1)	Valves (Without Mod. 25887, 26338, 26577, 27725, or 28307)	C	2	0	(M) May be inoperative open.
2)	Valves (With Mod. 25887, 26338, 26577, 27725, or 28307)				Incorporated into 73-20-01.
3)	Solenoid Wraps				Incorporated into 73-20-01.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
73	ENGINE FUEL & CONTROL				
11-03	Fuel Metering Valve System				
1)	Feedback System				Incorporated into 73-20-01
20-01	Engine FADEC System				Incorporated into 71-00 sub item 1).
20-02	RESERVED				DELETED, Revision 1.
20-03	Minimum Idle on Ground	C	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Continuous ignition is permanently ON. (IAE Engines only)
20-04	EPR Control Modes (IAE Engines Only)	C	2	0	(O) May be inoperative provided: a) N1 rated control Mode operates normally on both engines, b) Approach minimums do not require their use, and c) AFM performance penalties are applied. NOTE: Autothrust and alpha floor are inoperative.
20-05	Flex Temp Function	C	2	0	May be inoperative provided takeoff is performed in TOGA or de-rated Mode.
20-06 ***	De-rated Takeoff Mode	D	2	0	May be inoperative on one or both engines provided takeoff is performed in TOGA or FLX Mode.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
73	ENGINE FUEL & CONTROL				
20-09	Aircraft 28V Power Supply (IAE Engines Only)	C	4	2	Channel B power supply may be inoperative on one or both engines.
20-10 ***	Engine Bump	C	2	0	May be inoperative provided benefit of bump is not utilized for determination of takeoff performance.
30-02	Fuel Used Indications	C	2	0	(M) May be inoperative provided: a) Associated tank fuel quantity indication system operates normally, and b) Fuel-On-Board indication operates normally.
30-03	Fuel Filter Clog Cautions on ECAM E/WD (IAE Engines and CFM Engines with Mod. 28397 or Mod. 28398)	C	2	1	(M) One may be inoperative provided associated filter is changed once each flight day.
	(PW Engines)	C	2	1	(M) One may be inoperative provided associated filter is changed once each flight day or every 15 flight hours whichever occurs first.
30-04	Fuel Filter Clog Indication on ECAM System Display	C	2	0	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
74	IGNITION				
31-01	Ignition Systems				
1)	CFM Engines				
a)	System A	C	2	2	(M) NOTE: A and B input or output from the exciter boxes may be swapped in order to restore System A operative.
b)	System B (CFM 56-5A Engines With Mod. 22333 or CFM 56-5B Engines)	C	2	0	(O) May be inoperative provided System A is operative.
c)	System B (CFM 56-5A Engines Without Mod. 22333)	C	2	0	(O) May be inoperative provided: a) Engine relight envelope with System B inoperative is observed, and b) System A operates normally.
2)	IAE Engines & PW Engines				
a)	System A	C	2	1	(O) Except for ER operations, may be inoperative on one engine only.
b)	System B	C	2	0	(O) May be inoperative provided system A operates normally.
c)	System A and B	C	4	2	(O) Except for ER operations, two igniters may be inoperative provided they are not on the same engine.

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
74	IGNITION				
31-01	Ignition Systems (Continued)				
2)	IAE & PW Engines (Continued)				
					NOTE: On IAE & PW engines, system A must be considered inoperative on both engines if the common power supply line from 401XP 115VAC ESS BUS is inoperative as a result of either a loss of electrical continuity or a short circuit (C/B Engine/1 AND 2 IGN/SYS A (49VUA03) tripped).
31-02	ECAM Indications (Lower Display)				
1)	Selected Igniter	C	2	0	(M) May be inoperative provided IGN FAULT warning operates normally on ECAM.
31-03	IGN FAULT Caution on ECAM				
1)	CFM Engines	C	4	3	(M) One may be inoperative provided associated ignition system is verified to operate normally once each flight day.
		C	4	2	(M) Two may be inoperative provided associated ignition system is verified to operate normally before each departure.
2)	IAE & PW Engines	C	4	2	One or two may be inoperative

SYSTEM, & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
75	BLEED AIR			
21-01	HP Turbine Active Clearance Control System (CFM Engines Only)			
1)	HPTC Valves			Incorporated into 73-20-01.
2)	Feedback Systems			Incorporated into 73-20-01 .
3)	HPTC Torque Motor Wraps			Incorporated into 73-20-01.
4)	HPTC Thermocouples			Incorporated into 73-20-01.
21-02	Active Clearance Controls Actuators (V2500 Engines Only)			Incorporated into 73-20-01.
22-01	LP Turbine Active Clearance Control (CFM Engines Only)			
1)	LPTC Valves			Incorporated into 73-20-01.
2)	Feedback Systems			Incorporated into 73-20-01.
3)	LPTC Torque Motors			Incorporated into 73-20-01.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
75	BLEED AIR				
23-01	Rotor Active Clearance Control (CFM Engines Only)				
1)	RACC Valves				Incorporated into 73-20-01.
2)	Feedback Systems				Incorporated into 73-20-01.
3)	RACC Torque Motors				Incorporated into 73-20-01.
24-01	TCC Valve (PW engines only)	B	2	1	(O) One may be inoperative in closed position provided the affected engine takeoff EGT margin is greater than 18 degrees C.
25-01	TCA Valve (PW engines only)	C	4	3	(M) One may be failed closed provided TCA pipes are verified to have no cracks.
30-01	Compressor Control System				
1)	VSV (V2500 Engines only)				Incorporated into 73-20-01.
2)	VSV (CFM Engines Only)				
a)	Torque Motors				Incorporated into 73-20-01.
b)	Feedback System				Incorporated into 73-20-01.
30-02	Compressor Control System VBV (CFM Engines Only)				
1)	Feedback Systems				Incorporated into 73-20-01.
2)	Torque Motors				Incorporated into 73-20-01.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
77	ENGINE INDICATING				
00-01	ECAM Indications (Upper Display)				
1)	Fuel Flow	B	2	1	
00-02	ECAM Indications (Lower Display)				
1)	Nacelle Temperature	C	2	0	
2)	N1 Vibration	C	2	1	
3)	N2 Vibration	C	2	1	

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
78	ENGINE EXHAUST				
11-09	T/R Door Tertiary Lock (PW Engines Only)	C	8	4	One or more may be failed locked provided the associated T/R is considered inoperative.
11-10	T/R Tertiary Lock Valve (PW Engines Only)	C	2	0	One or both may be failed open.
30-01	Thrust Reverser Systems	C	2	1	(M)(O) One may be inoperative provided: a) Inoperative reverser is deactivated and secured in the stowed position, and no operations or procedures require its use, b) All stow and deploy switches on the inoperative reverser operate normally (CFM only), c) Both LVDT on the inoperative reverser are checked operative (IAE only), d) ENG 1 (2) REV INHIBITED caution is displayed on ECAM E/WD after deactivation (PW only), e) ENG 1 (2) REV UNLOCKED caution is not present on ECAM E/WD after deactivation (PW only) f) ENG 1 (2) REV PRESSURIZED caution is not present on ECAM E/WD after deactivation, g) Wheel brake tachometers operate normally, h) Main wheel braking system operates normally, (Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
78	ENGINE EXHAUST				
30-01	Thrust Reverser Systems (Continued)	C	2	1	i) Flight crew is provided with the following statement via appropriate means (e.g. dispatch release, MEL (O) procedure, etc.): "For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both thrust levers to reverse when applying reverse thrust", and j) Appropriate performance adjustments are applied.
30-02	Thrust Reverser Inhibition Relay Contacts (CFM) (Thrust Reverser Permission Switches (V2500))	C	4	2	(M) Two contacts may be inoperative provided they are on the same engine and the associated reverser is deactivated.
30-03	T/R Directional Valve Solenoid Wraps (CFM Engines Only)				Incorporated into 73-20-01.
30-04	T/R Pressure Switches (CFM Engines Only)				Incorporated into 73-20-01.
30-05	T/R Stow Switches (CFM Engines Only)				Incorporated into 73-20-01.
30-06	T/R Deploy Switches (CFM Engines Only)				Incorporated into 73-20-01.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
78	ENGINE EXHAUST				
30-07	T/R INDICATIONS (IAE, CFM, and PW Engines)	C	2	1	One may be inoperative provided the associated T/R is considered inoperative.
30-08	Thrust Reverser Stow & Lock Sensors (V2500 Engines Only)				Incorporated into 73-20-01.
30-09	T/R Pressurizing Valve Solenoid Wraps (CFM Engines Only)				Incorporated into 73-20-01. (Formerly 30-02), REV 10.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
79	ENGINE OIL				
20-01	Air Exchanger Air Valves (V2500 Engines Only)	C	2	1	(O) One may be inoperative open provided the tank fuel temperature is above -20 degrees C at takeoff.
20-02 ***	EMCD Visual Pop-Out Indicator (CFM-5B)	D	2	0	
20-03	Air Oil Cooler Valve (PW Engines Only)	C	2	1	(O) One may be inoperative in the open position provided: a) The associated IDG operates normally, b) The inner tank fuel temperature on the affected side is checked above -20 degrees C before each flight, and c) Appropriate performance adjustments are applied.
		C	2	1	(O) One may be inoperative in the open position provided: a) The inner tank fuel temperature on the affected side is checked above -10 degrees C before each flight, and b) Appropriate performance adjustments are applied.
23-01	Bearing 4 Oil System				
	(IAE Engines Without Mod. 24871)	A	2	0	(M) May be inoperative provided: a) HI PRESS message is not displayed under ENG 1 (2) BEARING 4 OIL SYS caution on ECAM E/WD, b) Scavenge valve is verified to be in open position, and c) Repairs are made within three flight days.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
	(IAE Engines With Mod. 24871)	A	2	0	May be inoperative provided: a) HI PRESS message is not displayed under ENG 1 (2) BEARING 4 OIL SYS caution on ECAM E/WD, and b) Repairs are made within three flight days.
31-01	Oil Quantity Indications	B	2	1	(M) One may be inoperative provided: a) Associated oil quantity is verified before each departure, b) There is no evidence of abnormal consumption or leakage, and c) Associated ENG OIL PRESS, OIL TEMP indications operate normally.
33-02	OIL LO PR Warning on ECAM (IAE or CFM Engines only)	C	2	1	
		C	2	0	May be inoperative provided RCDR GND CTL is verified ON after engines are started.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
79	ENGINE OIL				
35-01	OIL FILTER CLOG Indications on ECAM Engine System Page				
1)	CFM or IAE Engines Excluding Those With S/N's V10600 To V11304 and V11315, V11330, V11335 (Not Including V11280, V11302)	C	2	1	
2)	IAE Engines S/N's V10600 To V11304 and V11315, V11330, V11335 (Not Including V11280, V11302) Without #3 FAG Bearing P/N 2A1165 Installed	C	2	1	
3)	IAE Engines S/N V10600 To V11304 and V11315, V11330, V11335 (Not Including V11280 V11302) With #3 FAG Bearing P/N 2A1165 Installed	C	2	1	(M) One may be inoperative provided oil filter screen and chip detector on associated engine are checked and verified clear of contaminants once each flight day.
4)	PW Engines	C	2	1	

(Continued)

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
79	ENGINE OIL				
35-02	OIL FILTER CLOG Caution on ECAM E/WD				
1)	CFM 56-5A Engines	C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced once each flight day, and b) Chip detectors are inspected when the filter is replaced and do not reveal the presence of metal chips or other contaminants.
2)	CFM 56-5B Engines	C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced once each flight day, and b) Visual indicator (pop-out) on the electrical master chip detector is inspected when the filter is replaced and does not reveal the presence of metal chips or other contaminants.
3)	PW Engines	C	2	1	(M) One may be inoperative provided: a) The associated filter is changed within the first day and every seven days, and b) The associated master chip detector is inspected when the filter is replaced and does not reveal the presence of magnetic chips.

SYSTEM, & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
80	STARTING				
11-01	Start Valve System				
1)	Valves				
	(CFM/IAE Engines)	C	2	1	(M)(O) One may be inoperative provided: a) Valve is manually closed after engine start, and b) Associated igniter system operates normally.
	(PW Engines)	C	2	1	(M)(O)One may be inoperative provided: a) Valve is manually closed after engine start, b) Associated igniter system operates normally, and c) Associated ENG 1 (2) START VALVE FAULT START VALVE NOT CLOSED caution is not displayed on ECAM E/WD after engine start.
2)	Solenoids				Incorporated into 73-20-01.
11-02	ENG MAN START Controls	C	2	0	
11-03	FAULT light on ENGINE MASTER Panel	C	2	0	
11-04	ECAM Start Valve Position Indicators (Lower Display)	C	2	0	(M) May be inoperative provided start valve is verified closed after engine start.
11-05	AUTOSTART Controls	C	2	0	(O) May be inoperative provided manual start procedures are used.