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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.

MASTER MINIMUM EQUIPMENT LIST

AIRBUS A-330

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Highlights of Change

EFFECTIVE ABOVE DATE, the Airbus A-330 Master Minimum Equipment List has been revised. Please replace affected pages with revision #12 for a complete up-to-date MMEL.

ATA 21 AIR CONDITIONING

Item 31-01: Revised Mod. number applicability.

ATA 23 LIGHTS

Item 43-01: Revised in accordance with Policy Letter 9.

ATA 25 EQUIPMENT/FURNISHINGS

Item 21-01: Revised in accordance with Policy Letter 79.

ATA 28 FUEL

Item 12-01: Added sub item 3).

ATA 33 LIGHTS

Item 20-01: Revised in accordance with Policy Letter 123.

ATA 34 NAVIGATION

Item 57-02: New item in accordance with Policy Letter 105.

ATA 45 CENTRAL MAINTENANCE COMPUTER

Item 10-01: Added Mod. number applicability.

Item 13-01: Added Mod. number applicability and revised number installed and number required accordingly.

ATA 52 DOORS

Item 50-01: Deleted item.

Item 71-01: Revised sub item 2) to cover aircraft with and without Mod. 56338.

ATA 56 WINDOWS

Item 11-01: Deleted in accordance with Policy Letter 124.

Item 11-02: Deleted in accordance with Policy Letter 124.

Item 12-01: Deleted in accordance with Policy Letter 124.

Item 21-01: Deleted in accordance with Policy Letter 124.

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Highlights of Change

ATA 73 ENGINE FUEL & CONTROL

Item 30-01: Consolidated relief for sub item 2). All engines now have the same relief.

Item 30-03: Revised sub item 1) to make it applicable to all engines and added (0) to remarks.

Inactive Doc

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Definitions

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

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5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.
6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.
8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The

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satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three

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day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

b. BOEING (B-717, MD-10, MD-11)

These aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS).

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Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-318/319/320/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-318/319/320/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that affects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-318/319/320/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-318/319/320/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant. For A-318/319/320/321, MAINTENANCE status (Class II) do not affect dispatch but are listed in the MMEL. Dispatch is allowed without specific conditions except for:

- BLUE RSVR MAINTENANCE status: If applicable, and
- AIR BLEED MAINTENANCE status: As applicable.

For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white)). Any messages that affect aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

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e. CANADAIR (CL-65, CL-604)

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level.

System conditions that only require maintenance are not visible to the flight crew. These maintenance indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

f. EMBRAER (EMB-135/145, ERJ-170 Series)

The EMB-135/145 and ERJ-170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

g. GULFSTREAM (G-IV, G-V, GV-SP, and GIV-X)

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY, STATUS and MAINTENANCE (cyan or blue). Any WARNING or CAUTION message affects airplane dispatch status and requires that the Airplane Flight Manual or the MEL be used to determine dispatch capability. STATUS messages which indicate a system failure (e.g., FMS 1 fail) require that the Airplane Flight Manual or the MEL be used to determine dispatch capability. MAINTENANCE messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V) interrogation, Central Maintenance Computer (CMC on the GV-SP/GIV-X) interrogation or by reference to the Airplane Flight Manual.

h. De-HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit.

"Class 1 failures" are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciaded via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatch with such posted failures are to be in accordance with the MMEL.

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"Class 2 failures" are failures which do not prevent continued system function. These faults will not be annunciated to the flight crew and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used."

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In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not used under normal operations.

30. Nonessential equipment and furnishings (NEF) are those items installed on the airplane as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the airplane's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable airplane. They do not include items that are functionally required to meet the certification rule or for compliance with any serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

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Preamble

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

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Preamble

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4. REMARKS OR EXCEPTIONS
			NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	
21	AIR CONDITIONING				
21-01	Cabin Fans (Recirculation Fans)	C	2	1	(O)One may be inoperative provided: a) Both air conditioning packs operate normally, and b) HI Flow is selected.
21-02	Recirculation Valves	C	2	0	(O)May be inoperative provided alternate procedures are established and used.
21-03	CAB FANS Pb Sw				
	1) OFF Light	C	1	0	
21-04	Lower Deck Cabin Crew Rest Compartment Ventilation	D	1	0	(M)May be inoperative provided: a) The isolation valve is closed, and b) The lower deck cabin crew rest compartment is locked closed and not used.

	1) Low Flow Buzzer	C	1	0	(O)May be inoperative provided a cabin crew member checks every 15 minutes that the operative LEAVE MCR Sign or the low flow lamp are not illuminated when the lower deck cabin crew rest compartment is used.
21-05	Indications on ECAM COND Page				
	1) Cabin FAN	C	2	0	
21-06	Bulk Crew Rest Compartment Ventilation				Deleted, Rev. 9.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING						
21-07	Flight Crew Rest Compartment (FCRC) Heater System	C	1	0	0	(O)May be inoperative provided FCRC use is acceptable to crewmembers.
		C	1	0	0	(O)May be inoperative provided a passenger seat in the cabin is made available for the crewmember(s).
21-08	Lower-Deck Mobil Crew Rest Area (LD-MCR) Heater System	C	1	0	0	(O)May be inoperative provided LD-MCR use is acceptable to crewmembers.
		D	1	0	0	(O)May be inoperative provided LD-MCR is locked closed and not used.
21-42	Aft Galley Area Heater System	D	1	0	0	(M)May be inoperative provided it is deactivated.
23-01	Lavatory and Galley Extraction Fan	C	1	0	0	(O)May be inoperative.
23-02	Lavatory and Galley Differential Pressure Switch	C	1	0	0	
23-05	In Flight Entertainment Center Bay Ventilation	D	1	0	0	(M)May be inoperative provided the In Flight Entertainment System is deactivated.
25-01	Air Conditioning Compartment Ventilation Turbofan	C	1	0	0	(M)(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Turbofan is deactivated.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING					
25-02	Air Conditioning Compartment Turbofan Supply Valve	C	1	0		(M)(O)May be inoperative closed provided alternate procedures are established and used. NOTE: Failure of the turbofan supply valve in open position is indicated by a MAINTENANCE STATUS message.
25-03	Air Conditioning Compartment Turbofan Pressure Switch	C	1	0		(M)May be inoperative provided turbofan operates normally.
26-01	Avionics Equipment Ventilation Extract Fan	C	1	0		(M)(O)May be inoperative provided: a) Both cabin fans operate normally, b) EXTRACT pb sw is selected to OVRD, and c) Airplane remains at or below FL 290 if dispatch is also combined with one air conditioning pack inoperative.
26-02	Avionics Equipment Ventilation Overboard Extract Valve	C	1	0		(M)(O)May be inoperative provided: a) Valve is manually set in full open position for ground operations with engines not running, b) Valve is manually set in partially open position just prior to engine start, c) EXTRACT pb sw is selected to OVRD just prior to engine start, and d) Airplane remains at or below FL 290 if dispatch is also combined with one air conditioning pack inoperative.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING					
26-03	Avionics Equipment Ventilation Underfloor Extract Valve	C	1	0		(M)(O)May be inoperative in closed position provided: a) EXTRACT pb sw is selected to OVRD just prior to engine start, and b) Airplane remains at or below FL 290 if dispatch is also combined with one air conditioning pack inoperative.
26-04	Avionics Equipment Ventilation Controller (AEVC)	C	1	0		(M)May be inoperative provided: a) Overboard valve is manually set in full open position, without deactivation, for ground operations with engines not running, b) OVRD function of the EXTRACT pb sw operates normally, c) Underfloor extract valve is manually set in open position, without deactivation, and d) Overboard valve is manually set in closed position, without deactivation, before engine start.
26-05	Cooling Effect Detector (CED)	C	1	0		(M)May be inoperative provided: a) Both cabin fans and both air conditioning packs operate normally, and b) Ventilation airflow through avionics racks is verified before each departure.
26-06	EXTRACT Pb Sw					
	1) FAULT Light	C	1	0		
	2) OVRD Light	C	1	0		

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SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
26-07	Indications on ECAM CAB PRESS Page				
	1) EXTRACT (Valve position)	C	1	0	
26-08	Warning and Caution on ECAM E/WD				
	1) VENT BLOWING FAULT	C	1	0	(M)May be inoperative provided: a) Both cabin fans and both air conditioning packs operate normally, and b) Ventilation airflow through avionics racks is verified before each departure.
27-01	Avionics Equipment Ground Cooling System	D	1	0	
27-02	Avionics Equipment Ground Cooling Skin Valve	D	1	0	(M)May be inoperative in closed position.
28-01	Cargo Compartment Ventilation Controller				
	1) Channels	C	2	1	

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					4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
28-02 ***	FWD Cargo Compartment Ventilation and Cooling				
1)	Extraction Fan	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
2)	Isolation Valves	C	3	0	(M)(O)May be inoperative provided all valves are verified closed.
		C	3	0	(O)May be inoperative in open position 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.
3)	ISOL VALVES Pb Sw				
a)	FAULT Light	C	1	0	
b)	OFF Light	C	1	0	
4)	Cargo Cooling System	D	1	0	(M)(O)May be inoperative provided: a) COOLING selector is positioned OFF, b) Forward cargo cold air valve is verified closed, and c) FWD CRG ISOL FAULT caution is not displayed on ECAM.

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21	AIR CONDITIONING					
28-03 ***	AFT Cargo Compartment Ventilation and Cooling					
	1) Extraction Fan	C	1	0		(O)May be inoperative provided alternate procedures are established and used.
	2) Isolation Valves	C	3	0		(M)(O)May be inoperative provided all valves are verified closed.
		C	3	0		(O)May be inoperative in open position 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.
3)	ISOL VALVES Pb Sw					
	a) FAULT Light	C	1	0		
	b) OFF Light	C	1	0		

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21	AIR	CONDITIONING				
31-01	Automatic Cabin Pressure Control Systems (CPC, Outflow Valve AUTO Channels) (Without Mod. 53145/MP D44784)	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	C	1	0		(O)Except for ER operations, may be inoperative provided: a) Cabin pressure indications are available on ECAM CAB PRESS in manual mode, b) System 2 operates normally, and c) Extended overwater flight is prohibited.
2)	System 2	C	1	0		(O)May be inoperative provided: a) Cabin pressure indications are available on ECAM CAB PRESS in manual mode, and b) System 1 operates normally.
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21	AIR CONDITIONING				
31-01	Automatic Cabin Pressure Control Systems (CPC, Outflow Valve AUTO Channels) (With Mod. 53145/MP D44784) (Cont'd)	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	C	1	0	(M)Except for ER operations, may be inoperative provided: a) Manual Cabin Pressure Control System is verified to operate normally, b) System 2 operates normally, and c) Extended overwater flight is prohibited.
	2) System 2	C	1	0	(M)May be inoperative provided: a) Manual Cabin Pressure Control System is verified to operate normally, b) System 1 operates normally.
31-02	Manual Cabin Pressure Control System (Outflow Valve MAN Channel. MAN V/S CTL Sel)	C	1	0	(O)May be inoperative provided flight is conducted in an unpressurized configuration.
31-03	Outflow Valves Automatic Motors	C	4	0	Deleted, Rev. 9. (Included with item 21-31-01.)

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21	AIR CONDITIONING					
31-04	Safety Valves	C	2	1	(M)One may be inoperative in closed position provided: a) Both automatic cabin pressure control systems operate normally, and b) The three motors on each outflow valve operate normally.	
	(With Mod. 48980)	C	3	2	(M)One may be inoperative in closed position provided: a) Both automatic cabin pressure control systems operate normally, and b) The three motors on each outflow valve operate normally.	
31-05	Landing Elevation Selection					
	1) Auto Function	C	1	0	(O)May be inoperative provided LDG ELEV is set manually.	
31-06	MODE SEL Pb Sw FAULT Light	C	1	0		
43-01	Forward Cargo	D	1	0		
***	Compartment Heating				(M)(O)May be inoperative provided associated trim air valve is closed.	
43-02	Bulk Cargo	C	1	0		
***	Compartment Heating				(O)May be inoperative provided the BULK HOT AIR pb sw is selected OFF.	
		D	1	0	(M)(O)May be inoperative provided fan heater is deactivated.	
43-04	Fwd/Bulk	D	-	0		
***	Cargo Compartment Heating Indications on ECAM CRUISE page				May be inoperative provided the associated cargo compartment heating is considered inoperative.	

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				4. REMARKS OR EXCEPTIONS	
21 AIR CONDITIONING					
51-01	Pack Flow Control Valves	C	2	0	(M)May be inoperative provided: a) Valve is secured closed, and b) Associated air conditioning pack is considered inoperative.
51-02	Pack Flow Selection				
	1) Manual Selection (Aircraft with PW 4000 Engines, RR TRENT Engines, and GE CF6- 80E1 Series Engines With Mod. 56554.)	C	1	0	
	2) Manual Selection (Aircraft with GE CF6-80E1 Series Engines Without Mod. 56554.)	C	1	0	Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.
51-03	PACK 1(2) Pb Sw				
	1) FAULT Lights	C	2	0	
	2) OFF Lights	C	2	0	
51-04	Indications on ECAM				
	1) BLEED Page	C	-	-	Pack related indications may be inoperative.
	2) CAB PRESS Page	C	-	-	Pack 1 and 2 indications may be inoperative.

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21 AIR CONDITIONING					
52-01 Air Conditioning Packs	C	2	1	1	(M)(O)Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 350 (A330-200) or FL 370 (A330-300), b) Pack controller associated with the non-affected air conditioning pack operates normally on both channels, c) Affected PACK pb sw is selected OFF and associated pack flow control valve is verified closed on ECAM BLEED or CAB PRESS page, and d) Speed brakes operate normally.
	C	2	1	1	(M)(O)Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 310, b) Pack controller associated with the non-affected air conditioning pack operates normally on both channels, and c) Affected PACK pb sw is selected OFF and associated pack flow control valve is verified closed on ECAM BLEED or CAB PRESS page.
	C	2	0	0	(O)May be inoperative provided flight is conducted in an unpressurized configuration.
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21	AIR CONDITIONING				
52-01	Air Conditioning Packs (Cont'd)				
	1) Air Cycle Machine	C	2	1	(O)One pack may be operated on heat exchanger cooling only (PACK 1(2) IN BY-PASS MODE) provided: a) Affected air conditioning pack is not operated until airborne and the TAT is below 12 degrees Celsius, and b) Affected pack outlet temp indication is available on ECAM BLEED page.
53-01	Pack Controllers				
	1) Channels	C	4	2	One may be inoperative on each pack controller.
		C	4	2	Both may be inoperative on one pack controller provided the associated air conditioning pack is considered inoperative.
53-02	Bypass Valves (Without Mod. 55313 or Mod. 55514)	C	2	0	(M)May be inoperative in closed position provided air cycle machine of associated air conditioning pack operates normally.
53-03	Temperature Control Valves	C	2	1	May be inoperative provided pack controller of other air conditioning pack operates normally.
53-04	Air Conditioning RAM Air Inlet/Outlet Flaps	C	4	0	(M)(O)May be inoperative in open position.

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21	AIR CONDITIONING				
53-05	Indications on ECAM BLEED page				
	1) Temperature Control Valve Position	C	2	0	
55-02	Indications on ECAM BLEED Page				
	1) RAM AIR	C	1	0	
63-01	Zone Controller				
	1) Channels	C	2	1	
63-02	Trim Air Valves	C	7	0	(O)May be inoperative provided the closure function of the associated pack flow control valve is verified to operate normally on the ECAM BLEED page before each flight.
		C	7	0	May be inoperative provided the associated pack flow control valve is considered inoperative.
63-03	Hot Air Valves	C	2	0	(O)May be inoperative provided the closure function of the associated pack flow control valve is verified to operate normally on the ECAM BLEED page before each flight.
		C	2	0	May be inoperative provided the associated pack flow control valve is considered inoperative.
63-04	Hot Air X Valve	C	1	0	

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21	AIR CONDITIONING					
63-05	HOT AIR 1(2) Pb Sw					
	1) FAULT Lights	C	2	0		May be inoperative provided zone duct temperature indications are available on ECAM.
	2) OFF Lights	C	2	0		
63-06	Cabin and Cockpit Zone Indications on ECAM					
	1) COND Page	C	-	0		
	2) CRUISE Page	C	-	0		

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
10-01	Autopilot Systems	C	2	1	One may be inoperative provided approach minimums do not require its use.
		B	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Approach minimums do not require their use, b) Enroute operations do not require their use, and c) Number of flight segments and segment duration is acceptable to flight crew. NOTE: Any mode which operates normally may be used.
10-02	Flight Director Systems	C	2	0	(O)May be inoperative provided operations or procedures do not require their use.
10-03	Take Over Pb Switches				
	1) AP Disconnect Function only	C	2	1	One may be inoperative provided: <ul style="list-style-type: none"> a) Autopilots are not utilized below 1500 feet AGL, b) Approach minimums do not require the use of the autopilot, and c) Priority function is verified to operate normally before each departure.
		B	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Both autopilots are not used, and b) Priority function is verified to operate normally before each departure.

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			NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
10-04	AUTO LAND 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	Sticks and Rudder Pedals Locking Solenoids in AP Mode	C	3	2	One may be inoperative unlocked provided: a) Approach minimums do not require its use, and b) No autoland is performed.
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	B	2	1	(M)One may be inoperative provided ability to disconnect A/THR by means of remaining Instinctive Disconnect Pb and by FCU A/THR Pb is verified prior to each departure.
30-03	Autothrust Disengagement Warning System	C	1	0	(O)May be inoperative provided autothrust is disconnected and considered inoperative.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT					
66-03	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		(O)One may be inoperative provided: a) Operations or procedures do not require its use, and b) One NAV B/UP function is verified to operate normally.
72-02	IRS (and GPS) Initialization	C	2	1		
72-03	Nav aids Selection and Tuning	C	2	1		
73-01	Performance Information and Vertical Navigation	C	2	0		May be inoperative provided operations or procedures do not require their use.
73-02	Fuel/Time Prediction	C	2	0		
73-05	Navigation Database					Deleted, Rev. 7. (See Item 34-61-01)

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22	AUTO FLIGHT				
75-01	SWITCHING Panel				
	1) FM Selector				
	a) NORM Position	C	1	0	May be inoperative provided: a) The intended flight does not require dual FM capability or NAV B/UP function, and b) Lateral navigation can be displayed on at least one ND unit.
	b) BOTH ON 1, BOTH ON 2 Positions	C	2	0	May be inoperative provided: a) Selector operates normally in NORM position, and b) Lateral navigation can be displayed on at least one ND unit.
75-02	MCDU Switching Function of BRT knob	C	2	0	May be inoperative provided other functions of MCDU 1 and MCDU 2 operate normally.

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22	AUTO FLIGHT				
81-01	Auto Flight Control Panel				
	1) Mode Engage-				
	ment Pb				
	a) LOC	C	1	0	May be inoperative provided approach minimums do not require its use.
	b) ALT	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.
	2) Selection	C	4	0	May be inoperative provided:
	Windows				a) Associated indications operate normally on both PFD's and both ND's, and
					b) Inoperative windows are blank or masked.
	3) HDG-V/S TRK-	C	1	0	May be inoperative provided:
	Change Over Pb				a) HDG-V/S selection operates normally, and
					b) Crew procedures do not require its use.
	4) SPD/MACH Change	C	1	0	May be inoperative provided SPD selection operates normally.
	Over Pb				
	5) METRIC ALT Pb	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.

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22 AUTO FLIGHT					
81-01	Auto Flight Control Panel (Cont'd)				
	6) Engagement Pb Light Bars	C	6	0	May be inoperative provided associated indication is available on both PFD's.
	7) V/S FPA Selection Knob	C	1	0	May be inoperative provided procedures do not require its use.
	8) V/S FPA Push To Level Off Function	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
81-02	EFIS Control Panel				
	1) Baro Reference Display Windows	C	2	0	May be inoperative provided associated indications operate normally on both PFD's.
	2) Baro Reference Sel				
	a) Outer Ring (in Hg/ hPa)	C	2	0	May be inoperative provided required units for the intended flight is available on both EFIS control panels.
	3) LS Pb	C	2	0	May be inoperative provided approach minimums do not require their use.
	4) Optional Data (ARPT, NDB, VOR.D, WPT, CSTR) Display Pb	C	10	2	May be inoperative provided: a) Operations or procedures do not require their use, and b) One ARPT and one CSRT pb are available on either side.
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22	AUTO FLIGHT				
81-02	EFIS Control Panel (Cont'd)				
5)	ND Range Sel	C	2	1	One may be inoperative provided off side ND unit operates normally.
6)	ND Mode Sel	C	2	1	One may be inoperative provided: a) Off side ND unit operates normally, and b) Procedures do not require its use.
7)	ADF/VOR Sel	C	4	-	As required by FAR.
8)	Display Pb Light Bars	C	14	0	May be inoperative provided associated indication is available on associated PFD or ND.
82-01	Multipurpose Control And Display Units (MCDU)				
1)	MCDU (Without Mod. 47457 or Mod. 47462 or Mod. 48765 or Mod. 48766 or Mod. 51138 or Mod. 51139)	C	3	2	MCDU 3 may be inoperative.

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22	AUTO FLIGHT				
82-01	Multipurpose Control And Display Units (MCDU) (Cont'd)				
2)	MCDU (With Mod. 47457 or Mod. 47462 or Mod. 48765 or Mod. 48766 or Mod. 51138 or Mod. 51139)	C	3	2	(O)MCDU 2 or 3 may be inoperative provided operations or procedures do not require its use.
3)	FM Selections on MCDU Menu (Without Mod. 47457 or Mod. 47462 or Mod. 48765 or Mod. 48766 or Mod. 51138 or Mod. 51139)	C	3	1	(O)MCDU 2 and 3 may be inoperative provided: a) Operations and procedures do not require two MCDU's, or b) Flight remains within radio navaid coverage.
3)	FM Selections on MCDU Menu (Without Mod. 47457 or Mod. 47462 or Mod. 48765 or Mod. 48766 or Mod. 51138 or Mod. 51139)	C	3	2	May be inoperative on MCDU 3 MENU.
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22	AUTO FLIGHT				
82-01	Multipurpose Control And Display Units (MCDU) (Cont'd)				
4)	FM Selections on C MCDU Menu (With Mod. 47457 or Mod. 47462 or Mod. 48765 or Mod. 48766 or Mod. 51138 or Mod. 51139)	C	3	2	(O)May be inoperative on MCDU 2 or 3 provided operations or procedures do not require its use.
		C	3	1	(O)May be inoperative on MCDU 2 and 3 provided: a) Operations and procedures do not require two MCDU's, or b) Flight remains within radio navaid coverage.
5)	NAV B/UP Function	C	2	0	
*** 6)	ATC COMM Page Keys	D	3	0	

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22	AUTO FLIGHT				
83-01	Flight Management Guidance and Envelope Computers (FMGEC)	A	2	1	(M)(O)Except for ER operations, one may be inoperative provided: a) Alternate procedures are established and used, b) Departure and destination airport weather is at and forecast to remain within VFR minimums for proposed departure and arrival times, and c) Repairs are made within three flight legs. NOTE: (Without Mod. 53919) If FMGEC 1 is inoperative, the Terrain function of the TAWS is inoperative.

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22	AUTO FLIGHT					
83-02	FMA Indications on PFD					
	1) AP/FD Related Indications	C	-	-		Indications may be inoperative on PNF side FMA.
		C	-	0		Indications may be inoperative on both FMA's provided Autopilot and Flight Director are not used.
	2) A/THR Related Indications	A	-	-		Indications may be inoperative on PNF side FMA provided repairs are made within three flight days.
		C	-	0		(O)Indications may be inoperative on both FMA's provided autothrust is disconnected and considered inoperative.
	3) Approach and Landing Capabilities	C	-	-		(O)Indications may be inoperative on PNF side FMA provided:
						a) Approach minimums do not require their use, and
						b) Alternate procedures are developed and used.
		C	-	0		Indications may be inoperative on both FMA's provided approach minimums, operations or procedures do not require their use.

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23	COMMUNICATIONS				
11-01	High Frequency (HF) Communication Systems	D	2	-	Any in excess of those required by FAR may be inoperative.
		C	2	1	(O)May be inoperative while conducting operations that require two Long Range Communication Systems (LRCS) provided: <ul style="list-style-type: none"> a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If Inmarsat codes are not available while using SATCOM voice, prior coordination with the appropriate ATS facility is required.
12-01	VHF Systems	D	3	-	Any in excess of those required by FAR may be inoperative provided it is not powered by an Essential Bus and not required for emergency procedures.
24-01 ***	ACARS	D	1	0	May be inoperative provided operations or procedures do not require its use.

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			NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
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 do not require its use.
	1) Voice Channels	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.
	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.

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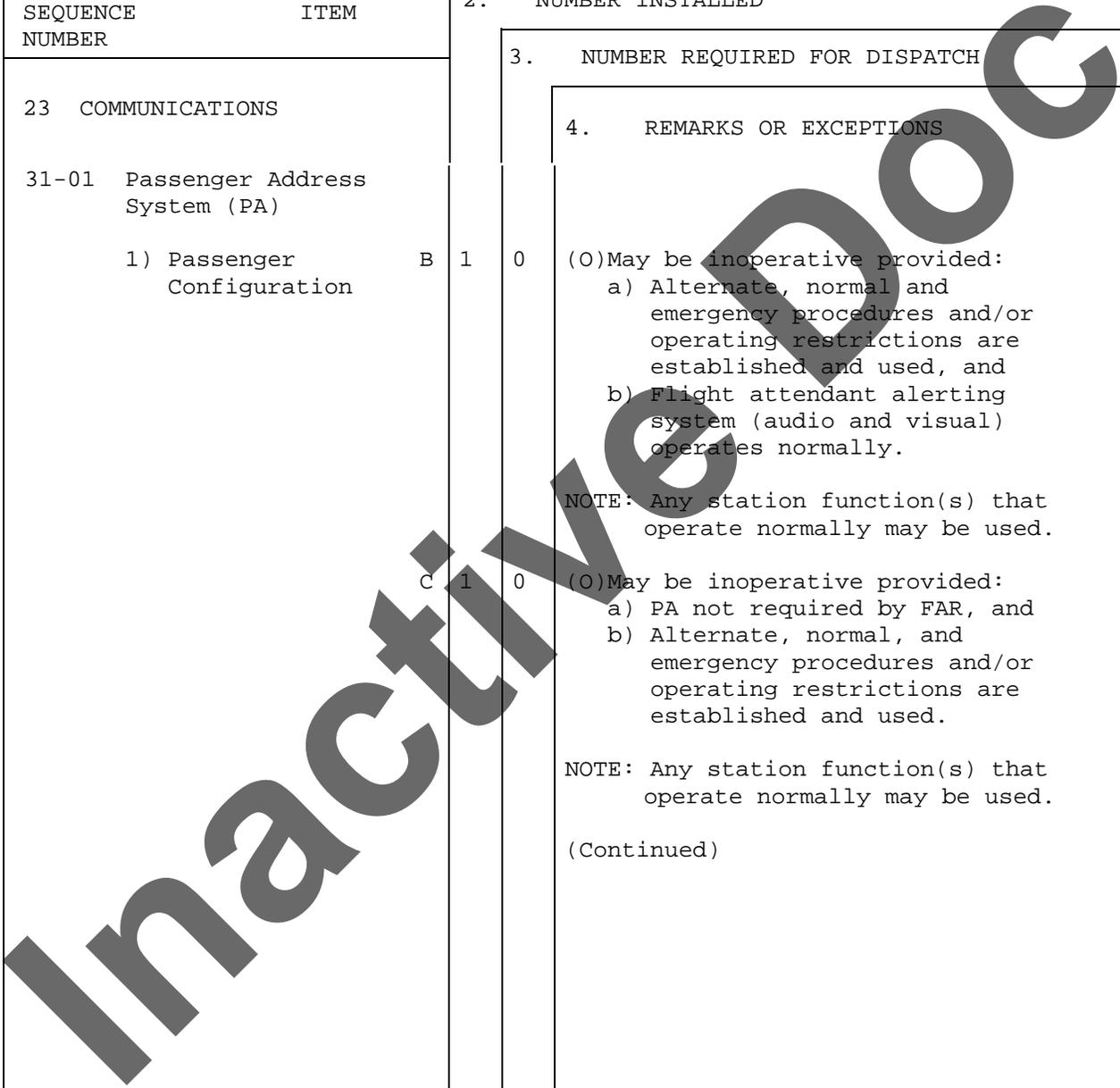
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23	COMMUNICATIONS				
31-01	Passenger Address System (PA)				
	1) Passenger Configuration	B	1	0	(O)May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally.
		C	1	0	(O)May be inoperative provided: a) PA not required by FAR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.
					NOTE: Any station function(s) that operate normally may be used.
					NOTE: Any station function(s) that operate normally may be used.
					(Continued)



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23	COMMUNICATIONS					
31-01	Passenger Address System (PA) (Cont'd)					
	1) Passenger Configuration (Cont'd)					
	a) Lavatory Speakers	C	-	0		(O)May be inoperative provided alternate procedures are established and used.
	b) 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 operations or procedures do not require its use.
32-01	Prerecorded Announcement and Music Reproducer (PRAM) ***	D	1	0		(O)May be inoperative provided alternate procedures are developed and used.
42-01	Cockpit to Ground Crew Call System					
	1) MECH Call/COCKPIT Call	C	1	0		(O)Cockpit to ground or ground to cockpit calls may be inoperative provided alternate procedures are developed and used.
						(Continued)

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23 COMMUNICATIONS					
42-01 Cockpit to Ground Crew Call System (Cont'd)					
2) Ground External Horn	C	1	0		(O)May be inoperative provided personnel are available to monitor APU.
	C	1	0		(O)May be inoperative provided alternate procedures are developed and used.
3) Communication (Interphone)	C	1	0		(O)Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) External power panel service interphone jack operates normally.
	C	1	0		(O)Service interphone (external power panel) flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) External power panel flight interphone jack operates normally.
	B	-	0		(O)May be inoperative provided alternate procedures are established and used.

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
43-01 Cabin and Flight Crew Interphone System(s)					
1) 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 communication procedures between the affected flight attendant stations are established and used. NOTE: Any station function(s) that operate normally may be used.
2) Cabin to Cabin Function	B	-	-		(O)May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent of the cabin handsets, and b) Alternate communication procedures between the affected flight attendant stations are established and used. NOTE: Any station function(s) that operate normally may be used.
(Continued)					

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 SEQUENCE
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 1.

2. NUMBER INSTALLED

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4. REMARKS OR EXCEPTIONS

23 COMMUNICATIONS

43-01 Cabin and Flight
 Crew Interphone
 System(s)
 (Cont'd)

2) Cabin to Cabin
 Function
 (Cont'd)

a) Cabin
 Attendant
 Handsets

B

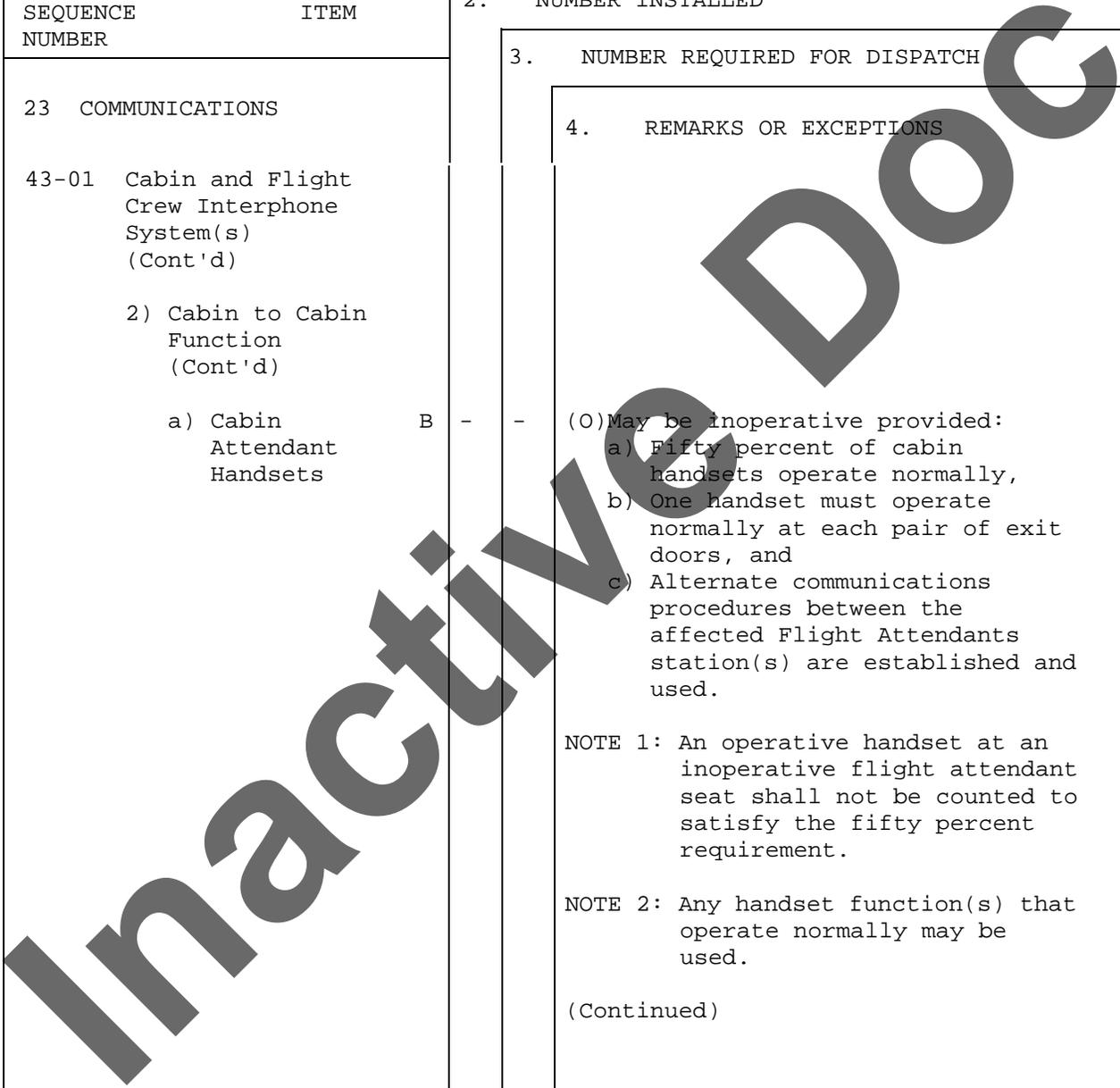
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(0) May be inoperative provided:
 a) Fifty percent of cabin
 handsets operate normally,
 b) One handset must operate
 normally at each pair of exit
 doors, and
 c) Alternate communications
 procedures between the
 affected Flight Attendants
 station(s) are established and
 used.

NOTE 1: An operative handset at an
 inoperative flight attendant
 seat shall not be counted to
 satisfy the fifty percent
 requirement.

NOTE 2: Any handset function(s) that
 operate normally may be
 used.

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			3.	NUMBER REQUIRED FOR DISPATCH
			4.	REMARKS OR EXCEPTIONS
23	COMMUNICATIONS			
43-01	Cabin and Flight Crew Interphone System(s) (Cont'd)			
	2) Cabin to Cabin Function (Cont'd)			
	b) Handset (lower deck cabin crew rest compartment)	C	-	0
				(O) May be inoperative provided alternate procedures are developed and used.
		D	-	0
				May be inoperative provided lower deck cabin crew rest compartment is not used.
	3) Alerting System (chime/light)			
	a) 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.
				(Continued)

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4. REMARKS OR EXCEPTIONS

23 COMMUNICATIONS

43-01 Cabin and Flight Crew Interphone System(s)
(Cont'd)

3) Alerting System (chime/light)
(Cont'd)

b) Cabin Attendant Call Light System

B

1

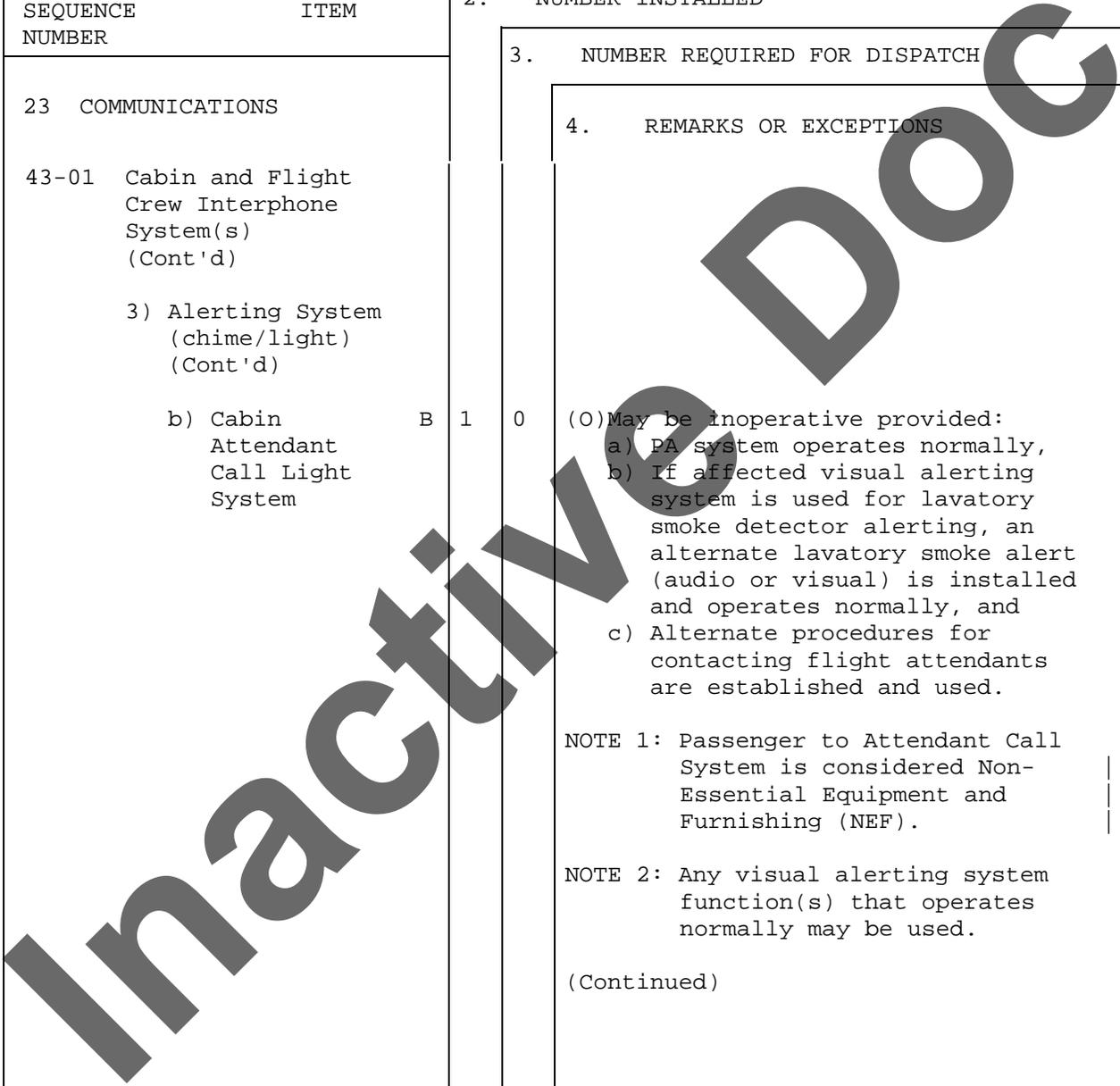
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(O) May be inoperative provided:
a) PA system operates normally,
b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke alert (audio or visual) is installed and operates normally, and
c) Alternate procedures for contacting flight attendants are established and used.

NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF).

NOTE 2: Any visual alerting system function(s) that operates normally may be used.

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4. REMARKS OR EXCEPTIONS

23 COMMUNICATIONS

43-01 Cabin and Flight Crew Interphone System (Cont'd)

3) Alerting System (chime/light) (Cont'd)

c) Cabin Attendant Chime System

B

-

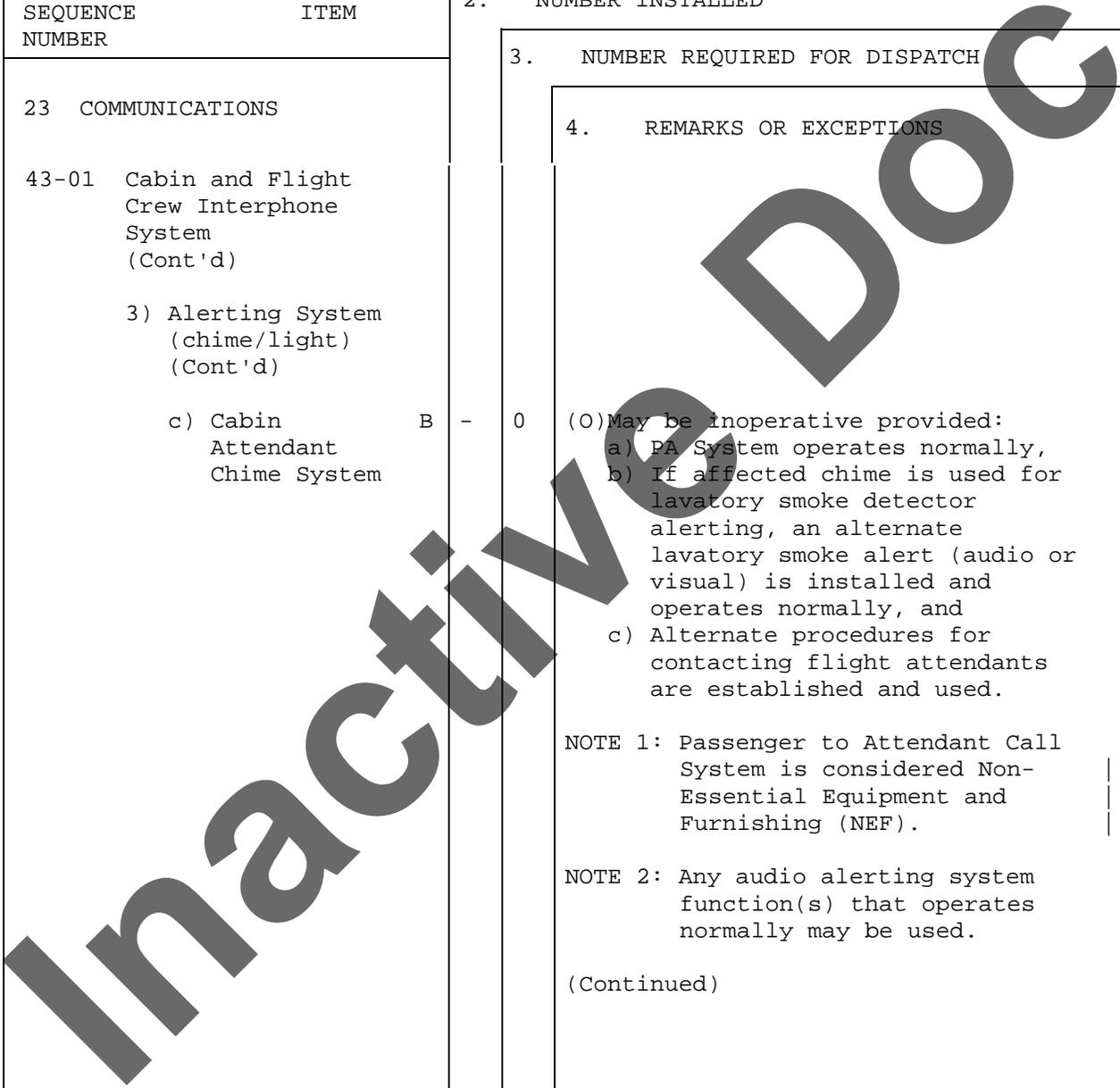
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(O) May be inoperative provided:
 a) PA System operates normally,
 b) If affected chime is used for lavatory smoke detector alerting, an alternate lavatory smoke alert (audio or visual) is installed and operates normally, and
 c) Alternate procedures for contacting flight attendants are established and used.

NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF).

NOTE 2: Any audio alerting system function(s) that operates normally may be used.

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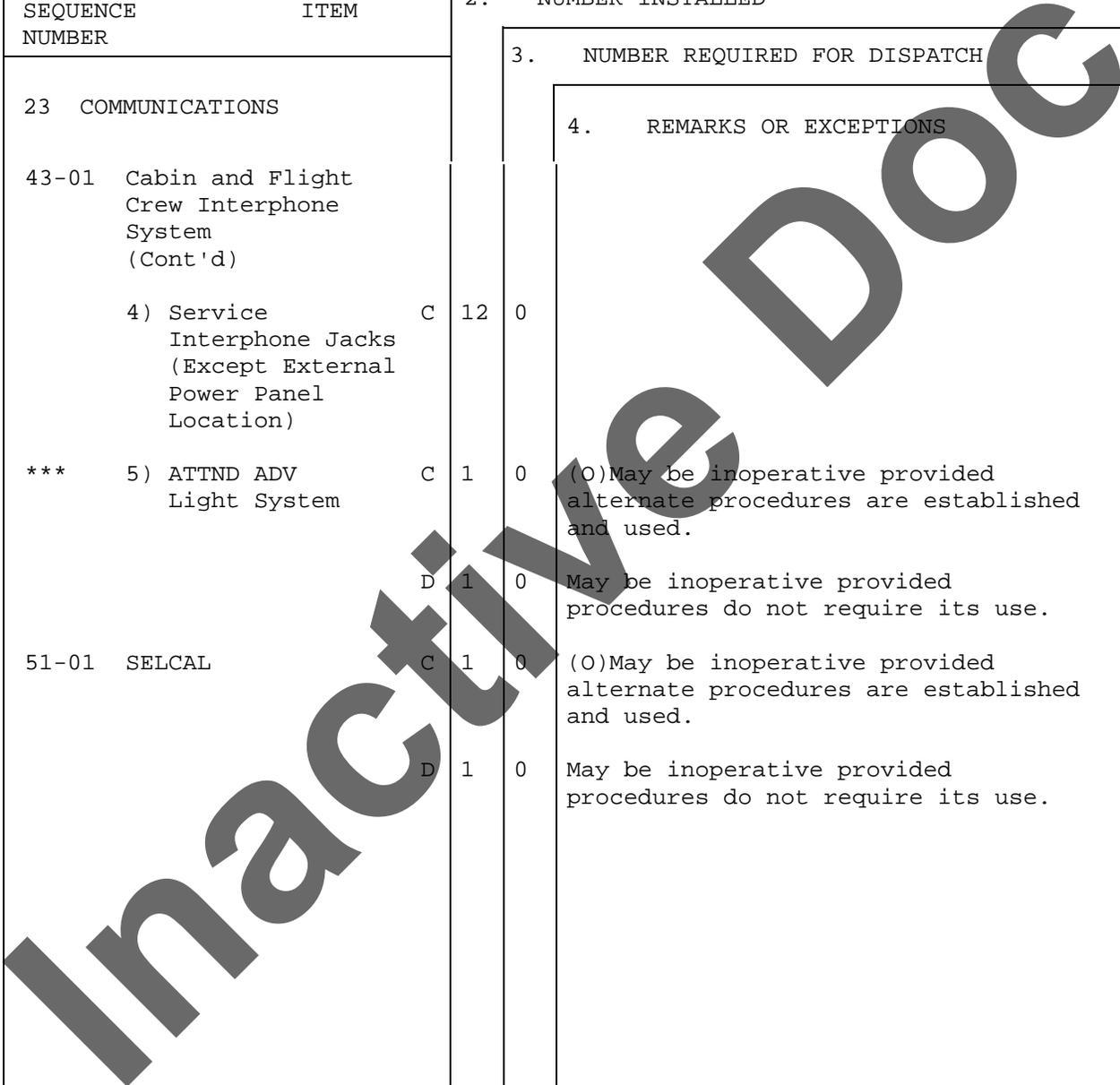
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23	COMMUNICATIONS				
43-01	Cabin and Flight Crew Interphone System (Cont'd)				
4)	Service Interphone Jacks (Except External Power Panel Location)	C	12	0	
***	5) ATTND ADV Light System	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
51-01	SELCAL	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.



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				4. REMARKS OR EXCEPTIONS	
23 COMMUNICATIONS					
51-02	Audio Control Panel (ACP)				
	1) CAPT and F/O	C	2	1	(0)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) 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 is required) operates normally on either CAPT ACP or F/O ACP.
	6) 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 is required) operates normally on either CAPT ACP or F/O ACP.
	7) Reception Knob Lights	C	-	0	
51-03	SWITCHING Panel				
	1) AUDIO Selector	C	1	0	

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23 COMMUNICATIONS					
51-04	Flight Deck Headsets/ Headphones	D	-	-	Any in excess of those required by FAR may be inoperative.
	1) Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, b) Flight Data Recorder (FDR) operates normally, and c) Repairs are made within three flight days.
	2) Headset Earphones/ Headphones	C	-	1	Either Captain's or First Officer's earphone/headphones may be inoperative provided associated flight deck speaker operates normally.
51-05	Hand Microphone Systems				
	1) Captain and First Officer	C	2	0	May be inoperative provided associated boom microphone operates normally.
	2) Observer Seats/ Avionics Compartment	D	-	0	May be inoperative provided procedures do not require their use.
51-06	Cockpit Loudspeakers	C	2	1	One may be inoperative provided associated headset earphones or headphones are installed and operate normally, and compatible with quick donning oxygen mask.

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23	COMMUNICATIONS					
51-07	Side Stick Radio Selector (PTT)	C	2	0		May be inoperative in open 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 position.
70-01	Emergency	C	1	0		(O)May be inoperative provided
***	Evacuation					alternate procedures are developed
	Signaling System					and used.
		D	1	0		May be inoperative provided
71-01	Cockpit Voice	A	1	0		May be inoperative provided:
	Recorder					a) Flight Data Recorder (FDR)
	System (CVR)					operates normally, and
						b) Repairs are made within three
						flight days.
72-01	Cockpit Door	D	1	-		Any in excess of those required by
***	Surveillance					FAR may be inoperative.
	System (CDSS)					

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4. REMARKS OR EXCEPTIONS

23 COMMUNICATIONS

73-01 Cabin Inter-communication Data System (CIDS)

1) DEU A

a) Loud-speakers (Cabin)

C

-

-

One or more may be inoperative and passengers may be carried provided:
a) Passenger Address System operates normally, and
b) No seat may be occupied from which a passenger cannot clearly hear a passenger address announcement.

B

-

-

One or more may be inoperative provided Passenger Address System is considered inoperative.

b) Loud-speakers (Lower Deck Cabin Crew Rest Compartment)

D

-

0

(O)May be inoperative provided alternate procedures are developed and used.

c) Loud-speakers (Lower Deck Facilities)

C

-

0

(O)May be inoperative provided alternate procedures are developed and used.

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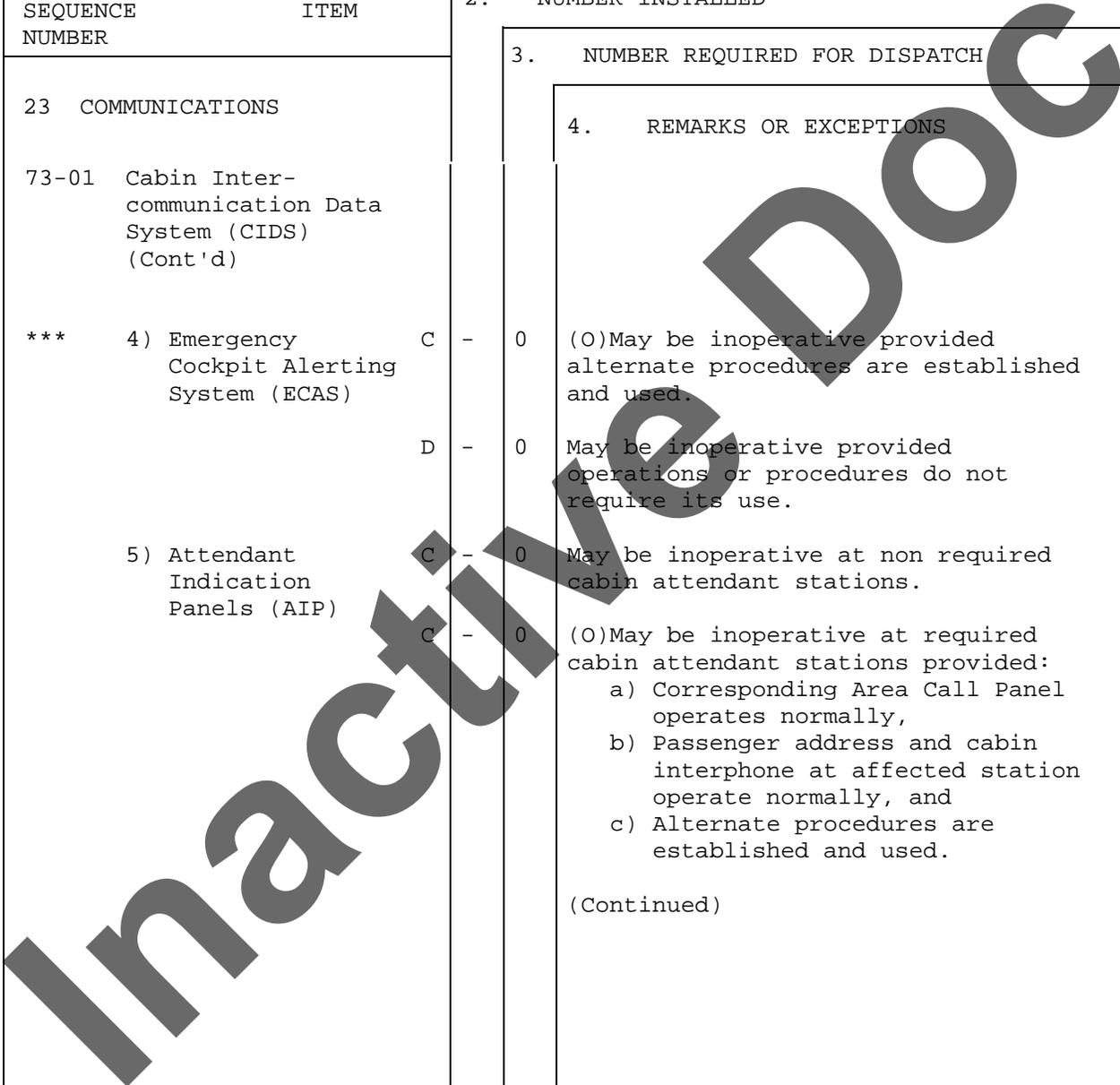
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23	COMMUNICATIONS				
73-01	Cabin Inter-communication Data System (CIDS) (Cont'd)				
***	4) Emergency Cockpit Alerting System (ECAS)	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided operations or procedures do not require its use.
	5) Attendant Indication Panels (AIP)	C	-	0	May be inoperative at non required cabin attendant stations.
		C	-	0	(O)May be inoperative at required cabin attendant stations 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.
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4. REMARKS OR EXCEPTIONS

23 COMMUNICATIONS

73-01 Cabin Inter-communication Data System (CIDS) (Cont'd)

6) Area Call Panel (ACP) C -

0

May be inoperative at non required cabin attendant stations.

C -

0

(O)May be inoperative at required cabin attendant stations 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.

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				NUMBER INSTALLED	
				NUMBER REQUIRED FOR DISPATCH	
					REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
73-02	Forward/Flight Attendant Panel (FAP)	C	-	0	(M)(O)May be inoperative provided: a) Associated FAP functions are considered inoperative, and b) Alternate procedures are established and used. NOTE: EMER Pb must always be operative.
	1) Cabin Lighting Control on FAP	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
***	2) Prerecorded Announcement and Music Reproducer Control on FAP	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
***	3) Cabin Ready on FAP	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
***	4) EVAC CMD on FAP	C	-	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.
	5) Slide Bottle Pressure Indication on FAP	C	8	0	(O)May be inoperative provided alternate procedures are used to verify affected slide bottle pressure prior to first departure of each day.
(Continued)					

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				NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH
23	COMMUNICATIONS				
73-02	Forward/Flight Attendant Panel (FAP) (Cont'd)				
6)	Door Bottle Pressure Indication on FAP	C	8	0	(O)May be inoperative provided bottle pressure at each affected door is verified prior to first departure of each day.
7)	Other Indications on FAP	D	-	0	
8)	Cabin Items Indicated by FAP Related Class 1 Messages (Not listed in MMEL)	-	-	-	CIDS/FAP messages displayed without associated Cockpit Effect that are not associated with an MMEL item do not require MEL entry.
81-01	Radio Management Panels (RMP)				
1)	RMP 1				
a)	Radio Comm. Selection Keys	C	6	5	One key may be inoperative except HF 1 key (if required) and VHF 1 key.
2)	RMP 2 and 3	C	2	1	

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24 ELECTRICAL POWER				3. NUMBER REQUIRED FOR DISPATCH
22-01 AC Main Generation (IDG, GCU, Line Contactor)	B	2	1	4. REMARKS OR EXCEPTIONS
				(M)(O)Except for ER operations beyond 120 minutes, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) All busses can be powered, c) Indications for the remaining AC main generation and AC auxiliary generation operate normally, d) There is no ELEC IDG 1(2) OIL SYS FAULT caution associated with IDG of the operative AC main generation displayed on ECAM E/WD, e) There is no FUEL APU AFT PUMP FAULT caution displayed on ECAM E/WD, f) Automatic switching of essential electrical network power supply from AC BUS 1 to AC BUS 2 is checked operative daily when AC main generation 2 is inoperative, g) APU aft fuel pump shedding in land recovery configuration is checked operative weekly, h) Operator ensures that APU oil quantity is adequate for the intended flight, and i) APU Generator scavenge oil filter and APU Generator drain plug are checked for absence of debris.

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24	ELECTRICAL POWER				
22-02	ELEC IDG 1(2) OIL SYS FAULT Caution on ECAM E/WD	C	2	1	(M)One may be displayed provided: a) Associated IDG oil circuit is verified to be operational prior to each departure, and b) Sight glass is verified to show correct oil level on associated IDG.
		B	2	1	(O)One may be displayed provided: a) Associated IDG is disconnected, and b) Associated AC main generation is considered inoperative.
23-01	AC Auxiliary Generation (APU Generator, GCU, Line Contactor)	C	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided the APU is not used.
		C	1	0	(M)Except for ER operations beyond 120 minutes, may be inoperative provided: a) The failure is not mechanically related, and b) The APU GEN Pb Sw is selected OFF.
		C	1	0	(M)Except for ER operations beyond 120 minutes, may be inoperative provided the AC Auxiliary Generation is deactivated or removed.

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					4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
25-01	AC ESS FEED Control				
	1) Automatic Transfer to AC BUS 2	C	1	0	(O)May be inoperative provided: a) AC ESS FEED pb sw is selected NORM, and b) The three DC tie contactors are operative.
	2) Manual Transfer to AC BUS 2 (ALTN Function)	C	1	0	(O)Except for ER operations, may be inoperative provided: a) AC ESS FEED pb sw is selected NORM, and b) The three DC tie contactors are operative.
26-01	Galley Supply System				
	1) Automatic	C	1	0	May be inoperative provided GALLEY Pb Sw and GALLEY FAULT light in the cockpit operate normally.
	2) Manual	C	1	0	(M)(O)May be inoperative provided commercial load system operates normally.
	3) Automatic and Manual	C	2	0	(M)May be inoperative provided all galley loads are disconnected.
26-02	COMMERCIAL Supply System				

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			NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
27-01	AC Generation Monitoring and Indicating System				
	1) IDG				
	a) FAULT Lights	C	2	1	One may be inoperative provided associated IDG indications are available on ECAM ELEC AC page.
	b) OFF Light	C	2	0	
	2) GEN/APU GEN				
	a) FAULT Light	C	3	1	One GEN and/or APU GEN FAULT light may be inoperative provided associated generator indications are available on ECAM ELEC AC page.
	b) OFF Light	C	3	0	
	3) AC ESS FEED				
	a) FAULT Light	C	1	0	May be inoperative provided AC ESS bus indication is available on ECAM ELEC AC page.
	b) ALTN Light	C	1	0	May be inoperative provided AC ESS bus indication is available on ECAM ELEC AC page.
	4) BUS TIE OFF Light	C	1	0	
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24	ELECTRICAL POWER				
27-01	AC Generation Monitoring and Indicating System (Cont'd)				
5)	GALLEY				
	a) FAULT Light	C	1	0	(M)May be inoperative provided: a) AC load indication for each generator channel is available on ECAM ELEC AC page, and b) Automatic shedding operates normally.
	b) OFF Light	C	1	0	
6)	EMER GEN FAULT Light	C	1	0	
7)	COMMERCIAL OFF Light	C	1	0	
8)	LAND RECOVERY ON Light	C	1	0	
9)	Indications on ECAM ELEC AC Page	C	-	-	(M)One or more indications related to one AC main generation may be inoperative provided: a) ELEC GEN 1(2) FAULT caution associated with affected AC main generation operates normally, and b) Automatic shedding operates normally.
a)	APU GEN Parameters	C	-	0	Except for ER operations beyond 120 minutes, may be inoperative provided both AC main generations are operative.

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24	ELECTRICAL POWER					
27-02	Warning and Caution on ECAM E/WD					
	1) ELEC IDG DISCONNECTED	C	2	1		(O)One may be inoperative (confirmed false indication) as displayed on ECAM E/WD.
		B	2	1		May be displayed on ECAM E/WD provided the associated AC main generation is considered inoperative.
29-01	Electrical Contactor Management Unit (ECMU)					
	1) Indicating Functions	C	2	1		(M)One may be inoperative provided the AC and DC transfer functions are verified to operate normally
32-01	DC Main Generation (TR1, TR2, APU TR)	C	3	2		(O)APU TR may be inoperative.
35-01	DC Bus Tie Contactor 1PC2 (DC BUS 2 - DC BATT BUS)	C	1	0		May be inoperative in open position.

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24	ELECTRICAL POWER						
37-01	DC Generation Monitoring and Indicating						
	1) BAT						
	a) FAULT Lights	C	3	0			May be inoperative provided ELEC DC ECAM indication operates normally.
	b) OFF Lights	C	3	0			
	2) Indications on ECAM ELEC DC Page	C	-	0			
38-01	Battery DC Generation						
	1) Battery	C	3	2			(O)APU battery may be inoperative provided APU starting using AC power is verified to operate normally.
		C	3	2			(O)APU battery may be inoperative provided APU is not used.
	2) Battery Charge Limiter (BCL)	C	3	2			(O)APU battery charge limiter may be inoperative provided APU battery is not used.
	3) Battery Voltage Indication	C	3	0			May be inoperative provided associated voltage indication is available on ECAM <u>ELEC DC</u> Page.

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24	ELECTRICAL POWER					
41-01	AC External Power Control					
	1) Ground Power Control Unit (GPCU)	C	1	0		May be inoperative provided external power is not used.
	2) Receptacles	C	2	1		(M)May be inoperative provided affected receptacle is not used.
		C	2	0		(M)May be inoperative provided external power is not used.
41-02	EXT A Pb Sw					
	1) AVAIL Light	C	1	0		(O)May be inoperative provided alternate procedures are established and used.
	2) ON Light	C	1	0		
41-03	EXT B Pb Sw					
	1) AVAIL Light	C	1	0		(O)May be inoperative provided alternate procedures are established and used.
	2) AUTO Light	C	1	0		
41-04	External Power NOT IN USE and AVAIL Panel Lights	C	4	0		(O)May be inoperative provided alternate procedures are established and used.
53-01	Circuit Breaker Management Unit (CBMU)	C	1	0		(M)May be inoperative provided alternate procedures are used to verify that no circuit breaker is tripped in electrical compartment bay (main and emergency power centers).

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25	EQUIPMENT/FURNISHINGS				
11-01	Pilot Seat Adjustments				
	1) Electrical Adjustments	C	2	0	(M)May be inoperative provided: a) Horizontal and vertical mechanical adjustments operate normally, and b) Associated electrical control is deactivated.
	2) Vertical Mechanical Adjustment	C	2	0	May be inoperative provided vertical electrical adjustment operates normally.
	3) Lumbar	C	2	0	May be inoperative provided seat contour is satisfactory to individual/crewmember requirements.
	4) Recline Systems	A	2	0	(M)May be inoperative provided: a) Seat is secured in an upright position acceptable to the affected crewmember, and b) Repairs are made within two flight days.
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 (Tilt) Control	C	2	0	May be inoperative provided setting is acceptable to crewmember(s).
	3) Armrest Memory Position Display	C	2	0	

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25 EQUIPMENT/FURNISHINGS					
11-04	CAPT and F/O Inboard Armrest Vertical Adjustment Controls	C	2	0	May be inoperative or missing.
11-05	Pilot Seat Headrest	C	2	0	
11-06	Observer Seat(s)				
	1) Primary Observer Seat (Including associated equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.
		A	1	0	May be inoperative provided: a) Second observer's seat is available and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.
		A	1	0	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to an FAA inspector for the performance of official duties, and c) Repairs are made within two flight days.
(Continued)					

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25 EQUIPMENT/FURNISHINGS					
11-06	Observer Seat(s) (Cont'd)				
	1) Primary Observer Seat (Including associated equipment) (Cont'd)				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).
***	2) Additional Observer Seat(s) (Including associated equipment)	D	-	0	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	Captain and First Officer Sliding Tables				

	1) Sliding Tables	D	2	0	(M)May be inoperative in stowed position or removed.
	2) Table Tilt Function	D	2	0	May be inoperative provided associated table can be stowed.
13-02	Captain and First Officer Retractable Foot Rests	C	4	0	(M)May be inoperative in retracted position or removed.

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25	EQUIPMENT/FURNISHINGS			
15-01 ***	Crew Foot Warmers	D	2	0
21-01	Passenger Seat(s)	D	-	-
1) Recline Mechanism		D	-	-
		D	-	-

May be inoperative provided:
a) Seat does not block an Emergency Exit.
b) Seat does not restrict any passenger from access to the main aircraft aisle, and
c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY".

NOTE 1: A seat with an inoperative seat belt is considered inoperative.

NOTE 2: Inoperative 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.

(M)May be inoperative and seat occupied provided seat is secured in the full upright position.

May be inoperative and seat occupied | provided seat back is immoveable in full upright position.

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25	EQUIPMENT/FURNISHINGS				
21-01	Passenger Seat(s) (Cont'd)				
	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.
	3) Armrest				
	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 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.

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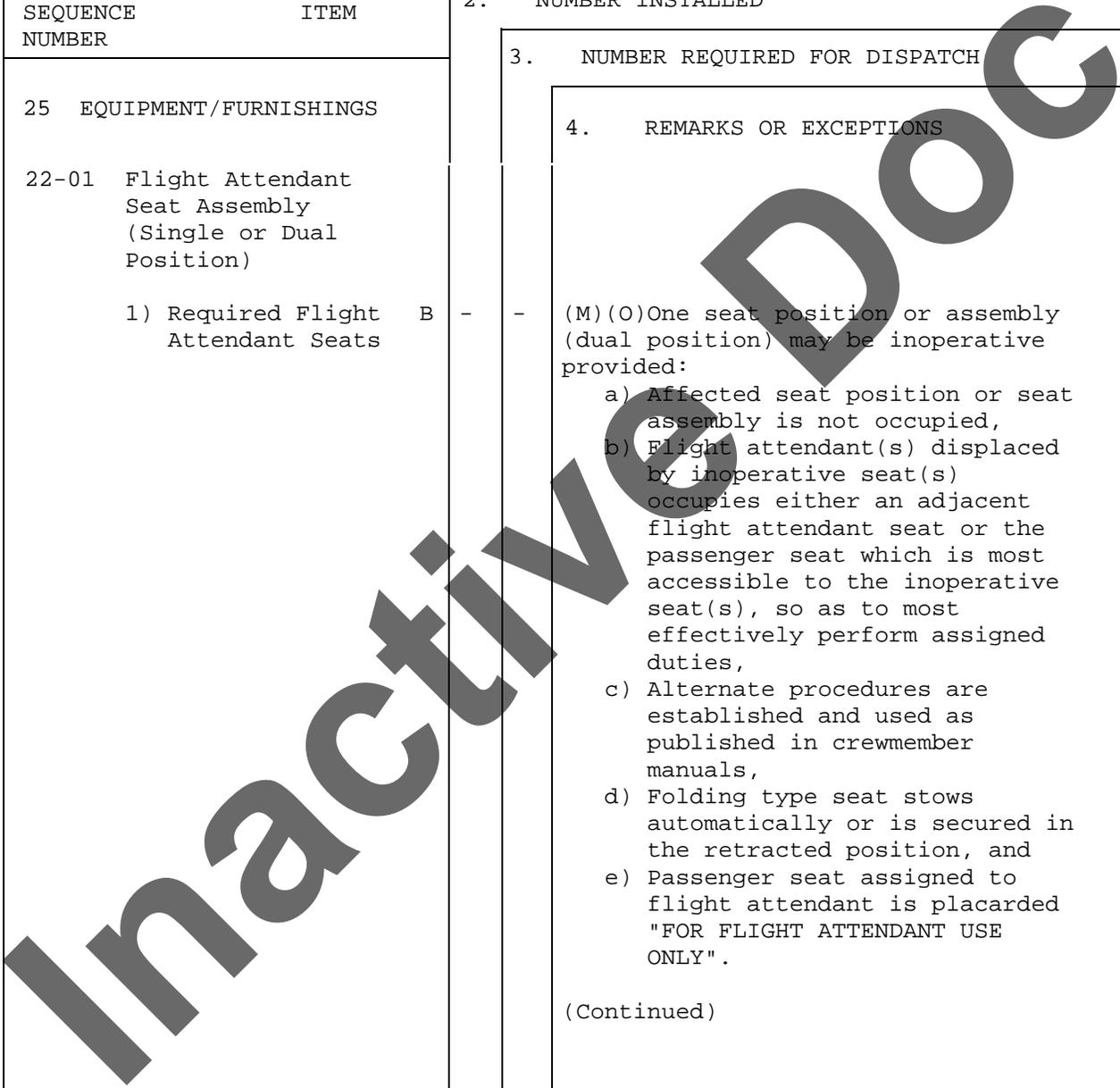
25 EQUIPMENT/FURNISHINGS

22-01 Flight Attendant Seat Assembly (Single or Dual Position)

1) Required Flight Attendant Seats B - -

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

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22-01 Flight Attendant
 Seat Assembly
 (Single or Dual
 Position)
 (Cont'd)

1) Required Flight
 Attendant Seats
 (Cont'd)

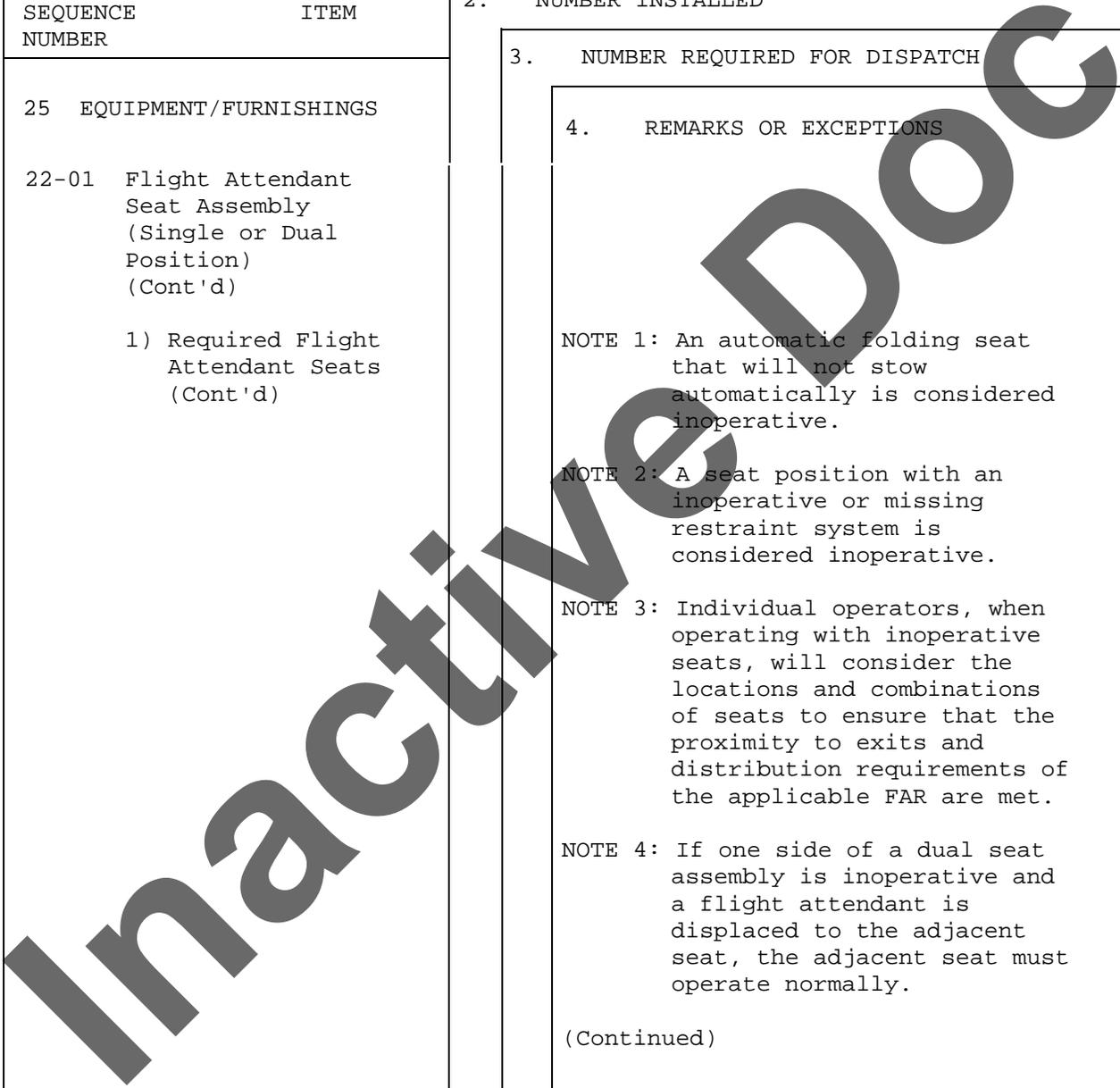
NOTE 1: An automatic folding seat
 that will not stow
 automatically is considered
 inoperative.

NOTE 2: A seat position with an
 inoperative or missing
 restraint system is
 considered inoperative.

NOTE 3: Individual operators, when
 operating with inoperative
 seats, will consider the
 locations and combinations
 of seats to ensure that the
 proximity to exits and
 distribution requirements of
 the applicable FAR are met.

NOTE 4: If one side of a dual seat
 assembly is inoperative and
 a flight attendant is
 displaced to the adjacent
 seat, the adjacent seat must
 operate normally.

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25 EQUIPMENT/FURNISHINGS

22-01 Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)

2) Excess Flight Attendant Seats

C

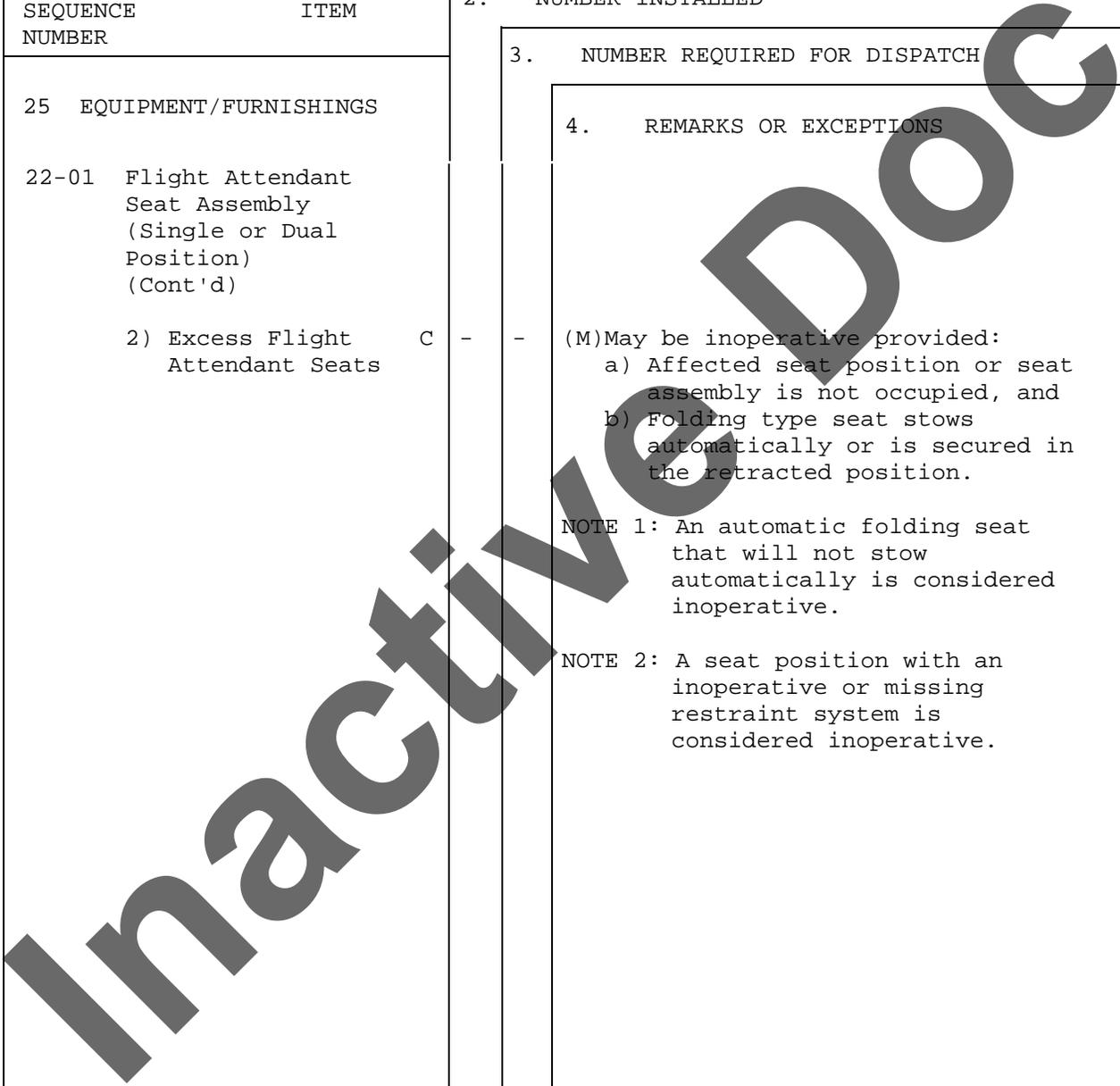
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(M) May be inoperative provided:
 a) Affected seat position or seat assembly is not occupied, and
 b) Folding type seat stows automatically or is secured in the retracted position.

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.



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25 EQUIPMENT/FURNISHINGS			3.	NUMBER REQUIRED FOR DISPATCH
22-03	Non-Essential Equipment & Furnishings (NEF)	-	0	4. REMARKS OR EXCEPTIONS May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.
22-05	Exterior Lavatory Door Ashtrays			
	1) Airplanes with more than one exterior lavatory door ashtray installed	A -	0	One may be missing provided it is replaced within 10 calendar days.
	2) Airplanes with only one exterior lavatory door ashtray installed	A 1	0	May be missing provided it is replaced within 3 calendar days.

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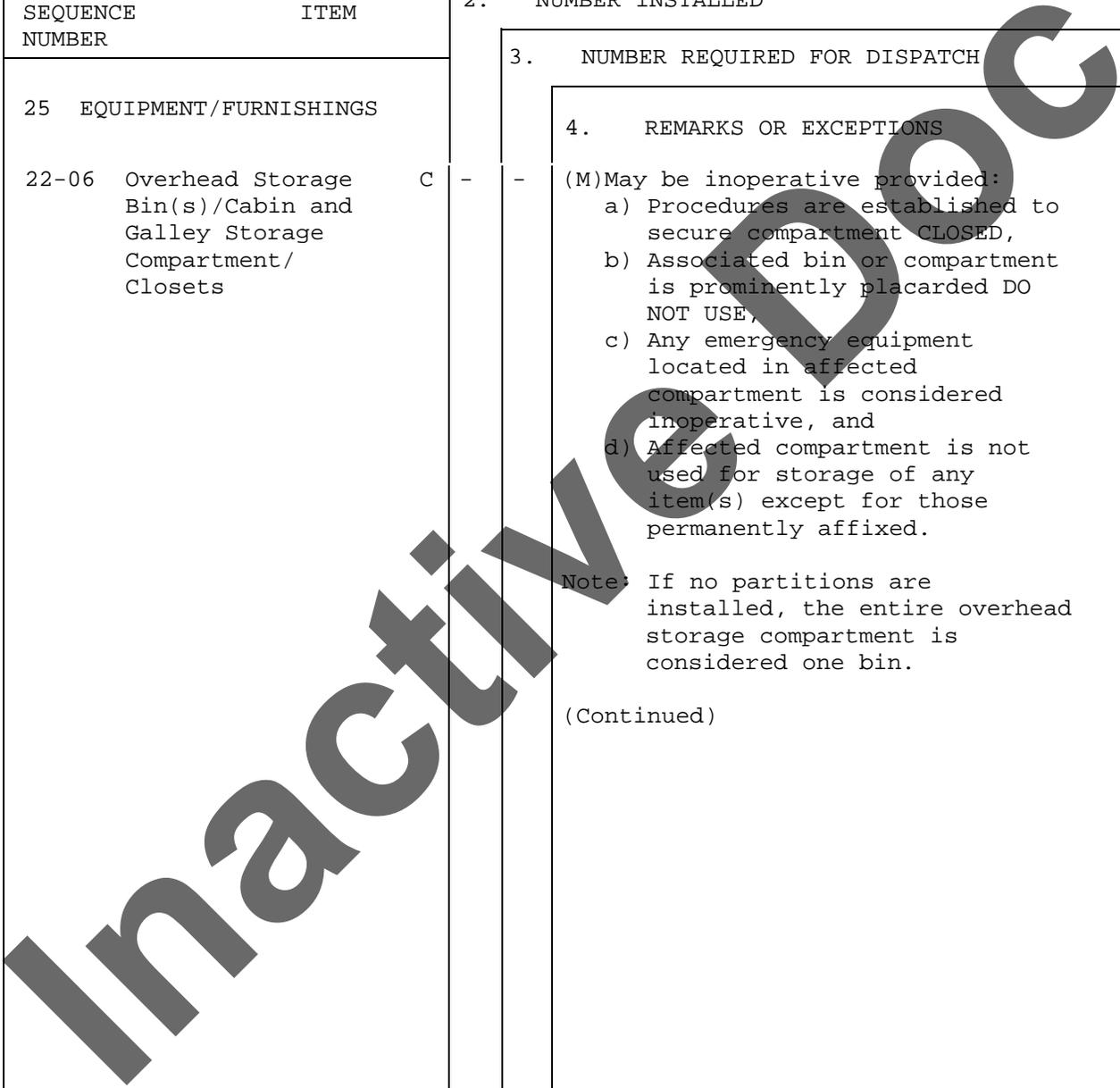
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25	EQUIPMENT/FURNISHINGS		
22-06	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/ Closets	C	-
		-	(M)May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Associated bin or compartment is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected compartment is not used for storage of any item(s) except for those permanently affixed.
			Note: If no partitions are installed, the entire overhead storage compartment is considered one bin.
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25 EQUIPMENT/FURNISHINGS				4. REMARKS OR EXCEPTIONS
22-06	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/ Closets (Cont'd)	C	-	- (M)(O)May be inoperative provided: a) Affected door(s) is removed b) Associated bin or compartment is not used for storage of any items, except for those permanently affixed, c) Associated bin or compartment is prominently placarded DO NOT USE, d) Procedures are established and used to alert crew members and passengers of inoperative bins, and e) Passengers are briefed that associated bin or compartment is not used. Note 1: If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment. Note 2: Any emergency equipment located in 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.
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 area heated floor panel are deactivated.

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25	EQUIPMENT/FURNISHINGS				
45-01	Galley Waste Receptacles Access Doors/Covers	C - -			(M)(O)May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.
45-02	Lavatory Waste Receptacle Access Doors/Covers/Flapper Doors	C - -			(M)May be inoperative provided: a) Associated waste container is empty, b) Affected receptacle access door/cover/flapper door is secured to prevent waste introduction into the receptacle, c) Lavatory is used only by crewmembers, and d) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER". NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.

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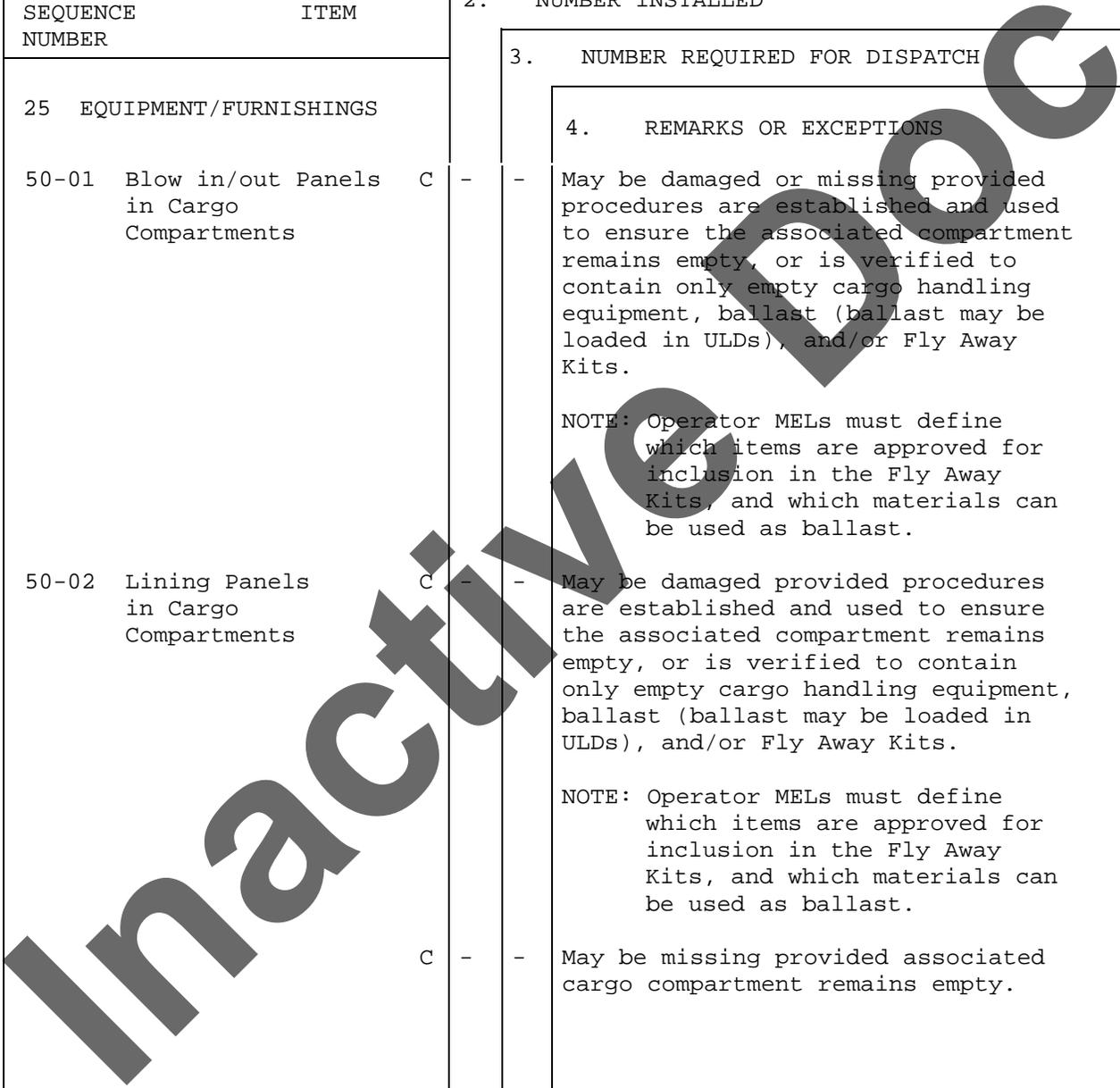
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25	EQUIPMENT/FURNISHINGS			
50-01	Blow in/out Panels in Cargo Compartments	C	-	-
				<p>May be damaged or missing provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</p> <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>
50-02	Lining Panels in Cargo Compartments	C	-	-
				<p>May be damaged 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.</p> <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>
				<p>May be missing provided associated cargo compartment remains empty.</p>



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					4. REMARKS OR EXCEPTIONS	
25	EQUIPMENT/FURNISHINGS					
51-01	Lower Deck Cargo Loading System (CLS)					
	1) Cargo Restraint Components	C	-	-	(M)May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.	
		C	-	-	May be inoperative, or missing provided cargo compartment remains empty.	
	2) Loading Systems	C	-	0		
					NOTE: Any part of the CLS that operates normally may be used.	
60-01	SLIDE Indications on ECAM DOOR/OXY Page	C	8	0	(O)May be inoperative provided alternate procedures are established and used.	
60-07	"Fasten Seat Belt While Seated" Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	
62-01	Cabin Escape Facilities				Deleted, Rev. 9. (Moved to item 23-73-02 5))	

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25	EQUIPMENT/FURNISHINGS				
65-01	Miscellaneous				
	Emergency Equipment				
	1) Megaphones	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided:
					a) Inoperative megaphone is removed from passenger cabin, and
					b) Required distribution is maintained.
					NOTE: Not required for all-cargo operations.
	2) Flashlight and Holders (Flight Deck or Cabin)	C	-	-	May be inoperative or missing provided crewmember assigned to associated seat has a flashlight with equivalent characteristics readily available.
	3) Emergency Locator Transmitter	C	-	-	As required by FAR.
	4) First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O)If more than one is required by FAR, only one of the required first aid kits may be incomplete, missing or inoperative provided:
					a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and
					b) Repairs or replacements are made within 3 flight cycles.
		D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
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25	EQUIPMENT/FURNISHINGS				
65-01	Miscellaneous Emergency Equipment (Cont'd)				
5)	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 3 flight cycles.
		D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
6)	Automatic 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 3 flight cycles.
		D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
7)	Crash Axe/ Crow Bar	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
8)	Survival Kit	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.

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25	EQUIPMENT/FURNISHINGS						
66-01	Floatation Equipment (Crew and Passenger)	D	-	-	-	-	Any in excess of that required by FAR may be inoperative or missing.
74-01 ***	Flight Crew Rest Compartment						
	1) Bed Bunks	D	-	-	0	0	May be inoperative provided operations or procedures do not require its use.
	2) Door	D	1	-	0	0	(M)May be inoperative provided the door is deactivated closed.
75-01 ***	Crew Rest Compartment (Lower Deck Cabin Crew Rest Compartment)						
	1) Bed Bunks	D	-	-	0	0	May be inoperative provided operations or procedures do not require its use.
	2) Blow In/Out Panel	D	1	-	0	0	May be damaged or missing provided the affected compartment is locked closed and not used.
	3) Door	D	1	-	0	0	(M)May be inoperative provided the door is deactivated closed.

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26	FIRE PROTECTION					
12-01	Engine Fire Detection System					
	1) Loops	C	4	2	Except for ER operations beyond 120 minutes, one on each engine may be inoperative provided engine fire test is performed before each departure.	
12-02	FIRE Light On ENG MASTER Panel	C	2	0		
12-03	FIRE Light in ENG FIRE/PUSH Pb Sw					
	1) Bulbs	C	16	8	Four bulbs 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, one may be inoperative provided APU fire test is performed before each APU start.	
		C	2	0	May be inoperative provided APU is not used.	
13-02	FIRE Light in APU FIRE/PUSH Pb Sw					
	1) Bulbs	C	8	4	Four bulbs may be inoperative.	
		C	8	0	May be inoperative provided APU is not used.	

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26	FIRE PROTECTION				
16-01	Smoke Detector System in FWD Cargo Compartment	C	1	0	<p>(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.</p> <p>NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p> <p>NOTE 2: Failure of a single detector in each cavity is indicated by a MAINTENANCE STATUS message.</p>
16-02	Smoke Detector System in AFT and BULK Cargo Compartments	C	1	0	<p>(O)May be inoperative provided procedures are established and used to ensure the both compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</p> <p>NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p> <p>NOTE 2: Failure of a single detector in each cavity is indicated by a MAINTENANCE STATUS message.</p>

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26	FIRE PROTECTION				
16-03	Smoke Detector System in BULK Cargo Compartment				Deleted, Rev. 9. (Moved to item 26-16-02)
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 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: Lavatory smoke detection system is not required for all-cargo operations.
18-01 ***	Flight Crew Rest Compartment Smoke Detection System	D	1	0	(O)May be inoperative provided: a) Flight crew rest compartment is locked closed and not used, and b) Procedure is used to periodically check for absence of smoke in flight crew rest compartment.

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26	FIRE PROTECTION					
18-03 ***	Lower Deck Cabin Crew Rest Compartment Smoke Detection System	B	1	0	(M)(O)	May be inoperative provided: a) Lower deck cabin crew rest compartment fire extinguishing system is checked operative before each departure, and b) Procedure is used to check every 15 minutes for absence of smoke in lower deck cabin crew rest compartment.
		D	1	0	(O)	May be inoperative provided: a) Lower deck cabin crew rest compartment is locked closed and not used, b) Procedure is used to periodically check for absence of smoke in lower deck cabin crew rest compartment, and c) An operative portable fire extinguisher and protective equipment, in excess of those required for the cabin, are carried in the main deck.
18-04 ***	Lower Deck Facilities Smoke Detection System	D	1	0	(O)	May be inoperative provided: a) Lower deck facility is locked closed and not used, b) Procedure is used to periodically check for absence of smoke in lower deck facility, and c) An operative portable fire extinguisher and protective equipment, in excess of those required for the cabin, are carried in the main deck.
18-05 ***	Bulk Crew Rest Compartment Smoke Detection System					Deleted, Rev. 9.

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				NUMBER REQUIRED FOR DISPATCH	
26	FIRE PROTECTION				
18-06 ***	Lower Deck Stowage Smoke Detection System	D	1	0	(O)May be inoperative provided lower deck stowage is empty, locked closed and not used.
18-07 ***	Bulk Avionics Compartment Smoke Detection System	D	1	0	(M)May be inoperative provided the flight entertainment system is deactivated.
18-08 ***	Video Control Center Smoke Detection System	D	-	0	(M)May be inoperative provided the associated Video Control Center is deactivated.
18-09 ***	In Flight Entertainment Center Smoke Detection System	D	1	0	(M)May be inoperative provided the In Flight Entertainment Center is deactivated.
21-01	Engine AGENT 1(2) Pb				
	1) DISCH Light	C	4	2	(M)One may be inoperative on each engine provided associated bottle is verified properly charged before first departure of each day.
		A	4	2	(M)Both may be inoperative on one engine provided: a) Associated bottles are verified properly charged before each departure, and b) Repairs are made within one flight day.
	2) SQUIB Light	C	4	0	(M)May be inoperative provided the failure is verified to be in the test circuit only.
21-02	ENG FIRE TEST	C	1	0	(M)May be inoperative provided verification is made before the first departure of each day that the fault is in test circuit only.

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26	FIRE PROTECTION				
22-01	APU AGENT Pb				
	1) DISCH Light	C	1	0	(M)May be inoperative provided bottle is verified properly charged before first departure of each day.
		C	1	0	May be inoperative provided APU is not used.
	2) SQUIB Light	C	1	0	(M)May be inoperative provided the failure is verified to be in the test circuit only.
		C	1	0	May be inoperative provided APU is not used.
22-02	APU Ground Automatic Fire Extinguisher System	C	1	0	May be inoperative provided APU condition is monitored in the cockpit during all APU ground operations.
22-03	APU FIRE TEST System	C	1	0	(M)May be inoperative provided verification is made before the first departure of each day that the fault is in test circuit only.
		C	1	0	May be inoperative provided APU is not used.
22-04	APU Fire Extinguisher Overpressure Indication (Red Disc)	C	1	0	(M)May be inoperative provided: a) Squib test is used to check squib integrity, and b) Bottle pressure switch is checked operative before the first departure of each day.
		C	1	0	May be inoperative provided APU is not used.

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26 FIRE PROTECTION						
22-05	APU Fire Bottle	C	2	1		(M)May be inoperative provided the remaining squib is verified operative before the first flight of each day.
		C	2	0		May be inoperative provided APU is not used.
22-06	APU Fire Extinguisher Bottle	C	1	0		May be inoperative provided APU is not used.
23-01	Lower Deck Cargo Compartment Fire Extinguishing System (FWD/AFT/BULK)					1) Bottles
		C	2	1		Bottle 2 may be inoperative (and cargo compartments used) provided airplane remains within one hour of a suitable landing airport.
		C	2	0		(O)Bottle 1 or both may be inoperative provided procedures are established and used to ensure all compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.						
(Continued)						

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1. 2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

26 FIRE PROTECTION

23-01 Lower Deck Cargo Compartment Fire Extinguishing System (FWD/AFT/BULK) (Cont'd)

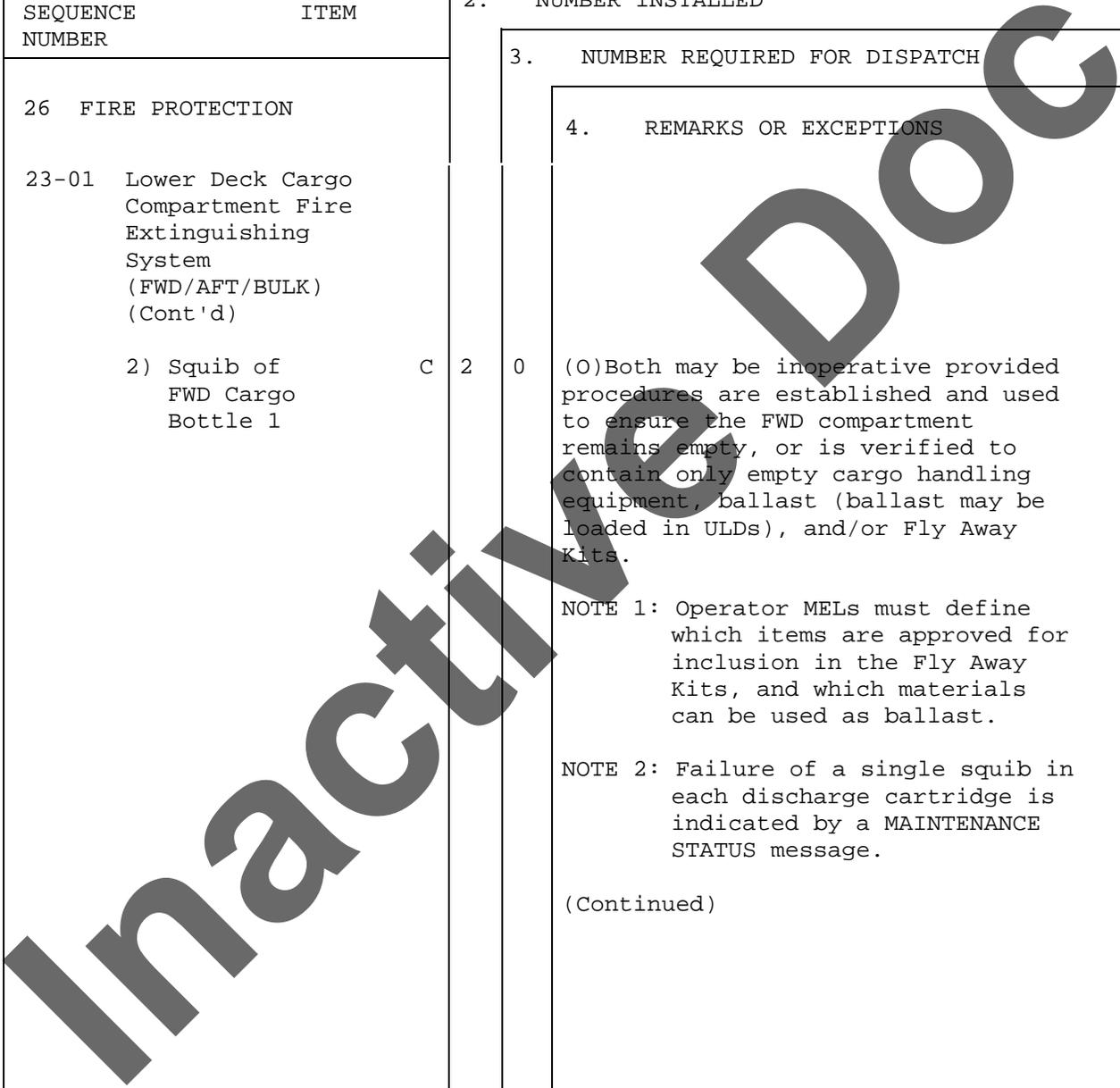
2) Squib of FWD Cargo Bottle 1 C 2 0

(O)Both may be inoperative provided procedures are established and used to ensure the FWD compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.

NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

NOTE 2: Failure of a single squib in each discharge cartridge is indicated by a MAINTENANCE STATUS message.

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26	FIRE PROTECTION				
23-01	Lower Deck Cargo Compartment Fire Extinguishing System (FWD/AFT/BULK) (Cont'd)				
3)	Squib of AFT Cargo Bottle 1	C	2	0	<p>(O)Both may be inoperative provided procedures are established and used to ensure the AFT and BULK compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</p> <p>NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p> <p>NOTE 2: Failure of a single squib in each discharge cartridge is indicated by a MAINTENANCE STATUS message.</p> <p>(Continued)</p>

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26	FIRE PROTECTION				
23-01	Lower Deck Cargo Compartment Fire Extinguishing System (FWD/AFT/BULK) (Cont'd)				
4)	Squib of FWD Cargo Bottle 2	C	2	0	Both may be inoperative (and FWD cargo compartment used) provided airplane remains within one hour of a suitable landing airport.
		C	2	0	(O)Both may be inoperative provided procedures are established and used to ensure the FWD compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
					NOTE 2: Failure of a single squib in each discharge cartridge is indicated by a MAINTENANCE STATUS message.
					(Continued)

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26 FIRE PROTECTION						
23-01	Lower Deck Cargo Compartment Fire Extinguishing System (FWD/AFT/BULK) (Cont'd)					
	5) Squib of AFT Cargo Bottle 2	C	2	0		Both may be inoperative (and AFT and BULK cargo compartments used) provided airplane remains within one hour of a suitable landing airport.
		C	2	0		(O)Both may be inoperative provided procedures are established and used to ensure the AFT and BULK 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: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.						
NOTE 2: Failure of a single squib in each discharge cartridge is indicated by a MAINTENANCE STATUS message.						
23-02	FWD/AFT Cargo BTL 1 DISCH Light	C	1	0		
23-03	FWD/AFT Cargo BTL 2 DISCH Light	C	1	0		
23-05	FWD/AFT Cargo SQUIB Lights	C	2	0		

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26	FIRE PROTECTION			
23-06	Test on CARGO SMOKE Panel	C 1	0	
24-01	Portable Fire Extinguishers	D -	-	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.
25-01	Lavatory Fire Extinguisher System	C -	-	For each lavatory, the lavatory fire extinguisher system may be inoperative provided lavatory smoke detection system operates normally.
		C -	-	(M)(O)For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers.
				NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
				NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.

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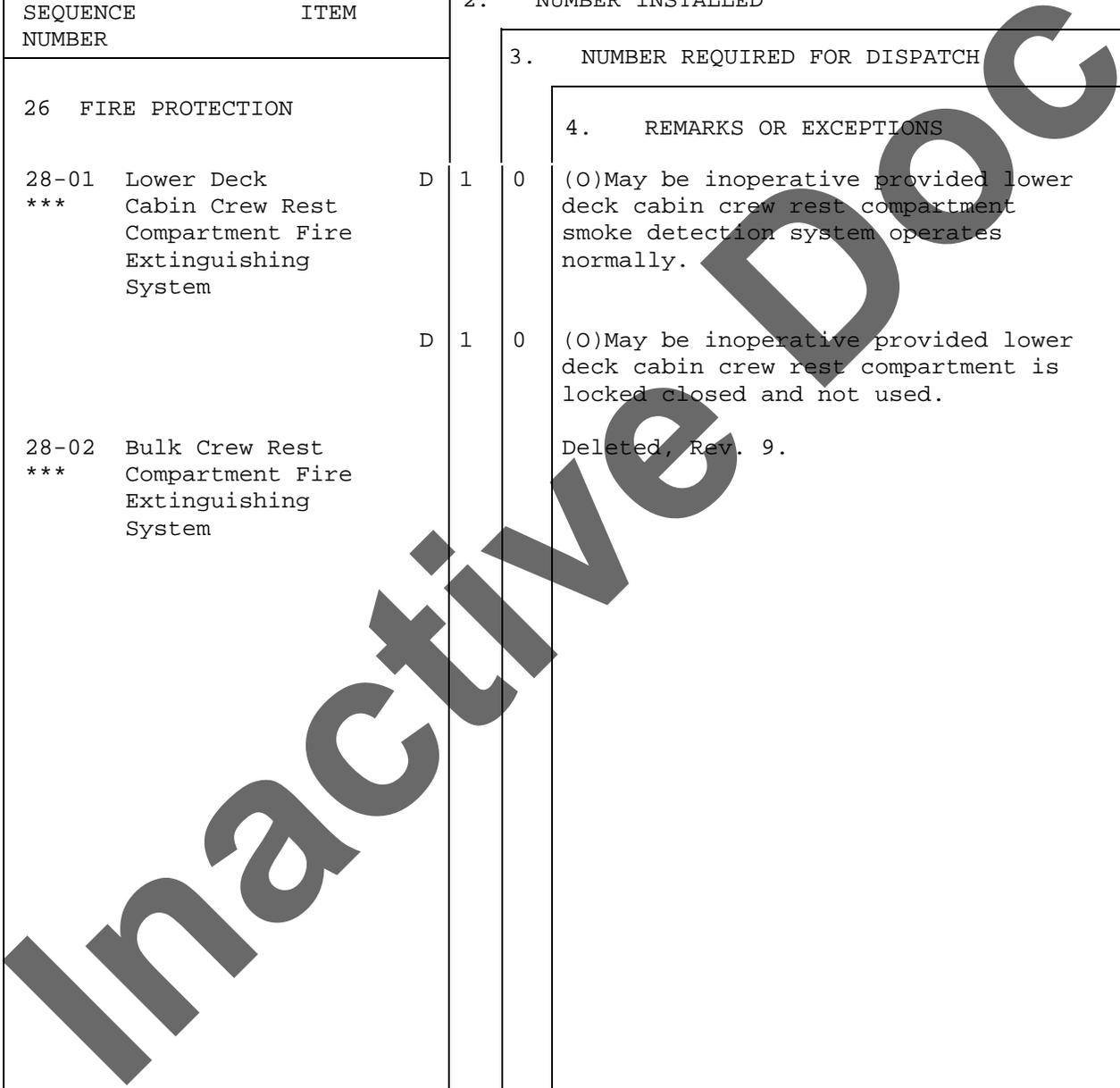
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26	FIRE PROTECTION						
28-01 ***	Lower Deck Cabin Crew Rest Compartment Fire Extinguishing System	D	1	0			(O)May be inoperative provided lower deck cabin crew rest compartment smoke detection system operates normally.
		D	1	0			(O)May be inoperative provided lower deck cabin crew rest compartment is locked closed and not used.
28-02 ***	Bulk Crew Rest Compartment Fire Extinguishing System						Deleted, Rev. 9.



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				NUMBER INSTALLED	
				NUMBER REQUIRED FOR DISPATCH	
27	FLIGHT CONTROLS				
14-01	Aileron Servocontrol				
	1) Outboard	C	4	3	(M)One may be inoperative provided it remains mechanically connected and hydraulically supplied (damping function is not affected).
		C	4	2	(M)Both associated with PRIM 3 (left yellow and right green) may be inoperative provided they remain mechanically connected and hydraulically supplied (damping function is not affected).
14-02	Indication on ECAM F/CTL Page				
	1) Aileron Position Indications	C	4	0	(M)May be inoperative provided ability to move affected aileron through each servocontrol is verified visually before each departure.
	2) Aileron Actuator Indications	C	8	0	
21-01	Rudder Pedal Adjustment Systems	C	2	0	(O)CAPT and/or F/O systems may be inoperative provided: a) 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.

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27	FLIGHT CONTROLS					
22-01	Rudder Trim Systems	C	2	1		(M)(O)One may be inoperative provided: a) The other system is verified to operate normally before each departure, and b) Approach minimums do not require its use.
22-02	Manual Trim Reset Function	C	1	0		May be inoperative provided one rudder trim position indication is available.
22-03	Rudder Trim Position Indications	C	2	1		(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 System (including Rudder and Pedals Travel Limiter Units) (Without Mod. 49144)	B	2	0		
	1) Channels	C	2	1		One may be inoperative provided FCDC 2 and FWC 2 operate normally.

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27	FLIGHT CONTROLS				
24-01	Indication on ECAM F/CTL Page (With Mod. 49144)				
	1) Rudder Position Indication	C	1	0	(M)May be inoperative provided: a) Visual verification of rudder movement is made, and b) The rudder trim position is verified at zero before each departure on either ECAM F/CTL page or the RUD TRIM panel on the pedestal.
25-01	Indication on ECAM F/CTL Page (Without Mod. 49144)				
	1) Rudder Position Indication	C	1	0	(M)May be inoperative provided: a) Visual verification of rudder movement is made, and b) The rudder trim position is verified at zero before each departure on either ECAM F/CTL page or the RUD TRIM panel on the pedestal.
25-02	Warning and Caution on ECAM E/WD				
	1) F/CTL RUD G(Y)(B) SERVO JAM (A330-300 Without Mod. 49144)	C	3	0	(O)May be inoperative provided before each flight, and for each inoperative caution, rudder deflection is checked operative using only the servocontrol associated with each inoperative caution.

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				4. REMARKS OR EXCEPTIONS	
27 FLIGHT CONTROLS					
26-01	Yaw Damper System (Without Mod. 49144)	C	2	1	(M)Yaw damper system 2 may be inoperative provided: a) The BYDU is verified to operate normally before each departure, and b) Approach minimums do not require its use.
34-02	Indications on ECAM F/CTL Page				
	1) Elevator Position Indications	C	2	0	(M)May be inoperative provided a visual verification of affected elevator movement is made before each departure.
	2) Elevator Actuator Indications	C	4	0	
44-01	Stabilizer Actuator Electrical Motors	C	3	2	(M)Except for ER operations, motor 1 may be inoperative provided: a) It is deactivated, and b) Approach minimums do not require its use.
		C	3	2	(M)Motor 2 or 3 may be inoperative provided it is deactivated.
45-01	Indications on ECAM F/CTL Page				
	1) Pitch Trim Position	C	1	0	(O)May be inoperative provided pitch trim handwheel and stabilizer are verified to operate synchronously before each departure.

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				NUMBER REQUIRED FOR DISPATCH		
27 FLIGHT CONTROLS						
51-01 Flaps System						
	1) System 1	A	1	0	(M)(O)May be inoperative provided:	a) Flaps system 2 operates normally, b) Slats system 2 operates normally, c) Electrical supply to flaps system 1 is inhibited, and d) Repairs are made within nine calendar days.
	2) System 2	A	1	0	(M)May be inoperative provided:	a) Electrical supply to flaps system 2 is inhibited, b) Yellow auxiliary hydraulic power (electric pump) operates normally and c) Repairs are made within nine calendar days.
64-01 Spoilers						
		C	12	10	(M)One pair of symmetrical surfaces may be inoperative in retracted position provided AFM performance penalties are applied.	
		C	12	8	(M)(O)Two pairs (surfaces 1 and 2) may be inoperative in retracted position provided AFM performance penalties are applied.	
64-02 Indications on ECAM F/CTL and WHEEL Pages						
	1) Spoilers/Speedbrakes Indications	C	12	0	(M)May be inoperative provided spoilers are verified to move normally before each departure.	

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27	FLIGHT CONTROLS				
81-01	Slats System				
	1) System 2	A	1	0	(M)May be inoperative provided: a) Electrical supply to slats system 2 is inhibited, and b) Repairs are made within nine calendar days.
92-01	Speedbrake Control System	C	1	0	
92-02	Ground Spoiler Control System	C	1	0	(O)May be inoperative provided AFM take off and landing performance penalties are applied.
92-05	PRIM Side Stick Potentiometers Signals	C	24	-	(M)May be inoperative provided: a) It is verified before each flight that affected PRIM Side Stick Potentiometers Signals are associated with either PRIM 1 or PRIM 3, b) It is verified before each flight that all sidestick priority switch signals associated with the two other PRIM's and both SEC's are verified to operate normally, and c) Associated PRIM is considered inoperative.

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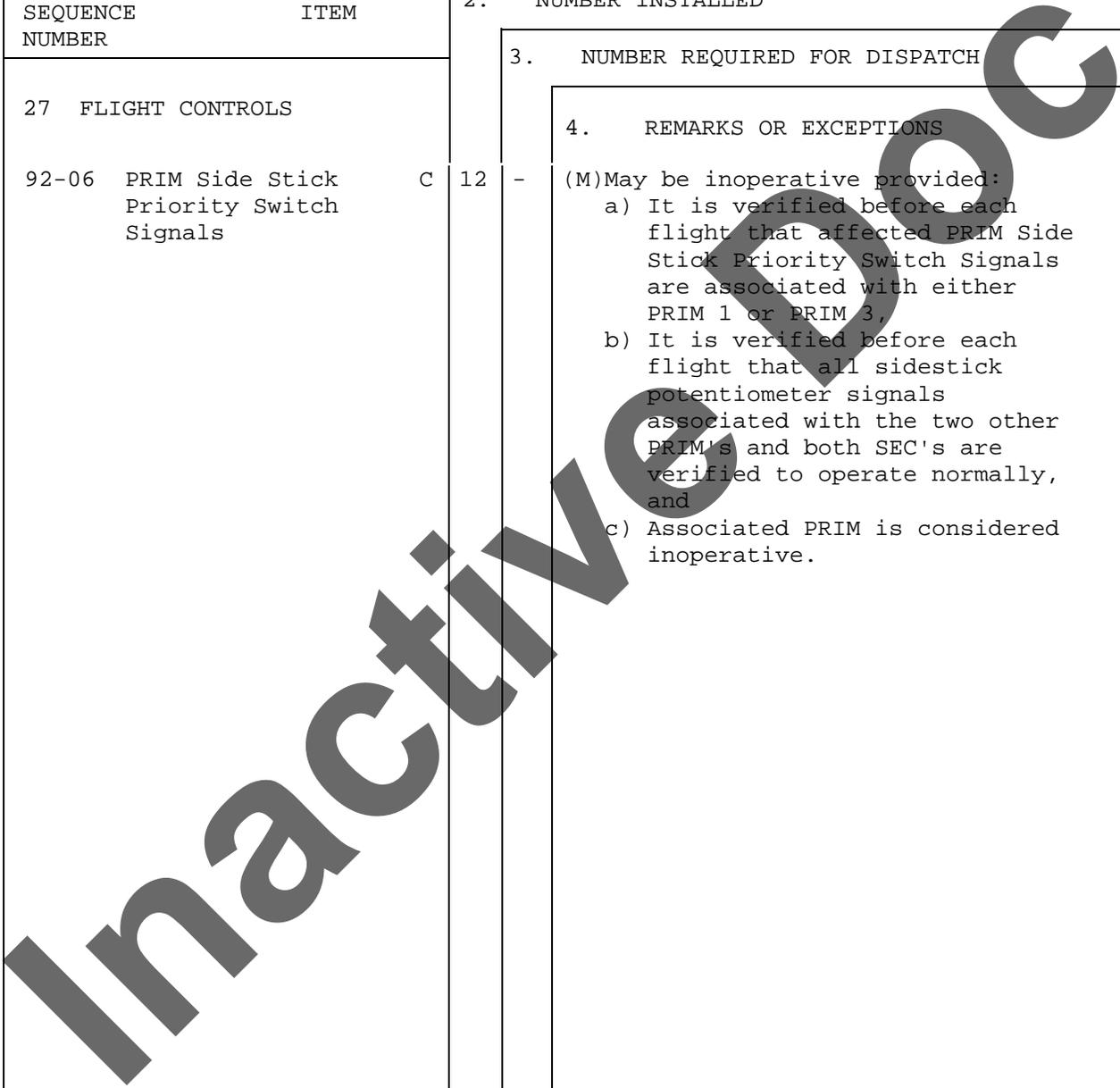
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27	FLIGHT CONTROLS				
92-06	PRIM Side Stick Priority Switch Signals	C	12	-	(M)May be inoperative provided: <ul style="list-style-type: none"> a) It is verified before each flight that affected PRIM Side Stick Priority Switch Signals are associated with either PRIM 1 or PRIM 3, b) It is verified before each flight that all sidestick potentiometer signals associated with the two other PRIM's and both SEC's are verified to operate normally, and c) Associated PRIM is considered inoperative.



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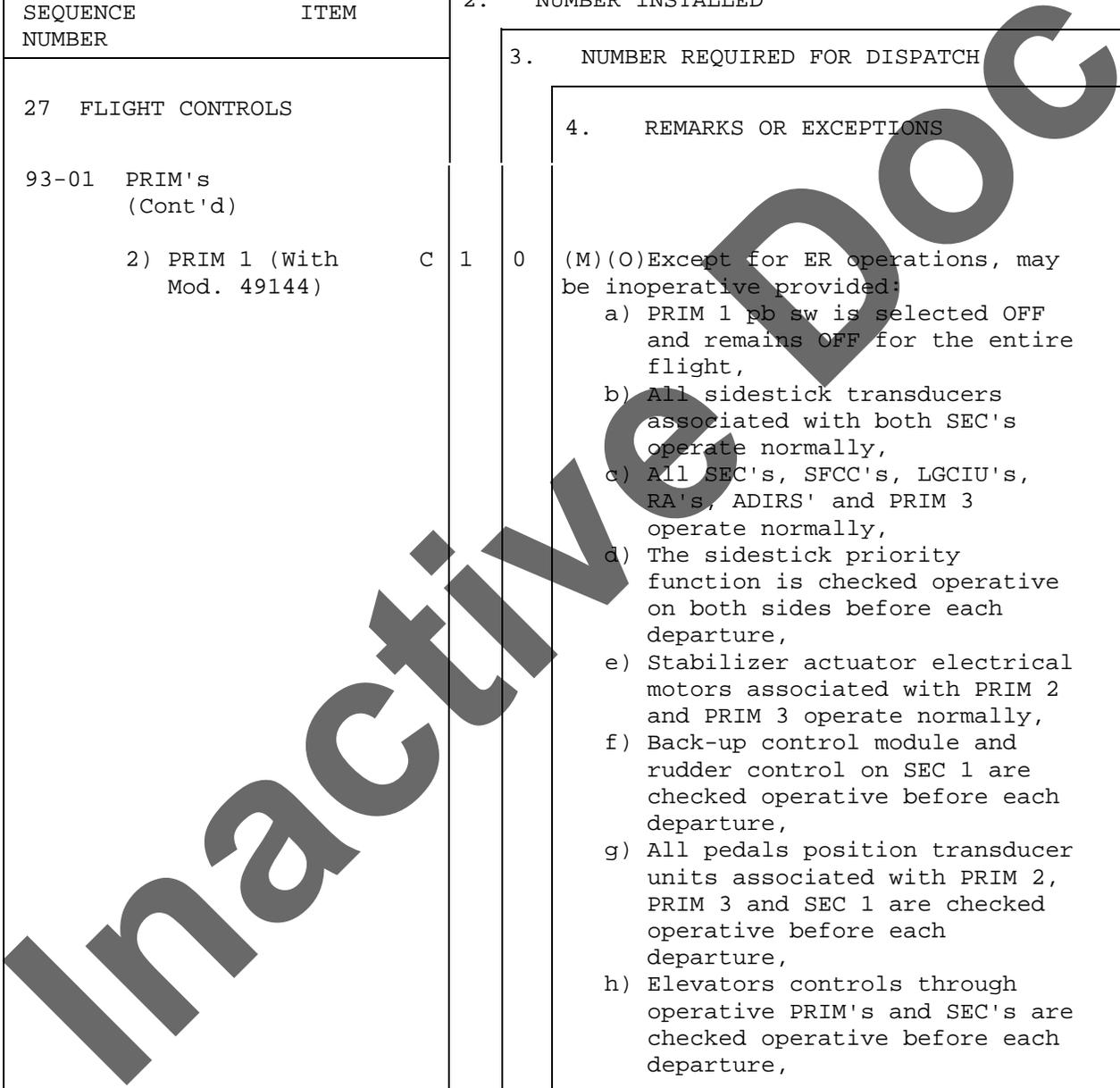
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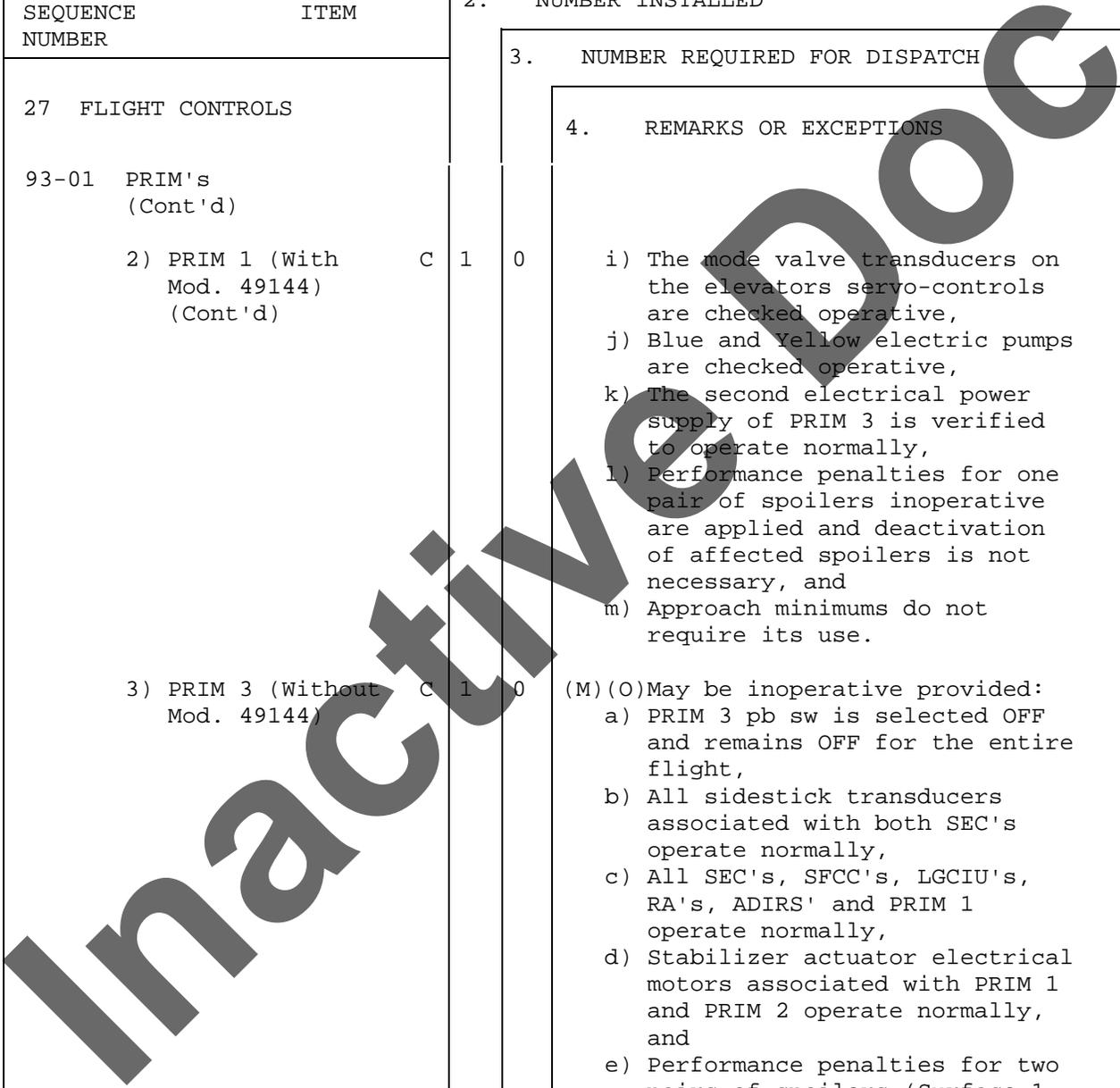
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27 FLIGHT CONTROLS 93-01 PRIM's 1) PRIM 1 (With Mod. 44385 and Without Mod. 49144.)	C	1	0		(M)(O)Except for ER operations, may be inoperative provided: a) PRIM 1 pb sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with both SEC's operate normally, c) All SEC's, SFCC's, LGCIU's, RA's, ADIRS' and PRIM 3 operate normally, d) The sidestick priority function is checked operative on both sides before each departure, e) Stabilizer actuator electrical motors associated with PRIM 2 and PRIM 3 operate normally, f) Elevators controls through operative PRIM's and SEC's are checked operative before each departure, g) The mode valve transducers on the elevators servo-controls are checked operative, h) The second electrical power supply of PRIM 3 is verified to operate normally, i) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and j) Approach minimums do not require its use. (Continued)

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27	FLIGHT CONTROLS			
93-01	PRIM's (Cont'd)			
	2) PRIM 1 (With Mod. 49144)	C	1	0
				4. REMARKS OR EXCEPTIONS
				(M)(O)Except for ER operations, may be inoperative provided:
				a) PRIM 1 pb sw is selected OFF and remains OFF for the entire flight,
				b) All sidestick transducers associated with both SEC's operate normally,
				c) All SEC's, SFCC's, LGCIU's, RA's, ADIRS' and PRIM 3 operate normally,
				d) The sidestick priority function is checked operative on both sides before each departure,
				e) Stabilizer actuator electrical motors associated with PRIM 2 and PRIM 3 operate normally,
				f) Back-up control module and rudder control on SEC 1 are checked operative before each departure,
				g) All pedals position transducer units associated with PRIM 2, PRIM 3 and SEC 1 are checked operative before each departure,
				h) Elevators controls through operative PRIM's and SEC's are checked operative before each departure,
				(Continued)



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27	FLIGHT CONTROLS				
93-01	PRIM's (Cont'd)				
	2) PRIM 1 (With Mod. 49144) (Cont'd)	C	1	0	<ul style="list-style-type: none"> i) The mode valve transducers on the elevators servo-controls are checked operative, j) Blue and Yellow electric pumps are checked operative, k) The second electrical power supply of PRIM 3 is verified to operate normally, l) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and m) Approach minimums do not require its use.
	3) PRIM 3 (Without Mod. 49144)	C	1	0	<p>(M)(O)May be inoperative provided:</p> <ul style="list-style-type: none"> a) PRIM 3 pb sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with both SEC's operate normally, c) All SEC's, SFCC's, LGCIU's, RA's, ADIRS' and PRIM 1 operate normally, d) Stabilizer actuator electrical motors associated with PRIM 1 and PRIM 2 operate normally, and e) Performance penalties for two pairs of spoilers (Surface 1 and 2) inoperative are applied and deactivation of affected spoilers is not necessary.
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27	FLIGHT CONTROLS				
93-01	PRIM's (Cont'd)				
	4) PRIM 3 (With Mod. 49144 and Mod. 52950 and Mod. 58118)				Deleted, Rev. 11.
93-02	PRIM Pb Sw				
	1) FAULT Lights	C	3	0	(O) May be inoperative provided associated F/CTL PRIM 1(2)(3) FAULT caution on ECAM E/WD and associated PRIM 1(2)(3) indication on ECAM F/CTL page are operative.
	2) OFF Lights	C	3	0	
93-03	Indications on ECAM F/CTL Page				
	1) PRIM	C	3	0	
93-05	Turbulence Damping Function	C	1	0	May be inoperative provided TURB DAMP Pb Sw is selected off.
93-06	TURB DAMP Pb Sw				
	1) OFF Light	C	1	0	

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27 FLIGHT CONTROLS				4. REMARKS OR EXCEPTIONS
94-01 SEC's				
1) SEC 1 (Without Mod. 49144)	C	1	0	(M)(O)May be inoperative provided: a) SEC 1 pb sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with SEC 2 operate normally, c) All PRIM's, SFCC's, LGCIU's, RA's, and ADIRS' operate normally, d) FCDC 2 and FWC 2 operate normally, e) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and f) Approach minimums do not require its use.
2) SEC 1 (With Mod. 49144)	C	1	0	(M)(O)May be inoperative provided: a) SEC 1 pb sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with SEC 2 operate normally, c) All PRIM's, SFCC's, LGCIU's, RA's, and ADIRS' operate normally, d) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and e) Approach minimums do not require its use.

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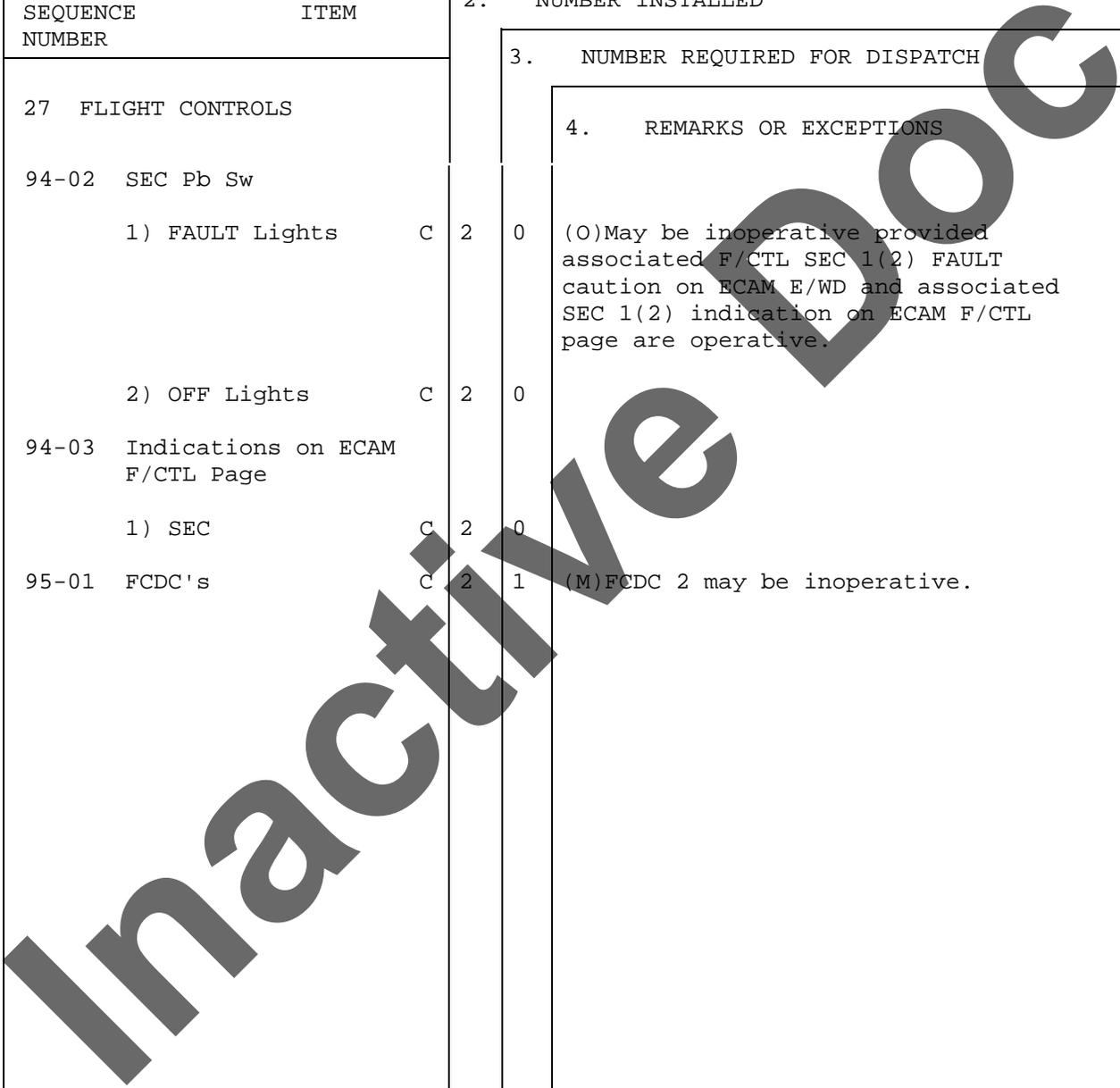
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27	FLIGHT CONTROLS				
94-02	SEC Pb Sw				
	1) FAULT Lights	C	2	0	(0)May be inoperative provided associated F/CTL SEC 1(2) FAULT caution on ECAM E/WD and associated SEC 1(2) indication on ECAM F/CTL page are operative.
	2) OFF Lights	C	2	0	
94-03	Indications on ECAM F/CTL Page				
	1) SEC	C	2	0	
95-01	FCDC's	C	2	1	(M)FCDC 2 may be inoperative.



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28 FUEL						
12-01 Overpressure Protectors						
1) Wing Surge Tanks	C	2	0	0		(O)May be damaged or missing.
2) Trim Surge Tank	C	1	0	0		May be damaged or missing.
3) Center Tank	B	1	0	0		(M)(O)May be damaged or missing provided:
						a) The crossfeed valve is checked operative on the ECAM <u>FUEL</u> page,
						b) Both center tank fuel pumps are operative,
						c) The center and inner tanks fuel quantity indications are operative on the ECAM <u>FUEL</u> page,
						d) The maximum fuel on board (FOB) is 154,322 lb (70,000 kg), and
						e) The fuel distribution is performed in accordance with the maintenance procedure.
21-01 Inner Tank Pumps						
1) Main	C	4	3	3		(O)Except for ER operations beyond 120 minutes, main pump L2 or R2 may be inoperative provided the associated OFF function operates normally.
	C	4	3	3		(O)Except for ER operations beyond 120 minutes, main pump L1 or R1 may be inoperative.
25-01 LOAD Fuel Preselector	C	-	0	0		(M)May be inoperative provided alternate procedures are developed and used.

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
25-02	Fuel Quantity Panel (Refueling)	C	-	0	One or more indications may be inoperative provided continuous monitoring of fuel quantity is applied during refueling or defueling.
25-03	High Level Detection System				
	1) Outer Tanks	C	2	0	May be inoperative provided continuous monitoring of fuel quantity is applied during refueling.
	2) Inner Tanks	C	2	0	May be inoperative provided: a) Continuous monitoring of fuel quantity is applied during refueling, b) Inner tank fuel quantity indications are operative in the cockpit, and c) Center tank pumps are selected OFF (A330-200 only).
	3) Center Tank (A330-200)	C	1	0	May be inoperative provided continuous monitoring of fuel quantity is applied during refueling.
	4) Trim Tank	C	1	0	(O)May be inoperative provided continuous monitoring of fuel quantity is applied during refueling.

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
25-04 Inlet Valves					
1) Inner Tanks	C	2	0		(M)(O)May be inoperative in closed position provided: a) There is no fuel in trim tank (center and trim tanks for A330-200) or fuel in trim tank (center and trim tanks for A330-200) is considered unusable, part of ZFW, and is taken into account for CG determination, b) Gravity overwing refueling into affected tank is carried out, c) Fuel in associated outer tank is considered as unusable for flight planning, and d) Associated outer to inner transfer valve operates normally.
2) Center Tank (A330-200)	C	1	0		(M)(O)May be inoperative in closed position provided manual forward transfer from trim tank to center tank is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees.
(Continued)					

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28 FUEL					
25-04 Inlet Valves (Cont'd)					
3) Trim Tank	C	1	0		(M)(O)May be inoperative in closed position provided: a) Trim tank isolation valve is selected closed, and b) There is no fuel in trim tank or fuel in trim tank is considered unusable, part of ZFW, and is taken into account for CG determination.
4) Outer Tanks	C	2	0		(M)May be inoperative in closed position provided: a) Associated tank is full, b) Fuel in associated tank is considered as unusable for flight planning, and c) Associated outer to inner transfer valve operates normally.
(A330-300 only)	A	2	0		(M)(O)May be inoperative in closed position for a maximum of three flights provided: a) MTOW is limited to 440,900 lb (200,000 kg), and b) The MZFW is limited to 361,550 lb (164,000 kg).
(A330-200 only)	A	2	0		(M)(O)May be inoperative in closed position for a maximum of three flights.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL					
25-05	Refuel Isolation Valves	C	2	1	1	One may be inoperative in closed position (mod. 40176 only).
		C	-	0		(M)May be inoperative in closed position provided gravity overwing refueling into inner tanks is carried out.
		C	-	0		May be inoperative in open position.
25-06	Other Controls and Indicators (Refuel/Defuel panel)	C	-	0		May be inoperative provided fueling and defueling procedures do not require their use.
26-01	Outer to Inner Transfer Valves	C	2	0		(M)(O)May be inoperative in closed position provided:
						a) Associated outer tank is full,
						b) Associated outer and inner tank inlet valves operate normally, and
						c) Fuel in associated outer tank is considered unusable for flight planning.
						NOTE: The (M) procedure is applicable only when the valve is not failed in the closed position.
(A330-300 only)		A	2	0		(O)May be inoperative in open position for a maximum of three flights provided:
						a) MTOW is limited to 440,900 lb (200,000 kg), and
						b) The MZFW is limited to 361,550 lb (164,000 kg).
(A330-200 only)		A	2	0		(O)May be inoperative in open position for a maximum of three flights.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL						
26-02 Center Tank Transfer Pumps (A330-200)	C	2	1	1		(O)May be inoperative provided there is no fuel in the center tank.
	C	2	1	1		(O)May be inoperative provided flight routes allow a landing at a suitable airport if the remaining center tank transfer pump fails with fuel in the center tank.
	C	2	1	1		(O)May be inoperative provided 33,080 lb (15,000 kg) are considered unusable in the center tank.
	C	2	0	0		(O)May be inoperative provided there is no fuel in the center tank or fuel remaining in center tank up to 33,080 lb (15,000 kg) is considered unusable, part of ZFW, and is taken into account for CG determination.
27-01 Trim Tank Isolation Valve	C	1	0	0		(M)(O)May be inoperative in closed position provided: a) Trim tank inlet valve is selected closed, and b) There is no fuel in trim tank or fuel in trim tank is considered unusable, part of ZFW, and is taken into account for CG determination.
27-02 Aft Transfer Valves	C	2	0	0		(M)(O)May be inoperative in closed position. NOTE: When both aft transfer valves are inoperative in closed position, jettison (if installed) from wing tanks is inoperative.

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
27-03 Trim Pipe Isolation Valve					
(A330-300 only)	C	1	0		(M)(O)May be inoperative in closed position provided: a) Auxiliary forward transfer valve operates normally, and b) Manual forward transfer from trim tank to inner tanks is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees.
(A330-200 only)	C	1	0		(M)(O)May be inoperative in closed position provided there is no fuel in trim tank or fuel in trim tank is considered as unusable, part of ZFW, and is taken into account for CG determination.
	C	1	0		(M)(O)May be inoperative in closed position provided manual forward transfer from trim tank to center tank is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees.

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28	FUEL				
27-04	Auxiliary Forward Transfer Valve				
	(A330-300 only)	C	1	0	(M)(O)May be inoperative in closed position provided manual forward transfer from trim tank to inner tanks is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees.
	(A330-200 only)	C	1	0	(M)(O)May be inoperative in closed position provided there is no fuel in trim tank or fuel in trim tank is considered as unusable, part of ZFW, and is taken into account for CG determination.
27-05	Trim Tank Transfer Pump	C	1	0	NOTE: FWD transfers are inhibited when positive pitch angle is more than 3 degrees.
31-01	Jettison Valves	D	2	0	(M)May be inoperative provided Jettison System is considered inoperative.
***	(A330-200 only)				
31-02	Jettison System	D	1	0	May be inoperative provided FUEL JETTISON NOT CLOSED caution is not displayed on ECAM E/WD.
***	(A330-200 only)				
40-01	INR TANK Pb Sw				
	1) FAULT Lights	C	6	0	May be inoperative provided associated pump indication operates normally on ECAM FUEL page.
	2) OFF Lights	C	6	0	

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28	FUEL						
40-02	CTR TANK L(R) Pump Pb Sw (A330-200)						
	1) FAULT Lights	C	2	0	0	May be inoperative provided associated pump indication operates normally on ECAM FUEL page.	
	2) OFF Lights	C	2	0	0		
40-03	T. TANK MODE Pb Sw						
	1) FAULT Light	C	1	0	0		
	2) FWD Light	C	1	0	0		
40-04	CTR TANK XFR Pb Sw (A330-200)						
	1) FAULT Light	C	1	0	0		
	2) MAN Light	C	1	0	0		
40-06	OUTR TK XFR Pb Sw						
	1) FAULT Light	C	1	0	0		
	2) ON Light	C	1	0	0		
40-07	INR TK SPLIT Pb Sw						
	1) SHUT Lights	C	2	0	0	(M)May be inoperative provided associated emergency inner tank isolation valve closure function is verified to operate normally prior to each departure.	
	2) ON Lights	C	2	0	0		

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28	FUEL				
40-08 ***	JETTISON ARM Pb Sw (A330-200 only)				
	1) ON Light	C	1	0	
40-09 ***	JETTISON ACTIVE Pb Sw (A330-200 only)				
	1) OPEN Light	C	1	0	May be inoperative provided both jettison indications operate normally on ECAM FUEL page.
	2) ON Light	C	1	0	
40-10	X FEED Pb Sw				
	1) OPEN Light	C	1	0	May be inoperative provided X FEED VALVE indication operates normally on ECAM FUEL page.
	2) ON Light	C	1	0	
40-15	Indications on ECAM FUEL Page				
	1) Pumps				
	a) Wing Tanks	C	6	0	
	b) Center Tanks (A330-200)	C	2	0	
	2) APU LP Valve	C	1	0	May be inoperative provided APU LP valve is considered inoperative.
	3) Crossfeed	C	1	0	
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28	FUEL				
40-15	Indications on ECAM FUEL Page (Cont'd)				
	4) Transfer Indications				
	(A330-300)	C	6	0	May be inoperative provided: a) Associated tanks fuel quantity indications (for tanks containing usable fuel) are operative on ECAM FUEL page, and b) Transfer operation is monitored through fuel quantity indications.
	(A330-200)	C	10	0	May be inoperative provided: a) Associated tanks fuel quantity indications (for tanks containing usable fuel) are operative on ECAM FUEL page, and b) Transfer operation is monitored through fuel quantity indications.
	5) Fuel On Board (FOB)	C	1	0	
***	6) Jettison (A330-200 only)				
	a) Valve	C	2	0	
	b) JETTISON	C	2	0	
40-16	Indication on ECAM E/WD				
	1) Fuel On Board (FOB)	C	1	0	

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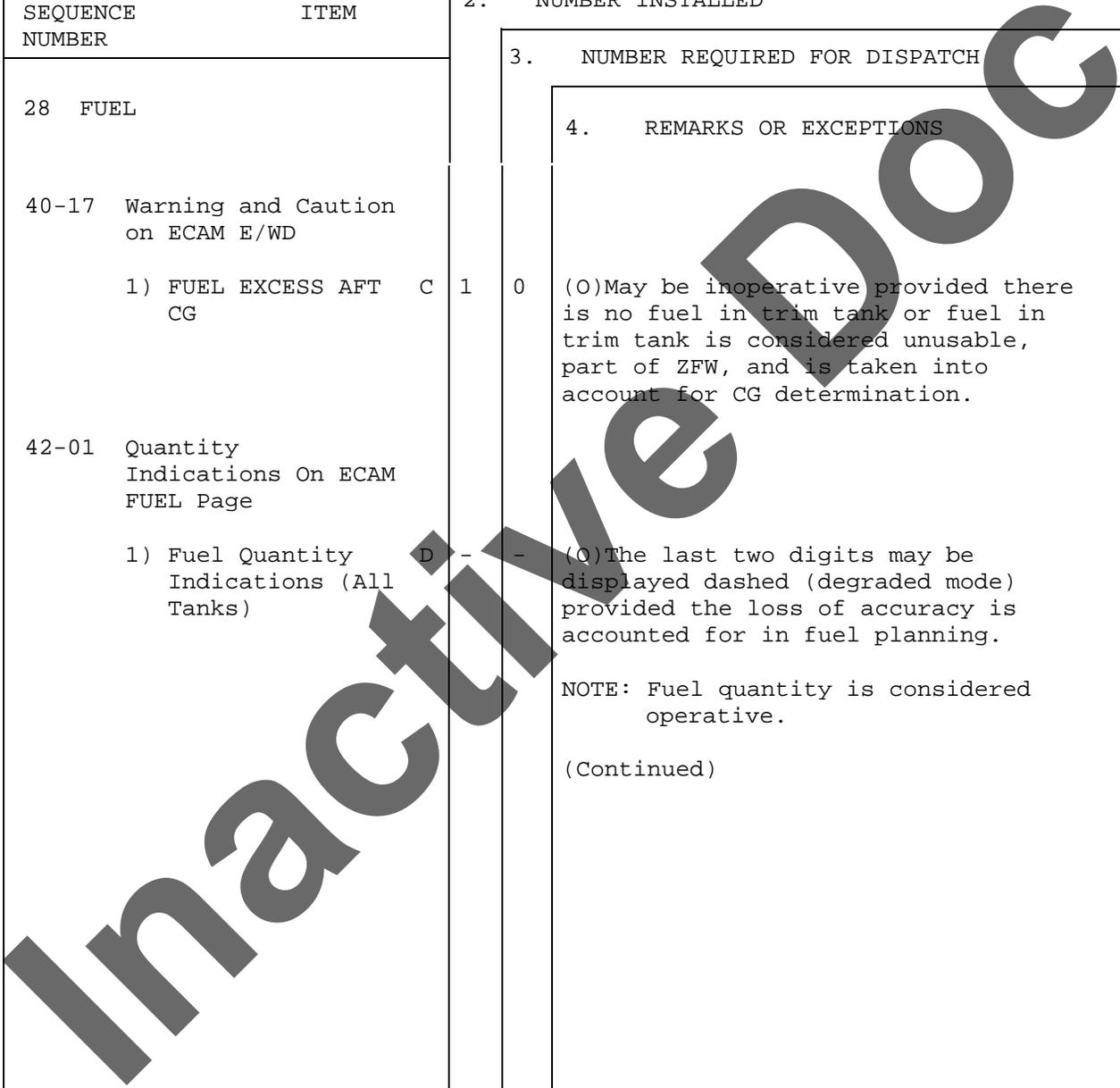
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28	FUEL				
40-17	Warning and Caution on ECAM E/WD				
	1) FUEL EXCESS AFT CG	C	1	0	(O)May be inoperative provided there is no fuel in trim tank or fuel in trim tank is considered unusable, part of ZFW, and is taken into account for CG determination.
42-01	Quantity Indications On ECAM FUEL Page				
	1) 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: Fuel quantity is considered operative.
					(Continued)



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28 FUEL

42-01 Quantity Indications On ECAM FUEL Page (Cont'd)

2) Outer Tanks

C

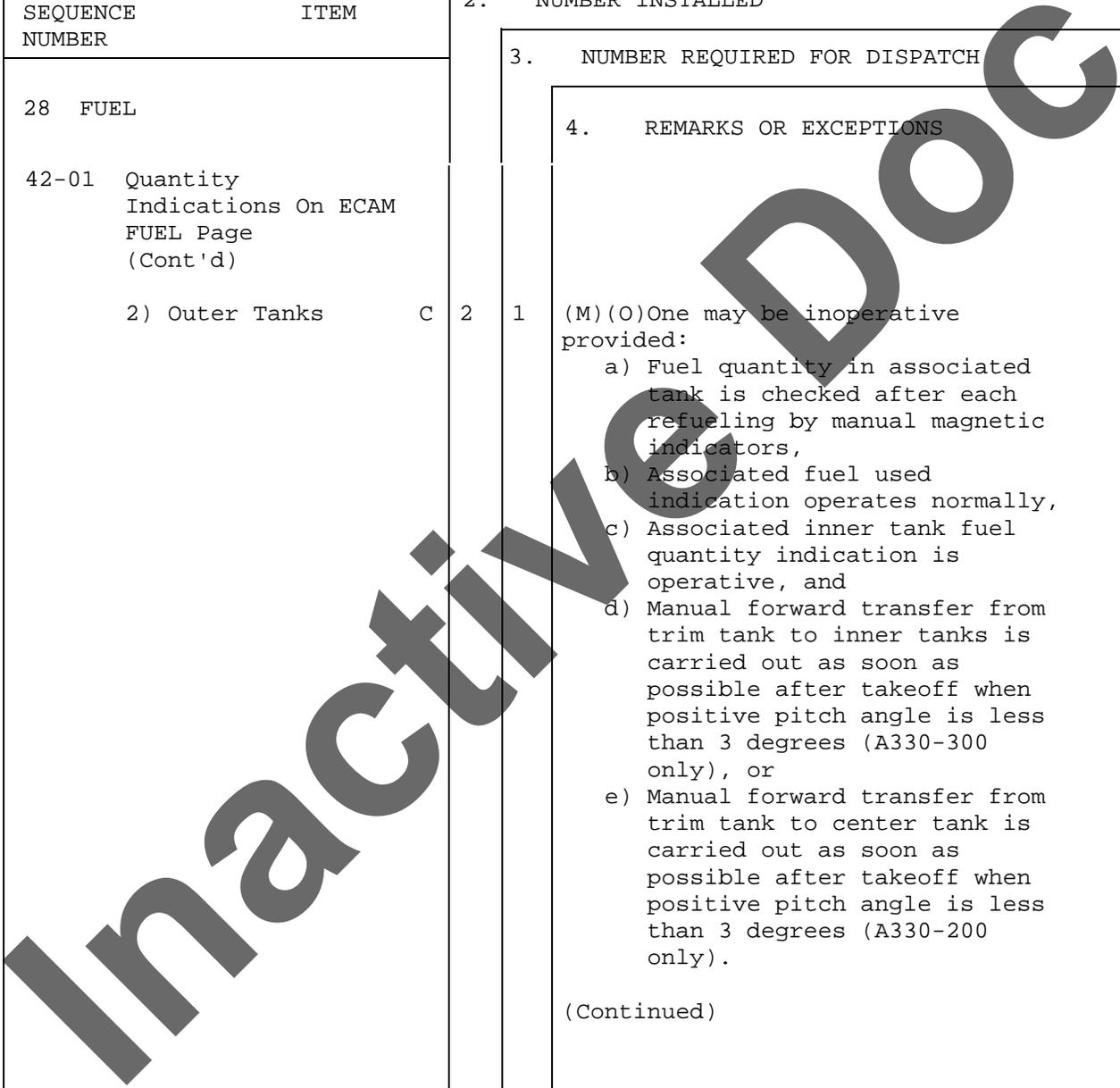
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(M)(O)One may be inoperative provided:

- a) Fuel quantity in associated tank is checked after each refueling by manual magnetic indicators,
- b) Associated fuel used indication operates normally,
- c) Associated inner tank fuel quantity indication is operative, and
- d) Manual forward transfer from trim tank to inner tanks is carried out as soon as possible after takeoff when positive pitch angle is less than 3 degrees (A330-300 only), or
- e) Manual forward transfer from trim tank to center tank is carried out as soon as possible after takeoff when positive pitch angle is less than 3 degrees (A330-200 only).

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28 FUEL					
42-01 Quantity Indications On ECAM FUEL Page (Cont'd)					
	3) Inner Tanks	C	2	1	(M)(O)One may be inoperative provided: <ul style="list-style-type: none"> a) Fuel quantity in associated tank is verified after each refueling by manual magnetic indicators, b) All Fuel Used indications operate normally on ECAM FUEL Page, c) Both outer to inner transfer valves are deactivated in the closed position, d) Both outer tanks are full, and fuel in these tanks is considered unusable, and e) Manual forward transfer from trim tank to inner tanks is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees (A330-300 only), or f) Manual forward transfer from trim tank to center tank is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees (A330-200 only). (Continued)

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			NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
28	FUEL				
42-01	Quantity Indications On ECAM FUEL Page (Cont'd)				
4)	Center Tank (A330-200)	C	1	0	(M)(O)May be inoperative provided: a) Fuel quantity in associated tank is checked after each refueling by manual magnetic indicator, b) All wing tanks fuel quantity indications are operative on ECAM FUEL Page, c) All Fuel Used indications operate normally on ECAM FUEL Page, and d) Manual forward transfer from trim tank to center tank is carried out as soon as possible after takeoff when positive pitch angle is less than 3 degrees.
5)	Trim Tank	C	1	0	(O)May be inoperative provided there is no fuel in trim tank.
6)	Collector Cells	C	2	0	
43-01	Manual Magnetic Indicators	C	-	0	May be inoperative provided associated fuel quantity indication operates normally on ECAM FUEL page.
43-02	Fuel Quantity Attitude Monitor(s)	D	-	0	(M)May be inoperative provided fueling or defueling procedures are not predicated on their use.

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	3.	4. REMARKS OR EXCEPTIONS
		NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	
28 FUEL				
46-02 Low Level Detection System				
1) Inner Tank	C	2	1	One may be inoperative provided: a) Inner tank fuel quantity indications are operative, b) Fuel quantity in affected inner tank is monitored during flight, and c) The jettison system (if installed on A330-200 only) is not used.
2) Center Tank (A330-200 only)	C	1	0	(M)(O) May be inoperative provided: a) Both center tank pumps operate normally, b) Manual transfer from center tank to inner tanks operates normally, and c) Manual transfer from trim tank to center tank operates normally.
46-03 Overflow Sensors in Wing and Trim Tanks	C	3	0	May be inoperative provided fuel level is monitored in flight.
46-04 Warning and Caution on ECAM E/WD				
1) FUEL L(R) WING TK LO LVL	C	2	1	One may be inoperative in one inner tank provided associated inner tank low level detection system is considered inoperative.
2) FUEL WING TK OVERFLOW	C	1	0	May be inoperative (confirmed false indication) as displayed on ECAM E/WD provided fuel level is monitored in flight.

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28	FUEL					
49-01	Temperature Indications on ECAM FUEL Page					
	1) Inner Tanks	C	2	1		
	2) Outer Tank	C	1	0		May be inoperative provided ADR 1 and ADR 2 operate normally.
		C	1	0		(O)May be inoperative provided total air temperature is monitored in flight.
	3) Trim Tank	C	1	0		(O)May be inoperative provided left outer tank fuel temperature indication operates normally on ECAM FUEL page.
		C	1	0		May be inoperative provided ADR 1 and ADR 2 operate normally.
		C	1	0		(O)May be inoperative provided total air temperature is monitored in flight.
49-02	Warning and Caution on ECAM E/WD					
	1) FUEL FUEL LO TEMP Caution Associated with Inner Tanks	C	2	1		One may be inoperative provided associated inner tank fuel temperature indication is considered inoperative.
	2) FUEL FUEL LO TEMP Caution Associated with Left Outer Tank	C	1	0		May be inoperative provided left outer tank fuel temperature indication is considered inoperative.
	3) FUEL FUEL LO TEMP Caution Associated with Trim Tank	C	1	0		May be inoperative provided trim tank fuel temperature indication is considered inoperative.

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
51-01 FCMC System					
1) FCMC 2	C	1	0		(M)May be inoperative provided: <ul style="list-style-type: none"> a) Associated fuel level sensing portion is powered, b) All Fuel Used indications operate normally on ECAM FUEL page, and c) The trim tank fuel temperature indication is considered inoperative.
2) FCMC Initiali-	C	2	1		NOTE: When FCMC 2 is inoperative, fuel quantity indication can have dashes on the two last digits.
zation (ZFW,					
ZFCG)	C	2	0		(O)May be inoperative provided there is no fuel in trim tank or fuel in trim tank is considered unusable, part of ZFW, and is taken into account for CG determination.
(A330-300)	C	2	0		(O)May be inoperative provided manual forward transfer from trim tank to inner tanks is carried as soon as possible after takeoff when pitch angle is less than 3 degrees.
(A330-200)	C	2	0		(O)May be inoperative provided manual forward transfer from trim tank to center tank is carried as soon as possible after takeoff when pitch angle is less than 3 degrees.

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29	HYDRAULIC POWER				
10-01	Engine Driven Pumps				
	1) Depressurization Function	C	4	3	
10-02	Hydraulic System Accumulators	C	3	0	(M)May be inoperative provided there is no hydraulic fluid leakage in the accumulator nitrogen charging circuit.
		C	3	0	(M)May be inoperative provided associated accumulator is deactivated.
10-06	LP System Filters	C	3	2	
10-07	Reservoir Filling Filter	C	1	0	(M)May be inoperative provided an equivalent filter is used to fill hydraulic reservoir.
10-08	Case Drain Filters	C	4	3	(M)One may be inoperative provided filter is removed.
21-01	Green Auxiliary Hydraulic Power (Electric Pump)	C	1	0	May be inoperative provided associated ELEC pb sw is set to OFF.
22-01	Blue Auxiliary Hydraulic Power (Electric Pump)	C	1	0	May be inoperative provided associated ELEC pb sw is set to OFF.

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29	HYDRAULIC POWER				
23-01	Yellow Auxiliary Hydraulic Power (Electric/Hand Pump)				
	1) Electric Pump	C	1	0	(O)May be inoperative provided associated ELEC pb sw is set to OFF.
	2) Hand Pump	C	1	0	(M)May be inoperative provided the integrity of the yellow hydraulic system is not affected.
30-01	Pump				
	1) FAULT Lights	C	7	0	May be inoperative provided associated ECAM warnings and cautions operate normally.
	2) OFF Lights	C	7	0	
	3) ON Lights	C	3	0	May be inoperative provided ECAM indication for associated electric pump operates normally.

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29	HYDRAULIC POWER				
30-02	ECAM HYD Page Indications				
1)	Reservoir Quantities	C	3	2	(M)One may be inoperative provided: a) Associated reservoir quantity is verified adequate before each departure, and b) Associated RSVR LO LVL caution operates normally.
2)	Fire Valves	C	4	0	
3)	RAT	C	1	0	May be inoperative provided RAT is visually verified to be stowed before each departure.
4)	ELEC Pumps	C	3	0	
5)	Engine Driven Pumps	C	4	0	
6)	System Labels	C	3	0	(O)May be inoperative provided associated ECAM system pressure indication is verified to operate normally before each departure.
7)	System Pressures	C	3	2	(O)One may be inoperative provided associated System Label indication operates normally.
8)	OVHT (ELEC Pump)	C	3	0	(M)(O)May be inoperative provided associated electric pump is deactivated.

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29	HYDRAULIC POWER				
30-03	ECAM Warnings & Cautions				
	1) RSVR LO LVL	C	3	2	(M)(O)One may be inoperative provided associated reservoir quantity is verified adequate on ECAM HYD page before each departure. NOTE: Application of maintenance procedure (Reset of the 5JR C/B with engines running) is only necessary in case of auto closure of the Green Fire Shut-off valves at engine start.
	2) RSVR LO AIR PRESS	C	3	2	(M)One may be inoperative provided air pressure is verified on the reservoir before each departure.
	3) RSVR OVHT	C	3	2	
	4) ELEC PUMP FAULT	C	3	0	
	5) PUMP LO PR	C	5	0	(M)(O)May be inoperative provided: a) Associated system pressure indication is operative, and b) If HYD G ENG 1(2)(1+2) PUMP LO PR caution is displayed on ECAM E/WD, associated green pump is verified operative before each departure.
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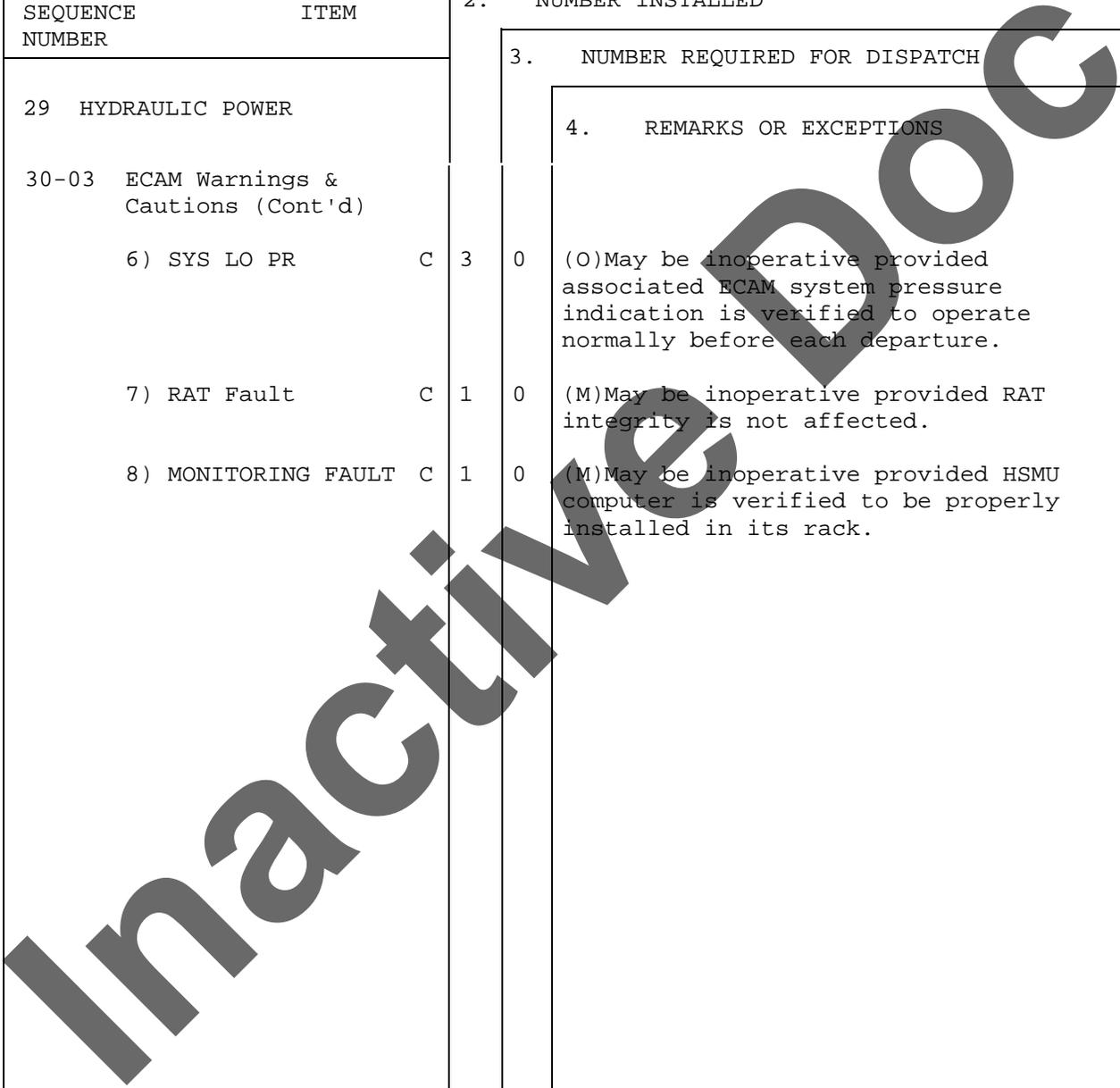
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				REMARKS OR EXCEPTIONS		
29	HYDRAULIC POWER					
30-03	ECAM Warnings & Cautions (Cont'd)					
6)	SYS LO PR	C	3	0		(O)May be inoperative provided associated ECAM system pressure indication is verified to operate normally before each departure.
7)	RAT Fault	C	1	0		(M)May be inoperative provided RAT integrity is not affected.
8)	MONITORING FAULT	C	1	0		(M)May be inoperative provided HSMU computer is verified to be properly installed in its rack.



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30	ICE AND RAIN PROTECTION				
11-01	Wing Anti-Ice Control Valves	C 4	2		(M)(O)One may be inoperative in open position on each side provided: a) All engines are started on ground using APU bleed air and manual start procedures, b) Associated ECAM procedure is applied after engines are started, and c) Temperature at departure airport is 19 degrees Celsius or below.
		C 4	0		(M)Except for ER operations beyond 120 minutes, may be inoperative in closed position provided airplane is not operated in known or forecast icing conditions.
11-02	WING Pb Sw				
	1) FAULT Light	C 1	0		(O)May be inoperative provided anti-ice "arrow" symbols on ECAM BLEED page operate normally.
		C 1	0		May be inoperative provided wing anti-ice control valves are considered inoperative in closed position.
	2) ON Light	C 1	0		

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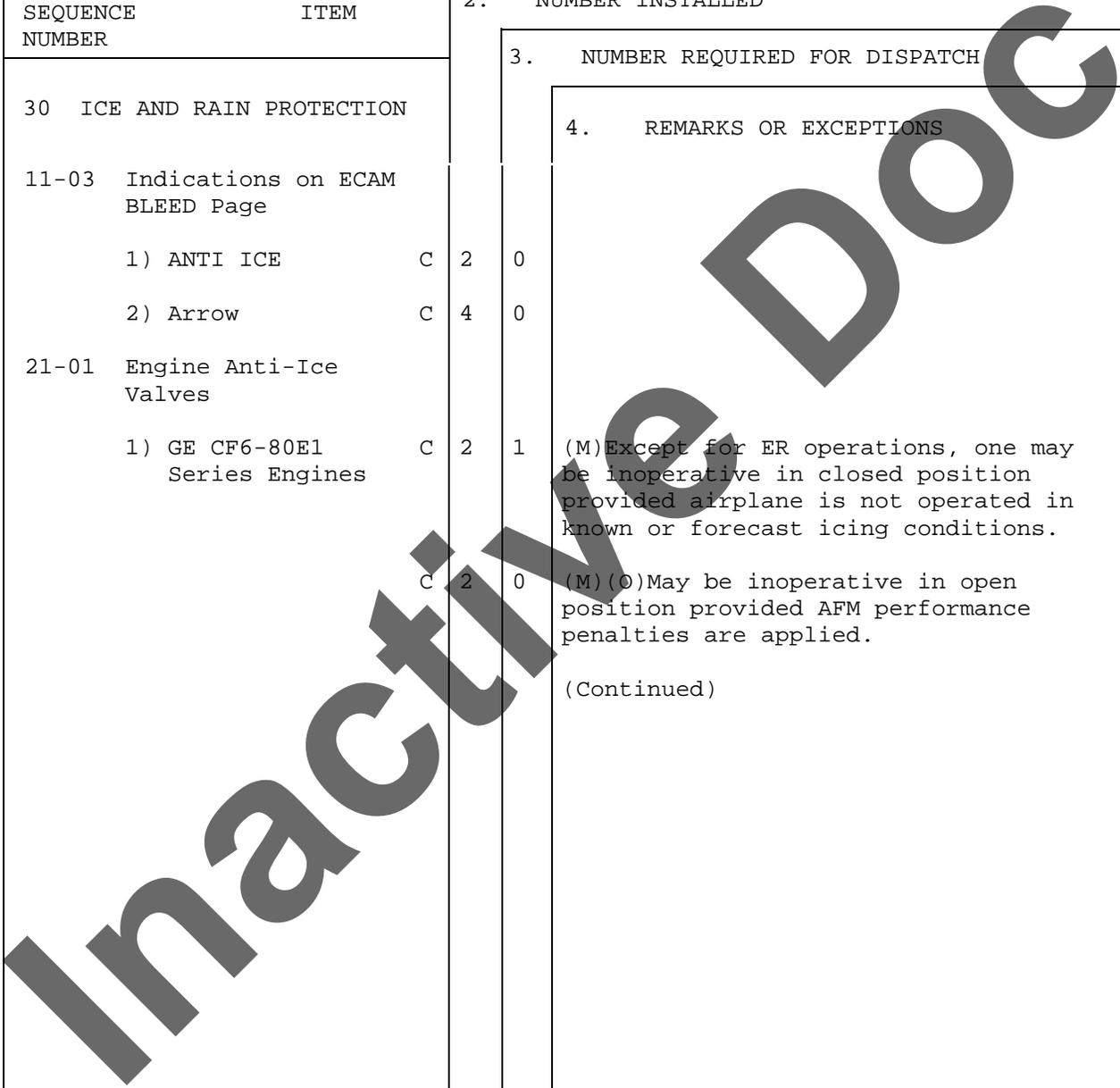
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30	ICE AND RAIN PROTECTION			
11-03	Indications on ECAM BLEED Page			
	1) ANTI ICE	C	2	0
	2) Arrow	C	4	0
21-01	Engine Anti-Ice Valves			
	1) GE CF6-80E1 Series Engines	C	2	1
		C	2	0
				(M) Except for ER operations, one may be inoperative in closed position provided airplane is not operated in known or forecast icing conditions.
				(M)(O) May be inoperative in open position provided AFM performance penalties are applied.
				(Continued)



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30	ICE AND RAIN PROTECTION					
21-01	Engine Anti-Ice Valves (Cont'd)					
	2) PW 4000 Series Engines	C	2	1		Except for ER operations beyond 120 minutes, one may be inoperative in closed position provided airplane is not operated in known or forecast icing conditions.
	a) Pressure Regulating Section	A	2	0		(M)(O)One or both may be inoperative in open position provided: a) The associated shut-off section operates normally, b) Performance penalties are applied if engine anti-ice is required for the intended flight, and c) Repairs are made within 10 calendar days.
	b) Shut-off Section	A	2	0		(M)(O)One or both may be inoperative in open position provided: a) The associated pressure regulating section is in unlocked (activated) position, b) The associated A.ICE ENG 1(2) REGUL FAULT caution was not displayed on ECAM during previous flight, c) Flight Manual performance penalties are applied, and d) Repairs are made within 10 calendar days.

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30	ICE AND RAIN PROTECTION				
21-01	Engine Anti-Ice Valves (Cont'd)				
3)	RR TRENT Series Engines	C 2	1	1	(M)Except for ER operations, one may be inoperative in closed position provided: a) Airplane is not operated in known or forecast icing conditions, and b) Engine has less than 2000 cycles since new.
		C 2	0	0	(M)(O)May be inoperative in open position provided AFM performance penalties are applied.

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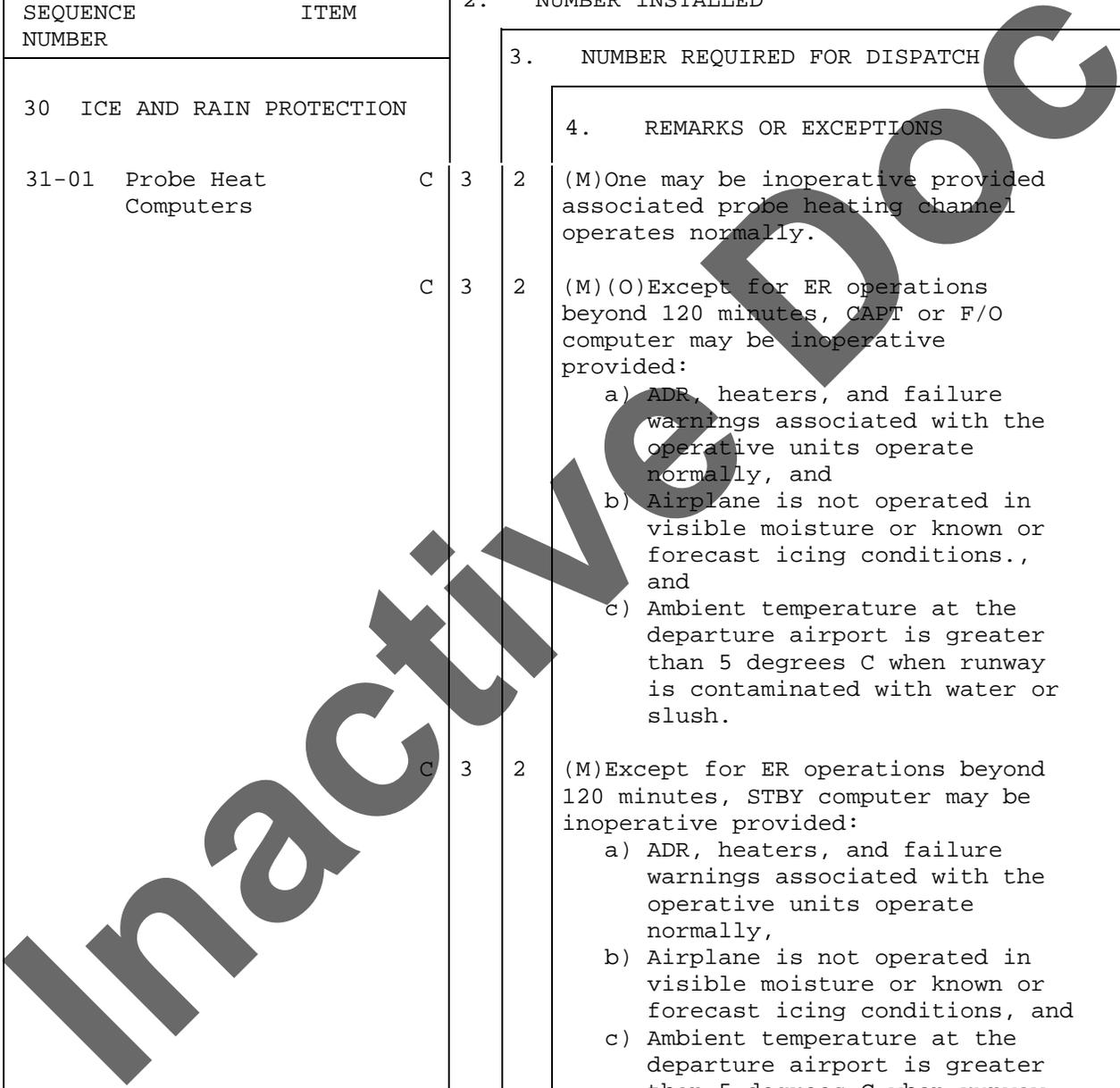
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30	ICE AND RAIN PROTECTION					
21-02	ENG Anti-Ice Pb Sw					
	1) FAULT Lights					
	a) GE CF6-80E1 Series Engines	C	2	1	1	One may be inoperative provided associated valve is considered inoperative in the closed position.
		C	2	0	0	May be inoperative provided associated valve(s) is considered inoperative in the open position.
	b) PW 4000 Series Engines	C	2	1	1	One may be inoperative provided the associated engine anti-ice valve is considered inoperative in closed position.
		A	2	0	0	May be inoperative provided:
						a) Pressure regulating section of the associated engine anti-ice valve is considered inoperative in the open position, and
						b) Repairs are made within 10 calendar days.
	c) RR TRENT Series Engines	C	2	1	1	One may be inoperative provided associated valve is considered inoperative in the closed position.
		C	2	0	0	May be inoperative provided associated valve(s) is considered inoperative in the open position.
	2) ON Lights	C	2	0	0	

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30	ICE AND RAIN PROTECTION				
31-01	Probe Heat Computers	C	3	2	(M)One may be inoperative provided associated probe heating channel operates normally.
		C	3	2	(M)(O)Except for ER operations beyond 120 minutes, CAPT or F/O computer may be inoperative provided: a) ADR, heaters, and failure warnings associated with the operative units operate normally, and b) Airplane is not operated in visible moisture or known or forecast icing conditions., and c) Ambient temperature at the departure airport is greater than 5 degrees C when runway is contaminated with water or slush.
		C	3	2	(M)Except for ER operations beyond 120 minutes, STBY computer may be inoperative provided: a) ADR, heaters, and failure warnings associated with the operative units 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 greater than 5 degrees C when runway is contaminated with water or slush.



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30	ICE AND RAIN PROTECTION				
31-02	Pitot Heaters	B	3	2	(M)(O)Except for ER operations beyond 120 minutes, CAPT or F/O heater may be inoperative provided: a) ADR, heaters, and failure warnings associated with the operative units 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 greater than 5 degrees C when runway is contaminated with water or slush.
		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 the operative units 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 greater than 5 degrees C when runway is contaminated with water or slush.
		C	3	2	CAPT or F/O heater may be inoperative provided the associated ADR is considered inoperative.

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30	ICE AND RAIN PROTECTION				
31-03	Static Ports Heaters	C	6	5	One STBY heater may be inoperative.
		C	6	4	(M)(O)One or both CAPT heaters may be inoperative provided ADR, heaters and failure warnings associated with the operative units operate normally.
		C	6	4	(M)(O)One or both F/O heaters may be inoperative provided ADR, heaters and failure warnings associated with operative units operate normally.
		C	6	4	(M)Except for ER operations beyond 120 minutes, one or both STBY heaters may be inoperative provided: <ul style="list-style-type: none"> a) ADR, heaters and failure warnings associated with the operative units operate normally, b) Aircraft is not operated in visible moisture or known or forecast icing conditions, and c) Ambient temperature at the departure airport is greater than 5 degrees C when runway is contaminated with water or slush.

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30	ICE AND RAIN PROTECTION					
31-04	Angle of Attack Probe heaters					
	1) Heaters 1 and 3	C	2	1		(M)(O)Except for ER Operations, one may be inoperative provided: a) ADR, heaters and failure warnings associated with the operative units operate normally, and b) Heater 2 operates normally.
	2) Heater 2	C	1	0		(M)(O)May be inoperative provided: a) ADR, heaters and failure warnings associated with the operative units operate normally, and b) Heaters 1 and 3 operate normally.
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 known or forecast icing conditions.
31-06	PROBES/WINDOW HEAT Pb Sw					
	1) AUTO Control	C	1	0		May be inoperative provided PROBES/WINDOW HEAT system is manually selected.
	2) ON Light	C	1	0		

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30	ICE AND RAIN PROTECTION			
42-01	Window Heat Computers	C	2	1
				(M)Except for ER operations beyond 120 minutes, one may be inoperative provided: <ul style="list-style-type: none"> a) Airplane is not operated in known or forecast icing conditions, b) All heaters and failure warnings on the fixed and sliding windows associated with operative unit operate normally, and c) Approach minimums do not require its use.
42-02	Fixed Lateral Window and Sliding Window Heating Systems	C	4	0
42-03	Front Windshield Heating Systems	C	2	1
				Except for ER operations beyond 120 minutes, one may be inoperative provided: <ul style="list-style-type: none"> a) Airplane in not operated in known or forecast icing conditions, and b) Approach minimums do not require its use.

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30	ICE AND RAIN PROTECTION				
45-01	Windshields Wipers	C	2	0	(O)May be inoperative provided:
					a) Airplane is not operated in precipitation within 5 NM 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) 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 Repellent	D	2	0	
***	Systems				

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30	ICE AND RAIN PROTECTION			
46-01	Escape Slide			
***	Locking Mechanism			
	Ice Protection			
	1) Main Entry Cabin Doors (1, 2, and 4)	D 6	3	(O)The heating function may be inoperative on fifty percent of the cabin doors provided cabin crews are briefed that if associated door cannot be disarmed, another door may be used (if necessary) to exit the aircraft. NOTE: Slide deployment is not affected by an inoperative heater and the associated door remains fully operative as an emergency exit with the slide armed.
	2) Emergency Exit Cabin Doors (3)	D 2	0	(O)The heating function may be inoperative on emergency exit cabin doors provided cabin crews are briefed that associated door may not be disarmed. NOTE: Slide deployment is not affected by an inoperative heater and the associated door remains fully operative as an emergency exit with the slide armed.
71-01	Waste Water Drain Mast Heating System	C -	0	(M)May be inoperative provided: a) Associated galleys and lavatories are not used, b) Associated lavatory water supplies are closed, and c) Associated lavatory doors are placarded INOPERATIVE and locked closed.

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30	ICE AND RAIN PROTECTION				
81-01 ***	Advisory Ice Detection System	C	1	0	
81-02 ***	External Visual Ice Indicator Lighting	D	1	0	

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31 INDICATING/RECORDING SYSTEMS						
21-01 Electrical Clock (Controls and Indicators)	C	1	0			(O)May be inoperative provided: a) UTC indication from CMC is available on ECAM SD, and b) Chrono indication is available on one Navigation Display (ND).
30-01 Printer						Deleted, Rev. 5. (See Item 45-41-01)
33-01 Flight Data Recorder (FDR) System	C	-	1			Any in excess of those required by FAR may be inoperative.
	A	-	0			May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: (1) The FDR failure occurs after pushback but prior to takeoff, or (2) The FDR repair was attempted but was not successful, c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.

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31	INDICATING/RECORDING SYSTEMS				
33-01	Flight Data Recorder (FDR) System (Cont'd)				
	1) FDR Recording Parameters required by FAR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
	2) FDR Recording Parameters not required by FAR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.
33-02	Flight Data Interface Unit (FDIU)	A	1	0	May be inoperative provided: a) FDR is considered inoperative, and b) Repairs are made within three flight days.
33-03	RCDR GND CTL Pb Switch	A	1	0	May be inoperative provided repairs are made within three flight days.
33-04 ***	Quick Access Recorder (QAR)	D	1	0	May be inoperative provided operations or procedures do not require its use.
36-01 ***	Digital ACMS Recorder (DAR)	D	1	0	May be inoperative provided operations or procedures do not require its use.
36-02 ***	Data Management Unit (DMU)	D	1	0	May be inoperative provided operations or procedures do not require its use.
53-01	Flight Warning Computers (FWC)	B	2	1	FWC 2 may be inoperative provided approach minimums do not require its use.

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31	INDICATING/RECORDING SYSTEMS				
53-03	Altitude Alerting System	A	- 0		(O)May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days.
		C	- 0		May be inoperative provided it is not required by FAR.
55-01	System Data Acquisition Concentrator Unit (SDAC)	B	2 1		SDAC 2 may be inoperative.
56-01	ECAM Control Panel				
	1) System Page Manual Call Pb	C	13 0		
	2) CLR Pb	C	2 1		
	3) T.O. CONFIG Pb	B	1 0		(O)May be inoperative provided the aircraft is verified to be in the correct takeoff configuration before each takeoff.
					NOTE: T.O. CONFIG warning must be operative.

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31	INDICATING/RECORDING SYSTEMS				
58-01	Warning/Caution Message Logic				
	1) MASTER WARN				
	a) Light	C	2	1	
	b) Cancel Function	C	2	1	
	2) MASTER CAUT				
	a) Light	C	2	1	
	b) Cancel Function	C	2	1	
62-01	Display Management System				
	1) EFIS Portion (Without Mod. 47524)	C	3	2	One may be inoperative on DMC 2 provided EFIS DMC 3 is selected on F/O side.
	2) ECAM Portion (Without Mod. 47524)	C	3	2	(O)One may be inoperative on DMC 2.
	3) DMC (With Mod. 47524)	C	3	2	DMC 2 may be inoperative provided EFIS DMC 3 is selected on F/O side.
63-01	Display Units (DU)				
		C	6	5	(O)PFD2, ND2, or SD units may be inoperative provided approach minimums do not require their use.
		C	6	5	(O)Except for ER operations, ND1 unit may be inoperative provided approach minimums do not require its use.

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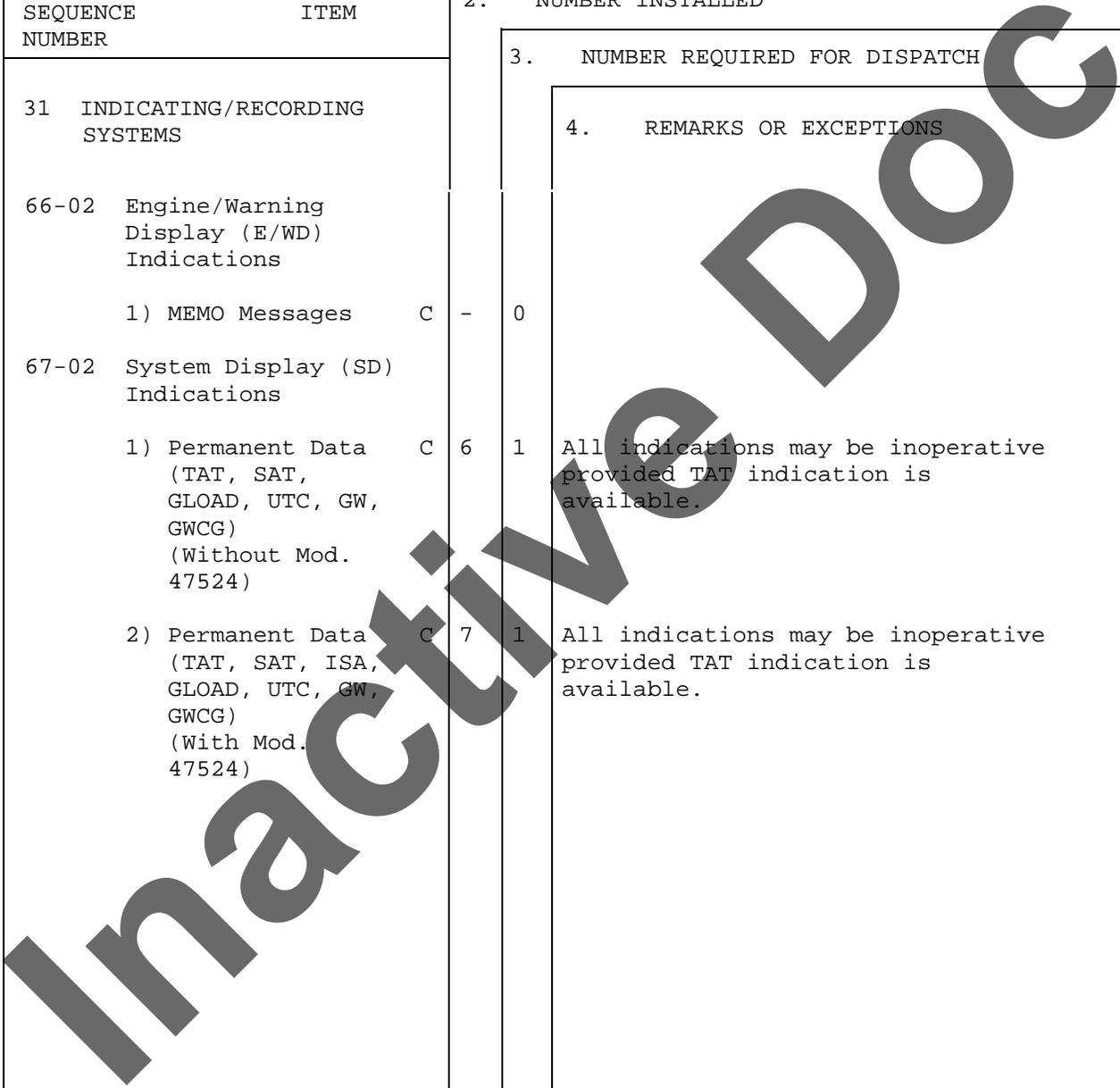
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31	INDICATING/RECORDING SYSTEMS					
66-02	Engine/Warning Display (E/WD) Indications					
	1) MEMO Messages	C	-	0		
67-02	System Display (SD) Indications					
	1) Permanent Data (TAT, SAT, GLOAD, UTC, GW, GWCG) (Without Mod. 47524)	C	6	1		All indications may be inoperative provided TAT indication is available.
	2) Permanent Data (TAT, SAT, ISA, GLOAD, UTC, GW, GWCG) (With Mod. 47524)	C	7	1		All indications may be inoperative provided TAT indication is available.



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31	INDICATING/RECORDING SYSTEMS				
68-01	Electronic Instrument System (EIS) Switching				
	1) ECAM SWITCHING Panel				
	a) DMC Switching Selector	C	1	0	(M) May be inoperative provided: a) Selector is in AUTO position, and b) Automatic switching is verified to operate normally.
	b) ECAM/ND Switching Selector	C	1	0	(O) May be inoperative provided: a) Selector is in NORM position, and b) Both ECAM display units operate normally, and c) Automatic switching E/WD to SD operates normally.
	2) EFIS DMC Panel				
	a) EFIS DMC Transfer Selectors	C	2	1	F/O selector may be inoperative provided: a) F/O selector is in NORM position, and b) EFIS displays operate normally.
	b) PFD/ND Pb	C	2	0	(O) May be inoperative provided: a) Associated PFD and ND units operate normally, and b) PFD to ND automatic switching operates normally.

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32	LANDING GEAR				
11-01 ***	Main Landing Gear Oleo Pressure Indicator (With Mod. 55731 or Mod. 55922)	D	2	0	
31-01	Landing Gear Control and Interface Unit (LGCIU)	C	2	1	(M)LGCIU 2 may be inoperative provided both SFCC's operate normally.
31-02	Safety Valve				
	1) Channels	C	2	1	(M)One channel may be inoperative provided the other channel is verified to operate normally.
31-03	Landing Gear Retracting System	A	1	0	(O)May be inoperative for a maximum of three flights provided the airplane is operated in accordance with the AFM supplement for gear down flight.
33-01	Landing Gear Gravity Extension System	A	1	0	(O)May be inoperative for a maximum of three flights provided the airplane is operated with landing gear down and in accordance with the AFM supplement for gear down flight.
41-01	Nose Wheel and Main Wheel Tie Bolts (Except for Goodrich-Messier Basic Main P/N 3-1509-2, P/N 3-1509-3)	A	-	-	(M)One tie bolt on one wheel may be broken or missing provided: a) The affected tie bolt is removed, b) The wheel and associated brake are verified for absence of damage, and c) Repairs are made within 5 flights.

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32	LANDING GEAR				
42-01	Main Wheel Brakes	C	8	6	(M)(O)One brake per landing gear may be inoperative provided: a) Affected brake is deactivated or removed, b) Green and blue brake systems associated with operative brakes operate normally, c) Tachometers associated with operative brakes operate normally, and d) AFM performance penalties are applied.
42-02	Green System Brakes	C	8	6	(M)(O)Braking on one wheel per landing gear may be inoperative provided: a) Green hydraulic supply of affected brake is deactivated, b) Tachometers associated with operative brakes operate normally, c) AFM performance penalties are applied, and d) Blue brake system operates normally.
42-03	Braking/Steering Control Unit (BSCU) Systems	C	2	1	

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32	LANDING GEAR				
42-04	AUTO/BRK				
	1) Function	C	1	0	May be inoperative provided approach minimums do not require its use.
					NOTE: AUTO BRK line of TO MEMO will remain blue with MAX auto brakes inoperative.
	2) AUTO/BRK Panel Mode Lights (LO, MED, MAX)				
	a) ON	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.
	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	Tachometers	C	8	7	(O)One may be inoperative provided AFM performance penalties are applied.
42-06	Nose Wheel Brake Pads	C	2	0	(M)May be inoperative provided brake pads are removed.

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32	LANDING GEAR				
42-07	Brake Indications on ECAM WHEEL Page				
	1) Release	C	8	0	
	2) ANTISKID	C	1	0	
	3) AUTO BRK, LO, MED, MAX	C	4	0	
	4) NORM BRK	C	1	0	
44-01	Blue System Brakes	C	8	6	(M)Braking on one wheel per landing gear may be inoperative provided: a) Blue hydraulic supply of affected brake is deactivated, b) Green brake system operates normally, and c) All thrust reversers operate normally.
44-02	ACCU PRESS Indicator	C	1	0	(O)May be inoperative provided: a) Both BRAKES pressure indicators operate normally, and b) Blue hydraulic pressure of the brake accumulators is verified before each departure.
44-03	BRAKES Pressure Indicators	C	2	1	(M)One may be inoperative provided: a) Both BSCU systems operate normally, and b) The Alternate braking system is checked operative before the first flight of each day.
45-02	Parking Brake External Light	C	1	0	(O)May be inoperative provided parking brake status is verified before moving aircraft.

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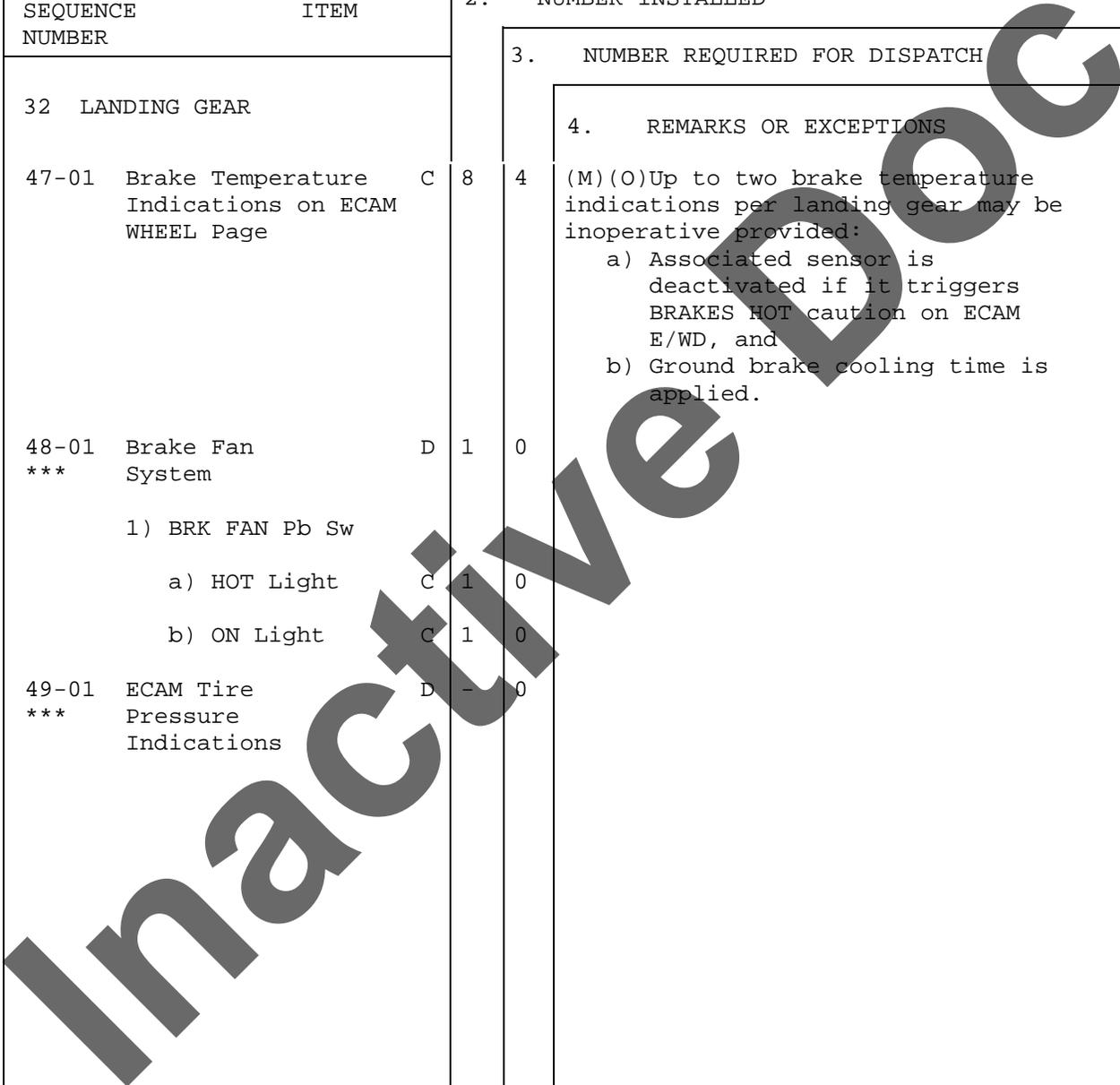
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32	LANDING GEAR			
47-01	Brake Temperature Indications on ECAM WHEEL Page	C	8	4
				(M)(O)Up to two brake temperature indications per landing gear may be inoperative provided: a) Associated sensor is deactivated if it triggers BRAKES HOT caution on ECAM E/WD, and b) Ground brake cooling time is applied.
48-01	Brake Fan System	D	1	0
				1) BRK FAN Pb Sw
				a) HOT Light
				b) ON Light
49-01	ECAM Tire Pressure Indications	D	-	0



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32	LANDING GEAR				
49-02	Tire Pressure Warnings and Cautions on ECAM E/WD				
***	1) WHEEL TIRE LO PR	D	1	0	(M)May be inoperative on one or more wheels provided: a) Associated pressure monitoring channel is deactivated if the WHEEL TIRE LO PR caution was triggered erroneously, and b) Tire pressure on affected wheel is verified to be within limits before the first dispatch under present MMEL item and every three days.
		D	1	0	(M)May be inoperative on all wheels provided: a) The Tire Pressure Indicating Computer (TPIC) is deactivated if the WHEEL TIRE LO PR caution was triggered erroneously, and b) Tire pressure on each wheel is verified to be within limits before the first dispatch under present MMEL item and every three days.
51-01	Nose Wheel Steering Control System				Deleted, Rev. 9.
51-02	PEDALS DISC pb	C	2	0	(O)May be inoperative in the released position (No disconnection possible and NWS still available by rudder pedals).

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32 LANDING GEAR					
51-03	Nose Wheel Steering Electrical Deactivation Box (For A/C Towing)	C	1	0	(O)May be inoperative. (No towing mode when lever is in TOWING position.)
		C	1	0	(M)(O)May be inoperative provided the NWS electrical deactivation box is deactivated.
51-04	NW STEER Indication on ECAM WHEEL Page	C	1	0	
53-01 ***	Electrical Tow Limit Warning System				
	1) FAULT Light	C	1	0	(M)May be inoperative provided: a) All aircraft towing is performed using a towbar, or using a towbarless vehicle fitted with an operative oversteer detection system, as required by Flight Manual limitations for towbarless operations, and b) Nose wheel steering system is verified for the absence of damage.
	2) Oversteer Red Light on the Nose Landing Gear	D	1	0	
61-01	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.

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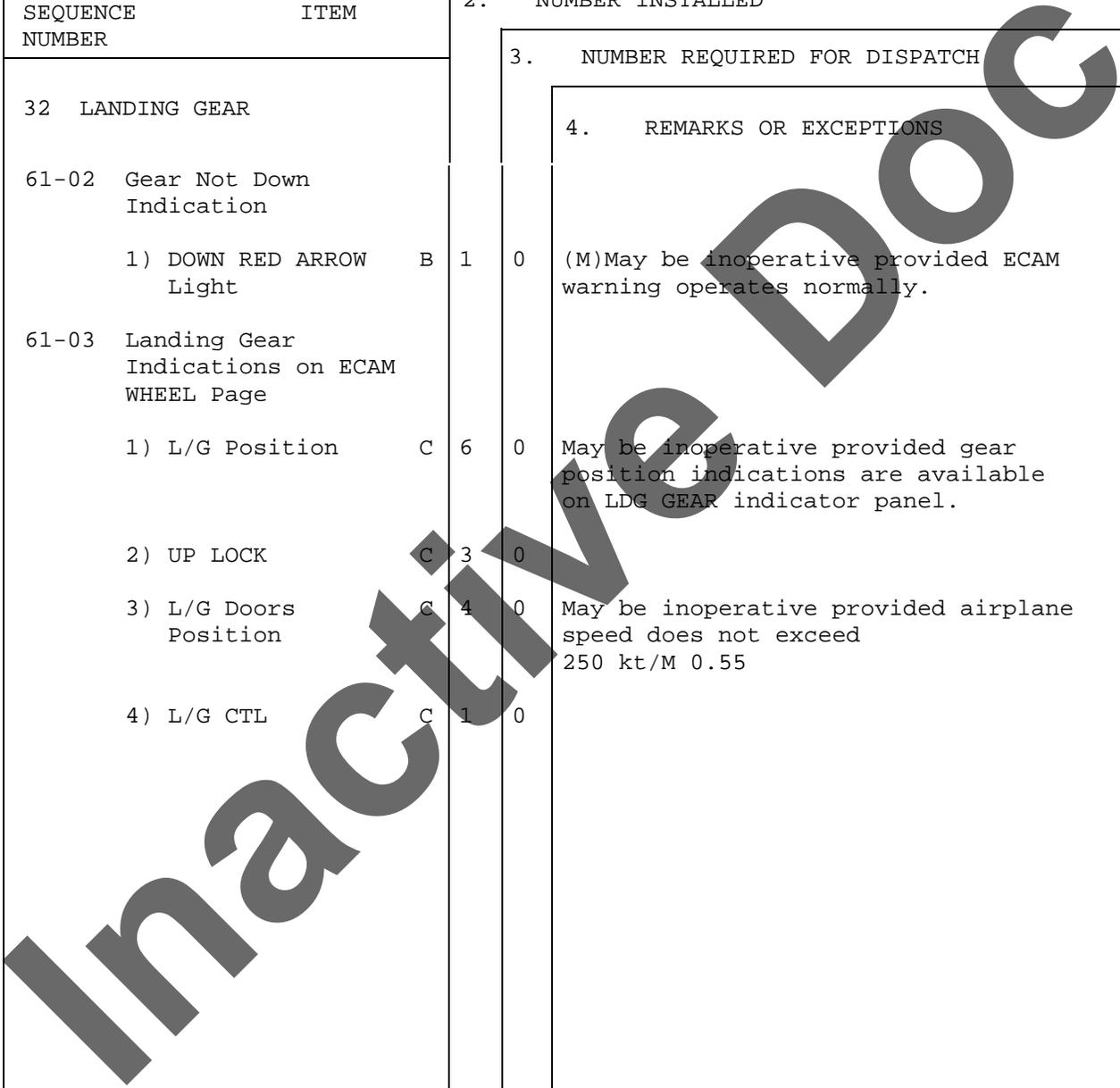
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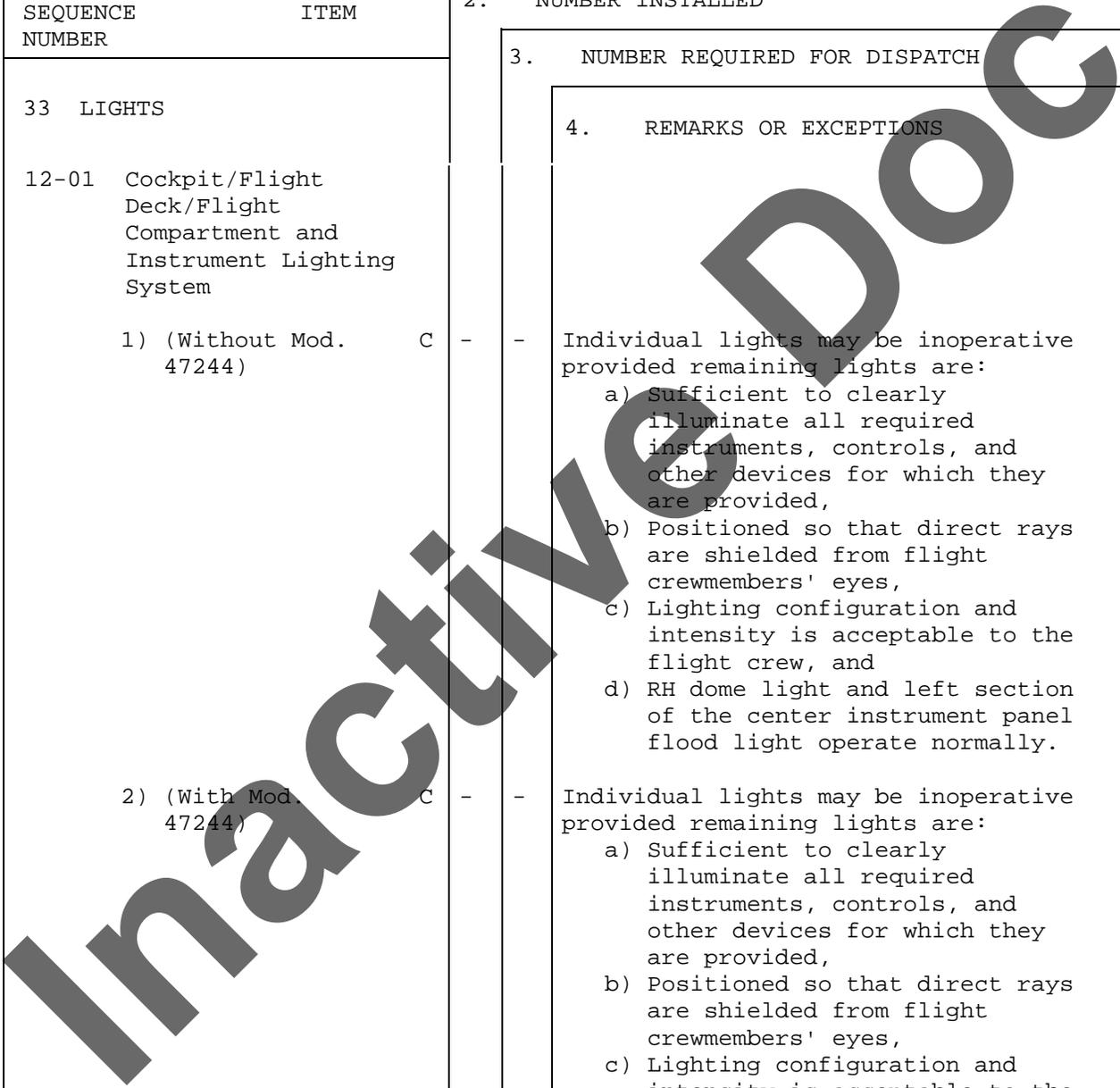
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32	LANDING GEAR					
61-02	Gear Not Down Indication					
	1) DOWN RED ARROW Light	B	1	0		(M)May be inoperative provided ECAM warning operates normally.
61-03	Landing Gear Indications on ECAM WHEEL Page					
	1) L/G Position	C	6	0		May be inoperative provided gear position indications are available on LDG GEAR indicator panel.
	2) UP LOCK	C	3	0		
	3) L/G Doors Position	C	4	0		May be inoperative provided airplane speed does not exceed 250 kt/M 0.55
	4) L/G CTL	C	1	0		



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33 LIGHTS				4. REMARKS OR EXCEPTIONS
12-01 Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System				
1) (Without Mod. 47244)	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crewmembers' eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) RH dome light and left section of the center instrument panel flood light operate normally.
2) (With Mod. 47244)	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crewmembers' eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) RH dome light operates normally.



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33 LIGHTS					
14-01 Annunciator Light Test and Dimming					
1) TEST Function	A	1	0		May be inoperative provided: a) Both FWC's operate normally, and b) Repairs are made within three flight days.
2) DIM Function	C	1	0		May be inoperative for daylight operations provided BRT lighting operates normally.
3) BRT Function	C	1	0		May be inoperative for night operations provided both FWC operate normally.

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33	LIGHTS			
20-01	Passenger Lighted Information Signs (No Smoking/ Fasten Seat Belt/ Return To Seat/ No Portable Electronic Devices (PED))	C - -	- -	<p>4. REMARKS OR EXCEPTIONS</p> <p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information (No Smoking/Fasten Seat Belt/Return To Seat/No Portable Electronic Devices) sign is not readily legible, and b) Associated seat or lavatory must be blocked and placarded - DO NOT OCCUPY. <p>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p>
		C - -	- -	<p>(O) May be inoperative and associated passenger seat or lavatory may be occupied provided:</p> <ul style="list-style-type: none"> 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.
20-02	LEAVE MCR Sign (Lower Deck Cabin Crew Rest Compartment)			<p>Deleted, Rev. 9. (Moved to item 33-20-04)</p>

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33	LIGHTS				
20-03 ***	Crew Rest Compartment Signs ("NO SMOKING/FASTEN SEAT BELT") (Flight Crew Rest Compartment, Lower Deck Cabin Crew Rest Compartment)	C -	0		(O)Individual signs may be inoperative and affected bunk bed or seat(s) may be occupied provided an acceptable procedure is used to notify crewmembers when bed belts or seat belts should be fastened.
		D -	0		Individual signs may be inoperative provided affected crew rest compartment is locked closed and placarded inoperative.
20-04 ***	Leave Compartment Signs ("LEAVE MCR/Return To Cabin") (Lower Deck Cabin Crew Rest Compartment)	C -	0		(O)Individual signs may be inoperative and affected bunk bed or seat(s) may be occupied provided an acceptable procedure is used to notify crewmembers when the affected compartment should be evacuated.
		D -	0		Individual signs may be inoperative provided affected crew rest compartment is locked closed and placarded inoperative.
20-05	Flight Deck AUTO Function of Cabin Signs Switch(es)	C -	0		(O)May be inoperative provided manual control function operates normally and procedures for its use are established and used.

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				NUMBER REQUIRED FOR DISPATCH	
					REMARKS OR EXCEPTIONS
33	LIGHTS				
21-01	Cabin Light Systems				
	1) Cabin	C	-	-	Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.
***	2) Flight Crew Rest Compartment	C	-	-	Individual lights may be inoperative provided the lighting is sufficient for the crewmembers to access their bunk bed or seat.
		D	-	0	May be inoperative provided the flight crew rest compartment is locked closed and placarded inoperative.
***	3) Lower Deck Cabin Crew Rest Compartment	C	-	-	Up to 50 percent of the general illumination may be inoperative.
		C	-	1	One or more may be inoperative provided the stairway light operates normally.
		D	-	0	May be inoperative provided the lower deck crew rest compartment is locked closed and placarded inoperative.
30-01	Cargo and Service Compartment Lighting System	C	1	0	

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33 LIGHTS						
41-01	Navigation Lights Systems					
	1) Aircraft Equipped With One Navigation Lights System	C	1	0		May be inoperative for daylight operations.
***	2) Aircraft Equipped With Two Navigation Lights Systems	C	2	1		NAV 1 or NAV 2 system may be inoperative.
		C	2	0		May be inoperative for daylight operations.
42-01	Landing Lights	C	2	0		May be inoperative for daylight operation.
		C	2	1		One may be inoperative provided taxi and take off lights operate normally.
43-01	Runway Turnoff Lights	C	2	0		
46-01	Taxi and Take Off Lights	C	2	0		
47-01	Logo Lights	D	2	0		
48-01	Anti-Collision /Strobe Lighting	C	5	0		(O)May be inoperative for daylight operations.
	1) Beacon Lights	C	2	0		(O)May be inoperative provided: a) Strobe lights operate normally, and b) Alternate procedures are established and used.
	2) Strobe Lights	C	3	0		

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33 LIGHTS						
49-01	Wing and Engine Scan Lighting	C	4	0		(O)May be inoperative provided ground deicing procedures do not require their use.
50-01	Escape Slide Lighting	C	-	-		May be inoperative for daylight operations.
		A	-	-		May be inoperative provided: a) Associated exit is considered inoperative, and b) Repairs are made within one flight day.
50-03	Flight Crew Rest Compartment					
***	1) Overhead Emergency Light	C	1	0		May be inoperative provided emergency wall light operates normally.
		C	-	0		May be inoperative provided an operative flashlight is available in the flight crew rest compartment.
		D	1	0		May be inoperative provided the flight crew rest compartment is locked closed and placarded inoperative.
	2) Emergency Wall Light	C	1	0		May be inoperative provided overhead emergency light operates normally.
		C	-	0		May be inoperative provided an operative flashlight is available in the flight crew rest compartment.
		D	1	0		May be inoperative provided the flight crew rest compartment is locked closed and placarded inoperative.

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33	LIGHTS					
50-04 ***	Lower Deck Cabin Crew Rest Compartment					
	1) Overhead Emergency Lights	C	-	1		
		C	-	0		May be inoperative provided an operative flashlight is available in the lower deck cabin crew rest compartment.
		D	-	0		May be inoperative provided the lower deck cabin crew rest compartment is locked closed and placarded inoperative.
	2) EXIT Signs	C	-	-		Up to three non-adjacent bulbs or LEDs per sign may be inoperative.
		C	-	0		May be inoperative provided stairway emergency light operates normally.
		C	-	0		May be inoperative provided an operative flashlight is available in the lower deck cabin crew rest compartment.
		D	-	0		May be inoperative provided the lower deck cabin crew rest compartment is locked closed and placarded inoperative.
***	3) EXIT Marker	C	1	0		

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33 LIGHTS				
51-01	Cabin Emergency Lighting			
	1) Overhead Emergency Lighting	C	-	-
	2) (Reserved)			
	3) Lavatory Auxiliary Light	C	-	0
	4) EXIT Sign (EXIT Marking, EXIT Location)	C	-	-
		A	-	-
	5) Floor Proximity Emergency Escape Path Marking System	C	1	-
				<p>A maximum of 3 non-adjacent cabin overhead emergency lights may be inoperative.</p> <p>Up to three non-adjacent bulbs or LEDs may be inoperative in one or more signs.</p> <p>One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated exit is considered inoperative, and b) Repairs are made within one flight day. <p>Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are maintained:</p> <ul style="list-style-type: none"> a) FAA engineering approval letter, b) FAA approved report of the Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.

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34	NAVIGATION				
10-01	ADIRS				
	1) IR	C	3	2	(M)(O)One may be inoperative provided: a) Both flight controls Nz accelerometers operate normally, b) Both flight controls Rate Gyros operate normally, c) For ER operations, IR2 only may be inoperative, and d) Approach minimums do not require its use. NOTE: If IR 1 is inoperative, the Terrain function of TAWS is inoperative.
	2) ADR	C	3	2	(O)One may be inoperative provided: a) Affected ADR is selected OFF, b) For ER operations, ADR2 only may be inoperative, and c) Approach minimums do not require its use. NOTE: If ADR 1 is inoperative, the GPWS is inoperative.
10-02	ADIRS Panel				
	1) IR Mode Sel	C	3	2	May be inoperative provided associated IR is considered inoperative.
	2) ON BAT Light	C	1	0	(Continued)

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34 NAVIGATION

10-02 ADIRS Panel (Cont'd)

3) IR Pb Sw

a) FAULT Light C 3 0

b) OFF Light C 3 0

c) Pb Sw C 3 2

One may be inoperative provided:
 a) Associated IR mode selector operates normally, and
 b) The two ADR's and two IR's associated with the operative IR pushbutton switches are operative.

4) ADR Pb Sw

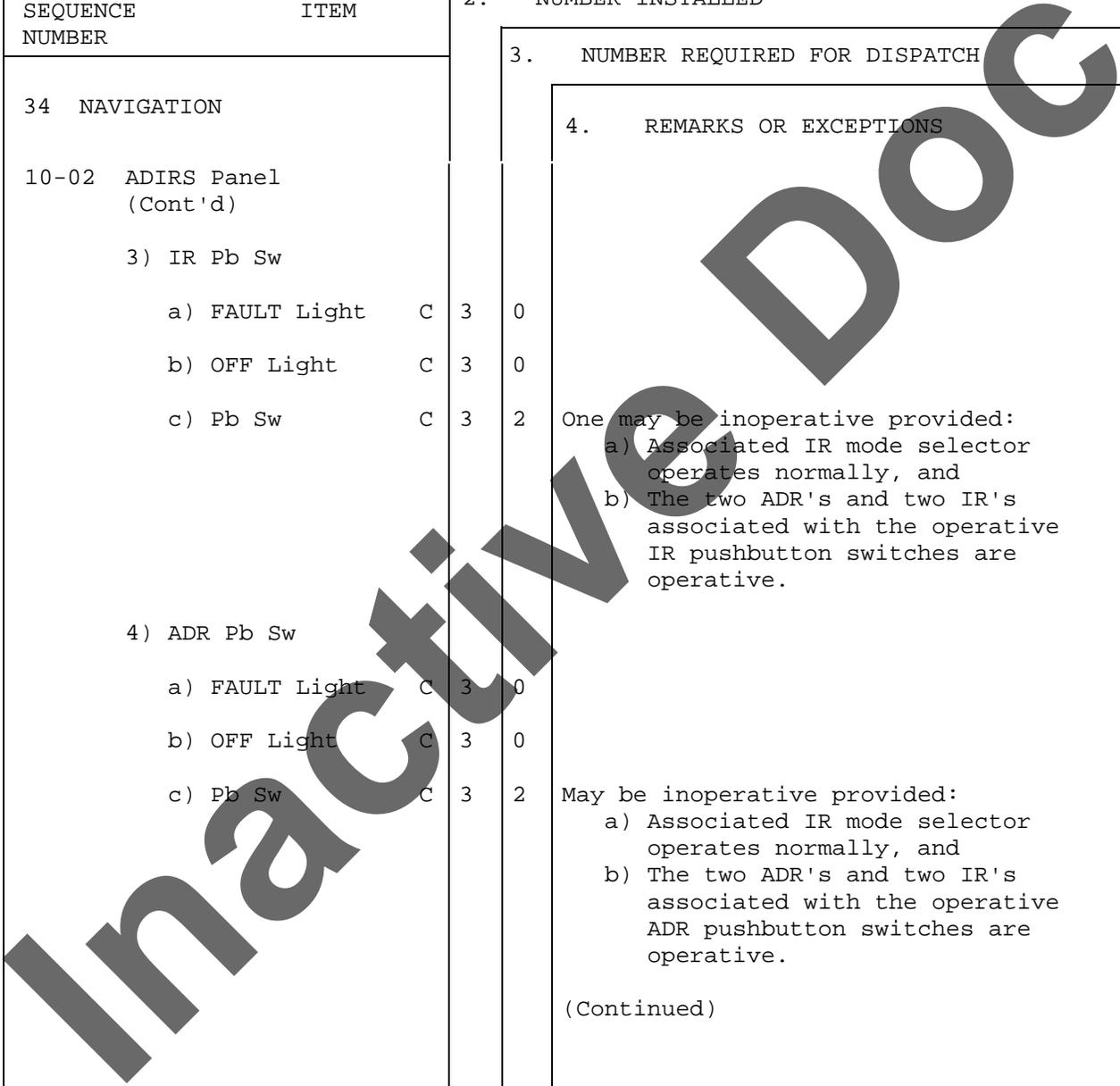
a) FAULT Light C 3 0

b) OFF Light C 3 0

c) Pb Sw C 3 2

May be inoperative provided:
 a) Associated IR mode selector operates normally, and
 b) The two ADR's and two IR's associated with the operative ADR pushbutton switches are operative.

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34	NAVIGATION				
10-02	ADIRS Panel (Cont'd)				
***	5) DATA Sel	C	1	0	
***	6) SYS Sel	C	1	0	
***	7) Display	C	1	0	
***	8) Keyboard	C	1	0	
10-03	SWITCHING Panel				
	1) ATT HDG Selector	C	1	0	May be inoperative provided: a) Selector is in NORM position, and b) IR 1 and IR 2 operate normally.
	2) AIR DATA Selector	C	1	0	May be inoperative provided: a) Selector is in NORM position, and b) ADR 1 and ADR 2 operate normally.
11-01	Angle of Attack Sensor	C	3	2	May be inoperative provided associated ADR is considered inoperative.

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34	NAVIGATION					
13-01	Indications on PFD					
	1) Vertical Speed					
	a) Inertial Mode	C	2	0		
	2) Mach Number	C	2	1		
		C	2	0		May be inoperative provided:
						a) Airplane remains at or below
						FL 300, and
						b) Operations or procedures do
						not require their use.
	(With Mod 47244)	C	2	0		May be inoperative provided ISIS
						Mach number indication operates
						normally.
13-02	Indications on ND					
	1) Ground Speed	C	2	0		
	2) True Airspeed	C	2	0		
	3) Wind	C	2	0		
14-01	Indications on PFD					
	and ND					
	1) ND Heading	C	2	1		
	Display					
	2) MAP Information	C	2	1		May be inoperative on one side
						provided operations or procedures do
						not require its use.
	3) Radio Nav aids	C	-	-		May be inoperative provided
						operations or procedures do not
						require its use.
	4) Chrono	C	2	0		

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34	NAVIGATION					
14-02	NORTH REF Pb Sw	C	1	0		May be inoperative provided operations or procedures do not require its use.
15-01	Angle of Attack Indicator	D	-	0		
21-01	Standby Airspeed Indicator					
	1) Airspeed Bugs	D	4	0		
21-02	Standby Altimeter					
	1) Altitude Bugs	D	4	0		
22-01	Standby Horizon	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.

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34	NAVIGATION				
22-02	Standby Compass				
	1) Indicator	B	1	0	(O)May be inoperative provided: a) The three IR's operate normally, and b) ATT HDG, PFD/ND and EFIS DMC switching operates normally.
		B	1	0	May be inoperative provided: a) The three IR's operate normally, and b) DDRMI operates normally.
		B	1	0	(O)May be inoperative provided: a) Any combination of two IR's are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.
	2) Lighting	C	1	0	

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34 NAVIGATION						
22-03	Integrated Standby Instrument System (ISIS)					
	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		
34-01	Paravisual Indicator (PVI)	D	-	0		

36-01	ILS	C	2	-		As required by FAR.
37-01	Microwave Landing Systems (MLS)	D	2	-		As required by FAR.

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34	NAVIGATION				
41-01	Weather Radar Systems	D	2	-	Any in excess of those required by FAR may be inoperative.
	1) Map Mode	C	-	0	
	2) Automatic Gain Control (CAL)	C	-	0	May be inoperative provided radar gain can be manually tuned to receive satisfactory radar returns.
	3) Turbulence Detection Mode	C	1	0	
	4) Ground Clutter Suppression	C	1	0	
***	5) Windshear Detection and Avoidance System (Predictive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
					NOTE: Operator's Alternate procedure should include reviewing windshear avoidance and 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.

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34	NAVIGATION					
42-01	Radio Altimeter Systems	A	2	1	1	(M)One may be inoperative provided: a) All ADIRS', SFCC's, LGCIU's operate normally, b) Repairs are made within three flight days, and c) Approach minimums do not require its use. NOTE: If Radio Altimeter 1 is inoperative, the GPWS is inoperative.
42-02	Automatic Callout	C	1	0	0	May be inoperative provided approach minimums do not require its use.
42-03	Altitude Alerting System					Deleted, Rev. 1. (See Item 31-53-03.)
43-01	Traffic Alert and Collision Avoidance System (TCAS II)	B	1	0	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	0	(M)(O)May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
1)	Combined Traffic Alert (TA) and Resolution Alert (RA) Dual Display System(s)	C	2	1	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.
(Continued)						

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34	NAVIGATION					
43-01	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
	2) Resolution Advisory (RA) Display System(s)	C	2	1		May be inoperative on non-flying pilot side.
		C	-	0		(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.
	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 Functions	C	-	0		

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34 NAVIGATION						
48-01	Ground Proximity Warning System (GPWS)	A	1	0	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	1) Modes 1 - 4	A	4	0	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	2) Test Mode	A	1	0	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
	3) Glideslope Deviation (Mode 5)	C	2	1	1	
		B	2	0	0	
***	4) Advisory Callouts	B	-	0	0	(O)May be inoperative provided alternate procedures are established and used.
		C	-	0	0	May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.

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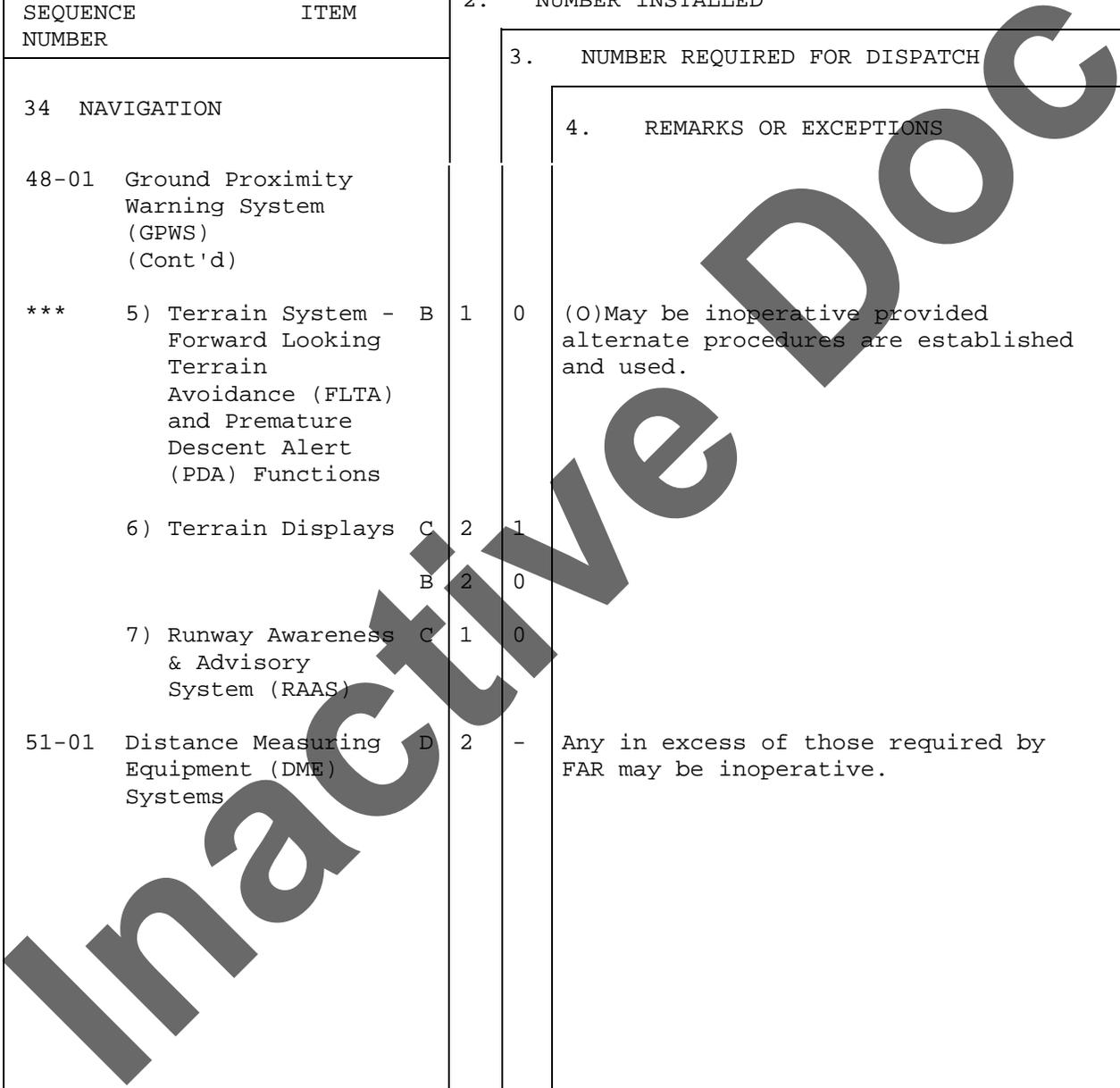
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34	NAVIGATION				
48-01	Ground Proximity Warning System (GPWS) (Cont'd)				
***	5) Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O)May be inoperative provided alternate procedures are established and used.
6)	Terrain Displays	C	2	1	
		B	2	0	
7)	Runway Awareness & Advisory System (RAAS)	C	1	0	
51-01	Distance Measuring Equipment (DME) Systems	D	2	-	Any in excess of those required by FAR may be inoperative.



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34 NAVIGATION						
52-01	ATC Transponders and Automatic Altitude Reporting Systems	B	2	0	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	1	Any in excess of those required by FAR may be inoperative.
***	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by FAR	A	-	0	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	A	-	0	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.
53-01	ADF	D	-	-	-	Any in excess of those required by FAR may be inoperative.

55-01	VOR Navigation Systems	D	2	-	-	Any in excess of those required by FAR may be inoperative.
55-02	Marker Beacon	C	-	-	-	May be inoperative provided approach minimums do not require its use.

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34 NAVIGATION

57-01 Radio Magnetic Information Switching and Indicating

1) DDRMI (without Mod. 53622 or with Mod.53622 and Mod. 54662)

a) Compass Card C 1 0

b) VOR Pointers C - - As required by FAR.

c) DME Counters C - - As required by FAR.

d) ADF Pointers D - - As required by FAR.

57-02 Automatic Dependent Surveillance-Broadcast (ADS-B) System D - 0

May be inoperative provided it is not required by 14 CFR.

NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.

1) Cockpit display and Traffic Information (CDTI) D - 0

NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.

2) CDTI Control Panel D - 0

May be inoperative provided:
a) Flight ID can be set, and
b) Screen display is acceptable to the flight crew.

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34	NAVIGATION				
57-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System (cont'd)				
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	
58-01 ***	Satellite Navigation				
1)	Global Positioning System (GPS)	C	2	0	(0)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 Database	C	-	-	(0)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.

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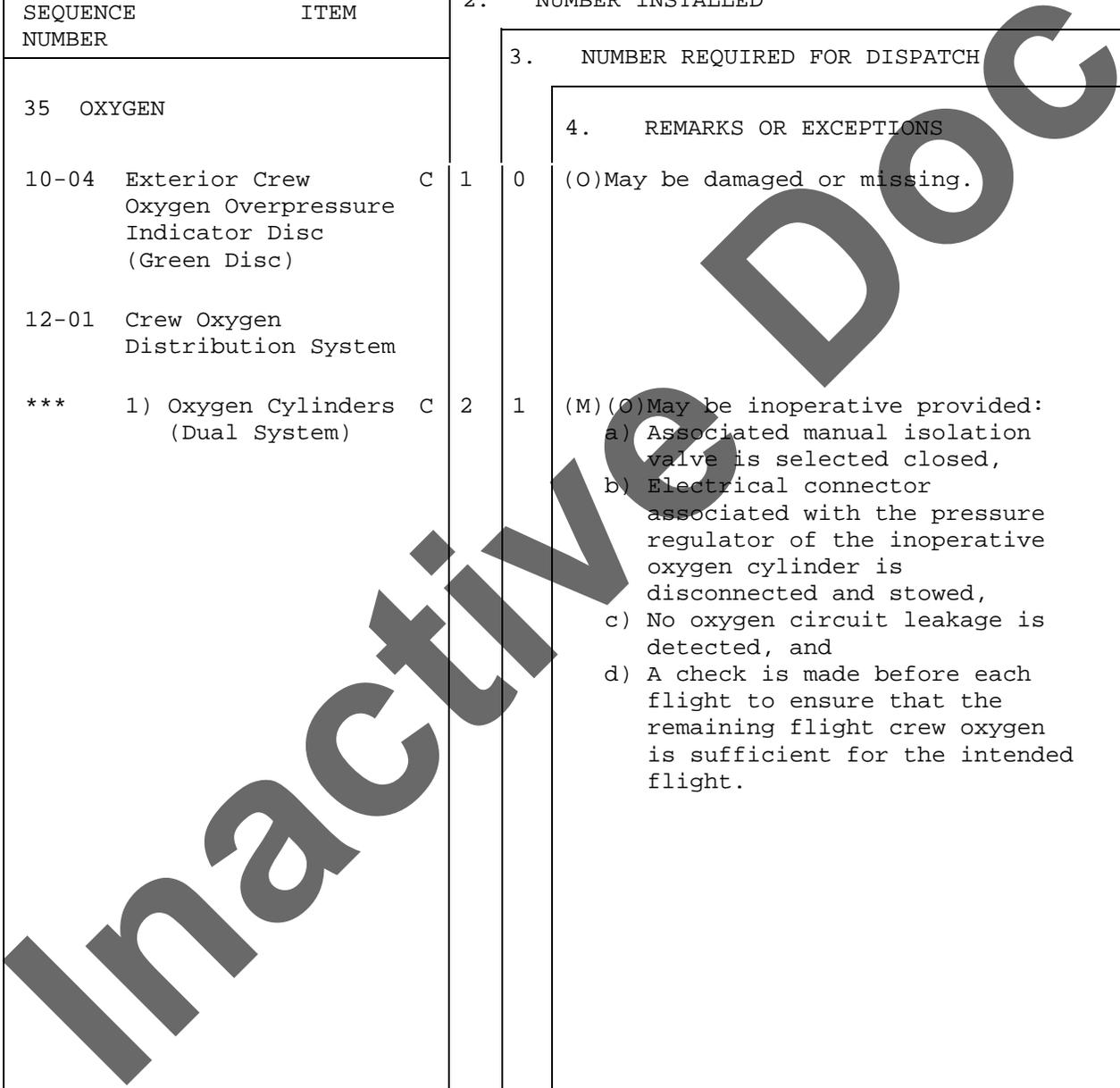
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35	OXYGEN					
10-04	Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc)	C	1	0		(O) May be damaged or missing.
12-01	Crew Oxygen Distribution System					
***	1) Oxygen Cylinders (Dual System)	C	2	1		(M)(O) May be inoperative provided: a) Associated manual isolation valve is selected closed, b) Electrical connector associated with the pressure regulator of the inoperative oxygen cylinder is disconnected and stowed, c) No oxygen circuit leakage is detected, and d) A check is made before each flight to ensure that the remaining flight crew oxygen is sufficient for the intended flight.



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SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
13-01	Indications on DOOR/OXY ECAM Page				
	1) OXY High Pressure Indications				
	a) Single System	B	1	0	(M)May be inoperative provided oxygen pressure reading is verified before each departure.
***	b) Dual System	C	2	1	May be inoperative provided associated oxygen cylinder is considered inoperative and not used.
		B	2	0	(M)May be inoperative provided oxygen pressure reading is verified before each departure.
2)	REGUL LO PR Indication	B	1	0	
13-02	CREW SUPPLY Pb Sw				
	1) OFF Light	C	1	0	

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
20-01 ***	Flight Crew Compartment				
	1) Individual Oxygen Module	C	-	-	May be inoperative provided associated bed bunk or seat is placarded "DO NOT OCCUPY".
		C	-	-	May be inoperative provided airplane remains at or below FL 250.
		C	-	-	May be inoperative and associated bed bunk or seat occupied provided a portable oxygen bottle and mask are available for the associated bed bunk or seat occupant.
20-02 ***	Lower Deck Cabin Crew Rest Compartment				
	1) Individual Oxygen Module	C	-	-	May be inoperative provided associated bed bunk(s) is placarded "DO NOT OCCUPY".
		C	-	-	May be inoperative provided airplane remains at or below FL 250.
		C	-	-	May be inoperative and associated bed bunk occupied provided a portable oxygen bottle and mask are available for the associated bed bunk occupant.

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SYSTEM & SEQUENCE NUMBER	1. ITEM		2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN					
21-01	Passenger Oxygen Storage					
	1) Individual Cabin Modules	B	-	-		May be inoperative provided associated seats are placarded "DO NOT OCCUPY".
		B	-	-		Modules may be inoperative provided airplane remains at or below FL 250.
	2) Galley Modules	B	-	-		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 Modules	B	-	-		May be inoperative provided lavatory is placarded "INOPERATIVE DO NOT OCCUPY".

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35	OXYGEN					
21-03 ***	Gaseous Oxygen Cylinders	C	-	-		(M)May be inoperative provided: a) The associated manual shut-off valves are selected closed, b) The electrical connector associated with the pressure reducer of the inoperative oxygen cylinder is disconnected and properly stowed (for A330 Enhanced only), c) No oxygen leakage is detected, and d) The oxygen pressure is checked by direct reading on each operative oxygen cylinder before each flight and is sufficient for the intended flight.
23-01	Passenger Oxygen Manual Control System	C	1	0		May be inoperative provided airplane remains at or below FL 250.
23-02	Passenger Oxygen AUTO Control System	C	1	0		May be inoperative provided: a) Airplane remains at or below FL 300, and b) MAN control function is operative
		C	1	0		May be inoperative provided airplane remains at or below FL 250.
23-03	PASSENGER SYS ON Light	C	1	0		

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
23-04 ***	Indications on DOOR/OXY ECAM Page (Cabin Fixed Oxygen System)				
1)	PAX OXY High Pressure Indication	B	1 0		(M)May be inoperative provided the oxygen pressure is checked by direct reading prior to each flight and is sufficient for the intended flight.
2)	REGUL LO PR Indication	B	1 0		
23-05 ***	Exterior PAX Oxygen Overpressure Indicator Disc (Green Disc)	C	1 0		(O)May be damaged or missing.
31-01	Portable Oxygen Units (Bottle and Mask)	D	- -		(M)Any in excess of those required by FAR may be unserviceable or missing provided:
					a) Required distribution of serviceable bottles is maintained throughout the aircraft, and
					b) Bottles not properly serviced are replaced, serviced or removed at the next available maintenance facility.
32-01	Protective Breathing Equipment (PBE)	D	- -		Any in excess of those required by FAR may be inoperative or missing.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC						
11-01 Bleed Air Supply Systems	C	2	1	1	(O)Except for ER operations beyond 120 minutes, one may be inoperative provided :	<ul style="list-style-type: none"> a) Airplane remains at or below FL 370, b) Speedbrake control system operates normally, c) Associated ENG BLEED pb sw is selected OFF, d) Crossbleed valve is selected OPEN,, and e) APU and APU bleed air supply systems operate normally.
11-02 Bleed Valves	C	2	1	1	(M)One may be inoperative provided:	<ul style="list-style-type: none"> a) Valve is secured closed, and b) Associated engine bleed air supply system is not used.
11-03 Overpressure Valves	C	2	1	1	One may be inoperative provided	associated engine bleed air supply system is not used.
	C	2	0	0	May be inoperative provided	no AIR ENG 1(2) BLEED FAULT caution, due to overpressure, was triggered on ECAM E/WD during previous flight.
11-04 Fan Air Valves	C	2	1	1	One may be inoperative provided	associated engine bleed air supply system is not used.
11-05 Bleed Air Precoolers	C	2	1	1	One may be inoperative provided	associated engine bleed air supply system is not used.

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			NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
36	PNEUMATIC				
11-06	IP Check Valves	C	2	1	One may be inoperative provided associated engine bleed air supply system is not used.
		C	2	1	(M)(O)One may be inoperative in open position provided: a) Associated HP valve is secured closed, and b) At low power setting, the associated engine bleed air supply system is not used.
11-07	HP Valves	C	2	1	One may be inoperative in closed position provided associated engine bleed air supply system is not used.
		C	2	1	(M)(O)One may be inoperative provided: a) Valve is secured closed, and b) At low power setting, the associated engine bleed air supply system is not used.
11-08	Bleed Monitoring Computers (BMC)	C	2	1	BMC 2 may be inoperative provided associated bleed air supply system is considered inoperative.
12-01	APU Bleed Air Supply System	C	1	0	May be inoperative provided APU BLEED pb sw remains Off.
12-02	APU Bleed Valve	C	1	0	(M)May be inoperative in secured closed position provided APU bleed air supply system is not used.
12-03	APU Bleed Check Valve	C	1	0	May be inoperative provided APU bleed air supply system is not used.

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			NUMBER INSTALLED		REMARKS OR EXCEPTIONS
			NUMBER REQUIRED FOR DISPATCH		
36	PNEUMATIC				
12-04	Crossbleed Valve				
	1) Automatic Control	C	1	0	(0)May be inoperative provided manual control is verified to operate normally.
20-01	ENG BLEED Pb Sw				
	1) FAULT Light	C	2	0	May be inoperative provided associated BMC operates normally.
	2) OFF Light	C	2	0	
20-02	APU BLEED Pb SW				
	1) FAULT Light	C	1	0	
	2) ON Light	C	1	0	
20-03	Indications on ECAM BLEED Page				
	1) Engine Precooler Inlet Pressure	C	2	0	
	2) Engine Precooler Outlet Temperature	C	2	0	
	3) Engine Bleed Valve	C	2	0	
	4) Engine HP Valve	C	2	0	
	5) APU Bleed Valve	C	1	0	
	6) Crossbleed Valve	C	1	0	

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36 PNEUMATIC						
22-01	Pylon Leak Detection Loops					Deleted, Rev. 9. (See item 36-23-01 1) for relief.)
22-02	Wing Leak Detection Loops					Deleted, Rev. 7. (This is a MAINTENANCE STATUS message.)
22-03	APU Leak Detection Loop					
	(Without Mod. 52260 or Mod. 55198)	C	1	0		Except for ER operations, may be inoperative.
		C	1	0		For ER operations, may be inoperative provided both engine bleed air supply systems operate normally.
	(With Mod. 52260 or Mod. 55198)	C	2	0		(M)May be inoperative provided: a) The APU check valve is removed and replaced by a cover plate, and b) The APU bleed air supply system is considered inoperative.
23-01	Warning and Caution on ECAM E/WD					NOTE: Failure of a single loop is indicated by a MAINTENANCE STATUS message.
	1) AIR ENG 1(2) BLEED LEAK	C	2	1		(M)May be displayed on ECAM E/WD provided: a) There is no pylon air leakage, b) Associated pylon loop is deactivated, and c) Associated bleed air supply system is considered inoperative.

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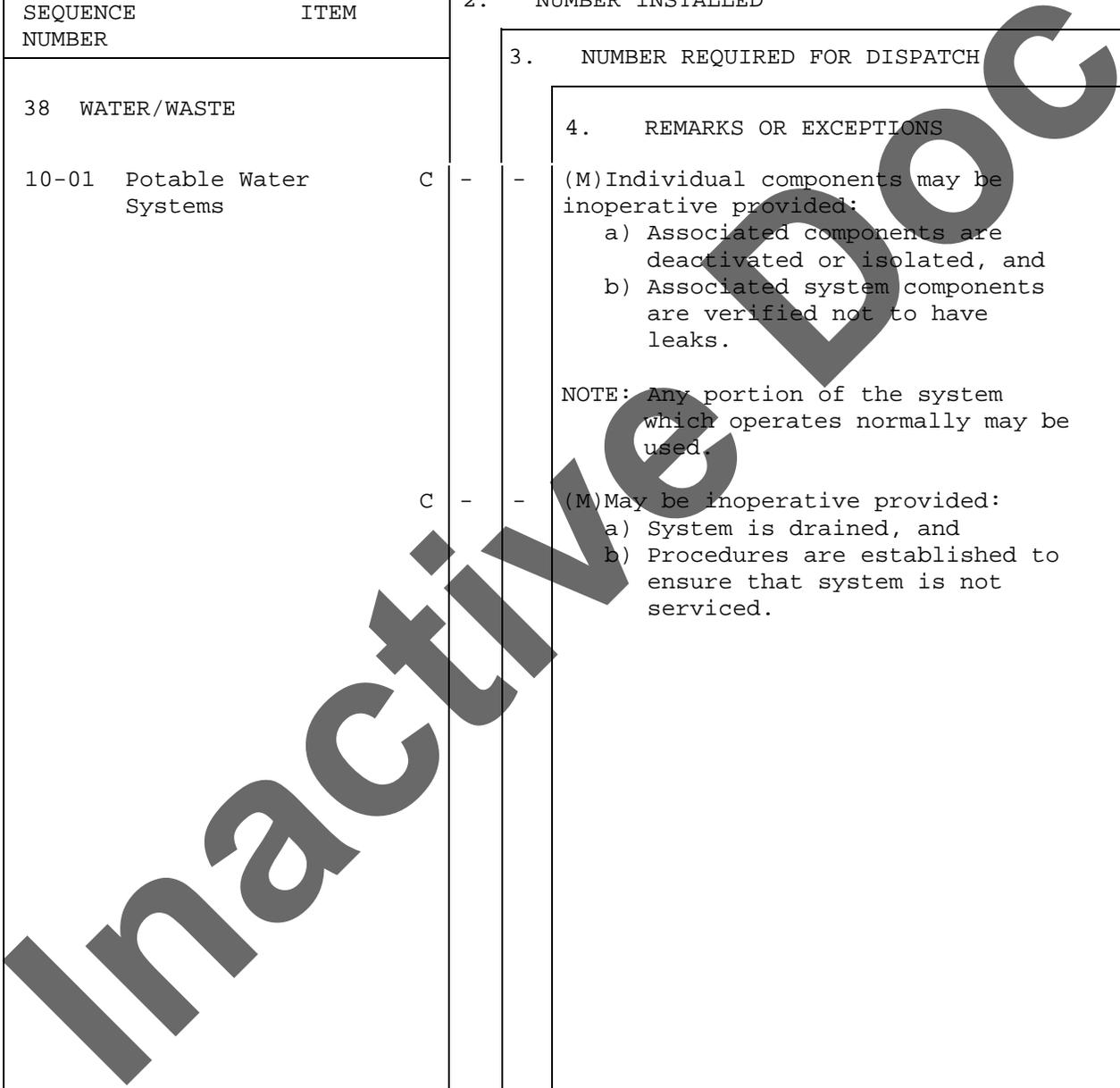
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38	WATER/WASTE				
10-01	Potable Water Systems	C	-	-	(M)Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.
		C	-	-	(M)May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.



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REMARKS OR EXCEPTIONS

38 WATER/WASTE

30-01 Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)

C

-

-

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

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

C

-

-

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

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

1) Vacuum Generator Systems (Toilet)

C

2

0

(M)(O)May be inoperative provided:
a) Vacuum generator is deactivated, and
b) Procedures are established and used to only allow use of the associated lavatory at or above 16000 FT MSL.

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			NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
45	CENTRAL MAINTENANCE COMPUTER				
10-01	CMC 1 Pb Sw (Without Mod. 58416)	C	1	0	
13-01	Central Maintenance Computer (CMC)				
	1) Without Mod. 58416	C	2	0	
	2) With Mod. 58416	C	1	0	
22-01	Up and Down Data Loading System Acquisition/ Interface				
	1) DATA LOADER Rotary Selector (With Mod. 40783)	C	2	0	
	2) DATA LOADING SELECTOR (DLS) (With Mod. 50021)	C	1	0	
	3) Data Loading Routing Box (DLRB) (With Mod. 50021)	C	1	0	
23-01	Multipurpose Disk Drive Unit (MDDU)	C	1	0	
31-01	Electronic Library System (ELS)	C	1	0	
41-01	Printer	C	1	0	

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46 INFORMATION SYSTEMS							
11-01	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	C	-	-			(O)May be inoperative provided alternate procedures are established and used.
	Connectivity						
	(Class 2)						
		D	-	0			May be inoperative provided procedures do not require its use.
***	3) Power Connection	C	-	-			(O)May be inoperative provided alternate procedures are established and used.
	(Class 1 & 2)						
		D	-	0			May be inoperative provided procedures do not require its use.

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46 INFORMATION SYSTEMS						
11-01	Electronic Flight Bag Systems (EFBs) (Cont'd)	***				
***	4) Mounting Device (Class 2)	C	-	0	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.
		D	-	0	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) Procedures do not require its use.
21-01	Air Traffic Service Unit (ATSU)	***				
***		C	1	0	0	(O)May be inoperative provided alternate procedures are established and used.
		D	1	0	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	1	
		C	2	0	0	(O)May be inoperative provided alternate procedures are developed and used.
		D	2	0	0	May be inoperative provided procedures do not require its use.

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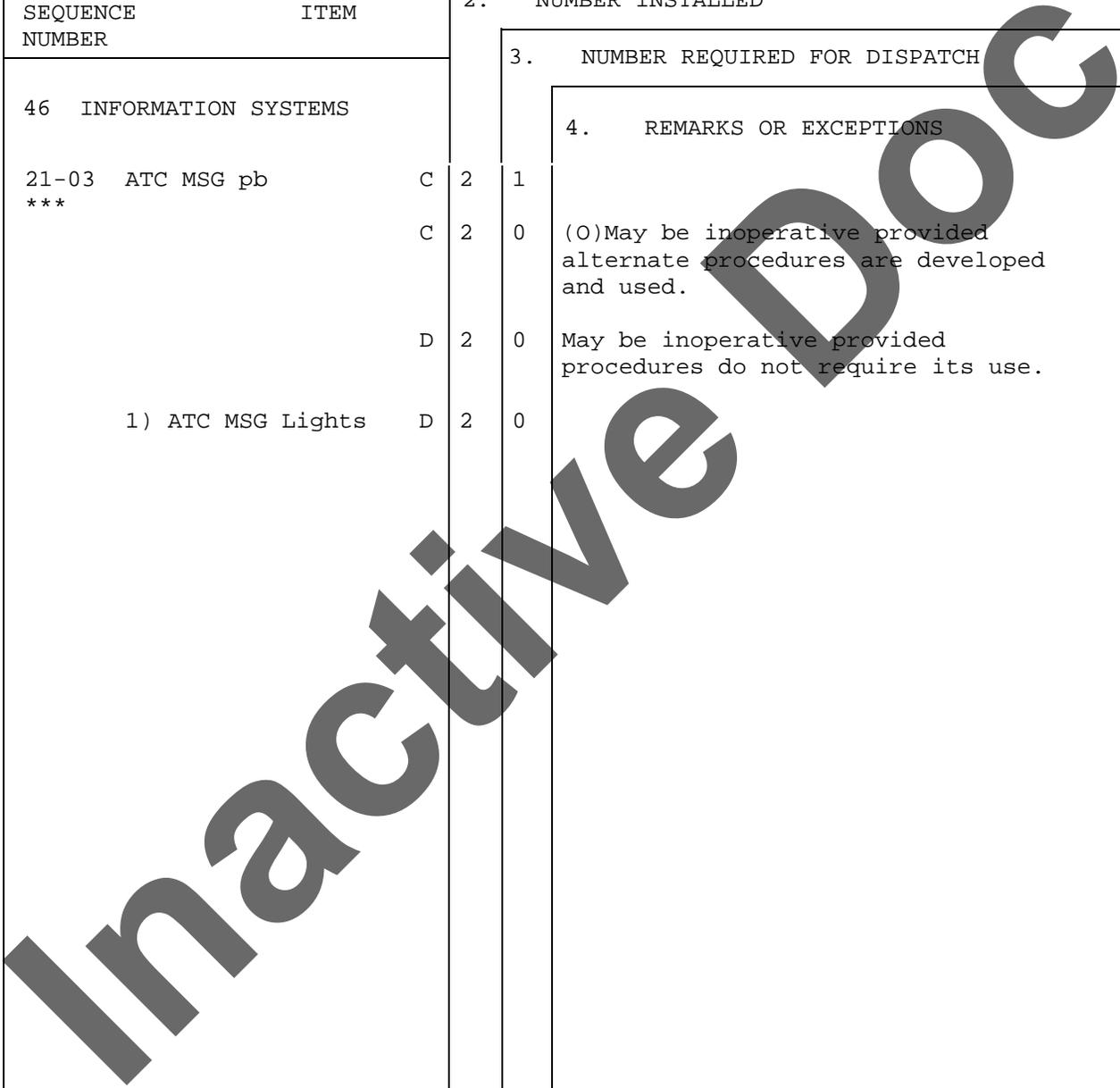
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46	INFORMATION SYSTEMS				
21-03 ***	ATC MSG pb	C	2	1	
		C	2	0	(0)May be inoperative provided alternate procedures are developed and used.
		D	2	0	May be inoperative provided procedures do not require its use.
	1) ATC MSG Lights	D	2	0	



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					4. REMARKS OR EXCEPTIONS
49	AIRBORNE AUXILIARY POWER				
11-01	APU System	C	1	0	(O)Except for ER operations beyond 120 minutes, may be inoperative provided the APU MASTER sw is set to OFF.
		C	1	0	(M)(O)Except for ER operations beyond 120 minutes, may be inoperative provided APU is deactivated or removed.
16-01	APU Air Intake Flap	C	1	0	(M)May be inoperative in open position.
		C	1	0	May be inoperative provided APU is not used.
30-01	APU AFT Fuel Pump	C	1	0	May be inoperative provided: a) The forward APU pump operates normally, and b) APU is not used in flight above FL 255.
		C	1	0	May be inoperative provided APU is not used.
30-02	APU Isol Valve	C	1	0	(M)May be inoperative closed provided APU is not used.
30-03	APU LP Valve	C	1	0	(M)May be inoperative closed provided APU is not used.
60-01	MASTER SW Pb Sw				
	1) FAULT Light	C	1	0	May be inoperative provided N and EGT indications are available on ECAM APU page.
	2) ON/R Light	C	1	0	

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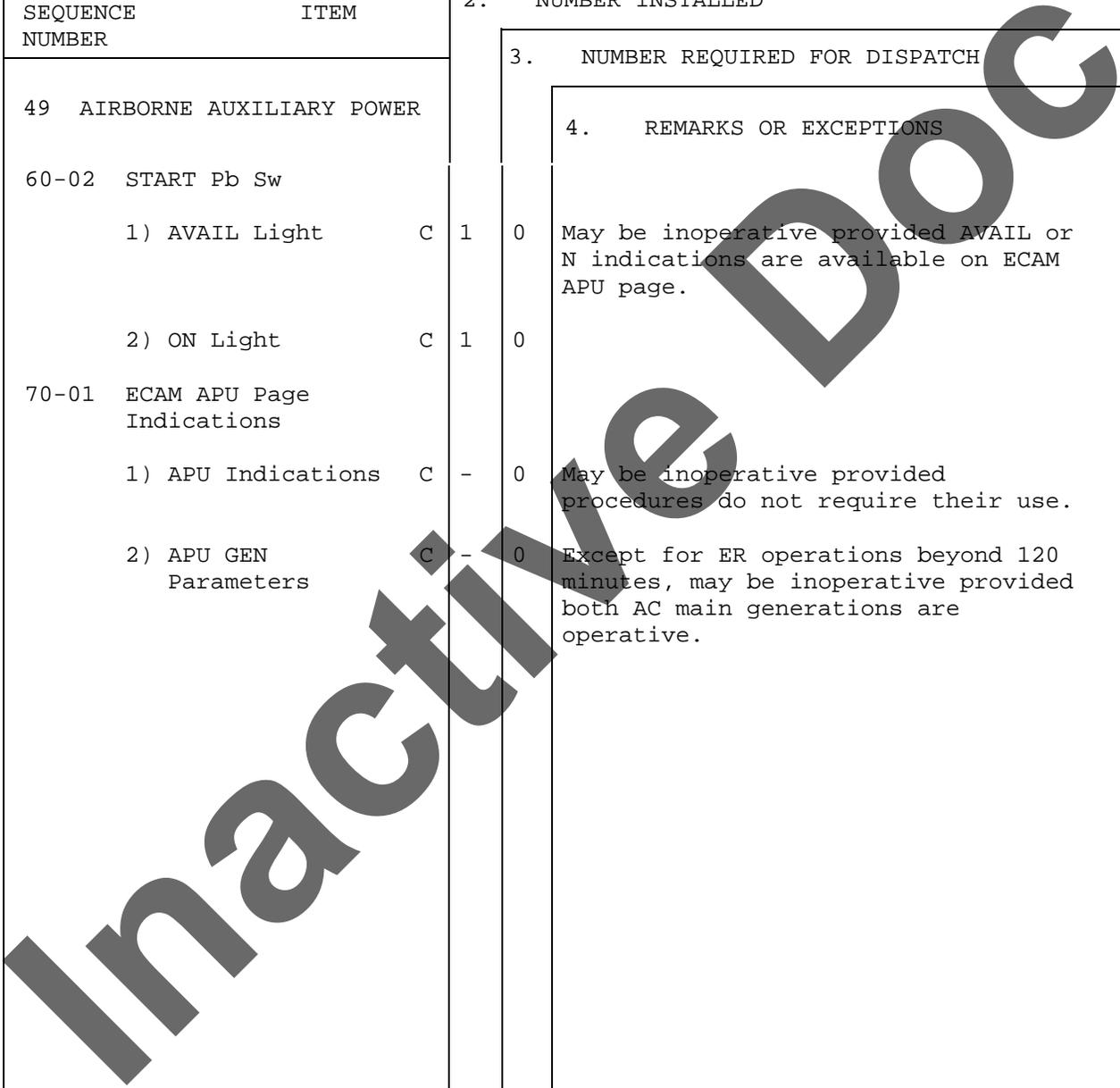
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49	AIRBORNE AUXILIARY POWER					
60-02	START Pb Sw					
	1) AVAIL Light	C	1	0		May be inoperative provided AVAIL or N indications are available on ECAM APU page.
	2) ON Light	C	1	0		
70-01	ECAM APU Page Indications					
	1) APU Indications	C	-	0		May be inoperative provided procedures do not require their use.
	2) APU GEN Parameters	C	-	0		Except for ER operations beyond 120 minutes, may be inoperative provided both AC main generations are operative.



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52 DOORS		3. NUMBER REQUIRED FOR DISPATCH		
10-01 Main Entry Door/Slides	A - -	4. REMARKS OR EXCEPTIONS		
		<p>(M)(O)One may be inoperative or one slide missing, provided:</p> <ul style="list-style-type: none"> a) All other main entry doors are fully operational, b) Affected door is not used for passenger loading, c) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door, d) Emergency exit signs and floor proximity lights associated with the inoperative exit must be covered to obscure the signs and lights, e) Passengers must be briefed not to use the affected door, f) All passenger seats halfway to the next exit in each direction from the inoperative door, across the entire width of the airplane, shall be blocked-off with conspicuous tapes or ropes that contrast with the interior prior to loading passengers. Only the seats in these areas shall be blocked; main passenger aisles, cross aisles, and exit areas must not be blocked. <p>(For an inoperative forward door/slide, the blocked seating area shall extend from the forward cabin end, rearward to a line halfway between the inoperative forward door and the next set of doors aft of the inoperative one.</p>		

(Continued)

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ITEM

1.

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

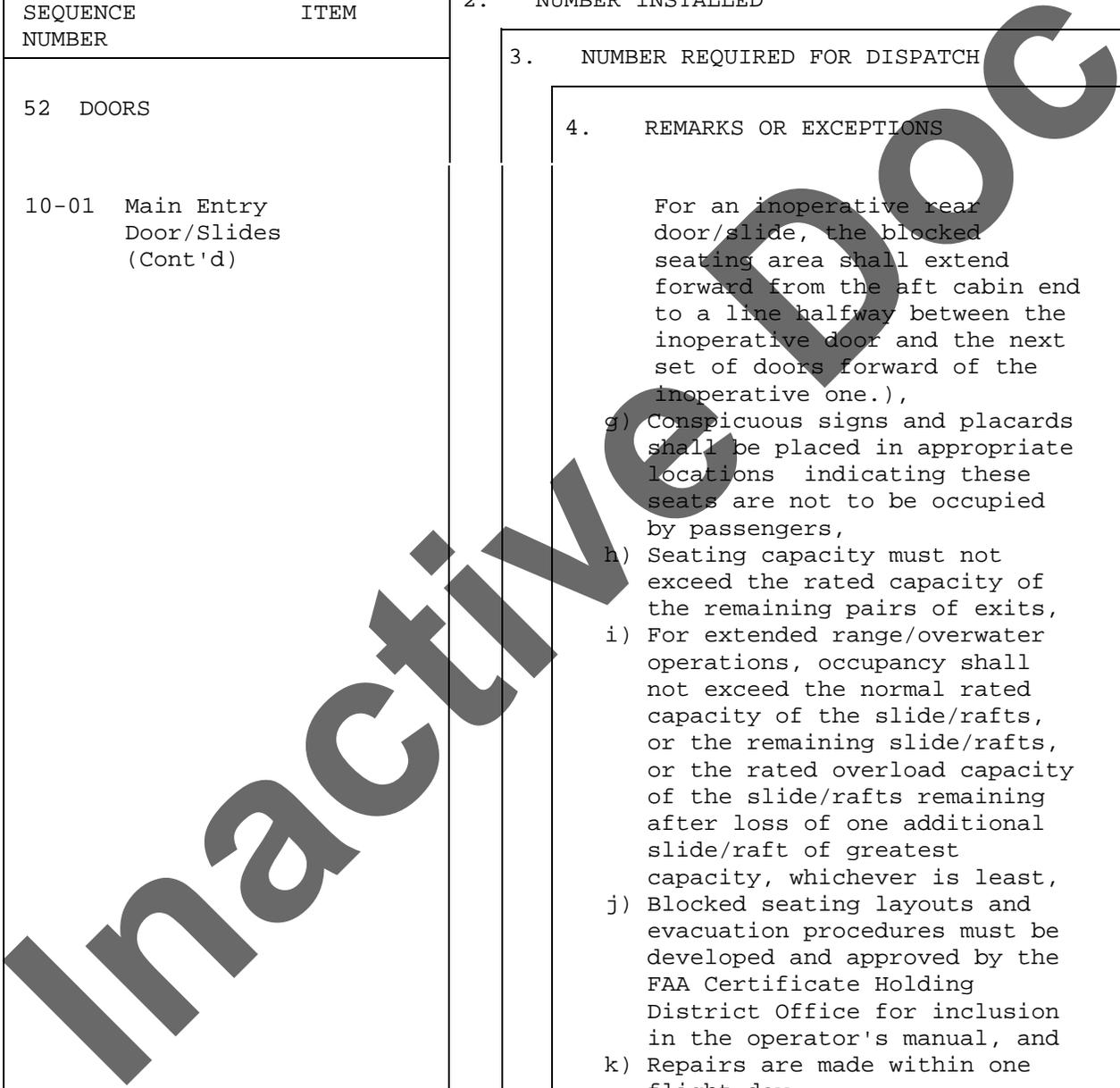
52 DOORS

10-01 Main Entry Door/Slides (Cont'd)

For an inoperative rear door/slide, the blocked seating area shall extend forward from the aft cabin end to a line halfway between the inoperative door and the next set of doors forward of the inoperative one.),

- g) Conspicuous signs and placards shall be placed in appropriate locations indicating these seats are not to be occupied by passengers,
- h) Seating capacity must not exceed the rated capacity of the remaining pairs of exits,
- i) For extended range/overwater operations, occupancy shall not exceed the normal rated capacity of the slide/rafts, or the remaining slide/rafts, or the rated overload capacity of the slide/rafts remaining after loss of one additional slide/raft of greatest capacity, whichever is least,
- j) Blocked seating layouts and evacuation procedures must be developed and approved by the FAA Certificate Holding District Office for inclusion in the operator's manual, and
- k) Repairs are made within one flight day.

(Continued)



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			3.	NUMBER REQUIRED FOR DISPATCH
52 DOORS			4. REMARKS OR EXCEPTIONS	
10-01	Main Entry Door/Slides (Cont'd)		NOTE 1: Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed.	
			NOTE 2: Cabin attendants may be stationed in the vicinity of each door within blocked areas.	
10-03	Passenger Exit Stop Fitting	C	-	- One per exit may be inoperative provided airplane remains unpressurized.
		A	-	(M)One per exit may be inoperative provided:
				a) There is no visible damage on other stop fittings for affected door,
				b) Stop fittings at beams 1, 2, 7, and 8 on both No. 1 doors operate normally, and
				c) Repairs are made within 10 flights.
10-04	Door Damper and Emergency Operation			
	1) Damper Function	C	8	0
	2) Emergency Opening Function	A	8	7
				One may be inoperative provided:
				a) Affected exit is considered inoperative, and
				b) Repairs are made within one flight day.
10-05	Door Bottle Pressure Indication			Deleted, Rev. 9. (See item 23-73-02 6) for relief)

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			NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
52 DOORS					
10-06	Passenger Door Stay Mechanism	A	8	7	One may be inoperative provided: a) Affected exit is considered inoperative, and b) Repairs are made within one flight day.
10-07	Passenger Door Spring Rod Assembly	C	8	0	(M)May be inoperative provided affected spring rod assembly is removed.
30-01	Cargo Doors	C	-	0	May be inoperative in closed and locked position provided they are indicated locked on ECAM DOOR/OXY page.
30-02	Cargo Door Actuators	C	-	0	(M)May be inoperative provided: a) Integrity of yellow hydraulic system is not affected, and b) Affected door is manually closed and locked.
30-03	Cargo Door Latching Hooks, Spools and Bolts	C	-	-	(M)One latching hook, spool, or bolt per door may be inoperative provided: a) Remainder are normal, and b) Airplane remains unpressurized.
30-04	Cargo Door Hinge Arm or Hinge Bolts	C	-	-	(M)One hinge arm or bolt per door may be inoperative provided: a) Remainder are normal, and b) Airplane remains unpressurized.
30-06	Cargo Door Electrical Control	C	-	0	May be inoperative provided the associated door can be operated using the hand pump.
		C	-	0	May be inoperative provided the associated door is not used.

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
50-01 Flight Deck Door *** Lock Solenoid					Deleted, Rev. 12.
50-02 Cockpit Door Locking System (Automatic System) (Mod. 50014) FAR 25.795 Compliant	A	1	0		(M)(O)May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt, and d) Repairs are made within two flight days.
1) Cockpit Door Toggle Switch					
a) UNLOCK Function	B	1	0		(O)May be inoperative provided: a) LOCK and NORM functions are verified to operate normally, and b) Alternate procedures are established and used.
b) LOCK Function	B	1	0		(M)(O)May be inoperative provided: a) Keypad is deactivated, b) UNLOCK and NORM functions are verified to operate normally, and c) Alternate procedures are established and used.
2) OPEN Light	B	1	0		(O)May be inoperative provided: a) Door buzzer is considered inoperative and b) Alternate procedures are established and used.
					(Continued)

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	3.	4. REMARKS OR EXCEPTIONS
52	DOORS			
50-02	Cockpit Door Locking System (Mod. 50014) FAR 25.795 Compliant (Cont'd)			
3)	FAULT Light	C 1	0	(O)May be inoperative provided: a) NORM and LOCK functions are verified to operate normally, b) Control Unit LED's operate normally, and c) Alternate procedures are established and used.
4)	Buzzer	C 1	0	(M)(O)May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.
5)	Keypad	C 1	0	(M)(O)May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.
a)	Green and Red LEDs	C 2	0	(O)May be inoperative provided alternate procedures are established and used.
6)	Pressure Rate Sensors	C 2	1	
		A 2	0	May be inoperative provided repairs are made within two flight days.
(Continued)				

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS				
50-02	Cockpit Door Locking System (Mod. 50014) FAR 25.795 Compliant (Cont'd)				
7)	Door Release Strikes (Catch Spring, Solenoid, Bolt)	C	3	2	(M)One may be inoperative provided associated door release strike is removed.
					NOTE: Application of the maintenance procedure is only necessary when the inoperative door release strike is failed in locked position.
8)	Control Unit LED's	C	5	0	(O)May be inoperative provided associated FAULT light is verified to operate normally.
50-03 ***	Cockpit Door Secondary Locking System (Dead Bolt) (Mod. 52586) FAR 25.795 Compliant	C	1	0	
70-01	DOOR Indications on ECAM DOOR/OXY Page	C	-	0	(M)(O)May be inoperative provided visual verification is made before each departure that affected doors are closed and locked.
					NOTE: If the PSCU or at least one proximity switch is the cause of a door caution, aircraft will not pressurize.

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS				
71-01	Door and Escape Slide Control System				
	1) Proximity Switch Control Unit (PSCU)	C	1	0	(M)(O)May be inoperative provided: a) A visual verification is made before each departure that affected doors are closed and locked, and b) Airplane remains unpressurized.
	2) Proximity Switch				
	a) Passenger Doors, Forward, Aft, and Bulk	C	-	0	One or more may be inoperative provided the PSCU is considered inoperative.
	Cargo Doors (Without Mod. 56338)	B	-	-	(M)One may be inoperative for pressurized flight provided: a) Associated door locking mechanisms are verified to operate normally, b) The dummy proximity switch is connected to the PSCU in place of the inoperative proximity switch, and c) A visual verification is made before each departure that affected doors are closed and locked.
					Note: If affected door is reopened, the complete maintenance procedure must be repeated.
					(Continued)

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4. REMARKS OR EXCEPTIONS

52 DOORS

71-01 Door and Escape Slide Control System (Cont'd)

2) Proximity Switch (Cont'd)

b) Passenger Doors (No. 1, 2 and 4), Forward, Aft, and Bulk Cargo Doors (With Mod. 56338)

C

-

0

One or more may be inoperative provided the PSCU is considered inoperative.

B

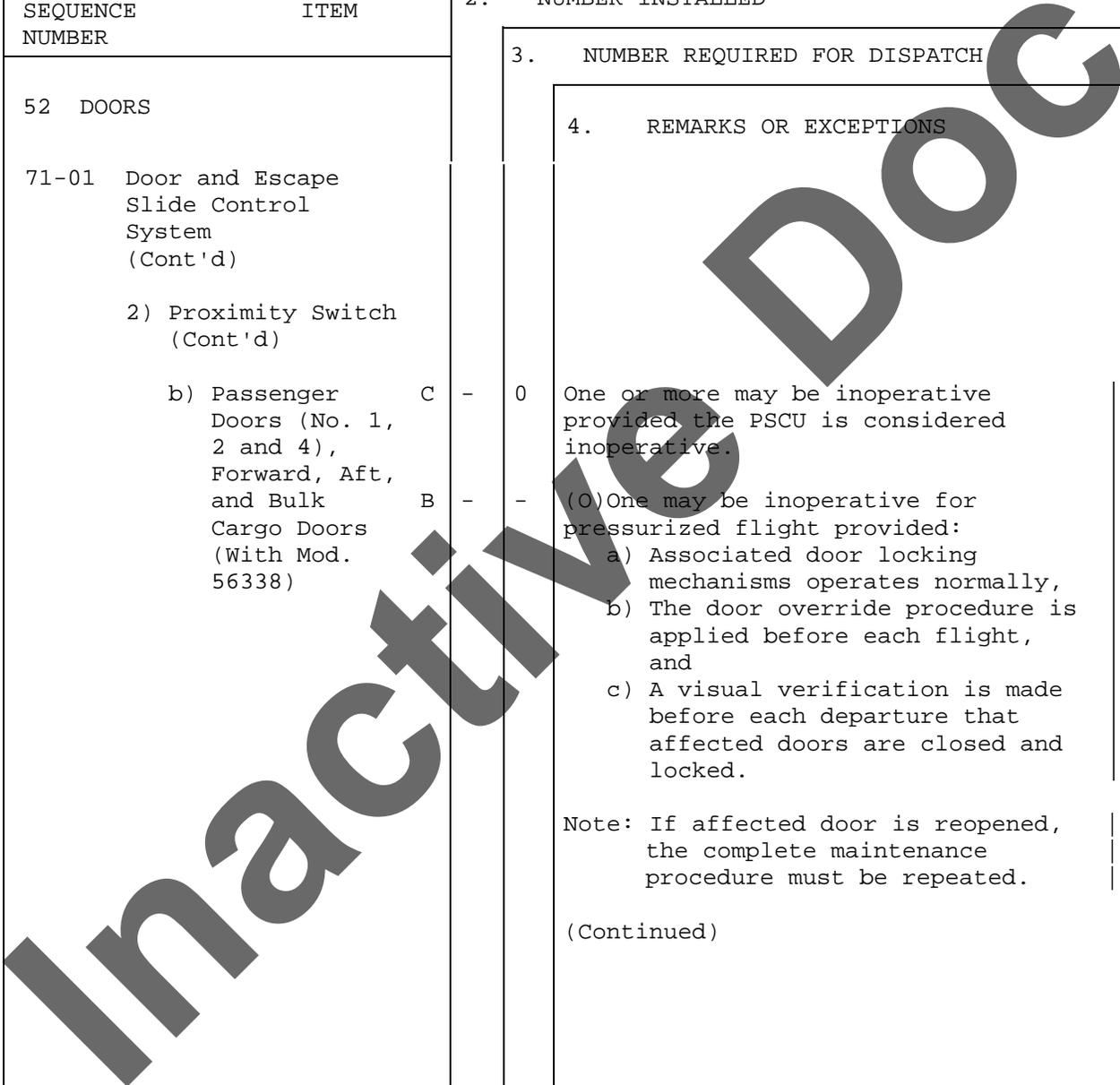
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(0)One may be inoperative for pressurized flight provided:
a) Associated door locking mechanisms operates normally,
b) The door override procedure is applied before each flight, and
c) A visual verification is made before each departure that affected doors are closed and locked.

Note: If affected door is reopened, the complete maintenance procedure must be repeated.

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52	DOORS				
71-01	Door and Escape Slide Control System (Cont'd)				
	2) Proximity Switch (Cont'd)				
	c) Cabin Emergency Passenger Doors (No. 3), (With Mod. 56338)	C -	0		One or more may be inoperative provided the PSCU is considered inoperative.
		B 2	1		(M)One may be inoperative for pressurized flight provided: a) Associated door locking mechanisms are verified to operate normally, b) The door override procedure is applied before each flight, c) A visual verification is made before each departure that affected doors are closed and locked, and d) All other door proximity switches are operative.
					Note: If affected door is reopened, the complete maintenance procedure must be repeated.
	d) Avionics Doors	C	1	0	(M)(O)May be inoperative provided a visual verification is made before each departure that avionics door is closed and locked.
					Note: If avionics door is reopened, the complete maintenance procedure must be repeated.
					(Continued)

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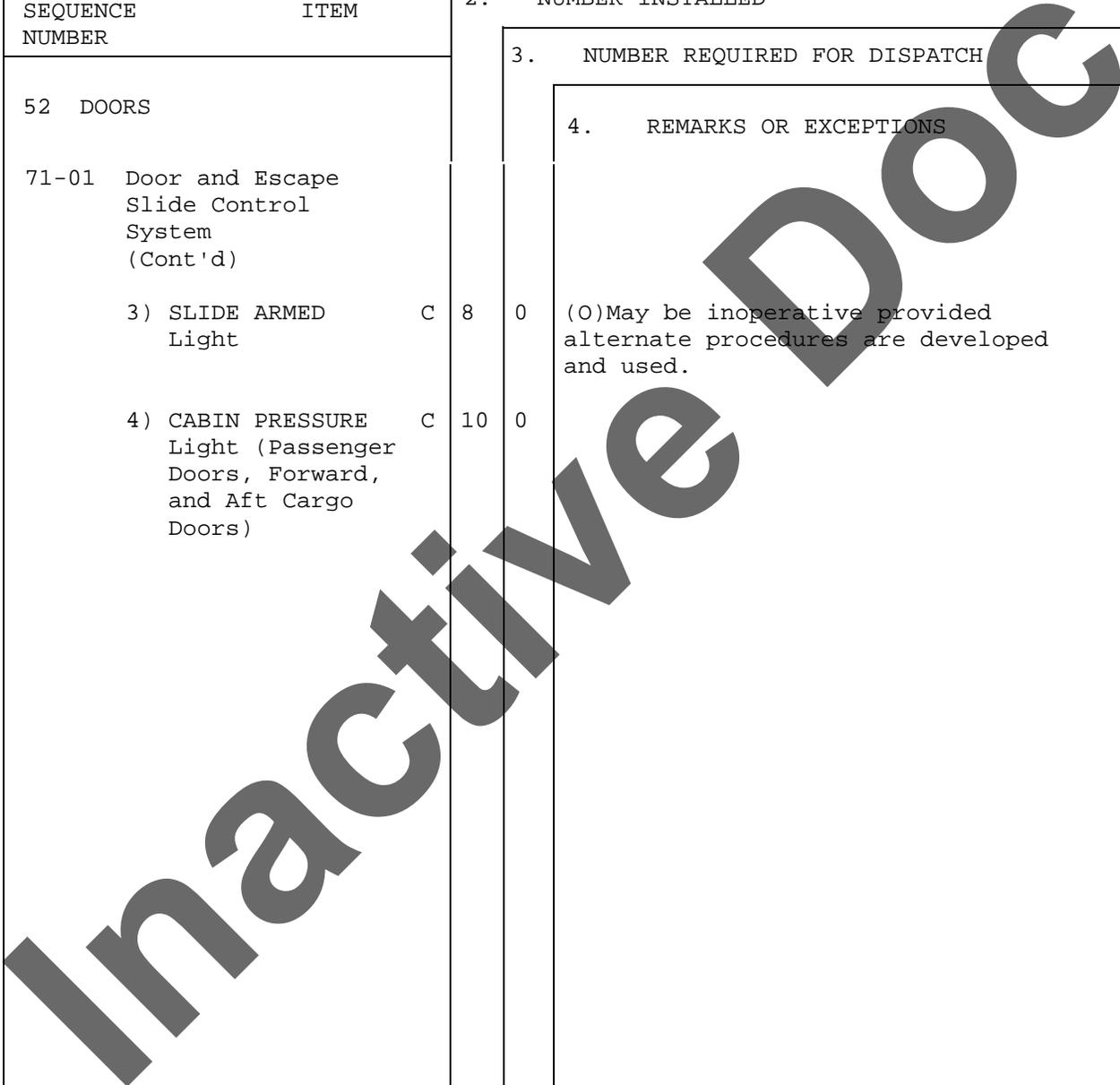
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52	DOORS				
71-01	Door and Escape Slide Control System (Cont'd)				
3)	SLIDE ARMED Light	C	8 0		(O)May be inoperative provided alternate procedures are developed and used.
4)	CABIN PRESSURE Light (Passenger Doors, Forward, and Aft Cargo Doors)	C	10 0		



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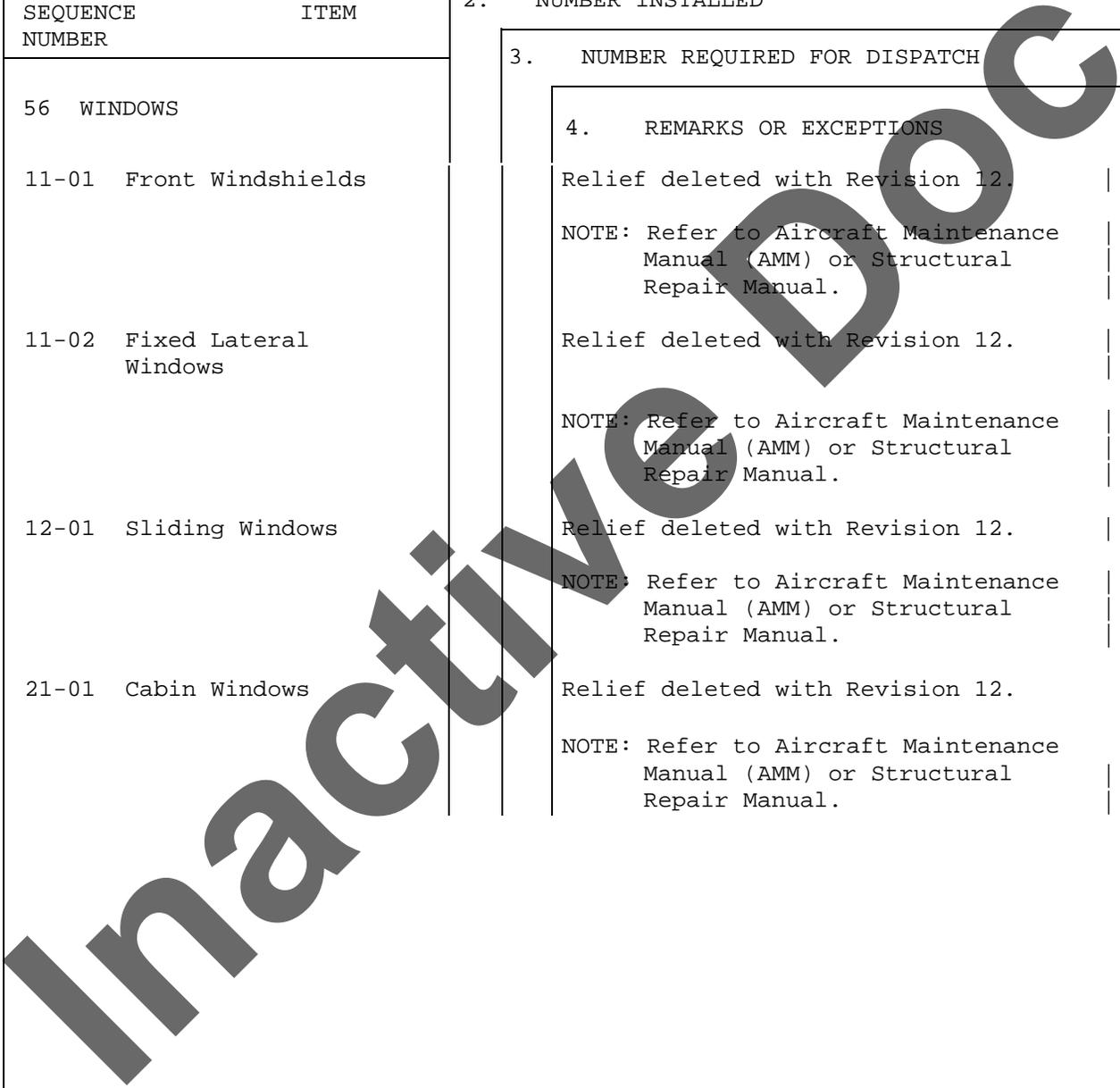
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SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
56	WINDOWS			
11-01	Front Windshields			Relief deleted with Revision 12. NOTE: Refer to Aircraft Maintenance Manual (AMM) or Structural Repair Manual.
11-02	Fixed Lateral Windows			Relief deleted with Revision 12. NOTE: Refer to Aircraft Maintenance Manual (AMM) or Structural Repair Manual.
12-01	Sliding Windows			Relief deleted with Revision 12. NOTE: Refer to Aircraft Maintenance Manual (AMM) or Structural Repair Manual.
21-01	Cabin Windows			Relief deleted with Revision 12. NOTE: Refer to Aircraft Maintenance Manual (AMM) or Structural Repair Manual.



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56 WINDOWS

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.	
		NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	
					REMARKS OR EXCEPTIONS	
73	ENGINE FUEL & CONTROL					
20-01	Flex Take Off Mode	C	2	0	May be inoperative provided takeoff is performed in TOGA or derated mode.	
20-02	Minimum Idle on Ground	C	2	0	(O)May be inoperative provided AFM performance penalties are applied.	
20-03 ***	Derated Takeoff Mode	D	2	0	May be inoperative provided takeoff is performed in TOGA or FLX mode.	
20-04 ***	Engine Thrust Bump (GE Engines)	D	2	0	May be inoperative provided benefit of bump is not taken into account for determination of takeoff performance	
21-01	Items Affecting the Aircraft Fuel Consumption (PW 4000 Engine Series)	C	-	-	One or more items affecting the aircraft fuel consumption (signaled by ENG INCREASED FUEL BURN caution on ECAM E/WD) may be inoperative on one or both engines provided fuel consumption increase of 2 per cent is applied.	
25-01	FADEC					
	1) Engine Short Time Limited Dispatch Items	A	-	-	Dispatch is allowed with engine short time limited faults present on one engine (signaled by ENG 1(2) MINOR FAULT caution on ECAM E/WD) provided repairs are made in a period of time not exceeding 300 flight hours, or 20 consecutive calendar days whichever occurs first.	
	2) FADEC Channel A (PW 4000 Series Engines)	A	2	1	Except for ER operations, one may be inoperative provided repairs are made within 10 calendar days.	
(Continued)						

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73 ENGINE FUEL & CONTROL

25-01 FADEC
(Cont'd)

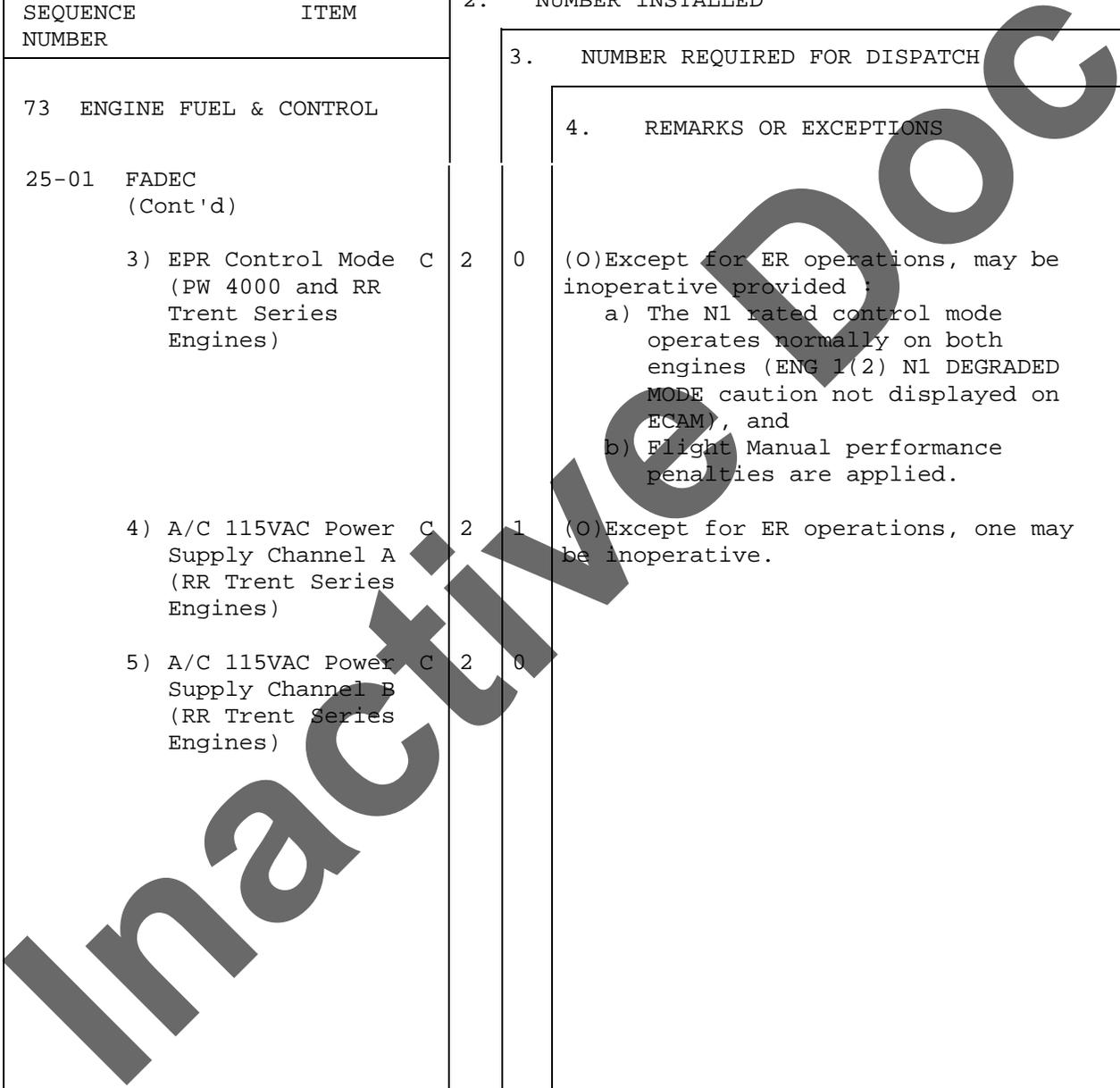
3) EPR Control Mode C 2 0
(PW 4000 and RR Trent Series Engines)

(O)Except for ER operations, may be inoperative provided :
a) The N1 rated control mode operates normally on both engines (ENG 1(2) N1 DEGRADED MODE caution not displayed on ECAM), and
b) Flight Manual performance penalties are applied.

4) A/C 115VAC Power Supply Channel A (RR Trent Series Engines) C 2 1

(O)Except for ER operations, one may be inoperative.

5) A/C 115VAC Power Supply Channel B (RR Trent Series Engines) C 2 0



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73 ENGINE FUEL & CONTROL					
25-02 EIU	C	2	1		<p>(M)(O)One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated N1 and N2 vibrations are considered inoperative, b) Autothrust function is considered inoperative, c) Minimum idle on ground is considered inoperative, d) Flight crew is provided with the following statement via appropriate means (e.g. dispatch release, MEL (O) procedure, etc.): "For a landing conducted with one unavailable thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both reverse control levers when applying reverse thrust.", and e) Appropriate performance adjustments for an inoperative thrust reverser are applied. <p>NOTE: Associated thrust reverser is not available.</p>

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			4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL		
30-01	Indications on ECAM		
	1) Fuel Used Indications	C 2	1 One may be inoperative provided associated inner, outer and center (A330-200 only) tank fuel quantity indications for tanks containing usable fuel are operative.
	2) Fuel Filter Clog Indications	C 2	0
30-03	Warning and Caution on ECAM E/WD		
	1) FUEL FILTER CLOG	C 2	1 (M)(O)One may be inoperative provided associated filter is replaced once each flight day or every 15 flight hours, whichever occurs first.
	2) ENG THRUST LOSS	C 1	0 (O)May be inoperative provided takeoff performance is based on all bleed systems selected on: - Both engine bleed air supply systems, - Both air conditioning packs, - All wing anti-ice control valves, and - Both engine anti-ice valves.
	3) <u>ENG 1(2) FADEC IDENT FAULT</u> (RR TRENT Series Engines)	C 2	0 (M)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.
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73	ENGINE FUEL & CONTROL				
30-03	Warning and Caution on ECAM E/WD (Cont'd)				
4)	<u>ENG 1(2) LP SHAFT PROT LOSS</u> (RR TRENT Series Engines)	B	2	1	One may be displayed on ECAM E/WD.
5)	<u>ENG 1(2) XWIND PROT FAULT</u> (RR TRENT Series Engines)	A	2	0	(0)Dispatch is allowed provided: a) The <u>ENG 1(2) XWIND PROT FAULT</u> - <u>ENG 1(2) SLOW RESPONSE</u> caution was not displayed during previous airborne phase, and b) Repairs are made within a period of time not exceeding 300 flight hours, or 20 consecutive calendar days, whichever occurs first.

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			NUMBER INSTALLED		REMARKS OR EXCEPTIONS
			NUMBER REQUIRED FOR DISPATCH		
74 IGNITION					
11-01	Ignition Emergency Power Supply Systems (RR TRENT Series Engines)	C	2	1	(O)Except for ER operations, one may be inoperative.
31-01	Ignition Systems				
	1) System A				
	a) GE CF6-80E1 and PW 4000 Series Engines (Without Mod. 45686)	C	2	1	(O)Except for ER operations, one may be inoperative provided associated system B operates normally.
	b) PW 4000 Series Engines (With Mod. 45686)	C	2	0	(O)May be inoperative provided: a) Associated system B operates normally, and b) Associated IGN SUPPLY selector is selected ALTN before engine start.
	c) RR TRENT Series Engines	C	2	0	(O)May be inoperative provided associated system B operates normally.
	2) System B	C	2	0	(O)May be inoperative.

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74	IGNITION						
31-02	Indications on ECAM ENGINE Page						
	1) Selected Igniter						
	a) GE CF6- 80E1, C and PW 4000 Series Engines	C	4	0			(M)May be inoperative provided associated ENG 1(2) IGN A(B)(A+B) FAULT caution operates normally on ECAM E/WD.
	b) RR TRENT Series Engines	C	4	0			(M)May be inoperative provided associated ignition system is verified to operate normally.
31-03	Warning and Caution on ECAM E/WD						
	1) ENG 1(2) IGN A(B) (A+B) FAULT	C	6	3			(M)Three may be inoperative provided associated ignition system is verified to operate normally.

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				3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS OR EXCEPTIONS	
75 BLEED AIR					
24-01	HPTCC Valve (PW 4000 Series Engines)	C	2	0	(M)(O)May be inoperative in closed position.
24-02	LPTCC Valve (PW 4000 Series Engines)	C	2	0	(M)(O)May be inoperative in closed position.
25-01	Core Compartment Cooling Valve (GE CF6-80E1 Series Engines)	C	2	0	(M)May be inoperative in locked open position.
26-01	IDG Air Shutoff Valve (GE CF6- 80E1 Series Engines)	C	2	0	(M)(O)May be inoperative in locked open position.
26-02	Nacelle Core Compartment Cooling Valve (PW 4000 Series Engines)	A	2	0	(M)May be inoperative provided: a) The associated valve is deactivated in the closed position, b) The associated ENG 1(2) CTL VALVE FAULT - NAC COOL VALVE OPEN caution is no longer displayed on ECAM E/WD after maintenance action, c) The associated ENG 1(2) COOL VALVE FAULT caution is displayed on ECAM E/WD after maintenance action, and d) Repairs are made within a period of time not exceeding 20 consecutive calendar days or 300 flight hours, whichever occurs first.

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1.

2.

NUMBER INSTALLED

3.

NUMBER REQUIRED FOR DISPATCH

4.

REMARKS OR EXCEPTIONS

75 BLEED AIR

26-03 Warning and Caution
 on ECAM E/WD

1) ENG 1(2) COOL VALVE FAULT (PW
 4000 Series
 Engines)

A 2

0

May be displayed on the ECAM E/WD
 provided:

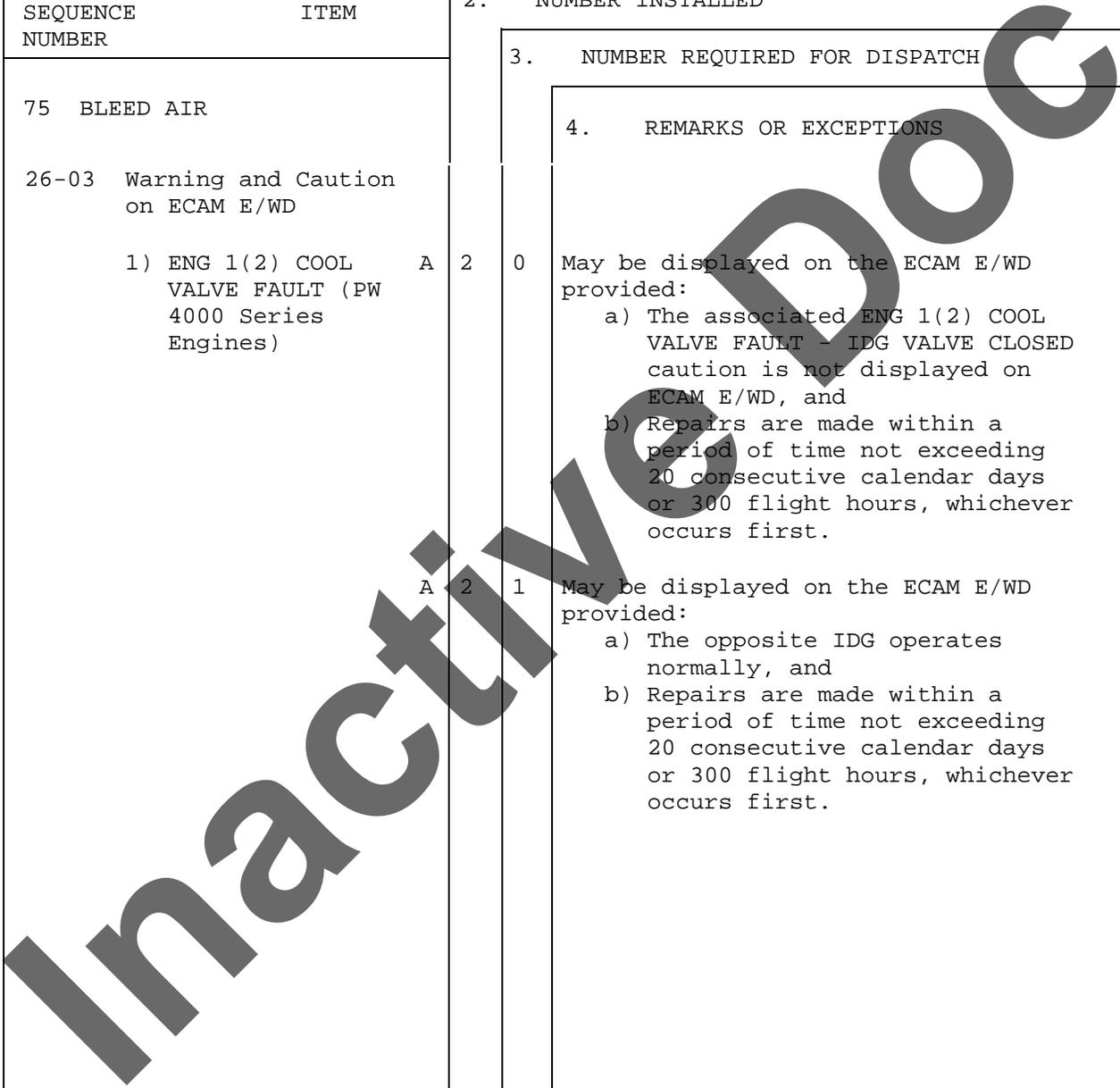
- a) The associated ENG 1(2) COOL VALVE FAULT - IDG VALVE CLOSED caution is not displayed on ECAM E/WD, and
- b) Repairs are made within a period of time not exceeding 20 consecutive calendar days or 300 flight hours, whichever occurs first.

A 2

1

May be displayed on the ECAM E/WD
 provided:

- a) The opposite IDG operates normally, and
- b) Repairs are made within a period of time not exceeding 20 consecutive calendar days or 300 flight hours, whichever occurs first.



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					NUMBER REQUIRED FOR DISPATCH	
77 ENGINE INDICATING						
00-01	ECAM Indications (E/WD)					
	1) EPR Indication (PW 4000, and RR TRENT Series Engines)	C	2	0		May be inoperative provided EPR control mode is considered inoperative on both engines.
	2) Fuel Flow Indication	A	2	1		One may be inoperative provided repairs are made within three flight days.
00-02	ECAM Indications (ENGINE Page)					
	1) Nacelle Temperature	C	2	0		
	2) N1 Vibration	C	2	1		
	3) N2 Vibration	C	2	1		
	4) N3 Vibration (RR TRENT Series Engines)	C	2	1		

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1.

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78 ENGINE EXHAUST

30-01 Thrust Reverser Systems

1) GE CF6 80E1 and RR TRENT Engines

C

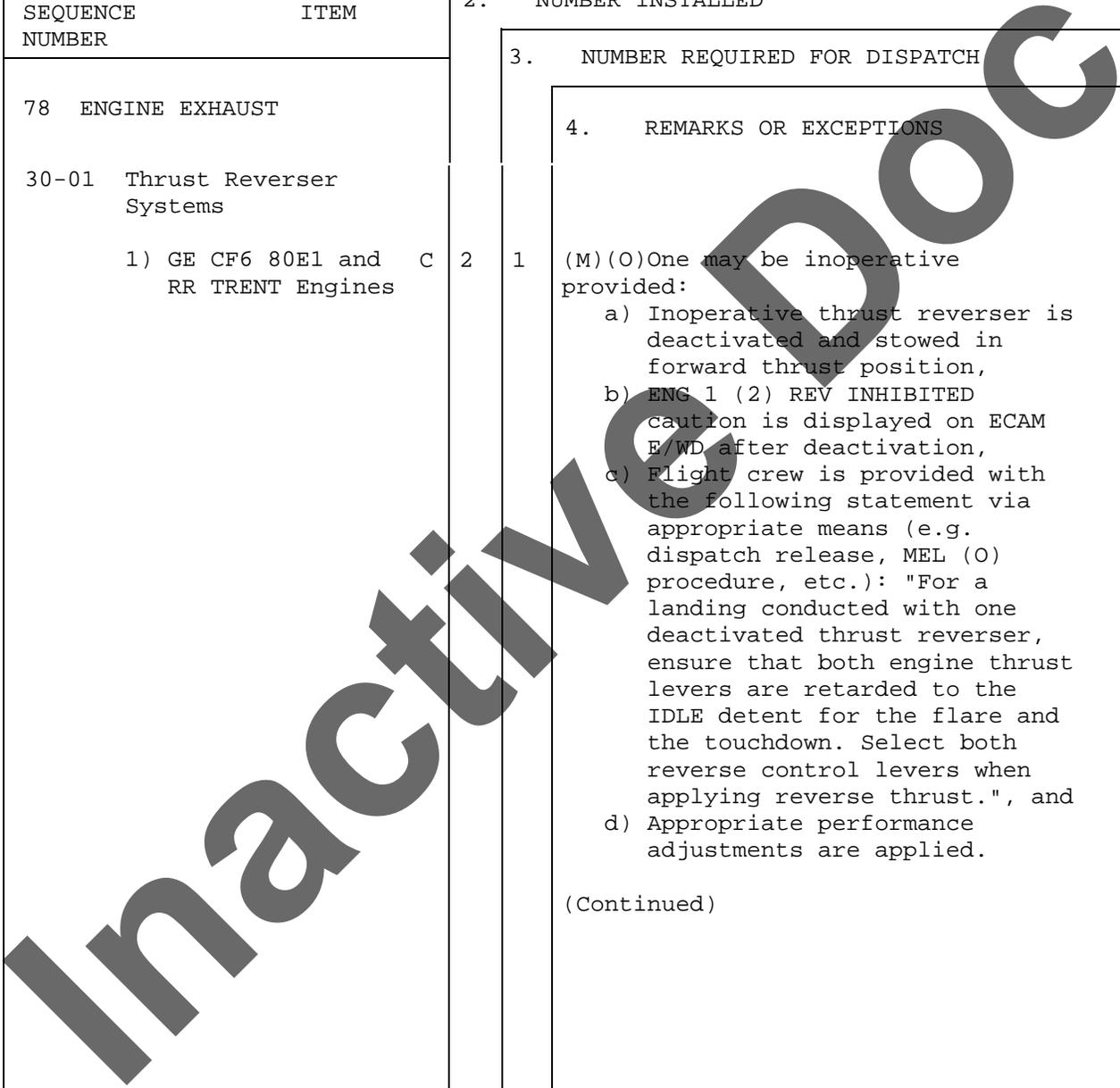
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1

(M)(O)One may be inoperative provided:

- a) Inoperative thrust reverser is deactivated and stowed in forward thrust position,
- b) ENG 1 (2) REV INHIBITED caution is displayed on ECAM E/WD after deactivation,
- c) Flight crew is provided with the following statement via appropriate means (e.g. dispatch release, MEL (O) procedure, etc.): "For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both reverse control levers when applying reverse thrust.", and
- d) Appropriate performance adjustments are applied.

(Continued)



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SYSTEM & SEQUENCE NUMBER

ITEM

1.

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

78 ENGINE EXHAUST

30-01 Thrust Reverser Systems (Cont'd)

2) PW 4000 series Engines

a) Control

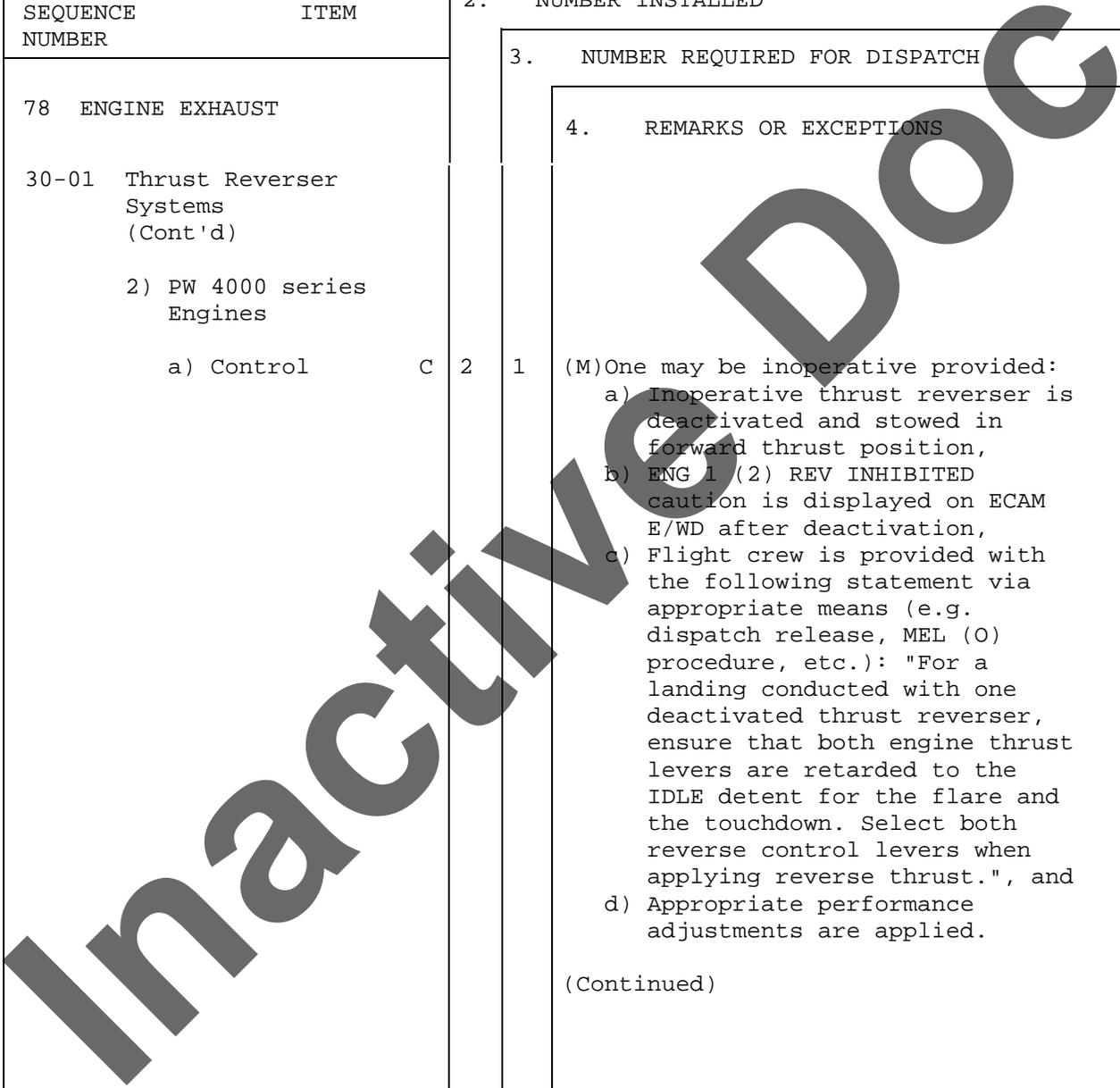
C

2

1

(M)One may be inoperative provided:
 a) Inoperative thrust reverser is deactivated and stowed in forward thrust position,
 b) ENG 1 (2) REV INHIBITED caution is displayed on ECAM E/WD after deactivation,
 c) Flight crew is provided with the following statement via appropriate means (e.g. dispatch release, MEL (O) procedure, etc.): "For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both reverse control levers when applying reverse thrust.", and
 d) Appropriate performance adjustments are applied.

(Continued)



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SYSTEM & SEQUENCE NUMBER

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2. NUMBER INSTALLED

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4. REMARKS OR EXCEPTIONS

78 ENGINE EXHAUST

30-01 Thrust Reverser Systems (Cont'd)

2) PW 4000 series Engines (Cont'd)

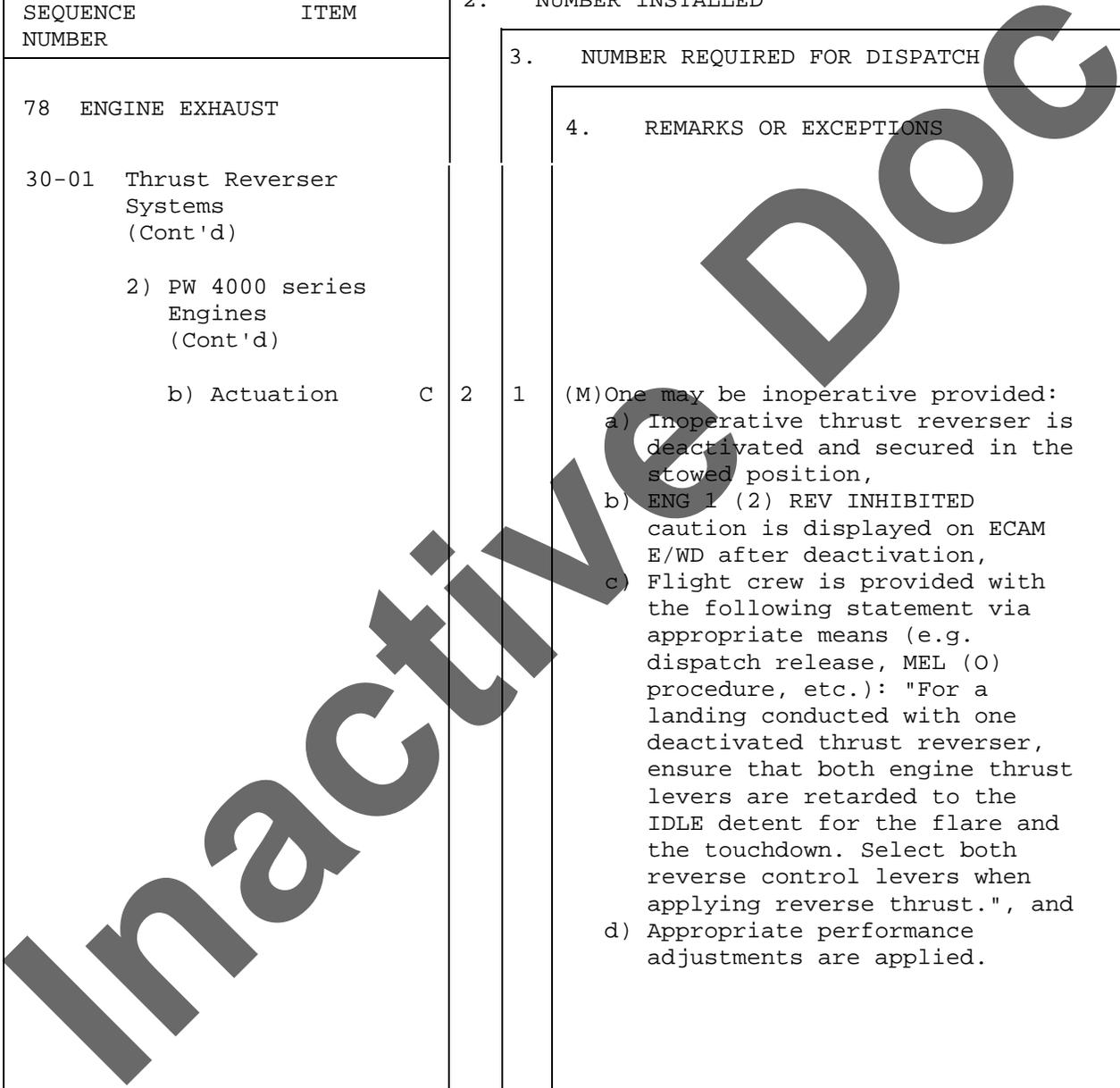
b) Actuation

C

2

1

(M)One may be inoperative provided:
 a) Inoperative thrust reverser is deactivated and secured in the stowed position,
 b) ENG 1 (2) REV INHIBITED caution is displayed on ECAM E/WD after deactivation,
 c) Flight crew is provided with the following statement via appropriate means (e.g. dispatch release, MEL (O) procedure, etc.): "For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both reverse control levers when applying reverse thrust.", and
 d) Appropriate performance adjustments are applied.



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			NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
78	ENGINE EXHAUST				
30-04	Thrust Reverser Transcowl Lock (PW 4000 Series Engines)	A	4	0	(M)May be inoperative provided: a) Associated lock is secured in open position, b) Associated ENG 1(2) REV LOCKED caution is no longer displayed on ECAM E/WD after maintenance action, c) ENG 1(2) REV MINOR FAULT caution is displayed on ECAM E/WD after maintenance action, d) Associated thrust reverser operates normally, and e) Repairs are made within a period of time not exceeding 20 consecutive calendar days or 300 flight hours, whichever occurs first.
		C	4	2	One or both may be inoperative on one engine provided associated thrust reverser is considered inoperative.
30-05	Thrust Reverser Short Time Limited Dispatch (PW 4000 Series Engines only)	A	-	-	Dispatch is allowed with thrust reverser short time limited faults present on one or both engines (signaled by ENG 1(2) REV MINOR FAULT caution on ECAM E/WD) provided repairs are made in a period of time not exceeding 300 flight hours, or 20 consecutive calendar days whichever occurs first.

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			NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
78	ENGINE EXHAUST				
30-06	Indications On ECAM/E/WD				
	1) REV	C	2	1	One may be inoperative provided associated thrust reverser is considered inoperative.
30-07	Warning and Caution on ECAM E/WD				
	1) ENG 1(2) REV PRESSURIZED (PW 4000 Series Engines)	C	2	0	(M)(O)One or both may be displayed on the ECAM E/WD provided that before each flight: a) The caution is confirmed to be false, b) The isolation valve associated with the thrust reverser having the false caution is verified to operate normally, and c) There is no ENG 1(2) REV MINOR FAULT caution associated with the thrust reverser having a false ENG 1(2) REV PRESSURIZED caution displayed on the ECAM E/WD.

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL				
11-01	Engine Oil Tank Flapper Valves (PW 4000 Series Engines)	A	2	0	May be inoperative provided: a) Associated oil tank filler cap is securely latched after each servicing, and b) Repairs are made within 5 flights.
21-01	Air/Oil Heat Exchanger Valve (RR TRENT Series Engines)	C	2	1	(M)Except for ER operations, one may be inoperative in open position.
31-01	Oil Quantity Indication On ECAM				
1) GE CF6-80E1 and PW 4000 Series Engines	B	2	1	(M)One may be inoperative provided: a) It is verified before each departure that the oil tank is filled to the recommended maximum capacity, and b) There is no evidence of abnormal consumption or leakage.	
2) RR TRENT Series Engines	B	2	1	(M)One may be inoperative provided: a) It is verified before each departure that the oil tank is filled to the recommended maximum capacity, b) There is no evidence of abnormal consumption or leakage, and c) There is no OIL LO PR SW/EEC failure message in EIVMU ground report.	

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL				
34-01	Warning and Caution on ECAM E/WD				
	1) OIL LO PR (RR TRENT Series Engines)	C	2	0	
35-01	Indications on ECAM ENGINE Page				
	1) CLOG	C	2	0	
35-02	Warning and Caution on ECAM E/WD				
	1) OIL FILTER CLOG				
	a) GE CF6-80E1 Series Engines	C	2	1	(M)One may be inoperative provided associated filter is changed once each flight day or every 15 flight hours whichever occurs first.
	b) PW 4000, and RR TRENT Series Engines	C	2	1	(M)One may be inoperative provided: a) Associated filter is changed once each flight day or every 15 flight hours whichever occurs first, and b) Associated master chip detector is inspected before each flight and does not reveal presence of chips from engine bearings.

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80	STARTING					
11-01	Start Valve	C	2	1		(M)(O)One may be inoperative provided valve is manually closed after engine start.
11-02	ENG MAN START Control	C	2	0		
11-03	FAULT Light on ENG MASTER PANEL	C	2	0		
11-04	Indications on ECAM ENGINE Page					
1)	Start Valve Position Indication	C	2	0		(M)(O)May be inoperative provided associated start valve is verified closed after engine start.

