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Master Minimum Equipment List (MMEL)

Revision: 26a
Date: 09/07/2016

Airbus
A318/A319/A320/A321

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A318/A319/A320/A321

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A318/A319/A320/A321

Highlights of Change

EFFECTIVE ABOVE DATE, the A318/A319/A320/A321 Master Minimum Equipment List has been revised.

ATA 21 AIR CONDITIONNING

- Item 55-02: Reintroduce item erroneously deleted at revision 26.

ATA 24 ELECTRICAL POWER

- Item 20-01 2) Revised to extend applicability of existing relief to A319neo/A320neo/A321neo with CFM-LEAP-1A Engines.

ATA 73 ENGINE FUEL and CONTROL

- Item 11-01: Revised to extend applicability of existing relief for A320ceo with CFM 56-5B Engines to A319neo/A320neo/A321neo with CFM LEAP-1A Engines.
- Item 20-11: Revised to change the repair interval for A318 and A319neo/A320neo/A321neo (both PW1100G and CFM LEAP-1A Engines).
- Item 30-03: Revised to extend applicability of existing relief for A320ceo with IAE and CFM 56 Engines to A319neo/A320neo/A321neo with CFM LEAP-1A Engines.
- Item 30-05: Revised to extend applicability of existing relief to A319neo/A320neo/A321neo with CFM-LEAP-1A Engines.
- Item 30-06: Revised to cover A319neo/A320neo/A321neo with CFM LEAP-1A Engines.
- Item 30-07: Revised to update wording for A319neo/A320neo/A321neo with PW 1100G Engines and add relief to cover A319neo/A320neo/A321neo with CFM LEAP-1A Engines.
- Item 30-09: Revised to add relief for A319neo/A320neo/A321neo with CFM LEAP-1A Engines.
- Item 30-10: Revised to add relief for A319neo/A320neo/A321neo with CFM LEAP-1A Engines.
- Item 30-11: Revised to add relief for A319neo/A320neo/A321neo with CFM LEAP-1A Engines.

ATA 74 IGNITION

- Item 31-01: Revised to extend applicability of existing relief for A320ceo with CFM Engines to A319neo/A320neo/A321neo with CFM LEAP-1A Engines.

ATA 75 BLEED AIR

- Item 21-01: Revised to add relief for A319neo/A320neo/A321neo with CFM LEAP-1A Engines.

ATA 78 ENGINE EXHAUST

- Item 11-09: Revised relief for A319neo/A320neo/A321neo with CFM LEAP-1A Engines.
- Item 30-01: Revised to add relief for A319neo/A320neo/A321neo with CFM LEAP-1A Engines.

Definitions

For the Master Minimum Equipment List, Definitions addendum, refer to the current FAA MMEL Policy Letter PL-25, *Policy Concerning MMEL Definitions*, as found on the Flight Standards Information Management System (FSIMS) Web site.

FSIMS - Publications - MMEL Policy Letters

Preamble

For the Master Minimum Equipment List, Preamble addendum as used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, *MMEL and MEL Preamble*, as found on the Flight Standards Information Management System (FSIMS) Web site.

FSIMS - Publications - MMEL Policy Letters

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 OR 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/ MP K2335	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 (if installed by Mod. 36790/MP K10889) is deactivated.
	2) Aircraft with Mod. 22561/ MP K2335	C	1	0	(M) May be inoperative provided: a) Cabin duct temperatures are available on ECAM, and b) GSM ON BOARD system (if installed by Mod. 36790/MP K10889) is deactivated.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
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.
		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.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
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 minutes. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
26-02 Extract Fan (Cont'd)				
	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 minutes.
	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 minutes, and f) AEVC test is performed before each flight.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
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.
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.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
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	
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. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
26-09	Ventilation Filters (Cont'd)				
		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 OR 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 verified operative prior to each flight, 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 OR 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 (Mod 20056/ MP P0073)	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 OR 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) System 2 operates normally, and f) Repairs are made within 3 flight days. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
31-01	Automatic Cabin Pressure Control Systems (CPC, outflow valve AUTO channels) (Cont'd)				
	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, and e) 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. Moved to items 21-31-01 and 21-31-02.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 OR 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 OR EXCEPTIONS
21 AIR CONDITIONING					
51-01	Pack Flow Control Valves				
	1) Aircraft without Mod. 30626/ MP K6443	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/ MP K6443	C	2	1	Except for ER operations, one may be inoperative provided associated air conditioning pack is considered inoperative. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
51-01	Pack Flow Control Valves (Cont'd)				
	2) Aircraft with Mod. 30626/ MP K6443 (Cont'd)				
		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.
51-02	Pack Flow Selections				
	1) A319/A320	C	3	1	LO and/or NORM may be inoperative.
	2) A321	C	2	1	ECON FLOW may be inoperative.
	3) A318	C	2	1	HI may be inoperative.
51-03	PACK p.b Switch				
	1) FAULT Lights	C	2	0	
	2) OFF Lights	C	2	0	

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
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	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.
	1) A319/A320 without Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and without Mod. 30626/ MP K6443 (Enhanced ECS)	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 displayed on ECAM, c) Affected pack p.b. sw is set to OFF, d) Pack valve is verified closed on ECAM BLEED page, e) PACK FLOW selector is set to HI, and f) Avionics equipment ventilation system operates normally. NOTE: Proviso d) does not apply if pack valve has been secured closed as per item 21-51-01. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
52-01	Packs (Cont'd)				
	2) A321 without Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and without Mod. 30626/ MP K6443 (Enhanced ECS)	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 displayed on ECAM, c) Affected pack p.b. sw is set to OFF, d) Pack valve is verified closed on ECAM BLEED page, e) ECON FLOW p.b. sw is selected OFF, and f) Avionics equipment ventilation system operates normally. NOTE: Proviso d) does not apply if pack valve has been secured closed as per item 21-51-01.
	3) A319 with Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and without Mod. 30626/ MP K6443 (Enhanced ECS)	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 displayed on ECAM, c) Affected pack p.b. sw is set to OFF, d) Pack valve is verified closed on ECAM BLEED page, e) PACK FLOW selector is set to HI, and f) Avionics equipment ventilation system operates normally. NOTE: Proviso d) does not apply if pack valve has been secured closed as per item 21-51-01. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
52-01	Packs (Cont'd) 3) A319 with Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and without Mod. 30626/ MP K6443 (Enhanced ECS) (Cont'd)				
		C	2	1	Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 370, b) COND ZONE REGUL FAULT caution is not displayed on ECAM, c) Affected pack p.b. sw is set to OFF, d) Pack valve is verified closed on ECAM BLEED page, e) PACK FLOW selector is set to HI, f) Avionics equipment ventilation system operates normally, and g) Speedbrakes operate normally. NOTE: Proviso d) does not apply if pack valve has been secured closed as per item 21-51-01. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
52-01	Packs (Cont'd)				
	4) A320 with Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and without Mod. 30626/ MP K6443 (Enhanced ECS)	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 displayed on ECAM, c) Affected pack p.b. sw is set to OFF, d) Pack valve is verified closed on ECAM BLEED page, e) PACK FLOW selector is set to HI, and f) Avionics equipment ventilation system operates normally. NOTE: Proviso d) does not apply if pack valve has been secured closed as per item 21-51-01.
		C	2	1	Except for ER operations, one may be inoperative provided: a) COND ZONE REGUL FAULT caution is not displayed on ECAM, b) Affected pack p.b. sw is set to OFF, c) Pack valve is verified closed on ECAM BLEED page, d) PACK FLOW selector is set to HI, 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 as per item 21-51-01. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
52-01	Packs (Cont'd)				
	5) A321 with Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and without Mod. 30626/ MP K6443 (Enhanced ECS)	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 displayed on ECAM, c) Affected pack p.b. sw is set to OFF, d) Pack valve is verified closed on ECAM BLEED page, e) ECON FLOW p.b. sw is selected OFF, and f) Avionics equipment ventilation system operates normally. NOTE: Proviso d) does not apply if pack valve has been secured closed as per item 21-51-01.
		C	2	1	Except for ER operations, one may be inoperative provided: a) COND ZONE REGUL FAULT caution is not displayed on ECAM, b) Affected pack p.b. sw is set to OFF, c) Pack valve is verified closed on ECAM BLEED page, d) ECON FLOW p.b. sw is selected OFF, 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 as per item 21-51-01. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
52-01	Packs (Cont'd)				
	6) A318	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, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, c) Affected pack p.b. sw is set to OFF, d) HI FLOW p.b. sw is set to ON, e) Avionics equipment ventilation system operates normally, and f) Pack flow control valve is secured closed.
		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, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, c) Affected pack p.b. sw is set to OFF, d) HI FLOW p.b. sw is set to ON, 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 OR EXCEPTIONS
21 AIR CONDITIONING					
52-01	Packs (Cont'd)				
	7) A319 with Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and with Mod. 30626/ MP K6443 (Enhanced ECS)	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, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, c) Affected pack p.b. sw is set to OFF, d) PACK FLOW selector is set to HI, e) Avionics equipment ventilation system operates normally, and f) Pack flow control valve is secured closed.
		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, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, c) Affected pack p.b. sw is set to OFF, d) PACK FLOW selector is set to HI, 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 OR EXCEPTIONS
21 AIR CONDITIONING					
52-01	Packs (Cont'd)				
	8) A320 with Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and with Mod. 30626/ MP K6443 (Enhanced ECS)	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, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, c) Affected pack p.b. sw is set to OFF, d) PACK FLOW selector is set to HI, e) Avionics equipment ventilation system operates normally, and f) Pack flow control valve is secured closed.
		C	2	1	(M) Except for ER operations, one may be inoperative provided: a) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, b) Affected pack p.b. sw is set to OFF, c) PACK FLOW selector is set to HI, 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 OR EXCEPTIONS
21 AIR CONDITIONING					
52-01	Packs (Cont'd)				
	9) A321 with Mod.31283/ MP P7125 (FWC H2-F1 Stnd) and with Mod. 30626/ MP K6443 (Enhanced ECS)	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, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, c) Affected pack p.b. sw is set to OFF, d) ECON FLOW p.b. sw is set to OFF, e) Avionics equipment ventilation system operates normally, and f) Pack flow control valve is secured closed.
		C	2	1	(M) Except for ER operations, one may be inoperative provided: a) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, b) Affected pack p.b. sw is set to OFF, c) ECON FLOW p.b. sw is set to OFF, 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 OR EXCEPTIONS
21 AIR CONDITIONING					
52-01	Packs (Cont'd)				
	10) Air Cycle Machine (ACM)	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.
	a) A319, A320, A321 without Mod. 30626/ MP K6443 (Enhanced ECS)	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, e) TAT is at or below 12 degrees C, and f) 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 OR EXCEPTIONS
21 AIR CONDITIONING					
52-01	Packs (Cont'd)				
	10) Air Cycle Machine (ACM)				
	b) A318/A319/ A320/A321 with Mod. 30626/ MP K6443 (Enhanced ECS)	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) AIR COND CTL 1(2)-A FAULT and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, d) Affected pack is not used until airborne, e) TAT is at or below 12 degrees C, and f) Avionics equipment ventilation system operates normally. NOTE: FL 310 or below must be maintained if normal operating pack fails.
52-02	Air Cond Pack Ram Air Inlet Flaps				
	1) 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.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
52-02	Air Cond Pack Ram Air Inlet Flaps (Cont'd)				
	2) 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.
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 (BLEED SD 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.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
61-02	Turbine Bypass Valves	C	2	1	
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 OR EXCEPTIONS
21 AIR CONDITIONING					
63-02	Cockpit/Cabin Trim Air Valves				
	1) 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.
	2) 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 OR EXCEPTIONS
21 AIR CONDITIONING					
63-03	Hot Air Pressure Regulating Valve				
	1) 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.
	2) 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	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 OR 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 OR EXCEPTIONS
22 AUTOFLIGHT					
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 flightcrew. 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) Autopilot is not utilized below 1,500 feet AGL, 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 OR EXCEPTIONS
22 AUTOFLIGHT					
10-03	Take Over p.b Switch (Cont'd)				
	1) AP Disconnect Function (Cont'd)	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 flightcrew.
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 OR EXCEPTIONS
22 AUTOFLIGHT					
10-07	Autopilot FMA Indications on PFD				Combined with Item 22-83-02.
10-08 ***	AP/FD TCAS mode (With MOD 152037/ MP P11363)	D	1	0	(O) May be inoperative.
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.
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.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTOFLIGHT					
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 OR EXCEPTIONS
22 AUTOFLIGHT					
66-03	Windshear Detection/Guidance And Avoidance Systems				
	1) Windshear Detection and Avoidance System (Predictive)				Moved to item 34-41-01.
	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.
		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 OR EXCEPTIONS
22 AUTOFLIGHT					
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. 25414)	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 OR EXCEPTIONS
22 AUTOFLIGHT					
81-03	Auto Flight Control Panel (Cont'd)				
	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.
	7) Engagement p.b Light Bars	D	-	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.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTOFLIGHT					
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 14 CFR.
	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 14 CFR.
	8) Display p.b Light Bars	D	14	0	May be inoperative provided associated indication is available on associated PFD or ND.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTOFLIGHT					
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) Flightcrew 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	
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) Affected FMGC is deactivated, 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.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTOFLIGHT					
83-02	FMA Indications on PFD				
	1) Autopilot/Flight Director Related Indications	C	2	1	Indications may be inoperative on PNF FMA.
		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 3 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.
***	4) Soft Go Around Function A320neo Mod. 161254/ MP P13922	C	1	0	(O) May be inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 items 23-11-01 and 23-12-01 respectively.
11-01	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.
11-02 ***	CALSEL System				Deleted, REV 20.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
12-01	VHF Communications System	D	-	-	Any in excess of those required by 14 CFR 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 14 CFR. 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 14 CFR.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
13-01	Radio Management Panels (RMP) (Cont'd)				
***	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 14 CFR.
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 OR EXCEPTIONS
23 COMMUNICATIONS					
28-01 ***	Satellite Communication (SATCOM) System (Cont'd)				
	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 14 CFR, and b) Alternate normal and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.

(Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
31-01	Passenger Address System (Cont'd)				
	1) Passenger Configuration (Cont'd)				
	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.
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. (Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
42-02	Alerting System (Chime/Light) (Cont'd)				
	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. 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 ATTND CALL	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 OR 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.
		C	1	0	(O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used NOTE: Any station function(s) that operate normally may be used.
	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.
		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.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
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.
	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.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
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 OR 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.
	8) Reception Knob Light(s)	C	-	0	

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
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 14 CFR 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 3 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.
51-06	Cockpit Speakers	C	2	1	The F/O speaker (speaker number 2) may be inoperative provided at least one crewmember on flight deck duty wears a headset.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
51-08	Side Stick Radio Selector (PTT)	C	2	0	May be inoperative in open/neutral position (non-transmitting position) provided INT/RAD switches on CAPT ACP, F/O ACP and ACP3 operate normally.
		C	2	0	(M) May be inoperative provided: a) INT/RAD switches on CAPT ACP, F/O ACP and ACP3 operate normally, and b) Affected switch is deactivated in open/neutral position (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 3 flight days.
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 3 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 3 flight days.
	2) RCDR/GND CTL p.b Sw. ON Light	C	1	0	
	3) CVR Erase p.b	C	1	0	

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
71-02	RCDR Control Panel (Cont'd)				
	4) CVR TEST p.b	A	1	0	May be inoperative provided: a) CVR is considered inoperative, and b) Repairs are made within 3 flight days.
72-01	Flight Deck Door Visual Surveillance Systems				
***	1) Electric System(CDSS) (with Mod. 36414/ MP K11047 or Mod. 38111/ MP K11684 or Mod. 32087/ MP K7778)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight days.
		C	1	0	(O) May be inoperative provided: a) A flight deck door viewing port is installed and operates normally, and b) Alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	a) Cargo Configuration	C	1	0	May be inoperative provided the aircraft aft of the flight deck door is occupied only by those personnel authorized by 14 CFR.
		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 OR EXCEPTIONS
23 COMMUNICATIONS					
72-01	Flight Deck Door Visual Surveillance Systems (Cont'd)				
***	2) Viewing Ports	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight days.
		C	1	0	(O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	a) Cargo Configuration	C	1	0	May be inoperative provided the aircraft aft of the flight deck door is occupied only by those personnel authorized by 14 CFR.
		D	1	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 OR EXCEPTIONS
23 COMMUNICATIONS					
73-01	Cabin Inter-communication Data System (CIDS) CIDS Director	C	2	1	(M) One may be inoperative. NOTE 1: Failure of a single CIDS director is indicated by a MAINTENANCE message on the STATUS SD page. Refer to Item 23-00 1) Fault(s) Indicated by CIDS 1(2). NOTE 2: In the case of disturbance of the CIDS function, the deactivation/removal of the affected CIDS director may recover normal operation of the CIDS function. Refer to AMM TASK 23-73-00-040-001.
	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. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
73-01	Cabin Inter-communication Data System (CIDS) CIDS Director (Cont'd)				
	1) Smoke Detection Function Channels (CIDS-SDF) (With Mod. 30354 or with Mod. 33100) (Cont'd)				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).
***	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.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
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 DEUs 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. 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	-	-	(M)(O) May be inoperative provided: a) DEU B and the associated handset are operative at each pair of floor level exit doors, and b) Alternate procedures are established and used. (Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
73-03	Cabin Inter-Communication Data System (CIDS) (Cont'd)			
	1) CIDS DEU B (Cont'd)			NOTE: The following items may be affected: Cabin attendant station intercommunications; slide bottle pressure indications on PTP/FAP; lavatory smoke detection system; 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 OR EXCEPTIONS
23 COMMUNICATIONS					
73-03	Cabin Inter-Communication Data System (CIDS) (Cont'd)				
	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 OR 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.
	7) CIDS Caution Light on the Forward Attendant Panel	C	1	0	(M) May be inoperative provided that PTP messages are checked before each flight.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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	(O) May be inoperative provided the slide bottle pressure is verified prior to each departure.
	b) Overwing Emergency Exits (A319/A320)	C	2	0	(M) May be inoperative provided associated slide bottle pressure is verified before the first flight of each day.
***	c) Cabin Emergency Exit (A321)	C	4	0	(O) May be inoperative provided the slide bottle pressure is verified prior to each departure.
***	3) Door Bottle Pressure Indication (on PTP)	C	-	0	

(Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
73-07	Programming and Test Panel (PTP) (Without Mod. 30354 or without Mod. 33100) (Cont'd)				
	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 OR EXCEPTIONS
23 COMMUNICATIONS					
73-08	Flight Attendant Panel (FAP) (With Mod. 30354 or with Mod. 33100) (Cont'd)				
***	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	(O) May be inoperative provided the associated slide bottle pressure is verified prior to each departure.
	b) Overwing 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.
***	c) Cabin Emergency Exit (A321)	C	4	0	(O) May be inoperative provided the associated slide bottle pressure is verified prior to each departure.

(Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
73-08	Flight Attendant Panel (FAP) (With Mod. 30354 or with Mod. 33100) (Cont'd)				
***	7) Door Bottle Pressure Indication (On FAP)	C	-	0	
	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.ST02583AT	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 OR EXCEPTIONS
23 COMMUNICATIONS					
90-01 ***	Cabin Surveillance System (CSS) STC No.ST02583AT (Cont'd)				
***	3) Digital Passenger Control Units (DPCU)	D	2	0	(M) May be inoperative provided associated unit(s) is deactivated off.
90-02	Cockpit Door Surveillance System (CDSS) (with Mod. 36414/ MP K11047 or Mod. 38111/ MP K11684 or Mod. 32087/ MP K7778)				Moved to 23-72-01.
90-03 ***	Wireless Aircraft Data Link System (WADL) STC No. ST01447NY	D	1	0	(M) May be inoperative provided system is deactivated off.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 OR EXCEPTIONS
24 ELECTRICAL POWER					
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor)				
	1) CFM 56-5 Engines Aircraft with Mods:31296/ MP P6319 (Digital AMU) and 32875/MP P7945 (GCU 5.1), or Aircraft with Mods:31107/ MP P7009 (Digital SATCOM AMU) and 32875/ MP P7945 (GCU 5.1)	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 operate normally e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL 330, g) Approach minimums do not require its use, and h) When the Engine Driven Generator Channel 1 is inoperative, the AC ESS FEED manual transfer must be checked to operate normally. NOTE: Relief is not applicable to aircraft with Mods: 39670/MP P10300 (GCU 5.2), or 37782/MP P10402 (Digital AMU Power Supply Upgrade), or 37317/MP P10098 (AC ESS FEED automatic switching). (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)				
	2) CFM 56-5 Engines (Aircraft with an analog AMU or with any of the following Mods:) 37782/ MP P10402 (Digital AMU Power Supply Upgrade), or 37317/ MP P10098 (AC ESS FEED automatic switching), or Aircraft with Mods: 31107/ MP P7009 (Digital SATCOM AMU), and 39670/ MP P10300 (GCU 5.2) and CFM LEAP-1A Engines	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 operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL 330, and g) Approach minimums do not require its use. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)				
	3) IAE Engines (With IDGs which incorporate Mod. 26929/ MP P5059/ P/N 772292 or Mod.30375/ MP P6557/ P/N 772292), and Aircraft with either Mod: 31296/ MP P6319 (Digital AMU) and 32875/MP P7945 (GCU 5.1), or 31107/MP P7009 (Digital SATCOM AMU) and 32875/MP P7945 (GCU 5.1)	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 operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL 330, g) Fuel recirculation system associated with the operative IDG is operative, h) Approach minimums do not require its use, and i) When the Engine Driven Generator Channel 1 is inoperative, the AC ESS FEED manual transfer must be checked to operate normally. NOTE: Relief is not applicable to aircraft with Mods: 39670/MP P10300 (GCU 5.2), or 37782/MP P10402 (Digital AMU Power Supply Upgrade), or 37317/MP P10098 (AC ESS FEED automatic switching). (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)				
	4) IAE Engines (Aircraft with an Analog AMU or with any of the following Mods:) 37782/ MP P10402 (Digital AMU Power Supply Upgrade), or 37317/ MP P10098 (AC ESS FEED automatic switching), or Aircraft with Mods: 31107/ MP P7009 (Digital SATCOM AMU) and 39670/ MP P10300 (GCU 5.2)	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 operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL 330, 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 OR EXCEPTIONS
24 ELECTRICAL POWER					
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)				
	5) PW 6000 Engines	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 operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL 330, g) IDG cooler bypass valve is checked operative on the remaining generator before each flight, and h) Approach minimums do not require its use. (Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER				
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)			
	6) PW 1100G Engines 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 operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL 330, g) Both IDG heat exchangers bypass valves of the remaining AC main generation are checked operative on the remaining generator before each flight, and h) Approach minimums do not require its use.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
20-02	APU Generator Channel				
	1) Aircraft without Mod. 24642/ MP P3525 or AES APU without Mod. 24498/ MP K3680 or without Mod. 25568/ MP K4157	A	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) APU GEN p.b switch is set to OFF, b) It is verified that both APU oil filters are not clogged, and c) Repairs are made within four flight legs. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.
		C	1	0	(M) Except for ER operations may be inoperative provided: a) APU GEN p.b. switch is set to OFF, and b) It is verified that both APU oil filters are not clogged. NOTE: When GPCU/GAPCU Ground Power Control Function and APU generator are both inoperative, engines cannot be started.
		C	1	0	Except for ER operations, may be inoperative provided APU is not used. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
20-02	APU Generator Channel (Cont'd) 1) Aircraft without Mod. 24642/ MP P3525 or AES APU without Mod. 24498/ MP K3680 or without Mod. 25568/ MP K4157 (Cont'd)				
		C	1	0	(M) Except for ER operations, may be inoperative provided APU generator is deactivated or removed. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
20-02	APU Generator Channel (Cont'd)				
	2) Aircraft with Mod. 24642/ MP P3525 or AES APU with Mod. 24498/ MP K3680 or with Mod. 25568/ MP K4157 or APIC APU or APU GTCP 131-9(A)	A	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided a) APU GEN p.b switch is set to OFF, and b) Repairs are made within four flight legs. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.
		C	1	0	Except for ER operations, may be inoperative provided APU GEN p.b sw is set to OFF. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.
		C	1	0	Except for ER operations, may be inoperative provided APU is not used. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.
		C	1	0	(M) Except for ER operations, may be inoperative provided APU generator is deactivated or removed. NOTE: When GPCU/ GAPCU Ground Power Control Function and APU generator are both inoperative, engines cannot be started.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
20-07	AC ESS Feed Control				
	1) Manual Transfer to the AC BUS 2 (ALTN Function)	C	1	0	(O) May be inoperative provided: a) AC ESS FEED p.b switch is set at NORM position, b) It is checked on the ELEC SD page that the AC BUS 1 supplies the AC ESS BUS, and c) TR 2 operates normally.
	2) Automatic Transfer to the AC BUS 2 (For aircraft with Mod 37317/ MP P10098)	C	1	0	(O) May be inoperative provided: a) AC ESS FEED p.b switch is set at NORM position, b) It is checked on the ELEC SD page that the AC BUS 1 supplies the AC ESS BUS, and c) 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.
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	

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
27-05	RAT and EMER GEN FAULT Light	C	1	0	(O) May be inoperative provided indications are available on associated ECAM ELEC page.
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.
	1) 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	
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 2 flight days, and e) Approach minimums do not require its use. (Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
30-01	Transformer/Rectifier Units (TR) (Cont'd)	-			
	1) Without Mod. 27620	A	3	2	(M)(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 2 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.
	2) With Mod. 27620	A	3	2	(M)(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 2 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	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
30-04	Battery Voltmeters	C	2	0	(O) May be inoperative provided: 1) Battery indications are available on ECAM, and 2) 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	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
41-01	AC External Power Control				
	1) Ground Power Control Unit (GPCU)/Ground Power Control function of the Ground and Auxiliary Power Control unit (GAPCU)	C	1	0	May be inoperative provided external power is not used. NOTE: When GPCU/Ground Power Control Function of the GAPCU 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/Ground Power Control Function of the GAPCU 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 OR EXCEPTIONS
24 ELECTRICAL POWER					
50-01	Warning and Caution On ECAM EWD				
	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.
	2) ELEC IDG 1(2) OIL LO LVL Alert (A319neo/A320neo /A321neo with PW 1100G Engines)	C	2	1	(M) One may be inoperative provided: a) Sight glass of the affected IDG shows a correct oil level, and b) Differential Pressure Indicator (DPI) of the oil filter is not extended on the affected IDG.
		B	2	1	(O) One may be inoperative provided a) Associated generator is set to OFF, and b) Associated AC Main Generation is considered inoperative.
		A	2	1	One may be inoperative for 15 flight-hours or 1 flight day, whichever occurs first.
	3) ELEC IDG 1(2) FILTER CLOG Alert (A319neo/A320neo /A321neo with PW 1100G Engines)	C	2	1	(M) One may be inoperative provided: a) Sight glass of the affected IDG shows a correct oil level, and b) Differential Pressure Indicator (DPI) of the oil filter is not extended on the affected IDG.
		B	2	1	(O) One may be inoperative provided a) Associated generator is set to OFF, and b) Associated AC Main Generation is considered inoperative.
		A	2	1	One may be inoperative for 15 flight-hours or 1 flight day, whichever occurs first.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
56-01	GALLEY/GALY & CAB and COMMERCIAL 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.
	a) With Mod 20343/ MP P0473 or with Mod 31276/ MP P7175	C	2	0	(M)(O) May be inoperative provided that the COMMERCIAL supply system is checked operative.
	3) COMMERCIAL Supply System (With Mod 20343/ MP P0473 or with Mod 31276/ MP P7175)	C	1	0	(O) May be inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 2 flight days.
11-02	Crewmember Shoulder Harness (Flight Deck)	D	-	-	Any in excess of those required for flightcrew members (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 3 flight days.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
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 OR 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 2 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 2 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 2 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. 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).

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
11-07 ***	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 OR 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 OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
21-01	Passenger Seat(s) (Cont'd)			
	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 OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
22-01	Flight Attendant Seat Assembly (Single or Dual Position)	C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are established and used.
	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 OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
22-01	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)			
	1) Required Flight Attendant Seats (Cont'd) 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 14 CFR 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. 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.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
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 flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
22-04	Exterior Lavatory Door Ashtrays				
	1) Airplanes with More than One Exterior Lavatory Door Ashtray Installed	A	-	-	Up to and including 50 percent may be missing or inoperative for 10 days.
		A	-	-	More than 50 percent may be missing or inoperative for 3 days.
	2) Airplanes with Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing or inoperative for 10 days.
27-01 ***	Heating Function of Heated Floor Panels (Passenger/Crew Doors, Emergency Exits, and Galley Areas)	D	-	0	(M) May be inoperative provided the heating elements of the affected heated floor panel are deactivated.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
28-01	Storage Bin(s)/Cabin, Galley, and Lavatory 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: For overhead storage compartments, if no partitions are installed, the entire overhead storage compartment is considered one compartment.
		C	-	-	(M) (O) May be inoperative provided: a) Affected door(s) is (are) removed or, for retractable doors, secured in the retracted (fully open) position, b) Associated bin or compartment is not used for storage of any items, except those permanently affixed, c) Associated bin or compartment is prominently placarded “DO NOT USE”, d) Procedures are established and used to alert crew members and passengers of inoperative bins, and e) Passengers are briefed that associated bin or compartment is not used. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
28-01	Storage Bin(s)/Cabin, Galley, and Storage Compartment/Closets (Cont'd)			For overhead storage compartments, if no partitions are installed, the entire overhead storage compartment is considered one compartment. Any emergency equipment located in the associated compartment (permanently affixed) is available for use.
***	1) Storage Compartment Key Locks D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.
	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.
***	3) Mid-Latch Locking Assembly D	-	0	May be inoperative provided galley half-length carts are not used at affected location. Galley full-length carts can be used.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 provisos are not intended to prohibit lavatory use or inspections by crewmembers.
45-01	Galley/Cabin 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/cabin 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	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
50-04	Cargo Restraint System (Nets, Attach Points, Stanchions, etc.)	A	-	-	(M) May be inoperative, damaged, or missing provided: a) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and balance Document) are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.
		C	-	0	(O) May be inoperative, damaged or missing provided associated cargo compartment remains empty or is checked to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
50-05 ***	Protection Panel of Decompression Panels at the FWD partition wall of FWD Cargo Compartment	C	-	0	(M) One or more may be damaged provided: a) The affected protection panel is removed if the damage prevents correct operation of the decompression panel, and b) Bulk loading is not permitted in the section between the affected protection panel and the closest divider net. NOTE: Tied down cargo is not considered as bulk loading.
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 OR 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	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are established and used.
		C	-	-	May be inoperative or missing provided crewmember assigned to associated seat has a flashlight with equivalent characteristics readily available.
60-09	Megaphones	C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are established and used.
	1) Passenger Configuration	C	-	2	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
60-09	Megaphones (Cont'd)				
	2) Cargo Configuration	C	-	0	May be inoperative or missing.
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 item 25-60-17.
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 cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight cycle.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
60-13	Emergency Medical Equipment (Cont'd)				
	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 cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight cycle.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
	3) First Aid Kits(FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, 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 cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight cycle.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
60-14 ***	Escape Life Lines				
	1) Overwing (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.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
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 14 CFR may be inoperative or missing.
60-17 ***	Survival Kit	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
60-18	Crash Axe/Crow Bar	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
61-01 ***	Emergency Locator Transmitter				
	1) Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
	2) Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
		A	-	0	May be missing provided repairs are made within 90 days.
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
61-02	Passenger or Over Wing Door Slide/Slide Rafts (Without Passengers)	C	-	1	(M)(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger carrying operations, c) Each person has unobstructed access from their seat to an operative exit, either regular or emergency, d) Inoperative exits are conspicuously identified as inoperative, e) An Emergency Exit sign and floor proximity lights associated only with the inoperative exits are covered to obscure the sign and lights, f) Safety briefing includes the location of the inoperative exit(s) and instructions not to use the inoperative exit(s), and g) Alternate procedures are established and used.
65-01 ***	Security Kit and Associated Equipment	D	-	0	May be incomplete or missing.
65-02 ***	Fireproof Gloves	D	-	0	
90-01	Printed Supplemental Safety Information	C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are established and used.
		C	-	-	(M)(O) May be missing or damaged provided: a) Safety Information Card is located in convenient locations for use of each passenger; b) Cards cannot be missing from each exit seat; and c) Any seat(s) or row(s) of seats must be blocked where a Safety Information Card is not located in convenient locations for use of each passenger.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 OR EXCEPTIONS
26 FIRE PROTECTION					
12-01	Engine Fire Detection System (Cont'd)				
	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 beyond 120 minutes, detection loop (B) may be inoperative provided APU fire test is performed before each APU start.
		C	2	1	Except for ER operations beyond 120 minutes, 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.
		A	2	0	Except for ER operations beyond 120 minutes, may be inoperative provided: a) APU is not used, and b) Repairs are made within four flights.
		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 OR 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 item 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.
16-03	Smoke Detectors in FWD Cargo Compartment	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. NOTE: Operator MELs should 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 OR EXCEPTIONS
26 FIRE PROTECTION					
16-03	Smoke Detectors in FWD Cargo Compartment (Cont'd)				
	1) Aircraft with AAE, Ltd. STC No. ST01077WI (4 Detector System)	C	4	2	(M) One detector/channel in each detector enclosure may be inoperative provided the remaining detector/channel in the enclosure is verified to operate normally before each departure.
		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: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
16-04	Smoke Detectors in AFT and Bulk Cargo Compartments	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. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
	1) Aircraft with AAE, Ltd. STC No. ST01077WI (6 Detector System)	C	6	3	(M) One detector/channel in each detector enclosure may be inoperative provided the remaining detector/channel in the enclosure is verified to operate normally before each departure. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
16-04	Smoke Detectors in AFT and Bulk Cargo Compartments (Cont'd) 1) Aircraft with AAE, Ltd. STC No. ST01077WI (6 Detector System) (Cont'd)				
		C	6	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 should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. NOTE 2: If the AFT Cargo Compartment Smoke Detectors are inoperative, the bulk cargo compartment must also remain empty.
16-05	FWD/AFT Detection Loops/Channels AAE, Ltd. STC No. ST01077WI	C	4	2	(M) One loop/channel (A or B) in each cargo compartment may be inoperative provided remaining loop/channel in associated cargo compartment is verified to operate normally before each departure.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
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.
		D	-	0	Any in excess of that required by 14 CFR may be inoperative.

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 OR 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 OR 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 OR 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.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
23-01	FWD/AFT Cargo 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 all 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 should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).
***	2) Bottle 2	C	1	0	Bottle 2 may be inoperative (and cargo compartments used) provided airplane remains within 1 hour of landing at a suitable airport. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
23-01	FWD/AFT Cargo and Bulk Cargo Compartment Fire Extinguishing System (Cont'd)				
	3) Squib of Cargo Bottle 1	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. NOTE 1: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).
***	4) Squib of Cargo Bottle 2	C	-	0	May be inoperative provided bottle 2 is considered inoperative

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
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. NOTE 1: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. NOTE 2: If the AFT Cargo Compartment DISCH light is inoperative, the bulk cargo compartment must also remain empty.
23-03	CARGO SMOKE DISCH AGENT 2 Light	C	1	0	May be inoperative provided that the agent bottle 2 is considered inoperative.
		C	1	0	(O) May be inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
23-04	"PUSH" DSCH Switch Lights AAE, Ltd. STC No. ST01077WI	C	1	0	May be inoperative provided an acceptable test procedure is used once each flight day to verify that the affected bottle(s) is properly charged.
		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 should 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 OR EXCEPTIONS
26 FIRE PROTECTION					
23-05	"AUTO/MAN" DSCH Switch Lights AAE, Ltd. STC No. ST01077WI	C	1	0	(O) May be inoperative provided an acceptable test procedure is used once each flight day to verify that the affected bottle(s) is properly charged.
		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 1: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression). NOTE 3: If the AUTO/MAN DSCH switch light is inoperative for the AFT Cargo Compartment, the bulk cargo compartment must also remain empty.
23-06	DET LEDs AAE, Ltd. STC No. ST01077WI	C	4	2	(O) One LED in each cargo compartment may be inoperative provided the remaining loop in the affected compartment is verified to operate normally before each departure.
23-07	FAIL LEDs AAE, Ltd. STC No. ST01077WI	C	4	2	(O) One LED in each cargo compartment may be inoperative provided the remaining loop in the affected compartment is verified to operate normally before each departure.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
23-08	Fault Panel (E & E Compartment) AAE, Ltd. STC No. ST01077WI	D	1	0	
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.
		D	-	0	Any in excess of that required by 14 CFR may be inoperative.
26-24	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR 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	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 OR EXCEPTIONS
27 FLIGHT CONTROLS					
14-01	Aileron Servo Controls				
	1) 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 3 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 3 flight days. NOTE: LAF is in degraded Mode. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
14-01	Aileron Servo Controls (Cont'd)				
	2) 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 3 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 3 flight days.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 item 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 OR 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 OR 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 item 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 OR 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 OR 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 item 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 OR EXCEPTIONS
27 FLIGHT CONTROLS					
64-01	Spoiler Surfaces				
	1) 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 OR EXCEPTIONS
27 FLIGHT CONTROLS					
64-01	Spoiler Surfaces (Cont'd)				
	1) A320 without Mod. 26334 or 26335) (Cont'd)				
		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.
	2) 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 OR EXCEPTIONS
27 FLIGHT CONTROLS					
64-01	Spoiler Surfaces (Cont'd)				
	2) A318/A319/A321 and A320 with Mod. 26334 or 26335 (Cont'd)	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 OR EXCEPTIONS
27 FLIGHT CONTROLS					
64-01	Spoiler Surfaces (Cont'd)				
	3) A320-200 with Sharklet Mod. 160500/ MP J3283 or 160080/MP J3705	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: a) SECs associated with operative spoilers operate normally, and b) The MTOW is limited to 76,400 kg (168,430 lb).
		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, c) AFM performance penalties are applied, and d) If the pair of spoilers 4 is inoperative, the MTOW is limited to 76,400 kg (168,430 lb).

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
64-01	Spoiler Surfaces (Cont'd) 3) A320-200 with Sharklet Mod. 160500/ MP J3283 or 160080/MP J3705 (Cont'd)				
		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, e) AFM performance penalties are applied, and f) The MTOW is limited to 76,400 kg (168,430 lb).

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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.
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.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
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 item 27-27-00, sub item 1).
92-04	Sidestick Transducer Systems				Deleted, REV 4.
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.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
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 item 27-92-02.
	2) SEC 2				Incorporated into item 27-27-00, sub item 1).
	3) SEC 3				Incorporated into item 27-92-02.
92-08	SEC Tachometer Inputs				
	1) SEC 1				Incorporated into item 27-92-02.
	2) SEC 2				Incorporated into item 27-27-00, sub item 1).
	3) SEC 3				Incorporated into item 27-92-02.
92-09	Hydraulic Pressure Switches				Incorporated into item 27-27-00, sub item 1).
92-10	Hydraulic Pressure Transducers				Incorporated into item 27-27-00, sub item 1).
92-11 ***	STEEP APPR p.b Switch (With Mod.35542)				
	1) ON Light	C	1	0	
	2) FAULT Light	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
93-01	Elevator Aileron Computers (ELAC)				
	1) 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. NOTE 1: With ELAC 1 Roll channel failed, LAF is in degraded Mode. Refer to item 27-64-02. NOTE 2: When the ELAC 1 FAULT alert is displayed (ELAC 1 is not electrically supplied), F/O Take-Over pb cannot disengage AP1. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
93-01	Elevator Aileron Computers (ELAC) (Cont'd)				
	2) 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: When the ELAC 1 FAULT alert is displayed (ELAC 1 is not electrically supplied), F/O Take-Over pb cannot disengage AP1.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
94-01	Spoiler Elevator Computers (SEC)				
	1) SEC 1				
	a) A320 without Mod 26334/ MP J1616 or 26335/ MP J1617, and A320 without Mod 160500/ MP J3283 or 160080/ MP J3705	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) SEC 1 is deactivated, b) SEC 2 and SEC 3 are operative, c) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, d) All ELACs, SFCCs, LGCIUs, RAs, FACs, and ADIRs are operative, e) SFCS No. 2 flap channel is operative, f) All aileron servo channels and roll spoilers associated with the operative SECs are operative, g) TR 1 and TR 2 are operative, h) DC TIE contactor 1 is verified closed before each flight, i) Elevators control through SEC 2 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight, and j) AFM performance penalties for two pairs of spoilers inoperative are applied. NOTE: 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 OR EXCEPTIONS
27 FLIGHT CONTROLS					
94-01	Spoiler Elevator Computers (SEC) (Cont'd) 1) SEC 1 (Cont'd) b) A318/A319/ A321 and A320 with Mod 26334/ MP J1616 or 26335/ MP J1617, and A320 without Mod 160500/ MP J3283 or 160080/ MP J3705	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) SEC 1 is deactivated, b) SEC 2 and SEC 3 are operative, c) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, d) All ELACs, SFCCs, LGCIUs, RAs, FACs, and ADIRs are operative, e) SFCS No. 2 flap channel is operative, f) All aileron servo channels and roll spoilers associated with the operative SECs are operative, g) TR 1 and TR 2 are operative, h) DC TIE contactor 1 is verified closed before each flight, i) Elevators control through SEC 2 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight, and j) AFM performance penalties for two pairs of spoilers inoperative are applied. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
94-01	Spoiler Elevator Computers (SEC) (Cont'd)				
	1) SEC 1 (Cont'd)				
	c) A320-200 with Sharklet Mod. 160500/ MP J3283 or 160080/ MP J3705	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) SEC 1 is deactivated, b) SEC 2 and SEC 3 are operative, c) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, d) All ELACs, SFCCs, LGCIUs, RAs, FACs, and ADIRs are operative, e) SFCS No. 2 flap channel is operative, f) All aileron servo channels and roll spoilers associated with the operative SECs are operative, g) TR 1 and TR 2 are operative, h) DC TIE contactor 1 is verified closed before each flight, i) Elevators control through SEC 2 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight, and j) AFM performance penalties for two pairs of spoilers inoperative are applied. k) The MTOW is limited to 76,400 kg (168,430 lb). (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS				
94-01 Spoiler Elevator Computers (SEC) (Cont'd) 2) SEC 2				
a) A320 without Mod 26334/ MP J1616 or 26335/ MP J1617, and A320 without Mod 160500/ MP J3283 or 160080/ MP J3705	C	1	0	(M)(O) May be inoperative provided: a) SEC 2 is deactivated, b) SEC 1 and SEC 3 are operative, c) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, d) All ELACs, SFCCs, LGCIUs, RAs, FACs, and ADIRs are operative, e) All aileron servo channels and roll spoilers associated with the operative SECs are operative, f) Elevators control through SEC 1 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight. NOTE: 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 OR EXCEPTIONS
27 FLIGHT CONTROLS					
94-01	Spoiler Elevator Computers (SEC) (Cont'd) 2) SEC 2 (Cont'd) b) A318/A319/ A321 and A320 with Mod. 26334/ MP J1616 or 26335/ MP J1617 and A320 without Mod 160500/ MP J3283 or 160080/ MP J3705	C	1	0	(M)(O) May be inoperative provided: a) SEC 2 is deactivated, b) SEC 1 and SEC 3 are operative, c) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, d) All ELACs, SFCCs, LGCIUs, RAs, FACs, and ADIRs are operative, e) All aileron servo channels and roll spoilers associated with the operative SECs are operative, f) Elevators control through SEC 1 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
94-01	Spoiler Elevator Computers (SEC) (Cont'd) 2) SEC 2 (Cont'd) c) A320-200 with Sharklet Mod. 160500/ MP J3283 or 160080/ MP J3705	C	1	0	(M)(O) May be inoperative provided: a) SEC 2 is deactivated, b) SEC 1 and SEC 3 are operative, c) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, d) All ELACs, SFCCs, LGCIUs, RAs, FACs, and ADIRs are operative, e) All aileron servo channels and roll spoilers associated with the operative SECs are operative, f) Elevators control through SEC 1 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight. g) The MTOW is limited to 76,400 kg (168,430 lb). (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
94-01	Spoiler Elevator Computers (SEC) (Cont'd)				
	3) SEC 3	C	1	0	(M)(O) May be inoperative provided: a) SEC 3 is deactivated, b) SEC 1 and SEC 2 are operative, c) SFCS No. 2 flap channel is operative, d) All aileron servo channels and roll spoilers associated with the operative SECs are operative, and e) 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.
95-01	Flight Control Data Concentrators				
	1) Without Mod. 35542	C	2	1	(O) FCDC 2 may be inoperative.
	2) With Mod. 35542	C	2	1	(O) FCDC 2 may be inoperative provided steep approach function is not used.

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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			
	1) A318/A319/A320			
	a) 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.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
12-01	Overpressure Protectors (Cont'd)				
	1) A318/A319/A320 (Cont'd)				
	a) Between Inner and Outer Tank (Cont'd)				
		C	2	0	(M)(O) One or both may be damaged or missing provided: a) The associated transfer valves are latched in open position, and b) The associated transfer valves are verified in the open position prior to each flight. NOTE: After Transfer Valves have been electrically latched open; any refueling, repowering or opening of the refuel door will cause the Transfer Valves to unlatch and close requiring that the Transfer Valves be electrically latched open again.
	b) 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 OR EXCEPTIONS
28 FUEL					
12-01	Overpressure Protectors (Cont'd)				
	1) A318/A319/A320 (Cont'd)				
	c) 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.
	2) A321				
	a) In Vent Surge Tank	C	2	0	(M)(O) May be damaged or missing.
	b) 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.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
12-01 Overpressure Protectors (Cont'd) 2) A321 (Cont'd) b) In Additional Center Tank(s) (With ATC(s)) (Cont'd)				
	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 OR EXCEPTIONS
28 FUEL					
15-01	Outer to Inner TK Transfer Valves				
	1) 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: a) The operative LH wing outer to inner tank transfer valve is latched in the open position, and b) Verify the operative LH wing outer to inner tank transfer valve is in the open position prior to each flight. NOTE: After Transfer Valves have been electrically latched open; any refueling, repowering or opening of the refuel door will cause the Transfer Valves to unlatch and close requiring that the Transfer Valves be electrically latched open again.
		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. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
15-01	Outer to Inner TK Transfer Valves (Cont'd) 1) A318/A319/A320 (Cont'd) b) RH Wing (Cont'd)				
		C	2	1	(M)(O) One may be inoperative closed provided: a) The operative RH wing outer to inner tank transfer valve is latched in the open position, and b) Verify the operative RH wing outer to inner tank transfer valve is in the open position prior to each flight. NOTE: After Transfer Valves have been electrically latched open; any refueling, repowering or opening of the refuel door will cause the Transfer Valves to unlatch and close requiring that the Transfer Valves be electrically latched open again.
		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 OR EXCEPTIONS
28 FUEL					
20-01	Automatic Fuel Feed System Feed System for A318/A319/A320 without Mod. 154327/ MP J3527				
	a) With Mod. 37508/ MP J2832	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	b) Without Mod. 37508/ MP J2832	C	1	0	(O) May be inoperative provided the total FOB after refueling is less than or equal to 12,000 kg (26,500 lb).
		C	1	0	(O)May be inoperative provided: a) The total FOB after refueling is more than 12,000 kg (26,500 lb), and b) The fuel quantity in the center tank is between 2,000 kg (4,400 lb) and 3,000 kg (6,600 lb).
21-01	Wing Tank Pumps (Aircraft fitted with Mod. 36387/MP J2487 or aircraft not 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 OR EXCEPTIONS
28 FUEL					
21-02	Center Tank Systems				
	1) Pumps				
	a) A318/A319/ A320 without ACT and without Mod. 154327/ MP J3527	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.
	b) A319/A320 with ACT(s) and without Mod. 154327/ MP J3527	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 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 OR EXCEPTIONS
28 FUEL					
21-02	Center Tank Systems (Cont'd)				
	2) Transfer Valves				
	a) A321 without ACT or A319/A320 without ACT and with Mod. 154327/ MP J3527	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.
	b) A321 with ACT(s) or A319/A320 with ACT(s) and with Mod. 154327/ MP J3527	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 OR EXCEPTIONS
28 FUEL					
21-02	Center Tank Systems (Cont'd)				
	2) Transfer Valves (Cont'd)				
	b) A321 with ACT(s) or A319/A320 with ACT(s) and with Mod. 154327/ MP J3527 (Cont'd)	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) without Mod. 154327/ MP J3527	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 OR 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				
	1) A318/A319/ A320/A321 without ACT	C	1	0	May be inoperative provided an acceptable means of monitoring fuel loading is used.
	2) A319/A320 with ACT				
	a) Inner Tank	C	1	0	May be inoperative provided an acceptable means of monitoring fuel loading is used.
	b) 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 OR EXCEPTIONS
28 FUEL					
25-03	High Level Fuel Detection System (Cont'd)				
	2) A319/A320 with ACT (Cont'd)				
	b) Center Tank (Cont'd)	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.
	c) Additional Center Tank(s)	C	-	0	May be inoperative provided an acceptable means of monitoring fuel loading is used.
	3) A321 with ACT(s)				
	a) 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 OR EXCEPTIONS
28 FUEL					
25-03	High Level Fuel Detection System (Cont'd)				
	3) A321 with ACT(s) (Cont'd)				
	b) 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, an 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.
	c) 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 OR EXCEPTIONS
28 FUEL					
25-06	Refuel/Defuel Control Panel				
	1) Exterior Control Panel				
	a) Aircraft without Mod 20164/ MP J0022 or 22760/ MP J0835)	C	1	0	(M) May be inoperative provided alternate procedures are established and used.
	b) Aircraft with Mod 20164/ MP J0022 or 22760/ MP J0835)	C	1	0	(O) May be inoperative provided that the cockpit fuel quantity pre-selector is operative.
		C	1	0	(M) May be inoperative provided alternate procedures are established and used.
***	2) Cockpit Control Panel (Aircraft with Mod 20164/ MP J0022 or 22760/MP J0835)	D	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
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.
		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	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
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.
		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.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
28-07	Refuel Valve Additional Center Tank(s)	C	1	0	(M) May be inoperative in the closed position. NOTE: The (M) procedure only needs to be accomplished at each ACT re-fueling.
		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.
		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.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
28-08	Inlet Valve Additional Center Tank(s) (Cont'd)				
	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 OR 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) A321 without Mod 155635/ MP J3702 or A319/A320 without Mod 37508/ MP J2832 or Mod 155636/ MP J3703	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 2 flight days.
	b) A319 with Mod 37508/ MP J28322 and Mod 28238/ MP J19933 and without Mod 155636/ MP J3703	A	2	1	Except for ER operations, one may be inoperative provided: a) Low level warning system operates normally, b) Repairs are made within 2 flight days, and c) There is no fuel in any ACT.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
40-02	Fuel Quantity Indicating Computer System (Cont'd)				
	1) Channels				
	c) A321 with Mod 155635/ MP J3702 or A319/A320 with Mod 37508/ MP J2832 and Mod 155636/ MP J3703	A	2	1	(M) Except for ER operations, one may be inoperative provided: a) Low level warning system operates normally, b) Repairs are made within 2 flight days, and c) Alternate procedures are developed and used.
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 or A319/A320 with Mod. 154324/ MP J3527)	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 or A319/A320 with Mod. 154324/ MP J3527)	C	2	0	May be inoperative provided corresponding transfer valve indication is available on ECAM.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
40-05	Fuel Transfer Control				
	1) MODE SEL FAULT Light				
	a) A318 or A319/A320 without Mod. 154327/ MP J3527	C	1	0	(O) May be inoperative provided all tank pump indications on ECAM FUEL page are operative.
	b) A321 or A319/A320 with Mod. 154327/ MP J3527	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	

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
40-06	ECAM FUEL PAGE Indications				
	1) A318/A319/A320				
	a) Tank Pumps				
	i. A318 or A319/A320 without Mod. 154324/ MP J3527	C	-	0	
	ii. Wing Tank Pumps and Center Tank Transfer Valves (A319/A320 with Mod. 154324/ MP J3527)	C	6	0	
	b) APU LP Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured closed, and b) APU is not used.
	c) 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.
	d) 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.
	e) Fuel Temperature	C	4	2	One in each wing or both in one wing may be inoperative. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
40-06	ECAM FUEL PAGE Indications (Cont'd) 1) A318/A319/A320) (Cont'd)				
	f) 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.
	g) 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.
	h) 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. (Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
40-06	ECAM FUEL PAGE Indications (Cont'd)			
	1) A318/A319/A320) (Cont'd)			
	h) Fuel Quantity Outer Tank 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 OR EXCEPTIONS
28 FUEL					
40-06	ECAM FUEL PAGE Indications (Cont'd) 1) A318/A319/A320) (Cont'd) h) Fuel Quantity Outer Tank (Cont'd)				
		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.
	i) 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 OR EXCEPTIONS
28 FUEL					
40-06	ECAM FUEL PAGE Indications (Cont'd)				
	1) A318/A319/A320) (Cont'd)				
	j) Fuel Quantity Center Tank				
	i) 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	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.
	ii) 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	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
40-06	ECAM FUEL PAGE Indications (Cont'd) 1) A318/A319/A320) (Cont'd) j) Fuel Quantity Center Tank (Cont'd)				
	ii) A319/A320 With ACT(s) (Cont'd)	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. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
40-06	ECAM FUEL PAGE Indications (Cont'd)				
	1) A318/A319/A320) (Cont'd)				
	k) 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.
	l) 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.
	m) Engine LP Valve Indication	C	2	0	(M) May be inoperative provided associated LP valve(s) is checked operative before each flight.
***	n) FUEL FLOW 1+2 (With Mod 30368/ MP P6578)	C	1	0	May be inoperative.

(Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
40-06	ECAM FUEL PAGE Indications (Cont'd)				
	1) A318/A319/A320) (Cont'd)				
	o) FUEL USED	C	2	0	May be inoperative provided associated fuel used indication on ENG SD page is considered inoperative.
***	p) FUEL USED 1+2 (with MP P7092)	C	1	0	May be inoperative.

(Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
40-06	ECAM FUEL PAGE Indications (Cont'd)				
	2) A321				
	a) Wing Tank Pumps and Center Tank Transfer Valves	C	6	0	
	b) APU LP Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured closed, and b) \APU is not used.
	c) 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.
	d) Fuel Temperature	C	2	1	One may be inoperative.
	e) 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.
	f) 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.
	g) 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 OR EXCEPTIONS
28 FUEL					
40-06	ECAM FUEL PAGE Indications (Cont'd)				
	2) A321 (Cont'd)				
	h) Fuel Quantity Center Tank				
	i) A321 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	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.
	ii) 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 OR EXCEPTIONS
28 FUEL					
40-06	ECAM FUEL PAGE Indications (Cont'd)				
	2) A321 (Cont'd)				
	h) Fuel Quantity Center Tank (Cont'd)				
	ii) A321 With ACT(s) (Cont'd)	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.
	i) Fuel Quantity Additional Center Tank(s)				
	i) 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	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
40-06	ECAM FUEL PAGE Indications (Cont'd)				
	2) A321 (Cont'd)				
	i) Fuel Quantity Additional Center Tank(s) (Cont'd)				
	i) A321 With ACT(s) (Cont'd)	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.
	j) ACT to CTR Tank Transfer Indication (Arrow) Additional Center Tank				
	i) 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.
	k) Engine LP Valve Indication	C	2	0	(M) May be inoperative provided associated LP valve(s) is checked operative before each flight.
***	l) FUEL USED 1+2 with Mod 30368/ MP P6578	C	1	0	May be inoperative.
	m) FUEL USED	C	2	0	May be inoperative provided associated fuel used indication on ENG SD page is considered inoperative.
***	n) FUEL FLOW 1+2 with MP P7092	C	1	0	May be inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
40-07	Manual Magnetic Indicators	C	-	0	One or more may be inoperative provided fuel quantity is determined by acceptable means.
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)				
	a) A318/319/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)				
	a) 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 OR EXCEPTIONS
28 FUEL					
40-09	Cautions on ECAM (Cont'd)				
	2) TK HI TEMP (Left, Right Wing Tank) (Cont'd)				
	a) A321 (Cont'd)				
		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)				
	a) A318/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 OR EXCEPTIONS
28 FUEL					
40-09	Cautions on ECAM (Cont'd)				
	4) TK LO TEMP (Left, Right, Wing Tank)				
	a) 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) 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.

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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) The affected accumulator is deactivated.
	2) Post Mod. 21414	C	3	0	(M) May be inoperative provided the affected accumulator is deactivated.
10-04	System Filters				Incorporated into item 29-10-07, sub item 1).
10-05	Case Drain Filters				Incorporated into item 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 OR EXCEPTIONS
29 HYDRAULIC POWER					
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.
25-01	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 OR EXCEPTIONS
29 HYDRAULIC POWER					
30-01	Pump p.b Switch (Cont'd)				
	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 OR EXCEPTIONS
29 HYDRAULIC POWER					
30-03	ECAM HYD Page Indications (Cont'd)				
	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 OR EXCEPTIONS
29 HYDRAULIC POWER				
30-04	ECAM Warnings & Cautions (Cont'd)			
	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	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULIC POWER					
30-04	ECAM Warnings & Cautions (Cont'd)				
	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	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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	-	-	
	2) Fault(s) Indicated by ENG 1(2) A.ICE (A319neo/A320neo/ A321neo)	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 OR 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 conditions.
	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				
	(A318/A319ceo/ A320ceo/A321ceo)	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.
	(A318/A319ceo/ A320ceo/A321ceo)	C	2	0	(M)(O) May be inoperative open provided AFM performance penalties are applied.
	(A319neo/A320neo/ A321neo)	C	4	2	(O) Except for ER operations beyond 120 minutes, one or two NAI valves on the same engine may be inoperative in the closed position provided the aircraft is not operated in known or forecast icing conditions.
	(A319neo/A320neo/ A321neo)	C	4	2	(M) One NAI valve per engine may be inoperative provided it is deactivated in the open position.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
21-01	Engine Anti-Ice Valves (Cont'd)				
	(A319neo/A320neo/ A321neo with CFM LEAP1-A engines)	C	4	2	(M)(O) Except for ER operations beyond 120 minutes, two may be inoperative on the same engine provided: a) Affected NAI valves are deactivated in the closed position, and b) Aircraft is not operated in known or forecast icing conditions.
21-02	Engine Anti-Ice				
	1) FAULT Lights	C	2	0	May be inoperative.
	2) ON Lights	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
21-03	ANTI-ICE ENG 1(2) CTL FAULT Cautions on ECAM E/WD (A319neo/A320neo/ A321neo)	C	2	0	(O) May be inoperative provided: a) Associated ENG 1(2) A.ICE VALVE OPEN is displayed on the EWD, and b) AFM performance penalties are applied.
		C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Associated ENG 1(2) A.ICE MON FAULT is displayed on the EWD, and b) Aircraft is not operated in known or forecast icing conditions.
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 OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
31-01	Probe Heat Computers (Cont'd)				
		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 OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
31-02	Pitot Heaters (Cont'd)	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 OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
31-03	Static Port Heaters (Cont'd)	C	6	4	(M)(O) F/O's 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.
		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.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
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	
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 p.b. sw				
	1) AUTO Control	C	1	0	May be inoperative provided PROBES/WINDOW HEAT system is manually selected.
	2) ON Light	C	1	0	May be inoperative provided the PROBES/WINDOW HEAT automatic system is operative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
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	
	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	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
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.
		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.

1. SYSTEM & SEQUENCE NUMBERS	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
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 OR 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		-	-	
	a) With Mod. 31283/ MP P7125	C	-	-	May be displayed provided DMC 2/3 MAINTENANCE message is not displayed simultaneously on ECAM STATUS page.
	b) With Mod. 151269/ MP P11819	C	-	-	May be displayed on ECAM STATUS page.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
31-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY (Cont'd)				
***	7) Faults indicated by DMC 2/3 (With Mod. 31283/ MP P7125 or with Mod. 151269/ MP P11819)	C	-	-	May be displayed on ECAM STATUS page.
***	8) Faults indicated by DFDR ACCEL (With Mod. 161365/ MP P14629)	-	-	-	Refer to Item 31-30-02 1) FDR Recording Parameters Required By 14 CFR NOTE: Dispatch with any of the above maintenance status messages displayed on ECAM is permitted without CFDS interrogation.
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.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
30-02	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
	Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)	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 3 flight days.
	1) FDR Recording Parameters Required By 14 CFR	A	-	-	Up to three parameters may be inoperative provided: a) Cockpit voice recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.
	2) FDR Recording Parameters not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
30-03	Flight Data Interface Unit (FDIU) or Flight Data Interface function of the Flight Data Interface and Management Unit (FDIMU)	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 3 flight days.
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) or Data Management function of the FDIMU	D	1	0	
30-08 ***	Printer	D	1	0	

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
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	
	3) Data Loading Routing Box (DLRB)	D	1	0	
53-01	Flight Warning Computers (FWC)				
	1) Without Mod. 35542	B	2	1	FWC 2 may be inoperative provided approach minimums do not require its use.
	2) 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.
55-01	System Data Acquisition Concentrator Units (SDAC)	C	2	1	SDAC 2 may be inoperative.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
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	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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) Without Mod. 36414/ MP K11047 or Mod. 38111/ MP K11684	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 3 flight days. (Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
63-01	Display Units (DU) (Cont'd) 4) SDU (Cont'd) b) With Mod. 36414/ MP K11047 or Mod. 38111/ MP K11684	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, d) Repairs are made within 3 flight days, and e) The CDSS is considered inoperative.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
63-02	Display Management Computers				
	1) DMC 1				
	a) Aircraft with Mod. 21678/ MP K1806 (AC/DC ESS PWR for ETOPS)	C	1	0	May be inoperative provided DMC 2 and DMC 3 are operative.
	b) Aircraft with Mod. 21678 MP K1806 (AC/DC ESS PWR for ETOPS) and Mod 34571/ MP P8671 (EIS2 S4-2), or with Mod. 36725/ MP P9824 (EIS2 S7)	C	1	0	(O) May be inoperative provided DMC 2 and DMC 3 are operative.

(Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
63-02	Display Management Computers (Cont'd)				
	2) DMC 2				
	a) Aircraft with Mod. 34571/ MP P8671 (EIS2 S4-2), or with Mod. 36725/ MP P9824 (EIS 2 S7), or without Mod. 37317/ MP P10098 (AC ESS FEED Auto Switching)	C	1	0	(M)(O) 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, and c) DMC 1 and DMC 3 are operative.
	b) Aircraft without Mod. 34571/ MP P8671 (EIS2 S4-2), or without Mod. 36725/ MP P9824 (EIS2 S7), or with Mod. 37317 MP P10098 (AC ESS FEED Auto Switching)	C	1	0	(M) May be inoperative provided: a) AC ESS Feed Control is verified operative once each flight day, b) AC ESS Feed Fault Light is verified operative once each flight day, and c) DMC 1 and DMC 3 are operative.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
63-02	Display Management Computers (Cont'd)				
	3) DMC 3				
		C	1	0	May be inoperative provided DMC 1 and DMC 2 are operative.
	a) Aircraft with Mod. 34571/ MP P8671 (EIS2 S4-2), or Mod. 36725/ MP P9824 (EIS2 S7)	C	1	0	(O) May be inoperative provided DMC 1 and DMC 2 are operative.
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 OR 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	(M)(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 Unit No. 2 (LGCIU 2)	A	1	0	(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) Flex takeoff is not used, e) Reverser No. 2 is considered inoperative, f) LGCIU No. 2 is deactivated, g) Alternate procedures are established and used to account for inoperative systems/functions related to the deactivated No. 2 LGCIU, and h) Repairs are made within 1 flight day. NOTE: As a result of a deactivated LGCIU 2 multiple systems are affected.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
33-01	Landing Gear Gravity Extension System	B	1	0	(M)(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) For the main wheel, 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	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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, i) Approach minimums do not require its use, and j) The AUTO/BRK Function is considered inoperative.
42-02	Green Braking System				
	1) 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	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
42-02	Green Braking System (Cont'd)				
	2) 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				
	1) Channel 1/ System 1				
	a) Aircraft without Mod. 36853/ MP P9655 (BSCU STD L4.9) or with Mod. 36853/ MP P9655 and Mod. 38973/ MP P10891 (BSCU STD L4.9B)	C	1	0	(M)(O) May be inoperative provided: a) Alternate brake system is verified to operate normally before each departure, b) Brake pressure indicators operate normally, c) The affected channel/system is deactivated, d) Prior to each flight, the CFDS does not indicate a L/G SYS DISAGREE caution, e) Channel 2/System 2 is operative, and f) The AUTO/BRK (LO, MED, MAX) pb-sw DECEL lights and the AUTO/BRK (LO, MED, MAX) pb-sw ON lights are considered inoperative. NOTE: These provisos apply to all BSCU standards except L4.9 only. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
42-03	Braking/Steering Control Unit (BSCU) Channels/Systems (Cont'd)				
	1) Channel 1/ System 1 (Cont'd)				
	b) Aircraft with Mod. 36853/ MP P9655 (BSCU STD L4.9) and Without Mod. 38973/ MP P10891 (BSCU STD L4.9B)	C	1	0	(M)(O) 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, e) Prior to each flight, the CFDS does not indicate a L/G SYS DISAGREE caution, f) Channel 2/System 2 is operative, and g) The AUTO/BRK (LO, MED, MAX) pb-sw DECEL lights and the AUTO/BRK (LO, MED, MAX) pb-sw ON lights are considered inoperative. NOTE: These provisos apply to BSCU standard L4.9 only. (Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
42-03	Braking/Steering Control Unit (BSCU) Channels/Systems (Cont'd)				
	2) Channel 2/ System 2				
	a) Aircraft without Mod. 36853/ MP P9655 (BSCU STD L4.9) or with Mod. 36853/ MP P9655 and Mod. 38973/ MP P10891 (BSCU STD L4.9B)	C	1	0	(M)(O) 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, d) Prior to each flight, the CFDS does not indicate a L/G SYS DISAGREE caution, and e) Channel 1/System 1 is operative. NOTE: These provisos apply to all BSCU standards except L4.9.
	b) Aircraft with Mod. 36853/ MP P9655 (BSCU STD L4.9) and Without Mod. 38973/ MP P10891 (BSCU STD L4.9B)	C	1	0	(M)(O) 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, e) Prior to each flight, the CFDS does not indicate a L/G SYS DISAGREE caution, and f) Channel 1/System 1 is operative. NOTE: These provisos apply to BSCU standard L4.9 only.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 OR EXCEPTIONS
32 LANDING GEAR					
44-02	ACCU PRESS Indicator				
	1) 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.
	2) 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 OR EXCEPTIONS
32 LANDING GEAR					
48-02 ***	BRAKE FAN HOT Light	D	1	0	
48-03 ***	BRK FAN ON Light	D	1	0	
					NOTE: Brake Fan operation may be checked through the brake fan ECAM MEMO.
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 3 days.
49-03	Warning and Caution on ECAM EWD				
***	1) WHEEL TYRE LO PR Caution on ECAM EWD	D	1	0	(M) May be inoperative on one or more wheels provided: a) Associated pressure monitoring channel is deactivated if the WHEEL TYRE LO PR caution was triggered erroneously, and b) Tire pressure on affected wheel is checked to be within limits every 3 days.
		D	1	0	(M) May be inoperative on all wheels provided: a) The Tire Pressure Indicating Computer (TPIC) is deactivated if the WHEEL TYRE LO PR Caution was triggered erroneously, and b) The tire pressure on each wheel is checked to be within the limits every 3 days.
51-01	Nose Wheel Steering System				Deleted, REV 20.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
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.
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 250 kts/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.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
60-03	ECAM Wheel Page Indications (Cont'd)				
	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	
	11) [Y] ALTN BRK (With Mod. 31441)	C	2	0	
	12) ACCU PRESS/ACCU ONLY (With Mod. 31441)	C	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
60-04	Fault(s) Indicated by BRAKES N/WS MINOR FAULT Caution on ECAM E/WD				
	1) A318/A319ceo/ A320ceo/A321ceo with Mod. 26925/ MP P4576 (Alt. Braking) and without Mod. 38973/ MP P10891 (BSCU STD L4.9B)	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.
		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. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
60-04	Fault(s) Indicated by BRAKES N/WS MINOR FAULT Caution on ECAM E/WD (Cont'd)				
	2) A318/A319ceo/ A320ceo/A321ceo with Mod. 26925/ MP P4576 (Alt Braking) and with Mod. 38973/ MP P10891 (BSCU STD L4.9B) and A319neo/A320neo/ A321neo	B	-	-	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, or • A fault on a Normal Pressure Transducer.
60-07 ***	Integral Tire Pressure Indicators	D	-	0	

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS				
10-01	Cockpit and Instrument Panel Lighting System			
	1) Aircraft with Mod. 27620/ MP P5638 (ISIS) C	-	-	Individual lights may be inoperative provided: a) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lights are positioned so that direct rays are shielded from flightcrew members' eyes, c) Lighting configuration and intensity is acceptable to the flightcrew, and d) RH dome light is operative. NOTE 1: RH dome light is considered operative with a minimum of three bulbs illuminated in each assembly. The bulbs can be checked by selecting the DOME toggle switch from DIM to BRT and ensure both functions operate. NOTE 2: Individual button/switch lights and/or annunciations and indications are excluded from this relief. NOTE 3: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
10-01	Cockpit and Instrument Panel Lighting System (Cont'd)				
	2) Aircraft with Mod. 27140/ MP P4801 (EEPGS) or with Mod. 37329/ MP P10166 or with Mod. 37330/ MP P10167 and without Mod. 27620/ MP P5638 (ISIS)	C	-	-	Individual lights may be inoperative provided: a) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lights are positioned so that direct rays are shielded from flightcrew members' eyes, c) Lighting configuration and intensity is acceptable to the flightcrew, d) RH dome light is operative, and e) The left section of the center main panel flood light operates normally. NOTE 1: RH dome light is considered operative with a minimum of three bulbs illuminated in each assembly The bulbs can be checked by selecting the DOME toggle switch from DIM to BRT and ensure both functions operate. NOTE 2: Individual buttons/switch lights and/or annunciations and indications are excluded from this relief. NOTE 3: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters. (Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS				
10-01	Cockpit and Instrument Panel Lighting System (Cont'd)			
	3) Aircraft without Mod. 27140/ MP P4801 (EEPGS) or without Mod. 27620/ MP P5638 (ISIS) or without Mod. 37329/ MP P10166 or without Mod. 37330/ MP P10167 — C	-	-	Individual lights may be inoperative provided: a) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lights are positioned so that direct rays are shielded from flightcrew members' eyes, c) Lighting configuration and intensity is acceptable to the flightcrew, d) Both dome lights are operative, and e) The left section of the center main panel flood light operates normally. NOTE 1: Dome lights are considered operative with a minimum of three bulbs illuminated in each assembly. The bulbs can be checked by selecting the DOME toggle switch from DIM to BRT and ensure both functions operate. NOTE 2: Individual buttons/switch lights and/or annunciations and indications are excluded from this relief. NOTE 3: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
10-02	Annunciator Lights				
	1) Test Function	B	1	0	
	2) Dim Function	C	1	0	May be inoperative for non-night operations.
	3) Bright Function	C	1	0	May be inoperative: a) For night operations, and b) Non-night operations are not conducted.
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 OR 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.
30-01	Cargo and Service Compartment Lighting System	D	1	0	

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
40-01	Navigation Lights Systems				
	1) Aircraft Equipped With One Navigation Lights System	C	1	0	Must be operative between sunset and sunrise. |
	a) Forward Navigation Lights LEDs (With Mod. 150780/ MPJ3140)	C	-	-	One LED in each Nav Light Assembly may be inoperative.
***	2) Aircraft Equipped With Two Navigation Lights Systems	C	2	1	NAV 1 or NAV 2 system may be inoperative.
		C	2	0	Must be operative between sunset and sunrise. |
***	3) Navigation Light System (STC ST10742SC)	C	1	0	Must be operative between sunset and sunrise. |
	a) Forward Navigation Lights LEDs	C	8	6	One LED in each Nav Light Assembly may be inoperative.
	b) Tail Navigation Light Bulbs	C	2	1	One bulb may be inoperative.
40-02	Landing Lighting System				
	1) Landing Lights	C	2	1	One may be inoperative provided taxi and takeoff lights operate normally.
		C	2	0	May be inoperative for non-night operations. |

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
40-02	Landing Lighting System (Cont'd)				
	2) Extension/ Retraction Systems	C	2	0	(O) May be inoperative in the extended position provided a 1 percent fuel penalty is applied for each extended light.
		C	2	0	May be inoperative in the retracted position provided that the associated light is considered inoperative.
40-03	Runway Turn-Off Light Systems	C	2	0	
40-04	Taxi and Takeoff Light Systems	C	2	0	
40-05 ***	Logo Lights	D	2	0	
40-06	Anti-Collision Lights	C	2	0	Must be operative between sunset and sunrise
		C	2	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	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
50-01	Exit Signs	C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are established and used.
	1) Wall Mounted Exit (Marking) Signs	C	-	-	Up to three non-adjacent Bulbs or LEDs may be inoperative in individual signs.
	2) Main Aisle Overhead Exit (Location) Signs	C	-	-	Up to three non-adjacent LEDs may be inoperative in individual signs. NOTE: For main aisle overhead Exit (Location) Signs with Bulbs, all Bulbs must be operative.
50-02	Overhead Emergency Lights				
	1) A318/A319	C	11	9	A maximum of two non-adjacent overhead emergency lights may be inoperative.
	2) A320				
	a) Without Mod. 24399/ MP K3756	C	14	11	A maximum of three non-adjacent overhead emergency lights may be inoperative.
	b) With Mod. 24399/ MP K3756	C	12	9	A maximum of three non-adjacent overhead emergency lights may be inoperative.
	3) 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	C	-	-	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are established and used. (Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
50-03	Floor Proximity Emergency Escape Path Marking System (Cont'd)				
	1) Individual Incandescent Bulbs, LEDs, or Photoluminescent Components	C	-	-	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.
50-04	Overwing Escape Route Lighting (A318/A319/A320)				
	1) Overwing Emergency Light	C	-	-	May be inoperative for non-night operations. |
	2) Overwing Exit Handle Light	B	-	0	
50-05	Escape Slide Lighting	B	-	0	May be inoperative for non-night operations. |
50-06	Lavatory Auxiliary Lights	C	-	0	
50-07	EMER LIGHT TEST				
	1) SYS TEST				Moved to item 23-73-07 1).
50-08	EMER EXIT LT OFF Light on SIGNS Overhead Panel	C	-	0	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
50-09	Interior and Exterior Emergency Lighting Systems	C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are established and used.
51-12	BAT TEST pb on the PTP	C	1	0	(M) May be inoperative provided that the batteries are verified correctly charged. NOTE: Battery tests required by the carrier's maintenance program cannot be exceeded.
81-01 ***	Visual Ice Detector Lighting				Deleted, REV18. (See item 30-81-03).

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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	-	-	
	3) Fault (s) Indicated by IR	C	-	-	
	3) Fault(s) Indicated by RA 1(2)	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	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
10-01 ADIRS				
1) IR 1				
a) Aircraft without Honeywell FMS2 (P1A or Release 1A standard) or without any of the following Mods: • 35526/ MP P9126 (FMGC Standard P1I10), or • 37311/ MP P9823 (FMGC Standard P1I11), or • 37934/ MP P10439 (FMGC Standard P1C12), or • 150370/ MP P11613 (FMGC Standard P1C12A), or • 38779/ MP P10763 (FMGC Standard H2I11), or • 38778/ MP P10762 (FMGC Standard H2C12)	C	1	0	(O) NAV Mode of IR 1 may be inoperative provided: a) NAV Mode of IR 2 and NAV Mode of IR 3 are operative, and b) Approach minimums do not require its use. NOTE: The terrain function of TAWS is inoperative. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
10-01	ADIRS (Cont'd)				
	1) IR 1 (Cont'd)				
	a) Aircraft with Honeywell FMS2 (P1A or Release 1A standard) and with any of the following Mods: • 35526/ MP P9126 (FMGC Standard P1I10), or • 37311/ MP P9823 (FMGC Standard P1I11), or • 37934/ MP P10439 (FMGC Standard P1C12), or • 150370/ MP P11613 (FMGC Standard P1C12A), or • 38779/ MP P10763 (FMGC Standard H2I11), or • 38778/ MP P10762 (FMGC Standard H2C12)	A	1	0	(O) NAV Mode of IR 1 may be inoperative provided: a) NAV Mode of IR 2 and NAV Mode of IR 3 are operative, b) Approach minimums do not require its use, c) The FMGC 1 is considered inoperative, and d) Repairs are made within three flight legs. NOTE: The terrain function of TAWS is inoperative. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
10-01	ADIRS (Cont'd)				
	2) IR 2				
	a) Aircraft without Honeywell FMS2 (P1A or Release 1A standard) or without any of the following Mods: • 35526/ MP P9126 (FMGC Standard P1I10), or • 37311/ MP P9823 (FMGC Standard P1I11), or • 37934/ MP P10439 (FMGC Standard P1C12), or • 150370/ MP P11613 (FMGC Standard P1C12A), or • 38779/ MP P10763 (FMGC Standard H2I11), or • 38778/ MP P10762 (FMGC Standard H2C12)	C	1	0	(O) NAV Mode of IR 2 may be inoperative provided: a) NAV Mode of IR 1 and NAV Mode of IR 3 are operative, and b) Approach minimums do not require its use.
		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. (Continued)

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
10-01	ADIRS (Cont'd) 2) IR 2 (Cont'd) a) Aircraft without Honeywell FMS2 (P1A or Release 1A standard) or without any of the following Mods: • 35526/ MP P9126 (FMGC Standard P1I10), or • 37311/ MP P9823 (FMGC Standard P1I11), or • 37934/ MP P10439 (FMGC Standard P1C12), or • 150370/ MP P11613 (FMGC Standard P1C12A), or • 38779/ MP P10763 (FMGC Standard H2I11), or • 38778/ MP P10762 (FMGC Standard H2C12) (Cont'd)				d) All flight control accelerometers are verified operative, e) Takeoff in CONF 1+F is prohibited, and f) Approach minimums do not require its use. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
10-01	ADIRS (Cont'd) 2) IR 2 (Cont'd) b) Aircraft with Honeywell FMS2 (P1A or Release 1A standard) and with any of the following Mods: • 35526/ MP P9126(FMGC Standard P1I10), or • 37311/ MP P9823 (FMGC Standard P1I11), or • 37934/ MP P10439 (FMGC Standard P1C12), or • 150370/ MP P11613 (FMGC Standard P1C12A), or • 38779/ MP P10763 (FMGC Standard H2I11), or • 38778/ MP P10762 (FMGC Standard H2C12)	A	1	0	(O) NAV Mode of IR2 may be inoperative provided: a) NAV Mode of IR 1 and NAV Mode of IR 3 are operative, b) Approach minimums do not require its use, c) The FMGC 2 is considered inoperative, and d) Repairs are made within three flight legs. (Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
10-01	ADIRS (Cont'd)			
	2) IR 2 (Cont'd)			
	b) Aircraft with Honeywell FMS2 (P1A or Release 1A standard) and with any of the following Mods: • 35526/ MP P9126 (FMGC Standard P1I10), or • 37311/ MP P9823 (FMGC Standard P1I11), or • 37934/ MP P10439 (FMGC Standard P1C12), or • 150370/ MP P11613 (FMGC Standard P1C12A), or • 38779/ MP P10763 (FMGC Standard H2I11), or • 38778/ MP P10762 (FMGC Standard H2C12)	A	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 are verified operative, e) Takeoff in CONF 1+F is prohibited, f) Approach minimums do not require its use, g) The FMGC 2 is considered inoperative, and h) Repairs are made within three flight legs.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
10-01	ADIRS (Cont'd)				
	3) IR 3	C	1	0	(O) NAV Mode of IR 3 may be inoperative provided: a) NAV Mode of IR 1 and NAV Mode of IR 2 are operative, and b) Approach minimums do not require its use.
		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 are verified operative, and e) Approach minimums do not require its use.
	a) Aircraft with any of the following (Honeywell) ADIRU P/Ns: • HG1150AC05 (Mod. 21206/ MP P1488/ SB A320-34-1010), or • HG1150AC06 (Mod. 24349/ MP P3510/ SB A320/34-1084 or • HG1150AC07 (Mod. 30652/ MP P6739/ 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 are verified operative, and e) Approach minimums do not require its use.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
10-01	ADIRS (Cont'd)				
	4) ADR 2 or 3 (IAE Engines, CFM Engines or PW 6000 Engines)	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 are verified operative, 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/MP P6635 or 31528/MP P7268, ADR 2 must be operative for RVSM operations.
	(PW 1100G Engines)	C	2	1	(M)(O) Except where enroute operations require its use, ADR 3 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 are verified operative, d) Takeoff in CONF 1+F is prohibited with ADR 2 inoperative, and e) Approach minimums do not require its use.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 OR EXCEPTIONS
34 NAVIGATION					
10-02	ADIRS CDU (Aircraft Pre. Mod. 36743) (Cont'd)				
	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 OR EXCEPTIONS
34 NAVIGATION					
10-03	ADIRS MSU (Aircraft Post Mod. 36743) (Cont'd)				
	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	
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	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
13-05	Vertical Speed Indications on PFD				
	1) Inertial Mode	C	2	0	
13-06	Other Air Data Related Indicators (Except Airspeed and Altitude)				Deleted, REV 13.
13-07	Ground Speed Indications on ND	C	2	0	
13-08	True Airspeed Indications on ND (IAE, CFM, PW 6000 Engines)	C	2	0	
13-09	Wind Indications on ND	C	2	0	
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.
21-01	Standby Airspeed Indicator				
	1) Airspeed Bugs	D	-	-	
21-02	Standby Altimeter				
	1) Altitude Bugs	D	-	-	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
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 ADIRUs or aircraft equipped with Litton ADIRUs P/N 465020-0303-316 and Mod. 30650 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.
		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 ADIRUs)	C	1	0	

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
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	
	4) Bugs Function	D	1	0	
30-01 ***	Head Up Display (HUD)	D	-	0	
36-01	ILS Navigation Systems	C	2	-	As required by 14 CFR. NOTE: GPWS Glideslope Deviation Light(s) will be inoperative with the loss of the ILS 1.
40-07	GPWS – G/S pb-sw for Aircraft with Mod. 21391/MP P1631 (PULL UP – GPWS), or Mod. 20522/MP P0811 (PULL UP –G/S pb-sw)	C	2	1	(O) One may be inoperative provided GPWS and TAWS aural and visual warnings are checked operative.
	For Aircraft with Mod. 21391/MP P1631 (PULL UP – GPWS), or Mod 20522/MP P0811 (PULL UP –G/S pb-sw)	A	2	0	Both may be inoperative provided: a) The GPWS and TAWS are considered inoperative, and b) Repairs are made within 2 flight days.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
40-09 ***	Runway End Overrun Warning/Runway End Overrun Protection (ROW/ROP) (Mod. 155269/ MP P12511)	D	1	0	
41-01	Weather Radar Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
***	1) Transceiver (Aircraft with dual transceivers)	D	2	1	May be inoperative.
	2) Map Mode	C	-	0	
	3) Automatic Gain Control (CAL)	C	-	0	May be inoperative provided radar gain can be manually tuned to receive satisfactory radar returns.
	4) Turbulence Detection Mode	C	1	0	
	5) Ground Clutter Suppression	C	1	0	
	6) AUTO TILT Control	C	1	0	May be inoperative provided manual tilt function operates normally.
***	7) Predictive Windshear Detection and Avoidance System	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.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
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 2 flight days for RA 1 and within 3 flight days for RA 2. NOTE: For aircraft equipped with TCAS or T2CAS, inoperative RA 1 renders GPWS inoperative.
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 and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operators MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days.
		C	-	1	
	1) Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.
	2) Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
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 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use. NOTE: For aircraft equipped with Mod. 34637/ MP P8454 (T2CAS), when the TCAS is deactivated, the TAWS is also inoperative.
	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 OR EXCEPTIONS
34 NAVIGATION					
43-01	Traffic Alert Collision Avoidance System (TCAS II) (Cont'd)				
	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 2 flight days.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
48-01	Ground Proximity Warning System (GPWS) (Cont'd)				
	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 2 flight days.
	2) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 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 14 CFR, 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 OR EXCEPTIONS
34 NAVIGATION					
48-01	Ground Proximity Warning System (GPWS) (Cont'd)				
***	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 2 flight days.
51-01	DME	C	2	-	Any in excess of those required by 14 CFR may be inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
52-01	ATC Transponders and Automatic Altitude Reporting Systems	B	2	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	2	1	Any in excess of those required by 14 CFR may be inoperative.
***	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
***	2) ADS-B Squitter Transmissions	D	-	0	May be inoperative provided operations do not require its use.
		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.
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 14 CFR may be inoperative.
55-01	VOR Navigation	C	-	-	As required by 14 CFR.
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 14 CFR may be inoperative.
55-04 ***	MLS	D	2	-	As required by 14 CFR.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
57-01	DDRMI (Without Mod. 33503)				
	1) Compass Card	C	1	0	
	2) VOR Pointers	C	-	-	As required by 14 CFR.
	3) DME Counters	C	-	0	As required by 14 CFR
	4) ADF Pointers	D	-	0	As required by 14 CFR
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 flightcrew.
	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 in 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 OR 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 OR 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.
13-01	Indications On DOOR/OXY ECAM Page				
	1) OXY High Pressure Indication				
	A318/A319/A320/A321 without Mod. 161337/ MP K17059	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.
	A318/A319/A320/A321 with Mod. 161337/MP K17059	C	2	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 1(2)(1+2) LO PR indication is operative.

(Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN					
13-01	Indications On DOOR/OXY ECAM Page (Cont'd)				
	2) REGUL LO PR Indication				
	A318/A319/A320/A321 without Mod. 161337/ MP K17059	C	1	0	(M)(O) May be inoperative provided the oxygen pressure is verified before each departure.
	3) REGUL 1(2)(1+2) LO PR Indication				
	A318/A319/A320/A321 with Mod. 161337/ MP K17059	C	3	0	(M)(O) One or more may be inoperative provided the oxygen pressure is verified each departure.
13-02	Crew Supply p.b Switch				
	1) OFF Light	C	1	0	
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.
20-07	Protective Breathing Equipment (PBE)				Moved to 35-32-01, REV 20.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN					
21-01	Passenger Oxygen Storage				
	1) Passenger Oxygen 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) Flight Attendant Oxygen Module	B	-	-	May be inoperative provided associated flight attendant seat(s) are considered inoperative.
		B	-	-	(O) Modules may be inoperative provided airplane remains at or below FL 250.
***	3) 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 OR EXCEPTIONS
35 OXYGEN					
23-02	Passenger Oxygen AUTO Control System	C	1	0	(M)(O) May be inoperative provided: a) Airplane remains at or below FL 300, and b) Passenger oxygen manual control system is verified to operate normally.
		C	1	0	(O) May be inoperative provided airplane remains at or below FL 250.
23-03	PASSENGER SYS ON Light	C	1	0	
23-04 ***	HI ALT LANDING pb-sw ON Light	C	1	0	
23-05 ***	HI ALT LANDING pb-sw	C	1	0	(M)(O)May be inoperative provided that the passenger oxygen AUTO control is verified operative.
		C	1	0	May be inoperative provided that the passenger oxygen AUTO control is considered inoperative.
31-01	Portable Oxygen Units (Bottle and Mask)	D	-	-	(M) Any in excess of those required by 14 CFR 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 14 CFR may be inoperative or removed provided location placarding is removed or obscured.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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				
	a) A318/A319ceo/ A320ceo/ A321ceo aircraft with Mod. 36595/ MP P9594	C	-	-	(M) May be displayed provided it is verified that the CFDS does not report a fault on APU Leak detection loop.
		C	-	-	May be displayed provided APU Leak detection loop is considered inoperative. NOTE: Dispatch with this maintenance status message displayed on ECAM is permitted without CFDS interrogation. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC					
36-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY (Cont'd)				
	1) Fault(s) indicated by AIR BLEED (Cont'd)				
	b) A318/A319ceo/A320ceo/ A321ceo without Mod. 36595/ MP P9594	C	-	-	(M) May be displayed provided it is verified that the CFDS does not report a fault on APU Leak detection loop.
		C	-	-	(M) May be displayed provided: a) Verify CFDS does not report faults on BMC 1, LH pylon leak detection loop or the APU Leak detection loop, b) If CFDS reports a fault on BMC 2, BMC 2 is considered inoperative, and c) If CFDS reports a fault on RH pylon leak detection loop, RH pylon leak detection loop is considered inoperative.
		C	-	-	(M) May be displayed provided: a) Verify CFDS does not report faults on BMC 2 or RH pylon leak detection loop, b) If CFDS reports a fault on BMC 1, BMC 1 is considered inoperative, c) If CFDS reports a fault on LH pylon leak detection loop, LH pylon leak detection loop is considered inoperative, and\ d) If CFDS reports a fault on APU leak detection loop, APU leak detection loop is considered inoperative. (Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC				
36-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY (Cont'd) 1) Fault(s) indicated by AIR BLEED (Cont'd)			
	c) A319neo/ A320neo/ A321neo C	-	-	NOTE: Dispatch with this maintenance status message displayed on ECAM is permitted without CFDS interrogation.
11-01	Bleed Air Supply Systems			
	1) A318/A319ceo/ A320ceo/A321ceo Aircraft with or Without Mod. 31283/ MP P7125 or A319neo/A320neo/ A321neo 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.
	2) A318/A320ceo/ A321ceo with Mod. 31283/ MP P7125 or A320neo/A321neo 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 OR EXCEPTIONS
36 PNEUMATIC					
11-01	Bleed Air Supply Systems (Cont'd)				
	3) A319ceo with Mod. 31283/ MP P7125 or A319neo	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.
	4) A318 with Mod. 31283/ MP P7125	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.
11-03	Overpressure Valves				
	1) A318/A319ceo/ A320ceo/A321ceo	C	2	1	(O) One may be inoperative closed provided associated bleed air supply system is considered inoperative.
		C	2	0	May be inoperative in open position provided ENG BLEED FAULT or ENG BLEED ABNORM PR cautions were not triggered during previous flight.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC					
11-03	Overpressure Valves (Cont'd)				
	2) A319neo/A320neo/ A321neo with PW 1100G Engines	C	2	1	(O) One may be inoperative in the open position provided associated bleed air supply system is considered inoperative.
		C	2	0	May be inoperative in open position provided ENG BLEED FAULT or ENG BLEED ABNORM PR cautions were not triggered during previous flight.
	3) A319neo/A320neo/ A321neo with CFM LEAP-1A Engines	C	2	1	(O) One may be inoperative in open position provided associated bleed air supply system is considered inoperative.
		C	2	0	May be inoperative in open position provided ENG BLEED FAULT or ENG BLEED ABNORM PR cautions were not triggered during previous flight.
		C	2	1	(M) One may be inoperative provided: a) Affected valve is deactivated in open position, and b) Associated bleed air supply system is considered inoperative.
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) One may be inoperative provided associated bleed air supply system is considered inoperative.
		C	2	1	(M)(O) One may be inoperative in open position provided: a) Associated HP valve is secured closed, and b) Opposite bleed air supply system is operative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC					
11-07	High pressure Valves (HPV)	C	2	1	(O) One may be inoperative in closed position provided associated bleed air supply system is considered inoperative.
		C	2	1	(M)(O) One may be inoperative provided: a) Affected HP valve is secured closed, and b) Opposite bleed air supply system is operative.
11-08	Bleed Monitoring Computers (BMC)				
	1) A318/A319ceo/ A320ceo/A321ceo aircraft fitted with Mod. 33844, or Mod. 33847, or Mod. 33687 or A319neo/A320neo/ A321neo	C	2	1	One may be inoperative provided: a) Associated Bleed air supply system is considered inoperative, and b) If BMC 1 is inoperative, APU leak detection loop is considered inoperative.
	2) A318/A319ceo/ A320ceo/A321ceo aircraft fitted without Mod. 33844, or Mod. 33847, or 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) If BMC 1 is inoperative, APU bleed leak detection loop is considered inoperative, 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 OR EXCEPTIONS
36 PNEUMATIC					
11-08	Bleed Monitoring Computers (BMC) (Cont'd)				
	3) A320ceo/A321ceo aircraft fitted with Mod. 31283/ MP P7125 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) If BMC 1 is inoperative, APU bleed leak detection loop is considered inoperative, e) The aircraft is not operated in known or forecast icing conditions, and f) The speedbrakes are operative.
	4) A319ceo aircraft fitted with Mod. 31283/ MP P7125 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) If BMC 1 is inoperative, APU bleed leak detection loop is considered inoperative, 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 OR EXCEPTIONS
36 PNEUMATIC					
11-08	Bleed Monitoring Computers (BMC) (Cont'd)				
	5) A318 aircraft fitted with Mod. 31283/ MP P7125 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) If BMC 1 is inoperative, APU bleed leak detection loop is considered inoperative, 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. NOTE: APU can be used for electrical power.
12-02	APU Bleed Valve	C	1	0	(M) May be inoperative deactivated in the closed position provided APU bleed switch is selected OFF. NOTE: APU can be used for electrical power.
		C	1	0	(O) May be inoperative in the open position provided APU is not used in flight.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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.
	2) Manual Control	C	1	0	(O)Except for ER operations beyond 120 minutes, may be inoperative provided: a) Automatic control is verified to operate normally before each flight, b) APU bleed is operative for engine start, c) Aircraft is not operated in known or forecast icing conditions, d) Both bleed air supply systems operate normally, and e) Both air conditioning packs operate normally.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC					
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	
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	May be inoperative provided the Cross bleed valve automatic control is considered inoperative.
	6) X BLEED Valve	C	1	0	

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC					
22-15	Pylon Leak Detection Loops				
	1) A318/A319ceo/ A320ceo/A321ceo aircraft fitted with Mod. 33844/ MP P8341, or Mod. 33847/ MP P8340, or Mod. 33687/ MP P8297	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.
	2) A318/A319ceo/ A320ceo/A321ceo aircraft without Mod. 33844/ MP P8341, or Mod. 33847/ MP P8340, or Mod. 33687/ MP P8297	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. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC				
22-15 Pylon Leak Detection Loops (Cont'd)				
3) A318/A320ceo/ A321ceo aircraft fitted with Mod. 31283/ MP P7125 and without Mod. 33844/ MP P8341, or Mod. 33847/ MP P8340	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.
4) A319ceo aircraft fitted with Mod. 31283/ MP P7125 and without Mod. 33844/ MP P8341, or Mod. 33847/ MP P8340	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 370. (Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC					
22-15	Pylon Leak Detection Loops (Cont'd)				
	5) A318 aircraft fitted with Mod. 31283/ MP P7125 and Mod. 33844/ MP P8341, or Mod. 33847/ MP P8340, or Mod. 33687/ MP P8297	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.
	6) A319neo/A320neo/ A321neo				Incorporated into item 36-36-00.
22-16	Wing Leak Detection Loops				Deleted, REV 20. Incorporated into item 36-36-00.
22-17	APU Leak Detection Loop	C	1	0	(M) May be inoperative provided: a) APU check valve is removed and replaced by a cover plate, and b) APU air supply system is considered inoperative.
	1) A320ceo/A321ceo with Mod. 31283/ MP P7125	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) AIR APU BLEED LEAK was not displayed during the previous flight, b) ENG 1 BLEED p.b-sw is set to OFF, c) PACK 1 p.b-sw is set to OFF, d) X-BLEED selector is set to SHUT, e) APU BLEED p.b-sw is set to OFF, f) Aircraft is not operated in known or forecast icing conditions, and g) Speedbrakes are operative.

(Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC				
22-17 APU Leak Detection Loop (Cont'd)				
2) A319ceo with Mod. 31283/ MP P7125	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) AIR APU BLEED LEAK was not displayed during the previous flight, b) ENG 1 BLEED p.b-sw is set to OFF, c) PACK 1 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, 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 370.
3) A318 with Mod. 31283/ MP P7125	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) The AIR APU BLEED LEAK was not displayed during the previous flight, b) The ENG 1 BLEED p.b-sw is set to OFF, c) The PACK 1 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, 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.
4) A318/A319ceo/ A320ceo/A321ceo	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) The AIR APU BLEED LEAK was not displayed during the previous flight, b) The ENG 1 BLEED p.b-sw is set to OFF, c) The PACK 1 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, 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	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC					
22-17	APU Leak Detection Loop (Cont'd)				
	5) A320neo/A321neo	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) AIR APU BLEED LEAK and the APU LEAK FED BY ENG subtitle were not displayed during the previous flight, b) ENG 1 BLEED p.b-sw is set to OFF, c) PACK 1 p.b-sw is set to OFF, d) X-BLEED selector is set to SHUT, e) APU BLEED p.b-sw is set to OFF, f) Aircraft is not operated in known or forecast icing conditions, and g) Speedbrakes are operative.
	6) A319neo	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) The AIR APU BLEED LEAK and the APU LEAK FED BY ENG were not displayed during the previous flight, b) The ENG 1 BLEED p.b-sw is set to OFF, c) The PACK 1 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, 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 370.
	7) A319neo/A320neo/ A321neo	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) The AIR APU BLEED LEAK and the APU LEAK FED BY ENG were not displayed during the previous flight, b) The ENG 1 BLEED p.b-sw is set to OFF, c) The PACK 1 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, f) The aircraft is not operated in known or forecast icing conditions, and g) Airplane remains at or below FL 310.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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	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. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38 WATER/WASTE					
30-01	Lavatory Waste Systems (Cont'd)				
		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) 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 16,000 feet MSL.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 and 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 OR EXCEPTIONS
46 INFORMATION SYSTEMS					
20-01 ***	Electronic Flight Bag Systems (EFBs) (Cont'd)				
***	4) Mounting Device (Class 2) (Cont'd)	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.
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 OR EXCEPTIONS
47 INERT GAS SYSTEM					
47-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
	1) Faults indicated by FUEL INERT (A318/A319/A320/ A321 aircraft fitted with Mod. 38062/ MP J2879)	A	-	-	May be displayed provided repairs are made within 20 flight days. NOTE: Dispatch with associated MAINT STS message displayed on ECAM is permitted without CFDS interrogation.
10-01	Fuel Tank Inerting System (A318/A319/A320/A321 aircraft fitted with Mod. 38062/MP J2879 and Mod 151269/ MP P11819)	A	1	0	May be inoperative provided repairs are made within 20 flight days.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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.
	1) 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.
30-01	APU Fuel Pump	C	1	0	Except for ER operations, may be inoperative provided both engine driven generators are operative.
	1) 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.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49 AIRBORNE AUXILIARY POWER					
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.
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 OR 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				
	1) 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.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
30-01	Cargo Door Actuators (Cont'd)				
	2) 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 OR EXCEPTIONS
52 DOORS					
30-04	Cargo Doors Electrical Control	C	-	0	(O) May be inoperative provided the affected cargo door(s) is verified closed on ECAM door page prior to each departure. NOTE: Any cargo door control function that operates normally may be used.
		C	-	0	May be inoperative provided: a) Hand pump operates normally, and b) Cargo doors are fully open during loading and unloading. NOTE: Any cargo door control function that operates normally may be used.
	1) Open and Locked (Green) Lights	D	2	0	(O) 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	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
50-02	Cockpit Door Locking System (Automatic System) (Mod. 32088 and 32090) CFR 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 2 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	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
50-02	Cockpit Door Locking System (Automatic System) (Mod. 32088 and 32090) CFR 25.795 Compliant (Cont'd)				
	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 2 flight days.

(Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
50-02	Cockpit Door Locking System (Automatic System) (Mod. 32088 and 32090) CFR 25.795 Compliant (Cont'd)				
	7) Door Release Strikes (Catch Spring, Solenoid, Bolt)	C	3	2	One may be inoperative provided that the associated door release strike is failed in the open/unlocked position.
		C	3	2	(M) One may be inoperative provided associated door release strike is deactivated or removed.
	8) Control Unit LEDs	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) CFR 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	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
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.
		C	-	-	(O) May be inoperative for non-night operations provided a visual check is made before each departure to ensure that the affected door(s) is closed and locked.
		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 door remains illuminated 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 OR EXCEPTIONS
52 DOORS					
70-01	ECAM DOOR Page Indications (Cont'd)				
	1) Passenger Doors (Cont'd)				
	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 non-night 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 OR EXCEPTIONS
52 DOORS					
70-01	ECAM DOOR Page Indications (Cont'd)				
	2) Overwing Emergency Exits (A318/A319/ A320)				
	a) Open Indication	C	-	-	(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 non-night 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 non-night 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 OR EXCEPTIONS
52 DOORS					
70-01	ECAM DOOR Page Indications (Cont'd)				
	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.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 OR EXCEPTIONS
71 POWERPLANT					
71-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
	1) Fault (s) Indicated by ENG (1 and/or 2) FADEC				
	a) Except for CFM56-5B affected by CFM VSB 73-0241	A	2	-	May be inoperative for 10 calendar-days.
	b) For CFM 56-5B affected by CFM VSB 73-0241 Only	A	2	-	(M)May be inoperative for 10 calendar-days provided it is verified before the first flight of each day that the CFDS does not report any fault on a T12 sensor.
		A	2	-	May be inoperative for 25 flight-hours or 3 flight days, whichever occurs first.
	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.
					(Continued)

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
71 POWERPLANT					
71-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY (Cont'd)				
	4) Fault(s) Indicated by ENG (1 and 2) EIU				
	a) Aircraft Without Mod. 22327				Deleted, REV 21.
10-01	<u>ENG 1(2)</u> FAN COWL NOT CLSD Alert (A319neo/A320neo/ A321neo)	C	2	0	(O) May be inoperative provided associated fan cowl door latches are checked closed before each flight.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL AND CONTROL					
10-01	Fuel Switches (V2500 Engines Only)				Incorporated into item 71-00.
10-02	Fuel Return-to-Tank Valves (V2500 engines Only)				Incorporated into item 71-00.
11-01	Fuel Recirculation system (CFM 56-5B Engines and CFM LEAP-1A Engines)				
	1) Valves	C	2	1	One may be inoperative in the closed position on one engine provided that the APU generator is operative.
		C	2	0	One or both may be inoperative in the open position provided that the four wing tank pumps are operative.
	2) Solenoids				Incorporated into item 73-20-01.
	3) Oil Temperature Sensors				Incorporated into item 73-20-01.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL AND CONTROL					
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 item 73-20-01.
	3) Solenoid Wraps				Incorporated into item 73-20-01.
11-03	Fuel Metering Valve System				
	Feedback System				Incorporated into item 73-20-01.
20-01	Engine FADEC System				Incorporated into item 71-00 sub item 1).
20-02	RESERVED				DELETED, REV 1.
20-03	Minimum Idle on Ground	C	2	0	(O) May be inoperative provided the Airplane Flight Manual performance penalties are applied. 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.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL AND CONTROL					
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.
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.
20-11	Engine Overthrust Protection System (A318 or A319neo/A320neo/ A321neo)	A	2	1	One may be inoperative for 6 flight-hours.
30-02	Fuel Used Indications				
	Aircraft without Mod. 30368/ MP P6578	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.
	Aircraft with Mod. 30368/ MP P6578	C	2	0	(M) May be inoperative provided: a) Associated tank fuel quantity indication system operates normally, b) Fuel-On-Board indication operates normally, and c) F. USED 1+2 indication is considered inoperative.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL AND CONTROL					
30-03	Fuel Filter Clog Cautions on ECAM E/WD				
	1) IAE Engines and CFM Engines with Mod. 28397 or Mod. 28398 and CFM LEAP-1A Engines	C	2	1	(M) One may be inoperative provided associated filter is changed before the next flight and then once each flight day.
	2) PW 6000 Engines	C	2	1	(M) One may be inoperative provided associated filter is changed before the next flight and then once each flight day or every 15 flight-hours, whichever occurs first.
	4) PW 1100G Engines	C	2	1	(M) One may be inoperative provided associated filter is changed before the next flight and then every 50 flight-hours.
30-04	Fuel Filter Clog Indication on ECAM System Display	C	2	0	
30-05	MINOR FAULT Cautions on ECAM E/WD (A319neo/A320neo/ A321neo)	C	2	1	One may be inoperative.
30-06	FUEL FILTER DEGRAD Cautions on ECAM E/WD				
	(A319neo/A320neo/ A321neo with PW 1100G Engines)	C	2	1	(M) One may be inoperative provided associated filter is replaced before the next flight and then every 50 flight-hours.
	(A319neo/A320neo/ A321neo with CFM LEAP-1A Engines)	A	2	1	One may be inoperative for a maximum of three flights or 6 flight-hours, whichever occurs first, provided ENG 1(2) FUEL SENSOR FAULT alert is not displayed on the EWD for the opposite engine.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL AND CONTROL					
30-06	FUEL FILTER DEGRAD Cautions on ECAM E/WD (Cont'd)				
	(A319neo/A320neo/ A321neo with CFM LEAP-1A Engines)	C	2	1	(M) One may be inoperative provided associated filter is replaced before the next flight and then every 100 flight-hours.
30-07	FUEL SENSOR FAULT Cautions on ECAM E/WD				
	(A319neo/A320neo/ A321neo with PW1100G Engines)	C	2	1	(M) One may be inoperative provided: a) Associated FUEL FILTER SENSOR subtitle is displayed on the EWD, and b) Associated filter is replaced before the next flight and then every 50 flight-hours.
	(A319neo/A320neo/ A321neo with PW1100G)	C	2	0	May be inoperative provided associated IDG FOC SENSOR subtitle is displayed on the EWD.
	(A319neo/A320neo/ A321neo with CFM LEAP-1A Engines)	A	2	1	One may be inoperative for a maximum of three flights or 6 flight-hours, whichever occurs first, provided: a) Associated FUEL FILTER SENSOR subtitle is displayed on the EWD, and b) Associated <u>ENG 1(2)</u> FUEL FILTER DEGRAD alert was not displayed on the previous flight.
	(A319neo/A320neo/ A321neo with CFM LEAP-1A Engines)	C	2	1	(M) One may be inoperative provided: a) Associated FUEL FILTER SENSOR subtitle is displayed on the EWD, and b) Associated filter is replaced before the next flight and then every 100 flight-hours.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL AND CONTROL					
30-07	FUEL SENSOR FAULT Cautions on ECAM E/WD (Cont'd)				
	(A319neo/A320neo/ A321neo with CFM LEAP-1A)	A	2	1	One may be inoperative for a maximum of three flights or 6 flight-hours, whichever occurs first, provided: a) Associated FUEL STRAINER SENSOR subtitle is displayed on the EWD, b) Associated ENG 1(2) FUEL STRAINER CLOG alert was not displayed on the previous flight, and c) ENG 1(2) FUEL FILTER DEGRAD alert and ENG 1(2) FUEL SENSOR FAULT alert are not displayed on the opposite engine.
	(A319neo/A320neo/ A321neo with CFM LEAP-1A)	C	2	1	(M) One may be inoperative provided: a) Associated FUEL STRAINER SENSOR subtitle is displayed on the EWD, and b) Associated filter is replaced.
	(A319neo/A320neo/ A321neo with CFM LEAP-1A)	C	2	0	One or both may be inoperative provided: a) Associated TEMP SENSORS subtitle is displayed on the EWD, and b) Four wing tank pumps are operative.
30-08	HEAT SYS DEGRAD Cautions on ECAM E/WD				
	(A319neo/A320neo/ A321neo with PW1100G)	C	2	1	One may be inoperative provided APU and APU generator are operative.
	(A319neo/A320neo/ A321neo with PW1100G)	C	2	0	Except for ER operations, may be inoperative provided APU and APU generator are operative.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL AND CONTROL					
30-09	FUEL STRAINER CLOG Cautions on ECAM E/WD (A319neo/A320neo/ A321neo with CFM LEAP-1A)	A	2	1	One may be inoperative for 10 consecutive calendar-days provided: a) Associated ENG 1(2) FUEL FILTER DEGRAD alert is not displayed on the EWD, and b) ENG 1(2) FUEL SENSOR FAULT alert is not displayed on the EWD on the opposite engine.
30-10	HP FUEL VALVE Cautions on ECAM E/WD (A319neo/A320neo/ A321neo with CFM LEAP-1A)	C	2	1	One may be inoperative provided: a) Associated HP FUEL VALVE NOT OPEN subtitle is displayed on the EWD, and b) Affected engine can be started.
30-11	FADEC IDENT FAULT Cautions on ECAM E/WD (A319neo/A320neo/ A321neo with CFM LEAP-1A)	C	2	0	(M) One or both may be inoperative provided there is no disagreement between the associated engine identification contained in the FADEC and the identification written on the engine plate.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 or CFM LEAP-1A 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 OR EXCEPTIONS
74 IGNITION					
31-01	Ignition Systems (Cont'd)				
	2) IAE Engines & PW Engines (Cont'd)				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	4	0	(M) May be inoperative provided IGN FAULT warning is verified to operate 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 Engines & 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 OR EXCEPTIONS
75 BLEED AIR					
21-01	HP Turbine Active Clearance Control System (CFM 56 Engines Only)				
	1) HPTC Valves				Incorporated into item 73-20-01.
	2) Feedback Systems				Incorporated into item 73-20-01.
	3) HPTC Torque Motor Wraps				Incorporated into item 73-20-01.
	4) HPTC Thermocouples				Incorporated into item 73-20-01.
21-01	HP Turbine Active Clearance Control System (CFM LEAP-1A Engines Only)	C	2	0	(M) One or both may be inoperative provided the affected HPTACC valve is deactivated in the closed position.
21-02	Active Clearance Controls Actuators (V2500 Engines Only)				Incorporated into item 73-20-01.
22-01	LP Turbine Active Clearance Control (CFM Engines Only)				
	1) LPTC Valves				Incorporated into item 73-20-01.
	2) Feedback Systems				Incorporated into item 73-20-01.
	3) LPTC Torque Motors				Incorporated into item 73-20-01.
22-02	Buffer Air Check Valve (A319neo/A320neo/ A321neo with PW 1100G engines)	C	2	1	One may be inoperative in open position.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
75 BLEED AIR					
23-01	Rotor Active Clearance Control (CFM Engines Only)				
	1) RACC Valves				Incorporated into item73-20-01.
	2) Feedback Systems				Incorporated into item 73-20-01.
	3) RACC Torque Motors				Incorporated into item 73-20-01.
25-01	TCC/TACC Valve				
	a) A318 with PW 6000 Engines	B	2	1	(O) One may be inoperative in closed position provided the affected engine takeoff EGT margin is greater than 18 degrees C.
	b) A319neo/ A320neo/ A321neo with PW 1100G Engines	C	2	1	(O) One may be inoperative in closed position provided the affected engine takeoff EGT margin is greater than 16 degrees C.
25-02	TCA Valve (PW 6000 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 item 73-20-01.
	2) VSV (CFM Engines Only)				
	a) Torque Motors				Incorporated into item 73-20-01.
	b) Feedback System				Incorporated into item 73-20-01.

1. SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
75 BLEED AIR				
30-02	Compressor Control System VBV (CFM Engines Only)			
	1) Feedback Systems			Incorporated into item 73-20-01.
	2) Torque Motors			Incorporated into item 73-20-01.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
76 ENGINE CONTROL					
11-01	Thrust Lever Position Sensor	A	4	3	One may be inoperative on one engine provided: a) The A/THR is operative, b) Both LGCIUs are operative, and c) Repairs are made within 3 flight days.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
76 ENGINE CONTROL					
11-01	Thrust Lever Position Sensor	A	4	3	One may be inoperative on one engine provided: a) The A/THR is operative, b) Both LGCIUs are operative, and c) Repairs are made within 3 flight days.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 ENGINE INDICATING					
00-01	ECAM Indications				
	1) Fuel Flow (Upper Display)				
	a) Aircraft without Mod. 30368/ MP P6578	B	2	1	
	b) Aircraft with Mod. 30368/ MP P6578	B	2	1	May be inoperative provided the total fuel flow indication is considered inoperative.
	2) Total Fuel Flow Indication (Fuel Page) (With Mod. 30368/ MP P6758)	B	1	0	May be inoperative or replaced by XX.
	3) Bleed Configuration Indication on the EWD (PACKS, NAI, WAI) (A319neo/ A320neo/ A321neo)	C	3	0	May be inoperative.
		D	3	0	May be inoperative provided procedures do not require its use.
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 OR EXCEPTIONS
78 ENGINE EXHAUST					
11-09	T/R Door Tertiary Lock				
	A318 with PW 600 Engines	C	8	4	One or more may be failed locked provided the associated T/R is considered inoperative.
	A319neo/ A320neo/ A321neo with PW 1100G Engines	C	4	2	One or both on the same engine may be failed locked provided the associated T/R is considered inoperative.
		C	4	0	(M)(O) One or more may be inoperative provided the associated thrust reverser door tertiary lock is secured in the open position.
	A319neo/ A320neo/ A321neo with CFM LEAP-1A Engines	C	2	1	One may be failed locked provided the associated T/R is considered inoperative.
		C	2	0	(M)(O) One or both may be inoperative provided: a) Associated thrust reverser door tertiary lock is secured in the open position, and b) ENG 1(2) REV LOCKED alert associated with the affected thrust reverser is not displayed on the EWD after deactivation.
11-10	T/R Tertiary Lock Valve (PW 6000 Engines Only)	C	2	0	One or both may be failed open.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78 ENGINE EXHAUST					
30-01	Thrust Reverser Systems (A318/A319ceo/ A320ceo/A321ceo)	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 56 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 6000 only), e) ENG 1 (2) REV UNLOCKED caution is not present on ECAM E/WD after deactivation (PW 6000 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, i) Flightcrew 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. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78 ENGINE EXHAUST					
30-01	Thrust Reverser Systems (Cont'd)				
	(A319neo/A320neo/ A321neo)	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) ENG 1 (2) REV INHIBITED caution is displayed on ECAM E/WD after deactivation, c) ENG 1 (2) REV UNLOCKED caution is not present on ECAM E/WD after deactivation, d) ENG 1 (2) REV PRESSURIZED caution is not present on ECAM E/WD after deactivation, e) Wheel brake tachometers operate normally, f) Main wheel braking system operates normally, g) Flightcrew 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 h) Appropriate performance adjustments are applied. (Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78 ENGINE EXHAUST					
30-01	Thrust Reverser Systems (Cont'd)				
	(A319neo/A320neo/ A321neo with CFM LEAP-1A Engines)	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) ENG 1 (2) REV INHIBITED caution is displayed on ECAM E/WD after deactivation, c) ENG 1 (2) REV UNLOCKED caution is not present on ECAM E/WD after deactivation, d) The ICV is checked closed before each flight, e) Wheel brake tachometers operate normally, f) Main wheel braking system operates normally, g) Flightcrew 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 h) 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.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78 ENGINE EXHAUST					
30-03	T/R Directional Valve Solenoid Wraps (CFM Engines Only)				Incorporated into item 73-20-01.
30-04	T/R Pressure Switches (CFM Engines Only)				Incorporated into item 73-20-01.
30-05	T/R Stow Switches (CFM Engines Only)				Incorporated into item 73-20-01.
30-06	T/R Deploy Switches (CFM Engines Only)				Incorporated into item 73-20-01.
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 item 73-20-01.
30-09	T/R Pressurizing Valve Solenoid Wraps (CFM Engines Only)				Incorporated into item 73-20-01. (Formerly 30-02), REV 10.
31-01	REVERSER CTL FAULT Caution on ECAM EWD (A319neo/A320neo/ A321neo)	C	2	1	(O) One may be inoperative provided: a) Wheel brake tachometers operate normally, b) Main wheel braking system operates normally, c) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure, etc.): “For a landing conducted with REVERSER CTL FAULT on one side, 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 d) Appropriate performance adjustments are applied.

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78 ENGINE EXHAUST					
31-02	REV MINOR FAULT Caution on ECAM EWD (A319neo/A320neo/ A321neo)	C	2	0	May be inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78 ENGINE EXHAUST					
31-02	REV MINOR FAULT Caution on ECAM EWD (A319neo/A320neo/ A321neo)	C	2	0	May be inoperative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 6000 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	<u>ENG 1(2)</u> BEARING 4 OIL SYS Alert				
	(IAE Engines With Mod. 24871/ MP P3704)	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 3 flight days.

SYSTEM & SEQUENCE NUMBERS	ITEM 1.		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79 ENGINE OIL					
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.
35-01	OIL FILTER CLOG Indications on ECAM Engine System Page				
	1) CFM or IAE Engines Excluding Those With S/Ns V10600 to V11304 and V11315, V11330, V11335 (Not Including V11280, V11302)	C	2	1	
	2) IAE Engines S/Ns V10600 to V11304 and V11315, V11330, V11335 (Not Including V11280, V11302) Without #3 FAG Bearing P/N 2A1165 Installed	C	2	1	

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79 ENGINE OIL					
35-01	OIL FILTER CLOG Indications on ECAM Engine System Page (Cont'd)				
	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	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79 ENGINE OIL					
35-02	OIL FILTER CLOG Caution on ECAM EWD				
	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 6000 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.
	4) PW 1100G Engines	C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced before the next flight and then every 150 flight-hours, and b) Associated magnetic chip detectors are inspected when the filter is replaced and do not reveal the presence of chips.

(Continued)

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79 ENGINE OIL					
35-02	OIL FILTER CLOG Caution on ECAM EWD (Cont'd)				
	4) PW 1100G Engines	C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced before the next flight and then every 150 flight-hours, b) Associated Oil Debris Monitoring System is verified operative when the filter is replaced, and c) Associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight.
		A	2	1	(M) One may be inoperative for a maximum of 3 days or 30 flight-hours, whichever occurs first, provided: a) Associated ENG 1(2) OIL FILTER DEGRAD was not displayed on the EWD during the previous flight, and b) Associated magnetic chip detectors are inspected and do not reveal the presence of chips.
		A	2	1	(M) One may be inoperative for a maximum of 3 days or 30 flight-hours, whichever occurs first, provided: a) Associated ENG 1(2) OIL FILTER DEGRAD was not displayed on the EWD during the previous flight, b) Associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight, and c) Associated Oil Debris Monitoring System is verified operative.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79 ENGINE OIL					
35-03	OIL FILTER DEGRAD Caution on ECAM EWD				
	(PW 1100G Engines)	A	2	1	One may be inoperative for a maximum of 3 days, or 30 flight-hours, whichever occurs first.
		C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced before the next flight and then every 150 flight-hours, and b) Associated magnetic chip detectors are inspected when the filter is replaced and do not reveal the presence of chips.
		C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced before the next flight and then every 150 flight-hours, b) Associated Oil Debris Monitoring System is verified operative when the filter is replaced, and c) Associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight.
35-04	OIL SENSOR FAULT Caution on ECAM EWD (PW 1100G Engines)	A	2	1	One may be inoperative for a maximum of 3 days, or 30 flight-hours, whichever occurs first, provided associated ENG 1(2) OIL FILTER DEGRAD was not displayed during the previous flight on the EWD.
		C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced before the next flight and then every 150 flight-hours, and b) Associated magnetic chip detectors are inspected when the filter is replaced and do not reveal the presence of chips.
		C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced before the next flight and then every 150 flight-hours, b) Associated Oil Debris Monitoring System is verified operative when the filter is replaced, and c) Associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79 ENGINE OIL					
35-05	OIL CHIP DETECTED Caution on ECAM EWD				
	(PW1100G Engines)	A	2	1	One may be inoperative on the EWD for 10 flight-hours.
		A	2	1	(M) One may be inoperative on the EWD for 300 flight-hours or 20 consecutive calendar-days, whichever occurs first, provided associated magnetic chip detectors are inspected and do not reveal the presence of chips.

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
80 STARTING					
11-01	Start Valve System				
	1) Valves				
	a) 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.
	b) PW 6000 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 item 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) (IAE Engines, CFM Engines or PW 6000 Engines)	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.