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

Master Minimum Equipment List (MMEL)

Revision: 5
Date: 12/18/2020

Airbus SAS
A350-900 Series, A350-1000 Series
All Models

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LOG OF REVISIONS

REV NO.	DATE
Original	05/12/2016
1	01/31/2017
2	10/04/2017
2a	11/07/2017
3	02/16/2018
4	05/01/2019
5	12/18/2020

HIGHLIGHTS OF CHANGE

The following are the Highlights of Changes for Revision 4.

ITEM NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect MMEL relief and are not indicated with change bars. These editorial corrections may be adopted in minimum equipment lists (MEL) at the operator's discretion.
21-09-01	Reinstated relief with MOD applicability.
21-09-03	Reinstated relief with MOD applicability.
21-25-01	Added dispatch condition.
21-28-14	New item.
21-50-01	Reinstated relief with MOD applicability.
21-50-02	Reinstated relief with MOD applicability.
21-50-03	Reinstated relief with MOD applicability.
21-50-04	Reinstated relief with MOD applicability.
21-50-07	Updated provisos. Reinstated relief with MOD applicability.
21-50-08	Reinstated relief with MOD applicability.
21-50-09	Item sequence number changed to 21-50-11. New item.
21-50-10	Item sequence number changed to 21-50-12. New item.
21-50-11	Item sequence number changed to 21-50-13. New item sequence number. Was previously 21-50-09. Relief reinstated for aircraft with MOD applicability.
21-50-12	Item sequence number changed to 21-50-14. New item sequence number. Was previously 21-50-10.
21-50-13	New item sequence number. Was previously 21-50-11.
21-50-14	New item sequence number. Was previously 21-50-12.

HIGHLIGHTS OF CHANGE

ITEM NO.	EXPLANATION OF CHANGE
21-58-01	Reinstated relief with MOD applicability.
21-58-02	Reinstated relief with MOD applicability.
21-58-03	Reinstated relief with MOD applicability.
21-58-04	Reinstated relief with MOD applicability.
21-58-05	Reinstated relief with MOD applicability.
21-58-06	Removed item.
21-60-02	Reinstated relief with MOD applicability.
23-51-08	Changed item title. Modified operational titles for clarity.
24-22-01	Updated 01A item. Updated 01B proviso 1). Updated 01C item.
24-22-02	Updated 02A item. Updated 02B proviso 3).
24-24-02	New item.
24-24-03	New item.
24-41-03	Updated item.
25-14-03	New item.
25-21-02	Updated in accordance with FAA MMEL Policy Letter PL-79 R9.
25-21-11	New item.
25-27-01	New item.
25-35-02	New item.
25-40-03	New item.
25-65-06	New item.
25-65-07	New item.
25-69-01	Updated in accordance with FAA MMEL Policy Letter PL-120 R3.

HIGHLIGHTS OF CHANGE

ITEM NO.	EXPLANATION OF CHANGE
26-10-02	Removed “APU fire detection loop” and added (O) Procedure designator.
26-18-02	Added dispatch condition.
27-14-04	Added (O) Procedure designator and proviso to 04B.
27-14-05	New item.
27-24-04	New item.
27-34-01	New item.
27-64-01/ 02/03/04/05	Updated items.
27-93-02	Updated MOD applicability.
27-93-03	Updated MOD applicability.
28-49-01	Updated proviso.
28-51-03	New item.
28-51-04	New item.
28-51-05	New item.
28-51-06	New item.
28-51-07	New item.
28-51-08	New item.
28-51-09	New item.
29-33-07	Reinstated relief with MOD applicability.
29-33-08	Reinstated relief with MOD applicability.
30-31-03	Added dispatch condition for MOD applicability.
30-31-05	Updated 05B repair category.

HIGHLIGHTS OF CHANGE

ITEM NO.	EXPLANATION OF CHANGE
31-08-01	New item.
31-50-01	Added dispatch condition for MOD applicability.
31-60-06	Added dispatch conditions for MOD applicability.
32-09-05	Added (O) Procedure designator.
32-09-06	Added (O) Procedure designator.
32-09-07	Added (O) Procedure designator.
32-09-08	Added (O) Procedure designator.
32-09-09	Added MOD applicability.
32-31-01	Added MOD applicability.
32-31-03	Modified item names. Added (O) Procedure designator to 03B.
32-31-04	Modified item names. Added (O) Procedure designator to 04B.
32-31-06	Added (O) Procedure designator.
32-31-07	Added (O) Procedure designator.
32-32-01	Modified item names. Added (O) Procedure designator to 01B.
32-32-02	Modified item names. Added (O) Procedure designator to 02B.
32-42-01	Added dispatch conditions for MOD applicability and updated dispatch condition titles.
32-42-02	Added dispatch conditions for MOD applicability and updated dispatch condition titles.
32-42-03	Added dispatch conditions for MOD applicability and updated dispatch condition titles.
32-42-04	Added dispatch conditions for MOD applicability and updated dispatch condition titles.
32-42-05	Updated dispatch condition operational titles.
32-42-06	Updated dispatch condition operational titles.
32-42-07	Updated dispatch condition operational titles.

HIGHLIGHTS OF CHANGE

ITEM NO.	EXPLANATION OF CHANGE
32-42-08	Updated dispatch condition operational titles.
32-42-09	Updated dispatch condition operational titles.
32-42-10	Updated dispatch condition operational titles.
32-42-11	Updated dispatch condition operational titles.
32-42-12	Updated dispatch condition operational titles.
32-43-20	New item.
32-50-02	Modified proviso language and added notes.
33-40-02	Modified item title. Added dispatch conditions for MOD applicability.
33-40-06	Added dispatch condition for MOD applicability.
33-40-07	Added dispatch condition for MOD applicability.
33-40-09	Added dispatch condition for MOD applicability.
33-50-07	Updated item proviso.
33-50-16	New item.
33-50-17	New item.
34-11-03	Added dispatch condition for MOD applicability.
34-11-04	Added dispatch condition.
34-36-01	Updated names for 01A thru 01C. Added proviso to 01C.
34-36-03	Deleted item.
34-50-01	Updated names for 01A thru 01C. Added proviso to 01C.
34-71-08	Updated 08B provisos and added dispatch condition 08C.

HIGHLIGHTS OF CHANGE

ITEM NO.	EXPLANATION OF CHANGE
36-11-01	Reinstated relief with MOD applicability.
36-11-02	Reinstated relief with MOD applicability.
36-11-03	Reinstated relief with MOD applicability.
36-11-04	Reinstated relief with MOD applicability.
36-11-05	Reinstated relief with MOD applicability.
36-11-09	Reinstated relief with MOD applicability.
36-11-10	Reinstated relief with MOD applicability.
36-11-11	Reinstated relief with MOD applicability.
36-11-12	Reinstated relief with MOD applicability. Updated dispatch condition.
36-12-02	Updated dispatch conditions operational titles.
42-09-01	Added dispatch conditions for MOD applicability.
42-11-01	Reinstated relief with MOD applicability. Updated dispatch condition.
42-11-02	Reinstated relief with MOD applicability. Updated dispatch condition.
42-11-03	Reinstated relief with MOD applicability. Updated dispatch condition.
42-11-04	Removed dispatch condition per MOD applicability.
42-11-05	Removed dispatch condition per MOD applicability.
42-11-06	Reinstated relief with MOD applicability. Updated dispatch condition.
42-11-07	Reinstated relief with MOD applicability. Updated dispatch condition.
42-11-09	Removed dispatch condition per MOD applicability.
42-11-11	Removed dispatch condition per MOD applicability.
42-11-12	Updated item and removed dispatch conditions per MOD applicability.
42-11-13	Removed dispatch condition per MOD applicability.

HIGHLIGHTS OF CHANGE

ITEM NO.	EXPLANATION OF CHANGE
42-11-14	Removed dispatch condition per MOD applicability.
42-11-16	Removed dispatch condition per MOD applicability.
42-11-18	Deleted item per MOD applicability.
42-11-19	Removed dispatch condition per MOD applicability.
42-41-01	Removed dispatch condition per MOD applicability.
42-41-03	Removed dispatch condition per MOD applicability.
42-41-05	Updated MOD references and removed dispatch condition per MOD applicability.
42-41-06	Removed dispatch condition per MOD applicability.
42-41-07	Removed dispatch condition per MOD applicability.
42-41-08	Removed dispatch condition per MOD applicability.
42-41-09	Removed dispatch condition per MOD applicability.
42-41-10	Removed dispatch condition per MOD applicability.
42-41-11	Removed dispatch condition per MOD applicability.
42-41-12	Removed dispatch condition per MOD applicability.
42-41-13	Removed dispatch condition per MOD applicability.
42-41-15	Removed dispatch condition per MOD applicability.
42-41-16	Reinstated relief with MOD applicability. Updated dispatch condition.
42-41-17	Reinstated relief with MOD applicability. Updated dispatch condition.
42-41-18	Reinstated relief with MOD applicability. Updated dispatch condition.
42-41-19	Added proviso, item reference, and note to dispatch conditions.
42-41-20	Reinstated relief with MOD applicability. Updated dispatch condition.

HIGHLIGHTS OF CHANGE

ITEM NO.	EXPLANATION OF CHANGE
42-41-21	Reinstated relief with MOD applicability. Updated dispatch condition.
42-41-26	Added proviso, item reference, and note to dispatch conditions.
42-41-27	Added dispatch conditions for MOD applicability.
44-15-02	Updated No. Installed.
47-10-01	Reinstated relief with MOD applicability. Updated dispatch condition.
49-10-01	Added dispatch condition.
50-20-02	Updated in accordance with FAA Policy Letter PL-100 R3.
52-10-06	Added (O) Procedure designator.
52-30-04	Added (O) Procedure designator.
52-30-06	Added (O) Procedure designator.
75-11-01	Added dispatch condition for MOD applicability.
75-24-01	Added dispatch condition.
75-24-02	Added dispatch condition.
75-33-01	Removed Model applicability. Add (O) Procedure designator.
77-07-02-02	Updated MOD applicability.
77-07-02-03	Updated MOD applicability.
77-07-02-04	Updated MOD applicability.
77-07-02-06	New item with MOD applicability.
78-09-03	New item with MOD applicability.
78-09-04	New item with MOD applicability.
78-30-05	Updated dispatch condition.
79-09-01	Deleted item.
79-35-01	Deleted item.

Definitions

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website.

Preamble

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Flight Standards Information Management System (FSIMS) website.

LIST OF ACRONYMS

ACRONYM	DEFINITION
A	
A/BRK	Autobrake
A/THR	Autothrust
AAP	Additional Attendant Panel
AAT	Aircraft Allocation Table
ABSELV	Alternate Brake Selector Valve
AC	Alternating Current
ACCU	Accumulator
ACFT	Aircraft
ACMS	Aircraft Condition Monitoring System
ACP	Audio Control Panel
ACS	Air Conditioning System
AD	Airworthiness Directive
ADF	Automatic Direction Finder
ADGB	Active Differential Gearbox
ADHF	Adaptive Dropped Hinge Flap
ADIRS	Air Data Inertial Reference System
ADIRU	Air Data Inertial Reference Unit
ADR	Air Data Reference
ADS	Aircraft Documentation System
ADS-B	Automatic Dependent Surveillance-Broadcast
ADS-C	Automatic Dependent Surveillance Contract
AECM	Alternate Extension Control Module
AED	Automatic Emergency Descent
AED	Automatic External Defibrillator
AEFO	All Engine Flame Out
AESS	Aircraft Environment Surveillance System
AFDX	Avionics Full Duplex Switched Ethernet
AFM	Airplane Flight Manual
AFS	Automatic Flight System
AGL	Above Ground Level
AGS	Air Generation System
AIP	Attendant Indication Panel
ALT	Altitude
ALTN	Alternate
ANF	Airport Navigation Function
AOA	Angle of Attack
AOC	Airline Operational Control
AP	Autopilot
APCH	Approach
APP	Alternate Power Pack
APPR	Approach
APU	Auxiliary Power Unit
APU GEN	Auxiliary Power Unit Generator
AR	Authorization Required
ARA	Approaching Runway Advisory
ARV	Alternate Refill Valve

LIST OF ACRONYMS

ACRONYM	DEFINITION
ASCU	Air System Control Unit
ASFC	Avionics Server Function Cabinet
ASV	Alternate Servo Valve
ATA	Air Transport Association
ATC	Air Traffic Control
ATSU	Air Traffic Service Unit
ATT	Attitude
ATQC	Airbus Temporary Quick Change
ATU	Auto Transformer Unit
AUTO	Automatic
AVNCS	Avionics
B	
B/UP	Backup
BAM	Bleed Air Monitoring
BAS	Bleed Air System
BAT	Battery
BBAND	Broadband
BCF	Brake Cooling Fan
BCL	Battery Charge Limiter
BCM	Backup Control Module
BCS	Braking Control System
BITE	Built-In Test Equipment
BKUP	Backup
BMD	Backup Motor Driver
BOMU	Bleed and Overheat Monitoring Unit
BPS	Backup Power Supply
BPT	Bogie Pitch Trimmer
BPTMS	Bogie Pitch Trimmer Monitoring System
BPTU	Brake Pedal Transmitter Unit
BRT	Bright
BSV	Brake Shuttle Valve
BTCM	Brake Temperature Control Module
BTMS	Brake Temperature Monitoring System
BTS	Brake Temperature Sensor
BTV	Brake To Vacate
C	
C/B	Circuit Breaker
C/L	Checklist
CAB	Cabin
CAM	Cabin Assignment Module
CAN	Controller Area Network
CAPT	Captain
CAT	Category
CAV	Cold Air Valve
CBMU	Circuit Breaker Monitoring Unit
CCD	Cursor Control Device

LIST OF ACRONYMS

ACRONYM	DEFINITION
CCRC	Cabin Crew Rest Compartment
CDL	Configuration Deviation List
CDLS	Cockpit Door Locking System
CDM	Coolant Distribution Module
CDS	Control and Display System
CDSS	Cockpit Door Surveillance System
CED	Cooling Effect Detector
CELLI	Ceiling Emergency LED Lights
CEV	Commercial Equipment Ventilation
CFP	Computerized Flight Plan
CG	Center of Gravity
CIDS	Cabin Intercommunication Data System
CIU	Camera Interface Unit
CKPT	Cockpit
CLS	Cargo Loading System
CMC	Central Maintenance Computer
CMS	Central Maintenance System
CMV	Concentrator and Multiplexer for Video
COM	Command
CONF	Configuration
CP	Control Panel
CPC	Cabin Pressure Controller
CPCS	Cabin Pressure Control System
CPDLC	Controller-Pilot Datalink Communication
CPIOM	Core Processing Input/Output Module
CRC	Crew Rest Compartment
CRDC	Common Remote Data Concentrator
CRFL	Cruise Flight Level
CSAS	Conditioned Service Air System
CTL	Control
CTS	Cabin/Compartment Zone Temperature Sensor
CVMS	Cabin Video Monitoring System
CVR	Cockpit Voice Recorder
D	
D-ATIS	Digital Automatic Terminal Information System
DBPV	Door Bypass Valve
DC	Direct Current
DCL	Departure Clearance
DEU	Decoder/Encoder Unit
DFDR	Digital Flight Data Recorder
DFS	Differential Flap Setting
DH	Decision Height
DLCS	Data Loading Configuration System
DME	Distance Measuring Equipment
DMU	Data Management Unit
DOLLI	Dome Emergency LED Light
DPI	Differential Pressure Indicator

LIST OF ACRONYMS

ACRONYM	DEFINITION
DSCS	Door and Slides Control System
DTS	Duct Temperature Sensor
DU	Display Unit
E	
EASA	European Aviation Safety Agency
EBAS	Engine Bleed Air System
EBHA	Electrical Backup Hydraulic Actuator
EC	European Commission
ECAM	Electronic Centralized Aircraft Monitoring
ECAS	Emergency Cockpit Alerting System
ECP	ECAM Control Panel
EDMU	Electrical Distribution Management Unit
EDP	Engine Driven Pump
EEC	Engine Electronic Controller
EENMU	Emergency Electrical Network Management Unit
EEP	ETOPS Entry Point
EFB	Electronic Flight Bag
EFCS	Electronic Flight Control System
EFIS	Electronic Flight Instrument System
EGT	Exhaust Gas Temperature
e-GDO	Electrical Ground Door Opening
EHA	Electro-Hydrostatic Actuator
EHM	Engine Health Monitoring
EIF	Engine Interface Function
ELCO SW	External Lighting Controller Software
ELMF	Electrical Load Management Function
ELS	Exterior Light System
ELT	Emergency Locator Transmitter
EM	Electronic Module
EMA	Electro-Mechanical Actuator
EMCU	Electrical Motor Control Unit
EMER	Emergency
EMK	Emergency Medical Kit
EMP	Electric Motor Pump
ENG	Engine
EPR	Engine Pressure Ratio
EPCU	External Power Control Unit
EPDC	Electrical Power Distribution Center
EPSU	Emergency Power Supply Unit
EQPT	Equipment
ERAI	Emergency Ram Air Inlet
ESBF	Electrical System BITE Function
ESS	Essential
ETACS	External and Taxiing Aid Camera System
ETOPS	Extended Range Twin Engine Aircraft Operations
EU	European Union
EXP	ETOPS eXit Point

LIST OF ACRONYMS

ACRONYM	DEFINITION
F	
F/O	First Officer
FADEC	Full Authority Digital Engine Control
FANS	Future Air Navigation System
FAP	Flight/Forward Attendant Panel
FAK	First Aid Kit
FC	Failure Condition
FCDC	Flight Control Data Concentrator
FCGS	Flight Control and Guidance System
FCOM	Flightcrew Operating Manual
FCRC	Flightcrew Rest Compartment
FCRM	Flight Control Remote Module
FCTM	Flightcrew Technique Manual
FCU	Flight Control Unit
FCV	Flow Control Valve
FD	Flight Director
FDIU	Flight Data Interface Unit
FDU	Fire Detection Unit
FDR	Flight Data Recorder
FE	Flight Envelope
FEDC	Fire Extinguisher Data Converter
FES	Fire Extinguishing System
FESRA	Fire, Explosion, and Smoke Risk Analysis
FG	Flight Guidance
FL	Flight Level
FLS	FMS Landing System
FM	Flight Management
FMA	Flight Mode Annunciator
FMB	Flow Metered Bottle
FMC	Flight Management Computer
FME	Flow Metering Equipment
FMS	Flight Management System
F/O	First Officer
FOB	Fuel on Board
FOD	Foreign Object Damage
FOHE	Fuel/Oil Heat Exchanger
FPEEPMS	Floor-Proximity Emergency-Escape Path-Marking System
F-PLN	Flight Plan
FPMS	Floor Path Marking System
FQ	Fuel Quantity
FQI	Fuel Quantity Indication
FQMS	Fuel Quantity and Management System
FSN	Fleet Serial Number
FSOV	Fire Shutoff Valve
FTIS	Fuel Tank Inerting System
FWD	Forward

LIST OF ACRONYMS

ACRONYM	DEFINITION
FWS	Flight Warning System
FZFG	Freezing Fog
G	
G/S	Glide Slope
GBCT	Ground Brake Cooling Time
GCU	Generator Control Unit
GDO	Ground Door Opening
GDOP	Ground Door Opening Panel
GEN	Generator
GFLI	Ground Fuel Level Indicator
GLA	Gust Load Alleviation
GLS	Ground Based Augmentation System (GBAS) Landing System
GNSS	Global Navigation Satellite System
GPU	Ground Power Unit
GPS	Global Positioning System
GPWS	Ground Proximity Warning System
GW	Gross Weight
GWCG	Gross Weight Center of Gravity
H	
HCF	Heading Control Function
HCU	Head-Up Combiner Unit
HERTO	High Energy Rejected Takeoff
HF	High Frequency
HI	High
HID	High Intensity Discharge
HLS	High Lift System
HMCA	Hydraulic Monitoring and Control Application
HP	High Pressure
HPTCC	High Pressure Turbine Case Cooling
HRB	High Rated Bottle
HSMU	Hydraulic System Monitoring Unit
HUD	Head-Up Display
I	
IAS	Indicated Airspeed
ICP	Integrated Control Panel
IFE	In-Flight Entertainment
IFEC	In-Flight Entertainment Center
IFR	Instrument Flight Rules
IGGS	Inert Gas Generation System
ILS	Instrument Landing System
IMA	Integrated Modular Avionics
INTMT	Intermittent
IP	Intermediate Pressure
IPTCC	Intermediate Pressure Turbine Case Cooling
IR	Inertial Reference
IRS	Inertial Reference System

LIST OF ACRONYMS

ACRONYM	DEFINITION
ISA	International Standard Atmosphere
ISDU	Inertial Sensor Display Unit
ISIS	Integrated Standby Instrument System
J	
JFGW	Jettison Final Gross Weight
K	
KCCU	Keyboard and Cursor Control Unit
L	
L/G	Landing Gear
LAF	Load Alleviation Function
LATC	Live Animal Transportation Calculation Tool
LDCC	Lower Deck Cargo Compartment
LED	Light Emitting Diode
LEDU	List of Effective Documentary Units
LF-ULB	Low Frequency – Underwater Locator Beacon
LG	Landing Gear
LGCIS	Landing Gear Control Interface System
LGERS	Landing Gear Extension and Retraction System
LGMS	Landing Gear Monitoring System
LIE	Lightening Indirect Effect
LOC	Localizer
LOM	List of Modifications
LP	Low Pressure
LPGC	Low Pressure Ground Cart
LS	Landing System
LVDT	Linear Variable Differential Transducer
LW	Landing Weight
M	
MAC	Mean Aerodynamic Chord
MAINT	Maintenance
MCA	Maintenance Central Access
MAN	Manual
MEA	Minimum Enroute Altitude
MECH	Mechanics
MEL	Minimum Equipment List
MES	Main Engine Start
MFD	Multipurpose Flight Display
MFP	Multifunction Probe
MLA	Maneuver Load Alleviation
MLG	Main Landing Gear
MLS	Microwave Landing System
MLW	Maximum Landing Weight
MM	Maintenance Message

LIST OF ACRONYMS

ACRONYM	DEFINITION
MMEL	Master Minimum Equipment List
M_{MO}	Maximum Operating Mach
MMR	Multi-Mode Receiver
MNPS	Minimum Navigation Performance Specification
MOD	Modification
MON	Monitoring
MORA	Minimum On-Route Altitude
MP	Modification Proposal
MPC	Maximum Passenger Capacity
MPZC	Maximum Permitted Zone Capacity
MSA	Minimum Safe Altitude
MTS	Mixer Temperature Sensor
N	
N_1	Engine Low Pressure Rotor Speed
N_2	Engine Intermediate Pressure Rotor Speed
N_3	Engine High Pressure Rotor Speed
N/A	Not Applicable
NAA	National Aviation Authority
NAV	Navigation
NAVAIDS	Navigation Aids
NBSELV	Normal Brake Selector Valve
NEF	Nonessential Equipment and Furnishings
ND	Navigation Display
NDU	Navigation Display Unit
NLG	Nose Landing Gear
NRV	Negative Relief Valve
NSV	Normal Servo Valve
NWS	Nose Wheel Steering
O	
OAT	Outside Air Temperature
OCL	Oceanic Clearance
OCU	Outflow Valve Control Unit
ODMS	Oil Debris Monitoring System
OEI	One Engine Inoperative
OFV	Outflow Valve
OHDC	Over Heat Detection Card
OIS	Onboard Information System
OMT	Onboard Maintenance Terminal
OPS	Operations
ORV	Overpressure Relief Valve
OSFC	Open-World Server Function Cabinet
OVRD	Override

LIST OF ACRONYMS

ACRONYM	DEFINITION
P	
P/N	Part Number
PA	Passenger Address
PAX	Passenger
pb	Push Button
pb-sw	Push Button Switch
PBE	Portable Breathing Equipment
PBSELV	Park Brake Selector Valve
PCU	Power Control Unit
PDF	Portable Document Format
PDMMF	Power Distribution Monitoring and Maintenance Function
PDS	Pack Discharge Temperature Sensor
PED	Portable Electronic Device
PERF	Performance
PF	Pilot Flying
PFCS	Primary Flight Control System
PFD	Primary Flight Display
PFDU	Primary Flight Display Unit
PFR	Post-Flight Report
PFS	Pack Flow Sensor
PFTU	Pedal Feel Trim Unit
PHC	Probes Heat Computer
PLD	Partial Lift Dumping
PLT	Pre-Land Test
PLV	Pressure Limiting Valve
PM	Pilot Monitoring
PRA	Particular Risk Analysis
PRAM	Pre-Recorded Announcement and Music Reproducer
PRIM	PRIMary Flight Control and Guidance Computer
PRSOV	Pressure Regulation and Shut Off Valve
PRV	Pressure Regulation Valve
PSU	Power Supply Unit
Q	
QNH	Sea Level Atmospheric Pressure
QRH	Quick Reference Handbook
R	
RA	Radio Altitude
RAT	Ram Air Turbine
RBCU	Remote Braking Control Unit
RCCB	Remote Control Circuit Breaker
RGAU	Rate Gyro-Accelerometer Unit
RH	Right Hand
RMP	Radio Management Panel
RNAV	Area Navigation
RNP	Required Navigation Performance
RNP-AR	Required Navigation Performance with Authorization Required

LIST OF ACRONYMS

ACRONYM	DEFINITION
ROP	Runway Overrun Protection
ROW	Runway Overrun Warning
RSVR	Reservoir
RTO	Rejected Takeoff
RTOW	Rejected Takeoff Weight
RVSM	Reduced Vertical Separation Minimum
S	
SAT	Static Air Temperature
SATCOM	Satellite Communication
SB	Service Bulletin
SCI	Secure Communication Interface
SD	System Display
SDU	System Display Unit
SEC	SECondary Flight Control Computer
SELCAL	Selective Call
SFCC	Slat/Flap Control Computer
SFD	Standby Flight Display
SID	Standard Instrument Departure
SLS	Satellite Landing System
SND	Standby Navigation Display
SOH	Summary of Highlights
SOP	Standard Operating Procedure
SPD	Speed
SPDB	Secondary Power Distribution Box
SPP	Software Pin Programing
SPU	Starter Power Unit
SSA	System Safety Assessment
SSPC	Solid State Power Contactor
STAR	Standard Terminal Arrival Route
STBY	Standby
SURV	Surveillance
SYS	System
T	
TAC	Taxiing Aid Camera
TACKV	Trim Air non-return Check Valve
TACS	Taxiing Aid Camera System
TAPRV	Trim Air Pressure Regulating Valve
TAPS	Trim Air Pressure Sensor
TAS	True Airspeed
TASOV	Trim Air Shutoff Valve
TAT	Total Air Temperature
TAV	Trim Air Valve
TAWS	Terrain Awareness and Warning System
TCAS	Traffic Alert and Collision Avoidance System
TCS	Temperature Control System
TCV	Temperature Control Valve

LIST OF ACRONYMS

ACRONYM	DEFINITION
THR	Thrust
THS	Trimmable Horizontal Stabilizer
TOC	Table of Contents
TOGA	Takeoff/Go Around
TOS	Takeoff Securing
TOW	Takeoff Weight
TPIC	Tire Pressure Indicating Computer
TPIS	Tire Pressure Indicating System
TR	Transformer Rectifier Unit
TSM	Trouble Shooting Manual
TTL	Taxi, Takeoff, and Landing
TWDC	Tank Wall Data Concentrator
U	
UCV	Unpressurized Compartment Ventilation
UERF	Uncontained Engine Rotor Failure
ULD	Unit Load Device
ULR	Ultra Long Range
UTC	Universal Coordinated Time
V	
V_1	Critical Engine Failure Speed
V_2	Takeoff Safety Speed
V/S	Vertical Speed
VAC	Voltage Alternating Current
VAPP	Approach Speed
VC	Variable Camber
VCC	Video Control Center
VCRU	Vapor Cycle Refrigeration Unit
VCS	Ventilation Control System
VD	Vertical Display
VENT	Ventilation
V_{FE}	Maximum Speed for each Flap Configuration
VFG	Variable Frequency Generator
VFR	Visual Flight Rules
VHF	Very High Frequency
VIGV	Variable Inlet Guide Vane
V_{LE}	Max Landing Gear Extended Speed
VMC	Visual Meteorological Conditions
V_{MCA}	Minimum Control Speed in Flight
VMCG	Minimum Control Speed on Ground
V_{MO}	Maximum Operating Speed
V_{MU}	Minimum Unstick Speed
VOZC	Volatile Organic Compound and Ozone Converter
VOR	VHF Omnidirectional Range
VQAR	Virtual Quick Access Recorder
V_R	Rotation Speed
V_S	Reference Stalling Speed
VTP	Vertical Tail Plane

LIST OF ACRONYMS

ACRONYM	DEFINITION
W	
W&ES	Wing and Engine Scan (lights)
W	Weight
WBBC	Weight and Balance Backup Computation
WBS	Weight and Balance System
WD	Warning Display
WDU	Warning Display Unit
WETS	Water Extractor Temperature Sensor
WIPS	Wing Ice Protection System
WRDC	Wheel Remote Data Concentrator
WTB	Wing Tip Brake
WV	Weight Variant
WX	Weather
X	
XML	Extensible Markup Language
Z	
ZFW	Zero Fuel Weight

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-01	AIR Overhead Panel					
21-01-01	PACK 1(2) pb-sw FAULT light					
21-01-01A		C	2	0	One or both may be inoperative.	
21-01-02	PACK 1(2) pb-sw OFF light					
21-01-02A		C	2	0	One or both may be inoperative.	
21-01-03	RAM AIR pb-sw ON light					
21-01-03A		C	1	0	May be inoperative.	
21-01-04	HOT AIR 1(2) pb-sw FAULT light					
21-01-04A		C	2	0	One or both may be inoperative.	
21-01-05	HOT AIR 1(2) pb-sw OFF light					
21-01-05A		C	2	0	One or both may be inoperative.	
21-01-06	CKPT HI VENT pb-sw ON light				Deleted, Revision 2.	
21-01-07	WINDSHIELD DEFOG pb-sw ON light					
21-01-07A		C	1	0	May be inoperative.	
21-01-31	AIR FLOW selector					
21-01-31A		C	1	0	(O) May be inoperative.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-02	CABIN PRESS Overhead Panel					
21-02-01	CABIN ALT MODE pb-sw MAN light					
21-02-01A		C	1	0	(O) May be inoperative.	
21-02-02	CABIN V/S MODE pb-sw MAN light					
21-02-02A		C	1	0	(O) May be inoperative.	
21-02-03	DITCHING pb-sw ON light					
21-02-03A		C	1	0	(O) May be inoperative.	
21-03	CARGO AIR COND Overhead Panel					
21-03-01	BULK HEATER pb-sw FAULT light					
21-03-01A		C	1	0	May be inoperative.	
21-03-02	BULK HEATER pb-sw OFF light					
21-03-02A		C	1	0	May be inoperative.	
21-03-03	BULK ISOL VALVES pb-sw FAULT light					
21-03-03A		C	1	0	May be inoperative.	
21-03-04	BULK ISOL VALVES pb-sw OFF light					
21-03-04A		C	1	0	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-03	CARGO AIR COND Overhead Panel					
21-03-05 ***	FWD ISOL VALVES pb-sw FAULT light (Aircraft with MP L41091/ MOD 100333)					
21-03-05A		C	1	0	May be inoperative.	
21-03-06 ***	FWD ISOL VALVES pb-sw OFF light (Aircraft with MP L41091/ MOD 100333)					
21-03-06A		C	1	0	May be inoperative.	
21-03-07 ***	AFT ISOL VALVES pb-sw FAULT light (Aircraft with MP L41093/ MOD 100335)					
21-03-07A		C	1	0	May be inoperative.	
21-03-08 ***	AFT ISOL VALVES pb-sw OFF light (Aircraft with MP L41093/ MOD 100335)					
21-03-08A		C	1	0	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-04	VENT Overhead Panel					
21-04-01	COOLG pb-sw FAULT light					
21-04-01A		D	1	0	May be inoperative.	
21-04-02	COOLG pb-sw OFF light					
21-04-02A		D	1	0	May be inoperative.	
21-04-03	CAB FANS pb-sw OFF light					
21-04-03A		C	1	0	May be inoperative.	
21-04-04	AVNCS EXTRACT pb-sw FAULT light					
21-04-04A		C	1	0	May be inoperative.	
21-04-05	AVNCS EXTRACT pb-sw OVRD light					
21-04-05A		C	1	0	May be inoperative.	
21-05	AIR MAINTENANCE Overhead Panel					
21-05-01 ***	GND COOLG AVNCS pb-sw OFF light (Aircraft with MP L41095/ MOD 100336)					
21-05-01A		D	1	0	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-07	Indications on SD pages					
21-07-01	Indications on the BLEED SD page					
21-07-01-01	Pack Temperature Monitoring on the BLEED SD page					
21-07-01-01A		C	4	0	One or more may be inoperative.	
21-07-01-02	Pack Valve Position Monitoring on the BLEED SD page					
21-07-01-02A		C	2	0	(O) One or both may be inoperative provided that the closure function of both associated pack valves is checked operative on the BLEED SD page.	
21-07-03	Indications on the COND SD page					
21-07-03-01	Hot Air Valve Position Monitoring on the COND SD page					
21-07-03-01A		C	2	0	(O) One or both may be inoperative provided that the closure function of both associated pack valves is checked operative on the BLEED SD page.	
21-07-03-02	Cockpit Temperature Monitoring on the COND SD page					
21-07-03-02A		D	1	0	(O) May be inoperative.	
21-07-03-03	Cabin Zone Temperature Monitoring on the COND SD page					
21-07-03-03A		D	-	0	(O) One or more may be inoperative.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-09	Dispatch Messages					
21-09-01	AIR OVHT ON FUEL INERTING 1(2) Message (Aircraft with MP L44215/ MOD 114075)					|
21-09-01A		A	-	-	(M) One or both may be displayed on the DISPATCH page for 10 flight-days provided that: 1) The associated fuel inerting inlet valve is deactivated in the closed position, and 2) For the affected fuel inerting system, the AIR OVHT ON FUEL INERTING 1(2) alert is not displayed on the WD after deactivation.	|
21-09-02	AIR PACK 1(2) REGUL DEGRADED Message					
21-09-02A		C	-	-	One or both may be displayed on the <u>DISPATCH</u> page.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-09	Dispatch Messages					
21-09-03	AIR PRESS LO ON FUEL INERTING 1(2) Message (Aircraft with MP L44215/ MOD 114075)					|
21-09-03A		A	-	-	(M)(O) One or both may be displayed on the DISPATCH page for 10 flight-days provided that: 1) The associated fuel inerting inlet valve is deactivated in the closed position, and 2) None of the following dispatch messages are present for the associated fuel inerting system: - AIR TEMP CTL VLV ON FUEL INERTING 1(2), and - AIR TURB VLV ON FUEL INERTING 1(2).	|
21-09-04	CAB PRESS ABNORMAL LEAKAGE Message					
21-09-04A		C	-	-	May be displayed on the DISPATCH page.	
21-09-05	CAB PRESS MAN CTL DEGRADED Message					
21-09-05A		D	-	-	May be displayed on the DISPATCH page.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-20	Distribution					
21-20-01	Fan Automatic Shutoff Control					
21-20-01A		A	-	0	One or more may be inoperative for 10 consecutive calendar-days.	
21-20-02	Mixer Pressure Sensor					
21-20-02A	One or two sensors inoperative	D	4	2	One or two may be inoperative.	
21-20-02B	Three sensors inoperative	C	4	1	Three may be inoperative.	
21-20-03	Ventilation Control Redundancy					
21-20-03A		C	1	0	May be inoperative.	
21-20-04	Ventilation Local Control Redundancy					
21-20-04A		C	1	0	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-21	Cabin Fresh/Recirculated AIR Distribution					
21-21-01	Cabin Fan					
21-21-01A	One cabin fan inoperative	D	4	3	One may be inoperative.	
21-21-01B	Two cabin fans inoperative (Aircraft without MP L41091/ MOD 100333)	C	4	2	(O) Two may be inoperative provided that: 1) Both air conditioning packs are checked operative, and 2) Both engine bleed air systems are operative.	
21-21-01C	Two cabin fans inoperative (Aircraft with MP L41091/ MOD 100333)	C	4	2	(O) Two may be inoperative provided that: 1) Both air conditioning packs are checked operative, and 2) Both engine bleed air systems are operative, and 3) The FWD TEMP REGUL selector is set to OFF.	
21-21-02	Cabin Fan Monitoring					
21-21-02A		C	1	0	May be inoperative.	
21-21-03	Cabin Filter Clogged					
21-21-03A		A	4	0	One or more may be clogged for 30 consecutive calendar-days.	
21-22	Cockpit Air Distribution					
21-22-01	Cockpit Individual Valve					
21-22-01A		D	6	0	One or more may be inoperative.	
21-22-02	Cockpit HI VENT Valve				Deleted, Revision 2.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-23	Compartment Air Extraction					
21-23-01	Lavatory and Galley Extraction System					
21-23-01A	Lavatory and galley extraction system inoperative	C	-	0	(O) May be inoperative.	
21-23-01B	Lavatory and galley extraction system operative only in flight	C	-	0	(M)(O) May be inoperative provided that: 1) The affected lavatory and galley isolation valve is deactivated in the open position, and 2) Both engine bleed air systems are operative, and 3) Both air conditioning packs are checked operative, and 4) The VENT AVNCS OVBD VLV SMALL FLAP OPEN message is not displayed on the DISPATCH page, and 5) One avionics extraction fan is operative.	
21-23-02	Lavatory and Galley Extraction Fan					
21-23-02A		C	-	0	(O) May be inoperative.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-23	Compartment Air Extraction					
21-23-03	Lavatory and Galley Isolation Valve					
21-23-03A	Lavatory and galley isolation valve inoperative in the closed position	C	-	0	May be inoperative in the closed position.	
21-23-03B	Lavatory and galley isolation valve deactivated in the closed position	C	-	0	(M) May be inoperative provided that the lavatory and galley isolation valve is deactivated in the closed position.	
21-23-03C	Lavatory and galley isolation valve inoperative in the open position	C	-	0	(O) May be inoperative in the open position provided that: 1) Both engine bleed air systems are operative, 2) Both air conditioning packs are checked operative, 3) The VENT AVNCS OVBD VLV SMALL FLAP OPEN message is not displayed on the DISPATCH page, and 4) One avionics extraction fan is operative.	
21-25	Unpressurized Compartments Ventilation					
21-25-01	Pack Bay Ventilation					
21-25-01A		C	2	1	(O) One may be inoperative.	|
21-25-01B	Both inoperative	A	2	0	(O) Both may be inoperative for 10 consecutive calendar-days.	|

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-26	Avionics Equipment Ventilation					
21-26-01	Avionics Backup Valve					
21-26-01A	One avionics backup valve inoperative in the open position and opposite avionics backup valve operative	C	2	1	One may be inoperative in the open position provided that the opposite avionics backup valve is operative.	
21-26-01B	One avionics backup valve inoperative and deactivated in the open position and opposite avionics backup valve operative	C	2	1	(M) One may be inoperative provided that: 1) The affected avionics backup valve is deactivated in the open position, and 2) The opposite avionics backup valve is operative.	
21-26-01C	Both avionics backup valves inoperative in the open position	A	2	0	Both may be inoperative in the open position for three flights.	
21-26-01D	Both avionics backup valves inoperative and deactivated in the open position	A	2	0	(M) Both may be inoperative for three flights provided that both avionics backup valves are deactivated in the open position.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-26	Avionics Equipment Ventilation					
21-26-02	Avionics Blowing Degraded					
21-26-02A	One avionics blowing degraded	C	2	1	(O) One may be degraded provided that: 1) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 2) The APU ECON MODE is not used.	
21-26-02B	Both avionics blowing degraded	A	2	0	(O) Both may be degraded for three flights provided that: 1) Both air conditioning packs are checked operative, and 2) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 3) The APU ECON MODE is not used.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-26	Avionics Equipment Ventilation					
21-26-03	Avionics Blowing Fan					
21-26-03A	One avionics blowing fan inoperative	C	2	1	(O) One may be inoperative provided that: 1) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 2) The APU ECON MODE is not used.	
21-26-03B	Both avionics blowing fans inoperative	A	2	0	(O) Both may be inoperative for three flights provided that: 1) Both air conditioning packs are checked operative, and 2) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 3) The APU ECON MODE is not used.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-26	Avionics Equipment Ventilation					
21-26-04	Avionics Blowing System					
21-26-04A	One avionics blowing system inoperative	C	2	1	(M)(O) One may be inoperative provided that: 1) The affected backup valve is deactivated in the open position, and 2) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 3) The APU ECON MODE is not used.	
21-26-04B	Both avionics blowing systems inoperative	A	2	0	(M)(O) Both may be inoperative for three flights provided that: 1) Both backup valves are deactivated in the open position, and 2) Both air conditioning packs are operative, and 3) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 4) The APU ECON MODE is not used.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-26	Avionics Equipment Ventilation					
21-26-05	Avionics Cooling Effect Detector					
21-26-05A	One avionics cooling effect detector inoperative	C	2	1	One may be inoperative.	
21-26-05B	Both avionics cooling effect detectors inoperative	A	2	0	Both may be inoperative for three flights.	
21-26-06	Avionics Extraction Fan					
21-26-06A	One avionics extraction fan inoperative	C	2	1	One may be inoperative.	
21-26-06B	Both avionics extraction fans inoperative	B	2	0	(O) Both may be inoperative provided that: 1) The AVNCS EXTRACT pb-sw is set to OVRD, and 2) The VENT AVNCS EXTRACT message is not displayed on the DISPATCH page.	
21-26-07	Avionics Fan Monitoring					
21-26-07A		C	1	0	May be inoperative.	
21-26-08	Avionics Filter Clogged					
21-26-08A		A	2	0	One or both may be clogged for 30 consecutive calendar-days.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-26	Avionics Equipment Ventilation					
21-26-09	Avionics Inboard Valve					
21-26-09A	Avionics inboard valve inoperative in the open position	C	1	0	May be inoperative in the open position provided that one avionics extraction fan is operative.	
21-26-09B	Avionics inboard valve deactivated in the open position	C	1	0	(M) May be inoperative provided that: 1) The avionics inboard valve is deactivated in the open position, and 2) One avionics extraction fan is operative.	
21-26-09C	Avionics inboard valve deactivated in the closed position	C	1	0	(M)(O) May be inoperative provided that: 1) The avionics inboard valve is deactivated in the closed position, and 2) The AVNCS EXTRACT pb-sw is set to OVRD, and 3) The VENT AVNCS EXTRACT message is not displayed on the DISPATCH page.	
21-26-10	Avionics Overboard Valve Big Flap Redundancy					
21-26-10A		D	1	0	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-26	Avionics Equipment Ventilation					
21-26-11	Avionics Overboard Valve Big Flap					
21-26-11A	Avionics overboard valve big flap inoperative in the closed position	C	1	0	May be inoperative in the closed position.	
21-26-11B	Avionics overboard valve big flap set and checked in the closed position	B	1	0	(O) May be inoperative provided that: 1) The AVNCS EXTRACT pb-sw is set to OVRD, and 2) The avionics overboard valve big flap is checked in the closed position.	
21-26-11C	Avionics overboard valve big flap inoperative in the open position	C	1	0	(O) May be inoperative in the open position provided that: 1) ETOPS is not conducted, and 2) The flight is not pressurized, and 3) Alternate procedures are established and used for ground deicing.	
21-26-12	Avionics Overboard Valve Small Flap					
21-26-12A	Avionics overboard valve small flap inoperative in the closed position	C	1	0	(O) May be inoperative in the closed position provided that the FWD outflow valve is checked operative.	
21-26-12B	Avionics overboard valve small flap inoperative in the open position	C	1	0	(O) May be inoperative in the open position provided that alternate procedures are established and used for ground deicing.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28	Lower Deck Cargo Compartment Ventilation and Cooling					
21-28-01	BULK Cargo Compartment Extraction Fan					
21-28-01A		C	1	0	(O) May be inoperative.	
21-28-02	BULK Cargo Compartment Isolation Valve					
21-28-02A	BULK cargo compartment isolation valve inoperative in the closed position	C	2	0	(O) One or both may be inoperative in the closed position.	
21-28-02B	BULK cargo compartment isolation valve deactivated in the closed position	C	2	0	(M)(O) One or both may be inoperative provided that the affected valve is deactivated in the closed position.	
21-28-02C	BULK cargo compartment isolation valve inoperative in the open position	C	2	0	(O) One or both may be inoperative in the open position provided that procedures are established and used to ensure the BULK cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28	Lower Deck Cargo Compartment Ventilation and Cooling					
21-28-03	BULK Cargo Compartment Extraction Fan Shutoff Control					
21-28-03A	BULK ISOL VALVES pb-sw set to ON	A	1	0	May be inoperative for 10 consecutive calendar-days.	
21-28-03B	BULK ISOL VALVES pb-sw set to OFF	C	1	0	(O) May be inoperative provided that the BULK ISOL VALVES pb-sw is set to OFF.	
21-28-04	Bulk Cargo Compartment Extraction Fan Monitoring					
21-28-04A		C	1	0	May be inoperative.	
21-28-05 ***	FWD Cargo Compartment Extraction Fan (Aircraft with MP L41091/ MOD 100333)					
21-28-05A		D	1	0	(O) May be inoperative.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28	Lower Deck Cargo Compartment Ventilation and Cooling					
21-28-06 ***	FWD Cargo Compartment Isolation Valve (Aircraft with MP L41091/ MOD 100333)					
21-28-06A	FWD cargo compartment isolation valve inoperative in the closed position	D	–	0	(O) One or more may be inoperative in the closed position.	
21-28-06B	FWD cargo compartment isolation valve deactivated in the closed position	D	–	0	(M)(O) One or more may be inoperative provided that the affected FWD cargo compartment isolation valve is deactivated in the closed position.	
21-28-06C	FWD cargo compartment isolation valve inoperative in the open position	C	–	0	(O) One or more may be inoperative in the open position provided that procedures are established and used to ensure the FWD cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28	Lower Deck Cargo Compartment Ventilation and Cooling					
21-28-07 ***	FWD Cargo Compartment Extraction Fan Shutoff Control (Aircraft with MP L41091/ MOD 100333)					
21-28-07A	FWD ISOL VALVES pb-sw set to ON	A	1	0	May be inoperative for 10 consecutive calendar-days.	
21-28-07B	FWD ISOL VALVES pb-sw set to OFF	D	1	0	(O) May be inoperative provided that the FWD ISOL VALVES pb-sw is set to OFF.	
21-28-08 ***	FWD Cargo Compartment Cold Air Valve (Aircraft with MP L41091/ MOD 100333)					
21-28-08A		D	1	0	(M)(O) May be inoperative provided that the cold air valve is deactivated in the closed position.	
21-28-09 ***	FWD Cargo Compartment Cold Air Valve Regulation (Aircraft with MP L41091/ MOD 100333)					
21-28-09A		C	1	0	May be inoperative.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28	Lower Deck Cargo Compartment Ventilation and Cooling					
21-28-10 ***	AFT Cargo Compartment Extraction Fan (Aircraft with MP L41093/ MOD 100335)					
21-28-10A		D	1	0	(O) May be inoperative.	
21-28-11 ***	AFT Cargo Compartment Isolation Valve (Aircraft with MP L41093/ MOD 100335)					
21-28-11A	AFT cargo compartment isolation valve inoperative in the closed position	D	3	0	(O) One or more may be inoperative in the closed position.	
21-28-11B	AFT cargo compartment isolation valve deactivated in the closed position	D	3	0	(M)(O) One or more may be inoperative provided that the affected AFT cargo compartment valve is deactivated in the closed position.	
21-28-11C	AFT cargo compartment isolation valve inoperative in the open position	C	3	0	(O) One or more may be inoperative in the open position provided that procedures are established and used to ensure the AFT cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28	Lower Deck Cargo Compartment Ventilation and Cooling					
21-28-12 ***	AFT Cargo Compartment Extraction Fan Shutoff Control (Aircraft with MP L41093/ MOD 100335)					
21-28-12A	AFT ISOL VALVES pb-sw set to on	A	1	0	May be inoperative for 10 consecutive calendar-days.	
21-28-12B	AFT ISOL VALVES pb-sw set to OFF	D	1	0	(O) May be inoperative provided that the AFT ISOL VALVES pb-sw is set to OFF.	
21-28-13 ***	AFT Cargo Compartment Extraction Fan Monitoring (Aircraft with MP L41093/ MOD 100335)					
21-28-13A	AFT ISOL VALVES pb-sw set to on	C	1	0	May be inoperative.	
21-28-13B	AFT ISOL VALVES pb-sw set to OFF	D	1	0	(O) May be inoperative provided that the AFT ISOL VALVES pb-sw is set to OFF.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28	Lower Deck Cargo Compartment Ventilation and Cooling					
21-28-14	FWD Cargo Compartment Extraction Fan Monitoring (Aircraft with MP L41091/ MOD 100333) and MP L48116/ MOD 113556)					|
21-28-14A	FWD ISOL VALVES pb-sw set to ON	C	1	0	May be inoperative.	|
21-28-14B	FWD ISOL VALVES pb-sw set to OFF	D	1	0	(O) May be inoperative provided that the FWD ISOL VALVES pb-sw is set to OFF.	|

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-29	Commercial Equipment Ventilation					
21-29-01 ***	IFE Bay Ventilation (Aircraft with MP L41208/ MOD 100618)					
21-29-01A		D	1	0	(O) May be inoperative.	
21-29-02 ***	IFE Bay Isolation (Aircraft with MP L41208/ MOD 100618)					
21-29-02A	IFEC pb-sw set to ON	C	1	0	May be inoperative.	
21-29-02B	IFEC pb-sw set to OFF	D	1	0	(O) May be inoperative provided that the IFEC pb-sw is set to OFF.	
21-29-03 ***	PAX BBAND Ventilation (Aircraft with MP L41209/ MOD 100606)					
21-29-03A		D	1	0	(O) May be inoperative.	
21-29-04 ***	PAX BBAND Isolation (Aircraft with MP L41209/ MOD 100606)					
21-29-04A	PAX BBAND pb-sw set to ON	C	1	0	May be inoperative.	
21-29-04B	PAX BBAND pb-sw set to OFF	D	1	0	(O) May be inoperative provided that the PAX BBAND pb-sw is set to OFF.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-29	Commercial Equipment Ventilation					
21-29-05 ***	IFE Bypass Valve (Aircraft with MP L41210/ MOD 100367)					
21-29-05A	IFE bypass valve inoperative in the closed position	D	1	0	May be inoperative in the closed position.	
21-29-05B	IFE bypass valve deactivated in the closed position	D	1	0	(M) May be inoperative provided that it is deactivated in the closed position.	
21-29-05C	IFE bypass valve inoperative in the open position	D	1	0	(O) May be inoperative in the open position.	
21-29-06 ***	Commercial Equipment Ventilation Extraction Fan					
21-29-06A	One commercial equipment ventilation extraction fan inoperative	D	2	1	One may be inoperative.	
21-29-06B	Both commercial equipment ventilation extraction fans inoperative (Aircraft with MP L41193/ MOD 100568)	D	2	0	(O) Both may be inoperative.	
21-29-06C	Both commercial equipment ventilation extraction fans inoperative (Aircraft with MP L41193/ MOD 100568, L60272/ MOD 100672, and L60273/ MOD 100673)	D	2	0	(O) Both may be inoperative provided that the CCRC temperature control is considered inoperative. Refer to Item 21-60-05, Crew Rest Compartment Temperature Control.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-29	Commercial Equipment Ventilation					
21-29-07 ***	Commercial Equipment Ventilation Extraction Fan Monitoring (Aircraft with MP L41193/ MOD 100568)					
21-29-07A	IFEC pb-sw and PAX BBAND pb-sw set to ON	C	1	0	May be inoperative.	
21-29-07B	IFEC pb-sw and PAX BBAND pb-sw set to OFF	D	1	0	(O) May be inoperative provided that: 1) The IFEC pb-sw is set to OFF, and 2) The PAX BBAND pb-sw is set to OFF.	

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-31	Pressure Control and Monitoring					
21-31-01	Automatic Cabin Pressure Control Redundancy					
21-31-01A		C	1	0	May be inoperative.	
21-31-02	Automatic Cabin Pressure Control					
21-31-02A	One automatic cabin pressure control inoperative and CABIN ALT MODE operative	C	2	1	(M)(O) One may be inoperative provided that: 1) The other automatic cabin pressure control is checked operative, and 2) The manual CABIN ALT MODE is checked operative.	
21-31-02B	One automatic cabin pressure control inoperative and manual CABIN V/S MODE operative	C	2	1	(M)(O) One may be inoperative provided that: 1) The other automatic cabin pressure control is checked operative, and 2) The manual CABIN V/S MODE is checked operative.	
21-31-02C	Both automatic cabin pressure controls inoperative	C	2	0	(M)(O) Both may be inoperative provided that: 1) ETOPS is not conducted, and 2) The flight is not pressurized, and 3) The manual cabin pressure control is checked operative.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-31	Pressure Control and Monitoring					
21-31-03	Cabin Pressure Sensor of Automatic Cabin Pressure Control (OCU COM section)					
21-31-03A	One sensor inoperative and manual CABIN ALT MODE operative	C	2	1	(O) One may be inoperative provided that the manual CABIN ALT MODE is checked operative.	
21-31-03B	One sensor inoperative and manual CABIN V/S MODE operative	C	2	1	(O) One may be inoperative provided that the manual CABIN V/S MODE is checked operative.	
21-31-04	Manual Cabin Pressure Control					
21-31-04A		C	1	0	(M) May be inoperative provided that: 1) The manual cabin pressure control is deactivated, and 2) Both automatic cabin pressure controls are checked operative.	
21-31-05	Manual CABIN ALT MODE					
21-31-05A	Both automatic cabin pressure control systems operative	C	1	0	(M)(O) May be inoperative provided that both automatic cabin pressure controls are checked operative.	
21-31-05B	Only one automatic cabin pressure control system operative	C	1	0	(M)(O) May be inoperative provided that: 1) The remaining automatic cabin pressure control is checked operative, and 2) The manual CABIN V/S MODE is checked operative.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-31	Pressure Control and Monitoring					
21-31-06	Manual CABIN V/S MODE					
21-31-06A		C	1	0	May be inoperative.	
21-31-07	Overpressure Relief Valve					
21-31-07A	Overpressure relief valve inoperative in the closed position	C	1	0	(M)(O) May be inoperative in the closed position provided that: 1) Both automatic cabin pressure controls are checked operative, and 2) Both outflow valves are operative.	
21-31-07B	Overpressure relief valve inoperative in the open position	C	1	0	(O) May be inoperative provided that: 1) ETOPS is not conducted, and 2) The flight is not pressurized.	
21-31-08	Outflow Valve Backup Control					
21-31-08A		C	2	0	(M) One or both may be inoperative provided that the affected OCU backup motor driver is deactivated.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-31	Pressure Control and Monitoring					
21-31-09	Outflow Valve Control					
21-31-09A		C	2	1	(M)(O) One may be inoperative provided that: 1) The OCU COM/MON section and OCU backup motor driver are deactivated on the affected side, and 2) The affected outflow valve is deactivated in the closed position, and 3) The other automatic cabin pressure control is checked operative, and 4) The manual cabin pressure control is checked operative, and 5) The other outflow valve is checked operative.	
21-31-10	Negative Relief Valve					
21-31-10A		C	1	0	(O) May be inoperative provided that: 1) ETOPS is not conducted, and 2) The flight is not pressurized.	
21-31-11	Emergency Ram Air Test					
21-31-11A	Both air conditioning packs operative	C	1	0	(O) The emergency ram air test may be inoperative provided that both air conditioning packs are operative.	
21-31-11B	Emergency ram air inlet checked operative	C	1	0	(M) The emergency ram air test may be inoperative provided that the emergency ram air inlet is checked operative before each flight.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-50	Air Cooling					
21-50-01	Air Conditioning Pack (Aircraft with MP L44215/ MOD 114075)					|
21-50-01A	Associated pack valve indicated closed on the BLEED SD Page	A	2	1	(O) One may be inoperative for 10 flight-days provided that: 1) ETOPS beyond 180 minutes is not conducted, and 2) The associated PACK pb-sw is set to OFF, and 3) The associated pack valve indication is checked closed on the BLEED SD page, and 4) The opposite air conditioning pack is operative.	|
21-50-01B	Associated pack valves deactivated closed	A	2	1	(M)(O) One may be inoperative for 10 flight-days provided that: 1) ETOPS beyond 180 minutes is not conducted, and 2) The associated PACK pb-sw is set to OFF, and 3) Both associated pack valves are deactivated and secured in the closed position, and 4) The opposite air conditioning pack is operative.	|

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-50	Air Cooling					
21-50-02	Pack 1 Valve					
21-50-02A	One inoperative in the closed position	C	2	1	One may be inoperative in the closed position.	|
21-50-02B	One deactivated in the closed position	C	2	1	(M) One may be inoperative provided that it is deactivated in the closed position.	|
21-50-02C	Both inoperative (Aircraft with MP L44215/ MOD 114075)	A	2	0	Both may be inoperative for 10 flight days provided that the associated air conditioning pack is considered inoperative. Refer to Item 21-50-01, Air Conditioning Pack.	| | | | | |
21-50-03	Pack 2 Valve					
21-50-03A	One inoperative in the closed position	C	2	1	One may be inoperative in the closed position.	|
21-50-03B	One deactivated in the closed position	C	2	1	(M) One may be inoperative provided that it is deactivated in the closed position.	|
21-50-03C	Both inoperative (Aircraft with MP L44215/ MOD 114075)	A	2	0	Both may be inoperative for 10 flight days provided that the associated air conditioning pack is considered inoperative. Refer to Item 21-50-01, Air Conditioning Pack.	| | | | | |

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-50	Air Cooling					
21-50-04	Pack Flow Sensor					
21-50-04A	One pack flow sensor inoperative on one or both packs	C	4	2	One may be inoperative on each pack.	
21-50-04B	Both inoperative (Aircraft with MP L44215/ MOD 114075)	A	2	0	Both may be inoperative for 10 flight-days provided that the associated air conditioning pack is considered inoperative. Refer to Item 21-50-01, Air Conditioning Pack.	|
21-50-05	Pack Temperature Regulation					
21-50-05A		C	2	1	(O) One may be inoperative provided that the opposite air conditioning pack is operative.	
21-50-06	Pack Temperature Control Valve					
21-50-06A		C	2	1	(M)(O) One may be inoperative provided that: 1) The affected pack temperature control valve is deactivated in the closed position, and 2) The opposite air conditioning pack is operative.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-50	Air Cooling					
21-50-07	Pack Ram Air Inlet Door					
21-50-07A	Inoperative in the open position	C	2	0	(O) One or both may be inoperative in the open position provided that during on ground de-icing/anti-icing procedures, neither de-icing nor anti-icing fluid is sprayed in the direction of the pack ram air inlet doors.	|
21-50-07B	Deactivated in the open position	C	2	0	(M)(O) One or both may be inoperative provided that: 1) The affected pack ram air inlet door is deactivated in the open position, and 2) During on ground de-icing/ anti-icing procedures, neither de-icing nor anti-icing fluid is sprayed in the direction of the pack ram air inlet doors.	|
21-50-07C	Associated pack considered inoperative (Aircraft with MP L44215/ MOD 114075)	A	2	1	One may be inoperative for 10 flight-days provided that the associated air conditioning pack is considered inoperative. Refer to Item 21-50-01, Air Conditioning Pack.	|

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-50	Air Cooling					
21-50-08	Pack Ram Air Outlet Door					
21-50-08A	Inoperative in the open position (Aircraft with MP L44215/ MOD 114075 and without MP L92235/ MOD 112250 or MP L44301/ MOD 114804)	C	2	0	(O) One or both may be inoperative in the open position provided that during on ground de-icing/anti-icing procedures, neither de-icing nor anti-icing fluid is sprayed in the direction of the pack ram air outlet doors.	|
21-50-08B	Deactivated in the open position (Aircraft with MP L44215/ MOD 114075 and without MP L92235/ MOD 112250 or MP L44301/ MOD 114804)	C	2	0	(M)(O) One or both may be inoperative provided that: 1) The affected pack ram air outlet door is deactivated in the open position, and 2) During on ground de-icing/ anti-icing procedures, neither de-icing nor anti-icing fluid is sprayed in the direction of the pack ram air outlet doors.	|
21-50-08C	Associated pack considered inoperative (Aircraft with MP L44215/ MOD 114075 and without MP L92235/ MOD 112250 or MP L44301/ MOD 114804)	A	2	1	One may be inoperative for 10 flight-days provided that the associated air conditioning pack is considered inoperative. Refer to Item 21-50-01, Air Conditioning Pack.	|

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-50	Air Cooling					
21-50-09	Pack 1 Ram Air Outlet Door					|
21-50-09A	Inoperative in the open position (A350-900 Series with MP L44215/ MOD 114075 and A350-1000 Series with MP L92235/ MOD 112250 or MP L44301/ MOD 114804)	C	1	0	(O) The ram air outlet door of air conditioning pack 1 may be inoperative in the open position provided that during on ground de-icing/anti-icing procedures, neither de-icing nor anti-icing fluid is sprayed in the direction of the pack ram air outlet doors.	|
21-50-09B	Deactivated in the open position (A350-900 Series with MP L44215/ MOD 114075 and A350-1000 Series with MP L92235/ MOD 112250 or MP L44301/ MOD 114804)	C	1	0	(M)(O) The ram air outlet door of air conditioning pack 1 may be inoperative provided that: 1) The ram air outlet door is deactivated in the open position, and 2) During on ground de-icing/ anti-icing procedures, neither de-icing nor anti-icing fluid is sprayed in the direction of the pack ram air outlet doors.	|
21-50-09C	Associated pack considered inoperative (A350-900 Series with MP L44215/ MOD 114075 and A350-1000 Series with MP L92235/ MOD 112250 or MP L44301/ MOD 114804)	A	1	0	(M)(O) The ram air outlet door of air conditioning pack 1 may be inoperative for 10 flight-days provided that the air conditioning pack 1 is considered inoperative. Refer to Item 21-50-01, Air Conditioning Pack.	|

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-50	Air Cooling					
21-50-10	Pack 2 Ram Air Outlet Door (Aircraft with MP L92235/ MOD 112250 or MP L44301/ MOD 114804)					
21-50-10A		C	1	0	(M)(O) The ram air outlet door of air conditioning pack 2 may be inoperative provided that: 1) The ram air outlet door is deactivated in the flush position, and 2) During on ground de-icing/ anti-icing procedures, neither de-icing nor anti-icing fluid is sprayed in the direction of the pack ram air outlet doors, and 3) The air conditioning pack 1 is operative.	
21-50-11	Pack Control Channel					
21-50-11A	One inoperative on one or both packs	C	4	2	(O) One may be inoperative on each pack provided that the closure function of both associated pack valves is checked operative on the BLEED SD page.	
21-50-11B	Both inoperative on one pack (Aircraft with MP L44215/ MOD 114075)	A	4	2	Both may be inoperative on one pack for 10 flight-days provided that: 1) The associated air conditioning pack is considered inoperative, and 2) The associated hot air system is considered inoperative. Refer to Item 21-50-01, Air Conditioning Pack. Refer to Item 21-60-01, Hot Air System.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-50	Air Cooling					
21-50-12	Pack Communication Redundancy					|
21-50-12A	One inoperative	C	2	1	One may be inoperative.	|
21-50-12B	Both inoperative	C	2	0	Both may be inoperative provided that the AIR PACK CTL REDUNDANCY message is not displayed on the DISPATCH page.	|
21-50-13	Pack Control Redundancy					|
21-50-13A		C	1	0	(O) May be inoperative provided that all pack control channels are operative.	|
21-50-14	Pack Regulation Redundancy					|
21-50-14A		A	2	0	One or both may be inoperative for 40 consecutive calendar-days.	|

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-55	Emergency Air Supply					
21-55-01	Emergency Ram Air Inlet					
21-55-01A	Emergency ram air inlet inoperative in the fully open position	C	1	0	(O) May be inoperative in the fully open position provided that alternate procedures are established and used for ground deicing.	
21-55-01B	Emergency ram air inlet inoperative in the closed or any intermediate position	C	1	0	(M)(O) May be inoperative provided that: 1) The emergency ram air inlet is deactivated in the fully open position, and 2) Alternate procedures are established and used for ground deicing.	

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-58	Supply on Fuel Inerting					
21-58-01	Fuel Inerting Inlet Valve (Aircraft with MP L44215/ MOD 114075)					|
21-58-01A		A	2	0	(M) One or both may be inoperative for 10 flight-days provided that the affected fuel inerting inlet valve is deactivated in the closed position.	|
21-58-02	Fuel Inerting Inlet Valve Flap (Aircraft with MP L44215/ MOD 114075)					|
21-58-02A		A	2	0	(M)(O) One or both may be inoperative for 10 flight-days provided that: 1) The affected fuel inerting inlet valve is deactivated in the closed position, and 2) None of the following dispatch messages are present for the associated fuel inerting system: - AIR OVHT ON FUEL INERTING 1(2), and - AIR TEMP CTL VLV ON FUEL INERTING 1(2), and - AIR TURB VLV ON FUEL INERTING 1(2), and - AIR PRESS LO ON FUEL INERTING 1(2), and 3) Repairs are made within 10 consecutive calendar-days.	|

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-58	Supply on Fuel Inerting					
21-58-03	Fuel Inerting Ram Air Outlet Flap (Aircraft with MP L44215/ MOD 114075)					|
21-58-03A		A	2	0	(M) One or both may be inoperative for 10 flight-days provided that the affected fuel inerting ram air outlet flap is deactivated in the flush position.	|
21-58-04	Fuel Inerting Temperature Control Valve (Aircraft with MP L44215/ MOD 114075)					|
21-58-04A		A	2	0	One or both may be inoperative for 10 flight-days.	|
21-58-05	Fuel Inerting Turbine Valve (Aircraft with MP L44215/ MOD 114075)					|
21-58-05A		A	2	0	One or both may be inoperative for 10 flight-days.	|

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-59	Supplemental Cooling					
21-59-01	VCRU Overheat Protection					
21-59-01A		D	–	0	(M) One or more may be inoperative provided that the affected VCRU is deactivated.	
21-59-02	CDM Overheat Protection					
21-59-02A		D	–	0	(M) One or more may be inoperative provided that the affected CDM is deactivated.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-60	Temperature Control					
21-60-01	Hot Air System					
21-60-01A		C	2	0	(O) One or both may be inoperative provided that alternate procedures are established and used.	
21-60-02	Hot Air Valve					
21-60-02A	Inoperative in the closed position	C	2	0	(O) One or both may be inoperative in the closed position provided that alternate procedures are established and used.	|
21-60-02B	Affected hot air valve deactivated in the closed position	C	2	0	(M)(O) One or both may be inoperative provided that: 1) The affected hot air valve is deactivated in the closed position, and 2) Alternate procedures are established and used.	
21-60-02C	Associated pack valves deactivated (Aircraft with MP L44215/ MOD 114075)	A	2	1	(M) One may be inoperative in the open position for 10 flight-days provided that both associated pack valves are deactivated and secured in the closed position. Refer to Item 21-50-01, Air Conditioning Pack.	| | | | | | |

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-60	Temperature Control					
21-60-03	Hot Air Valve Pressure Regulation					
21-60-03A	All pack control channels operative	C	2	0	(O) One or both may be inoperative provided that all pack control channels are operative.	
21-60-03B	Associated hot air valve deactivated in the closed position	C	2	0	(M)(O) One or both may be inoperative provided that: 1) The associated hot air valve is deactivated in the closed position, and 2) Alternate procedures are established and used.	
21-60-04	Cockpit and Cabin Temperature Control					
21-60-04A	One or more cockpit and cabin temperature controls inoperative	C	–	0	(M)(O) One or more may be inoperative. NOTE: Application of the maintenance procedure, to deactivate the failed trim air valve in one of the predefined positions, is only necessary in the case of cockpit/cabin discomfort.	
21-60-04B	One or more cockpit and cabin temperature controls inoperative and deactivated closed	C	–	0	(M)(O) One or more may be inoperative provided that the affected trim air valve is deactivated in the closed position.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-60	Temperature Control					
21-60-05	Crew Rest Compartment Temperature Control					
21-60-05A	CRC temperature control inoperative	C	–	0	(M)(O) May be inoperative provided that procedures do not require its use. NOTE: Application of the maintenance procedure, in order to deactivate the failed trim air valve in one of the three predefined positions, is only necessary when the comfort impact is judged as not acceptable.	
21-60-05B	CRC temperature control inoperative and deactivated closed	C	–	0	(M)(O) May be inoperative provided that: 1) The affected trim air valve is deactivated in the closed position, and 2) Procedures do not require its use.	
21-60-05C	Affected CRC locked closed and not occupied	D	–	0	May be inoperative provided that: 1) The affected compartment is locked closed and is placarded inoperative, and 2) Procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-60	Temperature Control					
21-60-06 ***	FWD Cargo Temperature Control (Aircraft with MP L41091/ MOD 100333)					
21-60-06A		D	1	0	(O) May be inoperative.	
21-60-07 ***	FWD Cargo Trim Air Valve (Aircraft with MP L41091/ MOD 100333)					
21-60-07A	Hot air valves closure function operative	C	1	0	(O) May be inoperative provided that the closure function of both hot air valves is checked operative on the COND SD page.	
21-60-07B	FWD cargo trim air valve deactivated in closed position	D	1	0	(M)(O) May be inoperative provided that FWD cargo trim air valve is deactivated in the closed position.	
21-60-08	BULK Cargo Heater					
21-60-08A	BULK HEATER pb-sw set to OFF	C	1	0	(O) May be inoperative provided that the BULK HEATER pb-sw is set to OFF.	
21-60-08B	BULK cargo heater deactivated	D	1	0	(M)(O) May be inoperative provided that the BULK cargo heater is deactivated.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-60	Temperature Control					
21-60-09	Cabin Temperature Selection on FAP					
21-60-09A		C	1	0	(O) May be inoperative.	
21-60-10	Temperature Regulation Redundancy					
21-60-10A		A	1	0	May be inoperative for 40 consecutive calendar-days.	
21-60-11	Aft Galley Heater					
21-60-11A		D	1	0	(M) May be inoperative provided that it is deactivated.	
21-60	Temperature Control					
21-60-12 ***	FWD Cargo Overheat Detection (Aircraft with MP L41091/ MOD 100333)					
21-60-12A	Both pack 1 control channels operative	C	1	0	(O) May be inoperative provided that both control channels of air conditioning pack 1 are operative.	
21-60-12B	FWD cargo trim air valve deactivated in the closed position	D	1	0	(M)(O) May be inoperative provided that the FWD cargo trim air valve is deactivated in the closed position.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-09	Dispatch Messages					
22-09-01	FUEL CG DATA DISAGREE < 13% Message					
22-09-01A		C	–	–	May be displayed on the DISPATCH page.	
22-09-02	FUEL CG DATA DISAGREE > 13% Message					
22-09-02A		C	–	–	(O) May be displayed on the DISPATCH page provided that approach minimums do not require its use.	
22-09-04	F/CTL PRIMs PIN PROG DISAGREE Message					
22-09-04A		C	–	–	(O) May be displayed on the DISPATCH page.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-10	AP/FD					
22-10-01	AP					
22-10-01A	One AP inoperative	C	2	1	(O) One may be inoperative provided that approach minimums do not require its use.	
22-10-01B	Both APs inoperative	B	2	0	(O) Two may be inoperative provided that: 1) Approach minimums do not require their use, and 2) Enroute operations do not require their use, and 3) Number of flight legs and flight leg duration is acceptable to the flightcrew.	
22-10-02	AP/FD					
22-10-02A		C	2	1	(O) One may be inoperative provided that approach minimums do not require its use.	
22-10-03	Sidesticks and Rudder Pedal Locking Devices in AP Mode					
22-10-03A	One locking device inoperative	C	3	2	(O) One may be inoperative unlocked provided that autoland procedures are not conducted.	
22-10-03B	Two or more locking devices inoperative	C	3	0	(O) Two or more may be inoperative unlocked provided that the AP is considered inoperative. Refer to Item 22-10-01, AP.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-10	AP/FD					
22-10-04	AUTO LAND light					
22-10-04A	One AUTO LAND light inoperative	C	2	1	(O) One may be inoperative provided that the other AUTO LAND light is checked operative.	
22-10-04B	Both AUTO LAND lights inoperative	C	2	0	(O) Both may be inoperative provided that autoland procedures are not conducted.	
22-10-05	LAND 3 DUAL Approach and Landing Capability					
22-10-05A		C	1	0	(O) May be inoperative provided that approach minimums do not require its use.	
22-10-06	LAND 3 SINGLE Approach and Landing Capability					
22-10-06A		C	1	0	(O) May be inoperative provided that approach minimums do not require its use.	
22-10-07	AUTOLAND Approach and Landing Capability					
22-10-07A		C	1	0	(O) May be inoperative provided that approach minimums do not require its use.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-10	AP/FD					
22-10-08	Automatic Roll Out Function					
22-10-08A		C	1	0	(O) May be inoperative provided that approach minimums do not require its use.	
22-10-09	Go-Around Soft Function					
22-10-09A		C	1	0	(O) May be inoperative.	
22-10-10	AP/FD TCAS Mode					
22-10-10A		C	1	0	(O) May be inoperative.	
22-10-11	RNP AR Capability Downgraded					
22-10-11A		C	1	0	(O) May be downgraded provided that approach minimums do not require its use.	
22-10-12	RNP AR Capability					
22-10-12A		C	1	0	(O) May be inoperative provided that RNP AR procedures are not conducted.	
22-10-13 ***	GLS AUTOLAND Approach and Landing Capability					
22-10-13A		C	1	0	(O) May be inoperative provided that approach minimums do not require its use.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-10	AP/FD					
22-10-14	AUTO EMER DES function (Aircraft with MP L41838/ MOD 109178)					
22-10-14A		C	1	0	(O) May be inoperative.	
22-10-15	EMER DESCENT pb (Aircraft with MP L41838/ MOD 109178)					
22-10-15A		C	1	0	(O) May be inoperative.	
22-10-16	EMER DESCENT pb light (Aircraft with MP L41838/ MOD 109178)					
22-10-16A		C	1	0	May be inoperative.	
22-30	Autothrust					
22-30-01	Autothrust					
22-30-01A		C	1	0	(O) May be inoperative provided that: 1) ETOPS beyond 180 minutes is not conducted, and 2) All the thrust lever position sensors are checked operative, and 3) Approach minimums do not require its use.	
22-30-02	Autothrust Instinctive Disconnect pb					
22-30-02A		C	2	0	(O) One or both may be inoperative provided that the disconnection function of the autothrust is checked operative.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-60	Flight Envelope					
22-60-01	Weight and Balance Backup Redundancy					
22-60-01A		C	2	1	One may be inoperative.	
22-60-02	Reactive Windshear					
22-60-02A	Predictive windshear function inoperative	B	1	0	(O) May be inoperative provided that alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
22-60-02B	Predictive windshear function operative	C	1	0	(O) May be inoperative provided that: 1) Alternate procedures are established and used, and 2) Predictive windshear function operates normally.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-70	Flight Management (FM)					
22-70-01	Flight Management Computer					
22-70-01A	One FMC inoperative	C	3	2	(O) One may be inoperative.	
22-70-01B	Two FMCs inoperative with two ISIS installed (Aircraft with MP L41149/ MOD 100366)	B	3	1	(O) Two may be inoperative provided that: 1) Both ISIS are operative, and 2) The FMS selector is operative.	
22-70-02	FMS Selector					
22-70-02A	All FMCs operative	C	1	0	(O) May be inoperative provided that: 1) All FMCs are operative, and 2) Enroute operations and approach minimums do not require its use.	
22-70-02B	Two FMCs operative (Aircraft with MP L41149/ MOD 100366)	B	1	0	(O) May be inoperative provided that: 1) Two FMCs are operative, and 2) Enroute operations and approach minimums do not require its use.	
22-70-03	FMS Navigation Database				Deleted, Revision 2.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-80	AFS Control Panel					
22-80-01	AFS Control Panel					
22-80-01A		A	1	0	(O) May be inoperative for 3 consecutive calendar-days.	
22-80-02	AFS Control Panel and the MFD FCU BKUP of the CAPT					
22-80-02A		A	2	0	(O) Both may be inoperative for 3 consecutive calendar-days provided that: 1) The AUTO FLT AFS CTL PNL + F/O BKUP CTL message is not displayed on the DISPATCH page, and 2) The scroll wheel of one KCCU is operative.	
22-80-03	AFS Control Panel and the MFD FCU BKUP of the F/O					
22-80-03A		A	2	0	(O) Both may be inoperative for 3 consecutive calendar-days provided that: 1) The AUTO FLT AFS CTL PNL + CAPT BKUP CTL message is not displayed on the DISPATCH page, and 2) The scroll wheel of one KCCU is operative.	
22-80-04	AFS Control Panel AP pb					
22-80-04A		C	2	0	(O) One or both may be inoperative.	
22-80-05	AFS Control Panel A/THR pb					
22-80-05A		C	1	0	(O) May be inoperative.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-80	AFS Control Panel					
22-80-06	AFS Control Panel FD pb					
22-80-06A		C	1	0	(O) May be inoperative provided that the AFS backup function is checked operative on one MFD FCU BKUP.	
22-80-07	AFS Control Panel LOC pb					
22-80-07A		C	1	0	(O) May be inoperative.	
22-80-08	AFS Control Panel ALT pb					
22-80-08A		C	1	0	(O) May be inoperative.	
22-80-09	AFS Control Panel APPR pb					
22-80-09A		C	1	0	(O) May be inoperative.	
22-80-10	AFS Control Panel Heading/Track Selection knob					
22-80-10A		A	1	0	(O) May be inoperative for 10 consecutive calendar-days provided that: 1) The AFS backup function is checked operative on one MFD FCU BKUP, and 2) The scroll wheel of one KCCU is operative.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-80	AFS Control Panel					
22-80-11	AFS Control Panel Speed Selection knob					
22-80-11A		A	1	0	(O) May be inoperative for 10 consecutive calendar-days provided that: 1) The AFS backup function is checked operative on one MFD FCU BKUP, and 2) The scroll wheel of one KCCU is operative.	
22-80-12	AFS Control Panel Altitude Selection knob					
22-80-12A		A	1	0	(O) May be inoperative for 10 consecutive calendar-days provided that: 1) The AFS backup function is checked operative on one MFD FCU BKUP, and 2) The scroll wheel of one KCCU is operative.	
22-80-13	AFS Control Panel V/S FPA Selection knob					
22-80-13A		A	1	0	(O) May be inoperative for 10 consecutive calendar-days provided that the AFS backup function is checked operative on one MFD FCU BKUP.	
22-80-14	AFS Control Panel Selection Windows					
22-80-14A		C	4	0	(O) One or more may be inoperative.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-80	AFS Control Panel					
22-80-15	AFS Control Panel HDG-V/S/TRK-FPA pb					
22-80-15A	One MFD FCU BKUP operative	C	1	0	(O) May be inoperative provided that the AFS backup function is checked operative on one MFD FCU BKUP.	
22-80-15B	Both MFD FCU BKUP inoperative	C	1	0	May be inoperative provided that the reference is HDG-V/S in the selection windows.	
22-80-16	AFS Control Panel MACH/SPD pb					
22-80-16A		C	1	0	May be inoperative provided that the speed reference is SPD in the SPD/MACH selection window at takeoff.	
22-80-17	AFS Control Panel METER pb					
22-80-17A		C	1	0	(O) May be inoperative.	
22-80-18	AFS Control Panel TRUE/MAG pb					
22-80-18A	One MFD FCU BKUP operative	C	1	0	(O) May be inoperative provided that the AFS function is checked operative on one MFD FCU BKUP.	
22-80-18B	Both MFD FCU BKUP inoperative	C	1	0	May be inoperative provided that the reference is MAG in the heading selection window.	
22-80-19	AFS Control Panel pb light bars					
22-80-19A		D	7	0	One or more may be inoperative.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-81	EFIS Control Panel					
22-81-01	EFIS Control Panel					
22-81-01A		C	2	0	(O) One or both may be inoperative.	
22-81-02	EFIS Control Panel Barometric Reference Display Window					
22-81-02A		C	2	0	(O) One or both may be inoperative.	
22-81-03	EFIS Control Panel Outer Ring (in Hg/hPa) of Barometric Reference selector					
22-81-03A	Associated MFD FCU BKUP operative	C	2	0	(O) One or both may be inoperative provided that the EFIS backup function is checked operative on the associated MFD FCU BKUP.	
22-81-03B	Associated MFD FCU BKUP inoperative	C	2	0	(O) One or both may be inoperative provided that alternate procedures are established and used.	
22-81-04	EFIS Control Panel Inner knob of Barometric Reference selector					
22-81-04A		C	2	0	(O) One or both may be inoperative provided that the EFIS backup function is checked operative on the associated MFD FCU BKUP.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-81	EFIS Control Panel					
22-81-05	EFIS Control Panel ND Range selector					
22-81-05A	One selector inoperative	C	2	1	(O) One may be inoperative.	
22-81-05B	Both selectors inoperative	C	2	0	(O) Both may be inoperative provided that the EFIS backup function is checked operative on one MFD FCU BKUP.	
22-81-06	EFIS Control Panel ND Mode selector					
22-81-06A	One selector inoperative	C	2	1	(O) One may be inoperative.	
22-81-06B	Both selectors inoperative	C	2	0	(O) Both may be inoperative provided that the EFIS backup function is checked operative on one MFD FCU BKUP.	
22-81-07	EFIS Control Panel VV pb					
22-81-07A		D	2	0	(O) One or both may be inoperative.	
22-81-08	EFIS Control Panel LS pb					
22-81-08A		C	2	0	(O) One or both may be inoperative.	
22-81-09 ***	EFIS Control Panel TAXI pb					
22-81-09A		D	2	0	(O) One or both may be inoperative.	
22-81-10	EFIS Control Panel ND Data Window					
22-81-10A		C	–	0	One or more may be inoperative.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-81	EFIS Control Panel					
22-81-11	EFIS Control Panel pb					
22-81-11A		C	–	0	(O) One or more may be inoperative.	
22-81-12	EFIS Control Panel WX pb					
22-81-12A	One pb inoperative	C	2	1	One may be inoperative.	
22-81-12B	Both pbs inoperative and one MFD FCU BKUP operative	C	2	0	(O) Both may be inoperative provided that one EFIS backup function is checked operative on one MFD FCU BKUP.	
22-81-12C	Both pbs inoperative and both MFD FCU BKUP inoperative	C	2	0	Both may be inoperative provided that the weather radar is considered inoperative. Refer to Item 34-71-08B, Weather Radar.	
22-81-13	EFIS Control Panel pb light Bars					
22-81-13A		D	–	0	One or more may be inoperative.	
22-82	MFD FCU BKUP					
22-82-01	MFD FCU BKUP					
22-82-01A	One MFD FCU BKUP inoperative	D	2	1	One may be inoperative.	
22-82-01B	Both MFD FCU Backups inoperative	C	2	0	Both may be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-01	CVR Overhead Panel					
23-01-01	ERASE pb					
23-01-01A		D	1	0	May be inoperative.	
23-02	Maintenance Overhead Panel					
23-02-01 ***	GND HF DATALINK pb-sw OVRD light (Aircraft without MP L42004/ MOD 108299)					
23-02-01		D	1	0	May be inoperative.	
23-02-31 ***	GND HF DATALINK pb-sw (Aircraft without MP L42004/ MOD 108299)					
23-02-31A		D	1	0	(O) May be inoperative provided that: 1) All HF radios are set to VOICE mode on ground, and 2) No HF radio is used during refuel, defuel, or ground fuel transfer.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-11	HF System					
23-11-01	HF Voice					
23-11-01A	Any HF in excess of those required	D	–	–	Any in excess of those required by 14 CFR may be inoperative.	
23-11-01B	One HF operative	C	–	1	(O) May be inoperative while conducting operations that require two LRCS provided that: 1) Aircraft SATVOICE system operates normally, and 2) SATVOICE services are available as a LRCS over the intended route of flight, and 3) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and 4) Alternate procedures are established and used.	
23-11-02 ***	HF Datalink (Aircraft without MP L42004/ MOD 108299)					
23-11-02A	Alternate procedures for HF datalink use are established and used	C	–	0	(O) May be inoperative provided that alternate procedures are established and used.	
23-11-02B	Procedures do not require use of the HF datalink	D	–	0	(O) May be inoperative provided that procedures do not require its use.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-12	VHF System					
23-12-01	VHF Voice					
23-12-01A		C	3	2	One may be inoperative provided that the COM VHF EMER SUPPLY message is not displayed on the DISPATCH page.	
23-12-02	VHF 3 Datalink					
23-12-02A	Procedures do not require ATC datalink	D	1	0	(O) May be inoperative provided that procedures do not require ATC datalink.	
23-12-02B	Procedures require ATC datalink	C	1	0	(O) May be inoperative provided that alternate procedures are established and used for ATC communication.	
23-12-03	VHF Emergency Redundancy					
23-12-03A		D	1	0	May be inoperative.	
23-21	Datalink					
23-21-01	Datalink					
23-21-01A	Procedures do not require ATC datalink	D	1	0	(O) May be inoperative provided that procedures do not require the use of the ATC datalink.	
23-21-01B	Procedures require ATC datalink	C	1	0	(O) May be inoperative provided that alternate procedures are established and used for ATC communication.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-28	Satellite Communication					
23-28-01	SATCOM					
23-28-01A	Procedures require SATCOM datalink	C	1	0	(O) May be inoperative provided that: 1) ETOPS beyond 180 minutes is not conducted, and 2) Alternate procedures are established and used for ATC communication.	
23-28-01B	Procedures do not require SATCOM datalink	D	1	0	(O) May be inoperative provided that: 1) ETOPS beyond 180 minutes is not conducted, and 2) Procedures do not require the use of the SATCOM datalink.	
23-28-02	SATCOM Voice					
23-28-02A	Alternate procedures for SATCOM Voice use are established and used	C	1	0	(O) May be inoperative provided that alternate procedures are established and used.	
23-28-02B	Procedures do not require SATCOM Voice use	D	1	0	(O) May be inoperative provided that procedures do not require its use.	
23-28-03	SATCOM Datalink					
23-28-03A	Procedures require SATCOM datalink	C	1	0	(O) May be inoperative provided that alternate procedures are established and used for ATC communication.	
23-28-03B	Procedures do not require SATCOM datalink	D	1	0	(O) May be inoperative provided that procedures do not require the use of the SATCOM datalink.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-51	Audio Integrating and Voice Command Systems					
23-51-01	SELCAL Function					
23-51-01A	Alternate procedures for SELCAL function are established and used	C	1	0	(O) May be inoperative provided that alternate procedures are established and used.	
23-51-01B	Procedures do not require SELCAL function use	D	1	0	May be inoperative provided that procedures do not require its use.	
23-51-02	MECH Interphone Function					
23-51-02A		B	1	0	(O) May be inoperative provided that alternate procedures are established and used.	
23-51-03	Ground External Horn					
23-51-03A		C	1	0	(O) May be inoperative provided that: 1) The APU condition is continuously monitored in the cockpit during APU operation on ground, and 2) The avionics ventilation is continuously monitored in the cockpit when the aircraft is electrically supplied on ground.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-51	Audio Integrating and Voice Command Systems					
23-51-04	Captain Audio Function					
23-51-04A		C	1	0	(O) May be inoperative provided that: 1) RMP 1 is set to OFF, and 2) RMP 3 is operative and used by the captain.	
23-51-05	First Officer Audio Function					
23-51-05A		C	1	0	(O) May be inoperative provided that: 1) RMP 2 is set to OFF, and 2) RMP 3 is operative and used by the first officer.	
23-51-06	Third Occupant Audio Function	A	1	0	May be inoperative provided that: 1) RMP 1 and 2 are operative, and 2) Third occupant seat is considered inoperative, and 3) Repairs are made within 2 flight-days.	
23-51-07	Cockpit Loudspeaker					
23-51-07A	One or two loudspeakers inoperative	C	4	2	One or two may be inoperative.	
23-51-07B	Three loudspeakers inoperative	C	4	1	(O) Three may be inoperative provided that the captain and first officer wear a boomset for the entire flight.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-51	Audio Integrating and Voice Command Systems					
23-51-08	Headset/Boomset					|
23-51-08A	Microphone inoperative on required boomset (headset with boom microphone)	A	–	0	May be inoperative provided that: 1) Associated hand microphone is installed and operates normally, and 2) Repairs are made within 3 flight-days.	| |
23-51-08B	Earphones/headphones inoperative on required boomset (headset with boom microphone)	C	–	1	May be inoperative provided that an associated flight deck speaker operates normally.	| |
23-51-08C	Any boomset (headset with boom microphone) active noise canceling/reduction function inoperative	D	–	0	Any active noise canceling/reduction function may be inoperative provided that normal audio function of boomset is operative.	| |
23-51-08D	Any boomset (headset with boom microphone) in excess of those required	D	–	–	Any boomset or boomset component in excess of those required by 14 CFR may be inoperative.	| |
23-51-09	Hand Microphone					
23-51-09A	Associated boom microphone operative	C	–	0	May be inoperative provided that associated boom microphone operates normally.	
23-51-09B	Any hand microphone in excess of those required	D	–	–	Any in excess of those required by 14 CFR may be inoperative.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-51	Audio Integrating and Voice Command Systems					
23-51-10	Sidestick PTT sw					
23-51-10A	Sidestick PTT sw inoperative in the open position	C	2	0	One or both may be inoperative in the open (non-transmitting) position provided that the INT/RAD switch on the associated RMP is operative.	
23-51-10B	Sidestick PTT sw inoperative in the closed position	C	2	0	(M) One or both may be inoperative provided that: 1) INT/RAD switch on the associated RMP is operative, and 2) Affected sidestick PTT sw is deactivated in the open position.	
23-51-11 ***	Glareshield PTT pb					
23-51-11A	Glareshield PTT pb inoperative in the open position	D	2	0	One or both may be inoperative in the open (non-transmitting) position.	
23-51-11B	Glareshield PTT pb inoperative in the closed position	D	2	0	(M) One or both may be inoperative provided that the affected glareshield PTT pb is deactivated in the open position.	
23-51-12 ***	Fourth Occupant ACP					
23-51-12A		D	1	0	May be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-52	Radio and Audio Management Panels (RMP)					
23-52-01	RMP					
23-52-01A		C	3	2	(O) One may be inoperative.	
23-52-02	RMP Key					
23-52-02A		C	–	–	One or more may be inoperative.	
23-52-03	RMP Reception Knob					
23-52-03A		C	–	–	One or more may be inoperative.	
23-71	Cockpit Voice Recorder (CVR)					
23-71-01	CVR					
23-71-01A		A	1	0	May be inoperative provided that: 1) Flight Data Recorder (FDR) operates normally, and 2) Repairs are made within 3 flight-days.	
23-75	External Video System					
23-75-01	Taxiing Aid Camera					
23-75-01A		D	2	0	One or both may be inoperative.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-01	ELEC Overhead Panel					
24-01-01	APU GEN pb-sw FAULT light					
24-01-01A		C	1	0	May be inoperative.	
24-01-02	APU GEN pb-sw OFF light					
24-01-02A		C	1	0	May be inoperative.	
24-01-03	BAT 1(2)(EMER 1(2)) pb-sw FAULT light					
24-01-03A		C	4	0	One or more may be inoperative.	
24-01-04	BAT 1(2)(EMER 1(2)) pb-sw OFF light					
24-01-04A		C	4	0	One or more may be inoperative.	
24-01-05	BUS TIE pb-sw OFF light					
24-01-05A		C	1	0	May be inoperative.	
24-01-06	COMMERCIAL 1(2) pb-sw OFF light					
24-01-06A		C	2	0	One or both may be inoperative.	
24-01-07	DRIVE 1A(1B)(2A)(2B) pb FAULT light					
24-01-07A		C	4	0	One or more may be inoperative.	
24-01-08	DRIVE 1A(1B)(2A)(2B) pb DISC light					
24-01-08A		C	4	0	One or more may be inoperative.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-01	ELEC Overhead Panel					
24-01-09	ELM pb-sw FAULT light					
24-01-09A		C	1	0	May be inoperative.	
24-01-10	ELM pb-sw OFF light					
24-01-10A		C	1	0	May be inoperative.	
24-01-11	EXT 1 (2) pb AVAIL light					
24-01-11A		C	2	0	(O) One or both may be inoperative.	
24-01-12	EXT 1(2) pb AUTO light					
24-01-12A		C	2	0	One or both may be inoperative.	
24-01-13	GALLEY pb-sw OFF light					
24-01-13A		C	1	0	May be inoperative.	
24-01-14	GEN 1A(1B)(2A)(2B) pb-sw FAULT light					
24-01-14A		C	4	0	One or more may be inoperative.	
24-01-15	GEN 1A(1B)(2A)(2B) pb-sw OFF light					
24-01-15A		C	4	0	One or more may be inoperative.	
24-01-16	PAX SYS pb-sw ISOL light					
24-01-16A		C	1	0	May be inoperative.	
24-01-17	PAX SYS pb-sw OFF light					
24-01-17A		C	1	0	May be inoperative.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-01	ELEC Overhead Panel					
24-01-18	SIDE 1&2 pb-sw ISOL light					
24-01-18A		C	1	0	May be inoperative.	
24-01-31	BUS TIE pb-sw					
24-01-31A	OFF position inoperative	C	1	0	The OFF position of the BUS TIE pb-sw may be inoperative provided that all the AC main generations are operative.	
24-01-31B	AUTO position inoperative	C	1	0	(O) The AUTO position of the BUS TIE pb-sw may be inoperative provided that: 1) All the AC main generations are operative, and 2) ETOPS is not conducted.	
24-01-32	GALLEY pb-sw					
24-01-32A		C	1	0	(O) May be inoperative.	
24-01-33	PAX SYS pb-sw					
24-01-33A		C	1	0	(O) May be inoperative.	
24-02	CABIN Overhead Panel					
24-02-01 ***	PAX PERS ELEC SPLY pb-sw OFF light					
24-02-01A		C	1	0	May be inoperative.	
24-02-31 ***	PAX PERS ELEC SPLY pb-sw					
24-02-31A		D	1	0	May be inoperative.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-03	EMER ELEC PWR Overhead Panel					
24-03-01	EMER GEN FAULT light					
24-03-01A		C	1	0	May be inoperative.	
24-04	Maintenance Overhead Panel					
24-04-01	BAT Overhead Panel					
24-04-01-01	BAT 1(2) Voltage Indication					
24-04-01-01A		C	2	0	(O) One or both may be inoperative.	
24-04-01-02	BAT EMER 1(2) Voltage Indication					
24-04-01-02A		C	2	0	(M)(O) One or both may be inoperative provided that the charge of the affected emergency battery is checked before each flight.	
24-04-02	ELEC Overhead Panel					
24-04-02-01	REMOTE C/B CTL pb-sw ON light					
24-04-02-01A		C	1	0	May be inoperative.	
24-04-03	TOWING ON BAT POWER Overhead Panel					
24-04-03-01	TOWING ON BAT POWER pb ON light					
24-04-03-01A		C	1	0	May be inoperative.	
24-04-03-31	TOWING ON BAT POWER pb					
24-04-03-31A		C	1	0	May be inoperative.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-07	Indications on the ELEC AC SD page					
24-07-01	APU GEN Indications on the ELEC AC SD page					
24-07-01A		C	3	0	One or more indications (load, voltage, frequency) of the APU GEN may be inoperative on the ELEC AC SD page.	
24-09	Dispatch Messages					
24-09-01	ELEC BOTH RAT HEATERS ON Message					
24-09-01A	Both RAT heaters remain on	A	–	–	May be displayed on the DISPATCH page for five flights.	
24-09-01B	One RAT heater deactivated	D	–	–	(M) May be displayed on the DISPATCH page provided that one rat heater is deactivated.	
24-09-02	ELEC DRIVE 1A(1B)(2A)(2B) OIL FILTER CLOGGED Message					
24-09-02A		A	–	–	(O) On each engine, one may be displayed on the DISPATCH page for 35 flight-hours provided that: 1) The affected drive is disconnected, and 2) The associated AC main generation is considered inoperative. Refer to Item 24-22-01, AC Main Generation – Drive.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-09	Dispatch Messages					
24-09-03	ELEC DRIVE 1A(1B)(2A)(2B) OIL LEVEL LO Message					
24-09-03A	Oil level checked adequate	C	–	–	(M) All may be displayed provided that the oil level of the affected VFG is checked adequate before each flight.	
24-09-03B	Drive not disconnected	A	–	–	One may be displayed on the DISPATCH page for one flight.	
24-09-03C	Drive disconnected	A	–	–	(O) On each engine, one may be displayed on the DISPATCH page for 35 flight-hours provided that: 1) The affected drive is disconnected, and 2) The associated AC main generation is considered inoperative. Refer to Item 24-22-01, AC Main Generation – Drive.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-22	AC Main Generation					
24-22-01	AC Main Generation – Drive					
24-22-01A	One inoperative and associated drive disconnected	A	4	3	(O) One may be inoperative for 35 flight-hours provided that: 1) The affected drive is checked disconnected, and 2) At least one AC main generation on each engine have no message displayed on the DISPATCH page, and 3) For ETOPS beyond 120 minutes, the APU and AC auxiliary generation are operative, and 4) For ETOPS beyond 120 minutes, the APU OIL FILTER message is not displayed on the DISPATCH page, and 5) For ETOPS beyond 120 minutes, the OIL LEVEL LO indication is not displayed on the APU SD page. (Continued)					

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-22	AC Main Generation					
24-22-01	AC Main Generation – Drive (Cont'd)					
24-22-01B	Two inoperative: one drive disconnected and one drive not disconnected	A	4	2	(O) One may be inoperative on each engine for 35 flight-hours provided that: 1) One affected drive is not disconnected and the associated GEN 1A(2A)(2B) pb-sw is set to OFF, and 2) The AC main generation 1B is operative, and 3) The other affected drive is checked disconnected, and 4) There is no message displayed on the DISPATCH page for the operative AC main generation, and 5) The APU GEN pb-sw is set to OFF for landing and takeoff, and 6) For ETOPS beyond 120 minutes, the APU is operative and used in the ETOPS sector, and 7) For ETOPS beyond 120 minutes, the AC auxiliary generation is operative and used in the ETOPS sector, and 8) For ETOPS beyond 120 minutes, the APU OIL FILTER message is not displayed on the DISPATCH page, and 9) For ETOPS beyond 120 minutes, the OIL LEVEL LO indication is not displayed on the APU SD page. (Continued)	|

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-22	AC Main Generation					
24-22-01	AC Main Generation – Drive (Cont'd)					
24-22-01C	Two inoperative and associated drives disconnected	A	4	2	(O) One may be inoperative on each engine for 35 flight-hours provided that: 1) Both affected drives are checked disconnected, and 2) The AC main generation 1B is operative, and 3) There is no message displayed on the DISPATCH page for the operative AC main generation, and 4) The APU GEN pb-sw is set to OFF for landing and takeoff, and 5) For ETOPS beyond 120 minutes, the APU is operative and used in the ETOPS sector, and 6) For ETOPS beyond 120 minutes, the AC auxiliary generation is operative and used in the ETOPS sector, and 7) For ETOPS beyond 120 minutes, the APU OIL FILTER message is not displayed on the DISPATCH page, and 8) For ETOPS beyond 120 minutes, the OIL LEVEL LO indication is not displayed on the APU SD page.	|

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-22	AC Main Generation					
24-22-02	AC Main Generation – Generator					
24-22-02A	One inoperative	C	4	3	(O) One may be inoperative provided that: 1) The associated drive is not disconnected, and 2) The associated GEN 1A(1B)(2A)(2B) pb-sw is set to OFF, and 3) At least one AC main generation on each engine have no message displayed on the DISPATCH page, and 4) For ETOPS beyond 120 minutes, the APU and AC auxiliary generation are operative, and 5) For ETOPS beyond 120 minutes, the APU OIL FILTER message is not displayed on the DISPATCH page, and 6) For ETOPS beyond 120 minutes, the OIL LEVEL LO indication is not displayed on the APU SD page. (Continued)	|

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-22	AC Main Generation					
24-22-02	AC Main Generation – Generator (Cont'd)					
24-22-02B	Two inoperative	C	4	2	(O) One may be inoperative on each engine provided that: 1) The associated drives are not disconnected, and 2) The AC main generation 1B is operative, and 3) The associated GEN 1A(2A)(2B) pb-sw are set to OFF, and 4) There is no message displayed on the DISPATCH page for the operative AC main generation, and 5) The APU GEN pb-sw is set to OFF for takeoff and landing, and 6) For ETOPS beyond 120 minutes, the APU is operative and used in the ETOPS sector, and 7) For ETOPS beyond 120 minutes, the AC auxiliary generation is operative and used in the ETOPS sector, and 8) For ETOPS beyond 120 minutes, the APU OIL FILTER message is not displayed on the DISPATCH page, and 9) For ETOPS beyond 120 minutes, the OIL LEVEL LO indication is not displayed on the APU SD page.	|

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-22	AC Main Generation					
24-22-03	Drive Oil Filter Monitoring					
24-22-03A	No check of the drive oil filter	A	4	2	One may be inoperative on each engine for three flights.	
24-22-03B	Check of the drive oil filter	C	4	2	(M) One may be inoperative on each engine provided that the associated oil filter is checked and does not reveal the presence of chips.	
24-22-04	Drive Oil Level Monitoring					
24-22-04A	No check of the drive oil level	A	4	2	One may be inoperative on each engine for three flights.	
24-22-04B	Check of the drive oil level	C	4	2	(M) Two may be inoperative provided that the sight glass of the affected AC main generation shows a correct oil level.	
24-22-05	Drive Oil Pressure Monitoring					
24-22-05A		A	4	2	(O) One may be inoperative on each engine for 35 flight-hours provided that: 1) The affected drive is disconnected, and 2) The associated AC main generation is considered inoperative. Refer to Item 24-22-01, AC Main Generation – Drive.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-23	AC Auxiliary Generation					
24-23-01	AC Auxiliary Generation					
24-23-01A		C	1	0	(O) May be inoperative provided that ETOPS beyond 180 minutes is not conducted.	
24-24	AC Emergency Generation					
24-24-01	RAT Shedding Redundancy					
24-24-01A		C	1	0	May be inoperative.	
24-24-02	RAT Pressure Switch					|
24-24-02A		C	1	0	(M)(O) May be inoperative provided that the RAT extension and retraction are checked operative.	|
24-24-03	RAT Stow Switch					|
24-24-03A		B	1	0	(M)(O) May be inoperative provided that: 1) The air conditioning pack 2 is operative, and 2) The ground movement surfaces and departure runway are dry or damp, and 3) There is no precipitation during taxi and take-off, and 4) The RAT extension and retraction are checked operative before each flight, and 5) The RAT generator is heated before each flight.	|

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-36	Battery Main Generation					
24-36-01	Battery 1					
24-36-01A	AC main generations 2A and 2B operative	C	1	0	(O) May be inoperative provided that AC main generations 2A and 2B are operative.	
24-36-01B	AC main generation 2A(2B) inoperative	C	1	0	(O) May be inoperative provided that: 1) The APU is operative for ETOPS, and 2) The APU is used in the ETOPS sector.	
24-36-02	Battery 2					
24-36-02A	AC main generations 2A and 2B operative	C	1	0	(O) May be inoperative provided that AC main generations 2A and 2B are operative.	
24-36-02B	AC main generation 2A(2B) inoperative	C	1	0	(O) May be inoperative provided that: 1) The APU is operative for ETOPS, and 2) The APU is used in the ETOPS sector.	

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-41	AC External Power Control					
24-41-01	EXT PWR 1(2) AVAIL light on the External Power Panel					
24-41-01A		C	2	0	One or both may be inoperative.	
24-41-02	EXT PWR 1(2) NOT IN USE light on the External Power Panel					
24-41-02A		C	2	0	(O) One or both may be inoperative provided that the use of the affected external power is coordinated between the ground and the cockpit.	
24-41-03	External Power Control and Receptacle					|
24-41-03A	External Power 1 inoperative	D	2	1	(M) External Power 1 may be inoperative provided that: 1) Receptacle 1 is visually inspected, placarded inoperative and not used, and 2) EXT 1 pb is placarded inoperative.	|
24-41-03B	External Power 2 inoperative	C	2	1	(M)(O) External Power 2 may be inoperative provided that: 1) Receptacle 2 is visually inspected, placarded inoperative and not used, and 2) EXT 2 pb is placarded inoperative.	|
24-41-03C	Both inoperative	C	2	0	(M)(O) Both may be inoperative provided that: 1) Both receptacles are visually inspected, placarded inoperative and not used, and 2) Both EXT pb are placarded inoperative.	|

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-51	230 VAC Distribution					
24-51-01	Auto Transformer Unit 1A(1B)(2A)(2B)					
24-51-01A	External power receptacle 2 operative	C	4	2	One may be inoperative on one or both electrical sides provided that the external power receptacle 2 is operative.	
24-51-01B	External power receptacle 2 inoperative	C	4	2	(O) One may be inoperative on one or both electrical sides.	
24-71	Electrical Power Distribution Center					
24-71-01	C/B Monitoring Function					
24-71-01A		C	1	0	(O) May be inoperative provided that the REMOTE C/B CTL ON memo is not displayed on the WD.	
24-71-02	Emergency Distribution Redundancy					
24-71-02A		C	1	0	May be inoperative.	
24-71-03	Load Management					
24-71-03A		C	1	0	May be inoperative provided that the ELM pb-sw is set to OFF.	
24-71-04	Normal Network Management Degraded					
24-71-04A		C	1	0	May be degraded provided that none of the following dispatch messages are displayed: ELEC GEN 1A(1B)(2A)(2B), ELEC DRIVE 1A(1B)(2A)(2B) DISCONNECTED, ELEC DRIVE 1A(1B)(2A)(2B) DISC STS UNKNOWN.	

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-71	Electrical Power Distribution Center					
24-71-05	Normal Distribution Degraded					
24-71-05A		C	1	0	(M) May be degraded provided that the SSPC cards 4107XZ, 4109XZ, 4111XZ, 4113XZ, 4208XZ, 4210XZ, 4214XZ, and 4216XZ are checked operative.	
24-71-06	Normal Distribution Redundancy					
24-71-06A		C	1	0	May be inoperative.	
24-74	Cabin and Cargo Power Distribution					
24-74-01	Cabin Power Protection Degraded					
24-74-01A		C	1	0	May be degraded.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-11	Pilot Seats					
25-11-01	Pilot Seat Manual Vertical Adjustment					
25-11-01A	Associated electrical control operative	D	2	0	One or both may be inoperative provided that the associated electrical control is operative.	
25-11-01B	Associated electrical control inoperative	B	2	0	One or both may be inoperative provided that the seating position is acceptable to the affected crewmember.	
25-11-02	Pilot Seat Backrest Adjustment					
25-11-02A		A	2	0	One or more may be inoperative for 2 flight-days provided that the seating position is acceptable to the affected crewmember.	
25-11-03	Pilot Seat Lumbar Adjustment					
25-11-03A		D	4	0	One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.	
25-11-04	Pilot Seat Electrical Adjustment					
25-11-04A		D	2	0	(M) One or both may be inoperative provided that the electrical control of the associated seat is deactivated.	
25-11-05	Pilot Seat Headrest Adjustment					
25-11-05A		C	2	0	One or both may be inoperative.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-11	Pilot Seats					
25-11-08	Pilot Sidestick Armrest Height Adjustment					
25-11-08A		C	2	0	One or both may be inoperative provided that the armrest position is acceptable to the affected crewmember.	
25-11-09	Pilot Sidestick Armrest Pitch Adjustment					
25-11-09A		C	2	0	One or both may be inoperative provided that the armrest position is acceptable to the affected crewmember.	
25-11-10	Pilot Sidestick Armrest Memory Display Position					
25-11-10A		C	2	0	One or both may be inoperative.	
25-11-11	Pilot Inboard Armrest Pitch Adjustment					
25-11-11A		C	2	0	One or both may be inoperative provided that the armrest position is acceptable to the affected crewmember.	
25-11-12	Pilot Inboard Armrest Translation Adjustment					
25-11-12A		C	2	0	One or both may be inoperative provided that the armrest position is acceptable to the affected crewmember.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-12	Third Occupant Seat					
25-12-01	Third Occupant Seat					
25-12-01A	Seat available in cabin	A	1	0	May be inoperative provided that: 1) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and 2) Repairs are made within 2 flight-days.	
25-12-01B	Fourth occupant seat available	A	1	0	May be inoperative provided that: 1) Fourth occupant's seat is available and acceptable to the FAA inspector for the performance of official duties, and 2) Repairs are made within 2 flight-days.	

(Continued)

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-12	Third Occupant Seat					
25-12-01	Third Occupant Seat (Cont'd)					
25-12-01C	Required minimum safety equipment available	A	1	0	May be inoperative provided that: 1) Required minimum safety equipment (oxygen and safety belt) is available, and 2) Seat is acceptable to the FAA inspector for the performance of official duties, and 3) Repairs are made within 2 flight-days. NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-12	Third Occupant Seat					
25-12-02	Third Occupant Seat Horizontal Adjustment					
25-12-02A	Seat locked	D	1	0	May be inoperative provided that the seat is locked.	
25-12-02B	Seat not locked and secured	A	1	0	(M) May be inoperative for 2 flight-days provided that the seat is secured and not occupied. Refer to Item 25-12-01, Third Occupant Seat.	
25-12-03	Third Occupant Seat Other Adjustments (Vertical, Lumbar, and Recline)					
25-12-03A		D	3	0	One or more may be inoperative provided that the seating position is acceptable to the occupant.	
25-12-04	Third Occupant Seat Headrest Adjustment					
25-12-04A		D	1	0	(M) May be inoperative provided the headrest position is acceptable to the occupant or the headrest is removed.	
25-12-05	Third Occupant Seat Shoulder Harness					
25-12-05A		A	1	0	May be inoperative provided that: 1) Third occupant seat is considered inoperative, and 2) Repairs are made within 2 flight-days. Refer to Item 25-12-01, Third Occupant Seat.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-12	Third Occupant Seat					
25-12-06	Third Occupant Seat Fifth Strap					
25-12-06A		A	1	0	May be inoperative provided that: 1) Third occupant seat is considered inoperative, and 2) Repairs are made within 2 flight-days. Refer to Item 25-12-01, Third Occupant Seat.	
25-12-07	Third Occupant Seat Armrest					
25-12-07A		D	2	0	One or both may be inoperative provided that the armrest position is acceptable to the occupant.	
25-13	Fourth Occupant Seat					
25-13-01	Fourth Occupant Seat					
25-13-01A		D	1	0	May be inoperative provided that the seat is not occupied.	
25-13-02	Fourth Occupant Seat Shoulder Harness					
25-13-02A		D	1	0	May be inoperative provided that the seat is considered inoperative. Refer to Item 25-13-01, Fourth Occupant Seat.	
25-13-03	Fourth Occupant Seat Fifth Strap					
25-13-03A		D	1	0	May be inoperative provided that the seat is considered inoperative. Refer to Item 25-13-01, Fourth Occupant Seat.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-14	Cockpit Equipment					
25-14-01	Pilot Sliding Table					
25-14-01A		C	2	0	(M)(O) One or both may be inoperative in stowed position or removed.	
25-14-02	Pilot Retractable Footrest					
25-14-02A		C	4	0	(M) One or more may be inoperative in stowed position or removed.	
25-14-03	Protective Cover for the ENG START panel and ECAM Control Panel					|
25-14-03A		A	1	0	(O) May be inoperative or missing for three flights provided that: 1) Standard practices for the handling of liquids in the cockpit are respected, and 2) The specific procedure in case of inadvertent liquid spillage on the ENG START panel and ECAM Control Panel is applied.	|

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-21	Passenger Compartment Seat					
25-21-01	Passenger Seat					
25-21-01A		D	–	–	May be inoperative provided that: 1) Seat does not restrict access to any emergency exit, egress route, or main aisle, and 2) The affected seat(s) is 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. NOTE 4: Affected seat(s) located between aisles may require that all seats on affected row(s) be considered inoperative to ensure that there is no restriction of access to both aisles.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-21	Passenger Compartment Seat					
25-21-02	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)					|
25-21-02A	Seat secured in the TTL position	D	–	–	(M) May be inoperative and seat occupied provided that seat is secured in the taxi, takeoff, and landing (TTL) position.	|
25-21-02B	Seat immovable in the TTL position	D	–	0	May be inoperative and seat occupied provided that seat is immovable in the taxi, takeoff, and landing (TTL) position.	|
25-21-03	Passenger Seat Belt					
25-21-03A		D	–	0	One or more may be inoperative provided that the associated seat is considered inoperative. Refer to Item 25-21-01, Passenger Seat.	
25-21-04	Passenger Seat Airbag					
25-21-04A		D	–	0	One or more may be inoperative provided that the associated seat is considered inoperative. Refer to Item 25-21-01, Passenger Seat.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-21	Passenger Compartment Seat					
25-21-05	Passenger Seat Armrest					
25-21-05A	Affected seat that requires armrest positioning for Taxi, Takeoff, and Landing	D	–	0	(M) One or more may be inoperative provided that: 1) The affected armrest does not restrict access to any emergency exit, egress route, or main aisle, and 2) The affected armrest is inoperative in the required position for Taxi, Takeoff, and Landing.	
25-21-05B	Passenger seat considered inoperative	D	–	0	One or more may be inoperative provided that: 1) The affected armrest does not restrict access to any emergency exit, egress route, or main aisle, and 2) The associated seat is placarded inoperative and is not used. Refer to Item 25-21-01, Passenger Seat.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-21	Passenger Compartment Seat					
25-21-06	Underseat Baggage Restraining Bar					
25-21-06A		C	–	–	(O) One or more may be inoperative provided that: 1) Baggage is not stowed under the associated seat, 2) The associated seat is placarded “DO NOT STOW BAGGAGE UNDER THIS SEAT”, and 3) Procedures are established to alert Cabin Crew of inoperative restraining bar.	
25-21-07	Passenger Seat Stowage Access Door					
25-21-07A	Affected stowage secured closed	D	–	0	(M) One or more may be damaged or missing provided that: 1) The affected stowage compartment is empty, and 2) The affected stowage compartment access is secured to prevent the use of the stowage.	
25-21-07B	Associated seat considered inoperative	D	–	0	One or more may be damaged or missing provided that the associated seat is considered inoperative. Refer to Item 25-21-01, Passenger Seat.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-21	Passenger Compartment Seat					
25-21-08 ***	Passenger Mini-Suite Taxi, Takeoff, and Landing (TTL) Light					
25-21-08A		C	–	0	(O) May be inoperative and seat occupied provided that alternate procedures are established and used.	
25-21-09 ***	Passenger Mini-Suite Door					
25-21-09A		D	–	0	(M) One or more may be inoperative and seat(s) occupied provided that the affected door(s) is secured in the fully open position or removed.	
25-21-10 ***	Passenger Seat Leg/Footrest (Non Lie-Flat Seat)					
25-21-10A		D	-	0	(M) May be inoperative and seat occupied provided that the affected leg/footrest is secured in the retracted/stowed position or removed.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-21	Passenger Compartment Seat					
25-21-11	Passenger Seat Meal Table					|
25-21-11A	Meal table secured in the stowed position	D	–	0	(M) One or more may be inoperative provided that the affected meal table is secured in the stowed position.	|
25-21-11B	Meal table not stowed and affected seat(s) considered inoperative	D	–	0	(O) One or more may be inoperative provided that: 1) The meal table of the affected seat(s) does not block the access to a cabin door, and 2) The seats with restricted access to the main aisle are considered inoperative. Refer to Item 25-21-01, Passenger Seat.	|
25-21-11C	Meal table not stowed and affected cabin door and seat(s) considered inoperative	A	–	–	(O) One or more meal table affecting the access to a cabin door may be inoperative for 1 flight-day provided that: 1) The affected cabin door is considered inoperative, and 2) The seat(s) with restricted access to the main aisle are considered inoperative. Refer to Item 25-21-01, Passenger Seat. Refer to Item 52-10-01, Cabin Door/Slide/Raft.	|

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-22	Flight Attendant Seat					
25-22-01	Flight Attendant Seat					
25-22-01A	Required flight attendant seats	B	–	–	(M)(O) One seat position or assembly (dual position) may be inoperative provided that: 1) Affected seat position or seat assembly is not occupied, and 2) 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, and 3) Alternate procedures are established and used as published in crewmember manuals, and 4) Folding type seat stows automatically or is secured in the retracted position, and 5) Passenger seat assigned to flight attendant is placarded “FOR FLIGHT ATTENDANT ONLY”. 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. (Continued)	

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-22	Flight Attendant Seat					
25-22-01	Flight Attendant Seat (Cont'd)					
25-22-01A	Required flight attendant seats (Cont'd)					
					NOTE 3: Individual operators when operating with inoperative seats will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable 14 CFR are met. NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.	
25-22-01B	Excess flight attendant seats	C	–	–	(M) May be inoperative provided that: 1) Affected seat position or seat assembly is not occupied, and 2) 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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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-27	Floor Panel Heating					|
25-27-01	Heating Function of Heated Floor Panels (Passenger/Crew Doors, Emergency Exits, and Galley Areas)					|
25-27-01A		D	-	0	(M) May be inoperative provided that heating elements of the affected area heated floor panels are deactivated.	|
25-35	Galley Equipment					
25-35-01	Galley/Cabin Waste Compartment Flapper Door					
25-35-01A		C	–	–	(M)(O) One or more may be inoperative or missing provided that: 1) The associated galley/cabin waste compartment is empty, and 2) The associated access is secured to prevent waste introduction, and 3) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-35	Galley Equipment					
25-35-02 ***	Galley/Cabin Waste Compartment Access Door					|
25-35-02A		C	–	–	(M)(O) One or more may be inoperative or missing provided that: 1) The associated galley/cabin waste compartment is empty, 2) The associated flapper and access doors are secured closed to prevent waste introduction, and 3) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.	|

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-40	Lavatories					
25-40-01	Toilet Waste Compartment Flapper Door					
25-40-01A		C	–	–	(M) May be inoperative provided that: 1) Associated waste container is empty, and 2) Affected receptacle access door/cover/flapper door is secured to prevent waste introduction into the receptacle, and 3) Lavatory is used only by crewmembers, and 4) 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.	
25-40-02	Exterior Lavatory Ashtray					
25-40-02A	50% or less inoperative	A	–	–	Up to and including 50% may be inoperative or missing for 10 consecutive calendar-days. NOTE: Crew lavatories are included in the total number of lavatory doors with exterior ashtrays.	
25-40-02B	More than 50% inoperative	A	–	0	More than 50% may be inoperative or missing for 3 consecutive calendar-days. NOTE: Crew lavatories are included in the total number of lavatory doors with exterior ashtrays.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-40	Lavatories					
25-40-03	Toilet Waste Compartment Access Door					|
25-40-03A		C	–	0	(M) May be inoperative provided that: 1) Associated waste container is empty, and 2) Affected receptacle access door/cover/flapper door is secured to prevent waste introduction into the receptacle, and 3) Lavatory is used only by crewmembers, and 4) 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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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-50	Additional Compartments					
25-50-01 ***	Crew Rest Compartment Bunk Bed					
25-50-01A		C	–	0	One or more may be inoperative provided that: 1) Affected bunk bed is placarded inoperative and is not used, and 2) Procedures do not require its use.	
25-50-02 ***	Flightcrew Rest Compartment Seat					
25-50-02A		C	1	0	May be inoperative provided that: 1) Seat is placarded inoperative and is not used, and 2) Procedures do not require its use.	
25-50-03	Decompression Panel between FCRC and Cabin					
25-50-03A		C	1	0	(O) May be damaged or missing provided that: 1) Precaution is taken while accessing or exiting bunk beds, and 2) Procedures do not require use of the FCRC.	

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-50	Additional Compartments					
25-50-04	Decompression Panel on CCRC Access Door					
25-50-04A	Panel damaged or missing	D	1	0	May be damaged or missing.	
25-50-04B	Panel inoperative in the closed position	D	1	0	(M) May be inoperative in the closed position provided that the CCRC access sliding door is secured in the open position.	
25-50-05	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/ Closets					
25-50-05A	Door(s) secured closed	C	–	–	(M) May be inoperative provided that: 1) Procedures are established to secure the affected bin, compartment, or closet in the closed position, and 2) Affected bin, compartment, or closet is prominently placarded “DO NOT USE”, and 3) Any emergency equipment located in affected compartment is considered inoperative, and 4) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. (Continued)	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-50	Additional Compartments					
25-50-05	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/ Closets (Cont'd)					
25-50-05B	Door(s) removed or secured open	C	–	–	(M)(O) May be inoperative provided that: 1) For non-retractable doors, affected door is removed, and 2) For retractable doors, affected door is removed or secured in the retracted (fully open) position, and 3) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, and 4) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", and 5) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and 6) Passengers are briefed that affected bin, compartment, or closet is not used. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-50	Additional Compartments					
25-50-06 ***	Storage Compartment Locks					
25-50-06A		D	–	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
25-50-07	Flightcrew Rest Compartment Door Lock					
25-50-07A		C	1	0	(O) May be inoperative provided that alternate procedures are established and used.	
25-62	Cabin Escape Facilities					
25-62-01	Slide/Raft					
25-62-01A					Refer to Item 52-10-01, Cabin Door/Slide/Raft.	
25-62-02	SLIDE ARMED light					
25-62-02A		C	8	0	(O) One or more may be inoperative.	
25-62-03 ***	Slide Buzzer					
25-62-03A		D	8	0	One or more may be inoperative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-64	First Aid Equipment					
25-64-01	First Aid Kit (FAK)					
25-64-01A	Any FAK in excess of those required	D	–	–	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
25-64-01B	More than one FAK required	A	–	–	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing, or inoperative provided that: 1) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and 2) Repairs or replacements are made within one flight.	
25-64-02	Emergency Medical Kit (EMK)					
25-64-02A	Any EMK in excess of those required	D	–	–	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.	
25-64-02B	Required EMK	A	–	0	(O) May be incomplete, missing, or inoperative provided that: 1) EMK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and 2) Repairs or replacements are made within one flight.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-64	First Aid Equipment					
25-64-03	Automatic External Defibrillator (AED)					
25-64-03A	Any AED in excess of those required	D	–	–	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
25-64-03B	Required AED	A	–	0	(O) May be incomplete, missing, or inoperative provided that: 1) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and 2) Repairs or replacements are made within one flight.	
25-65	Emergency Equipment					
25-65-01	Cockpit Flashlight/Holder					
25-65-01A		D	–	–	May be inoperative or missing provided that crewmember assigned to associated seat has a flashlight with equivalent characteristics readily available.	
25-65-02	Cabin Flashlight/Holder					
25-65-02A		D	–	–	May be inoperative or missing provided that crewmember assigned to associated seat has a flashlight with equivalent characteristics readily available.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-65	Emergency Equipment					
25-65-04	Portable (Survival) Emergency Locator Transmitter					
25-65-04A		D	–	–	Any in excess of those required by 14 CFR may be inoperative or missing.	
25-65-05	Fireproof Gloves					
25-65-05A	Fire gloves ‘C’ repair interval	C	–	0	One or more may be damaged or missing.	
25-65-05B	Fire gloves ‘D’ repair interval and procedures do not require their use	D	–	0	One or more may be damaged or missing provided that procedures do not require their use.	
25-65-06	FCRC Flashlight/Holder					|
25-65-06A	FCRC used (Aircraft with MP L60271/MOD 100671)	D	–	1	One must be operative.	|
25-65-06B	FCRC used (Aircraft with MP L65040/MOD 112913)	D	–	2	One must be operative in each FCRC.	|
25-65-06C	FCRC not used (Aircraft with MP L60271/MOD 100671)	D	–	0	All may be inoperative or missing provided that the FCRC is locked closed and is placarded inoperative.	|
25-65-06D	FCRC not used (Aircraft with MP L65040/MOD 112913)	D	–	0	All may be inoperative or missing provided that the associated FCRC is locked closed and is placarded inoperative.	|

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-65	Emergency Equipment					
25-65-07	CCRC Flashlight/Holder					|
25-65-07A	CCRC used	D	–	1	One must be operative.	|
25-65-07B	CCRC not used	D	–	0	All may be inoperative or missing provided that the CCRC is locked closed and is placarded inoperative.	| | |
25-66	Floatation and Survival Equipment					
25-66-01	Life Vest					
25-66-01A		D	–	–	Any in excess of those required by 14 CFR may be inoperative or missing.	
25-66-02 ***	Supplemental Survival Kit					
25-66-02A		A	8	7	One may be inoperative or missing provided that: 1) Associated door is considered inoperative, and 2) Repairs are made within 1 flight-day. Refer to Item 52-10-01, Cabin Door/Slide/Raft.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-69	Emergency Locator Transmitter (ELT)					
25-69-01	Fixed (Automatic) Emergency Locator Transmitter					
25-69-01A	Required ELT inoperative	A	1	0	(M) May be inoperative for 90 consecutive calendar-days provided that system is deactivated.	|
25-69-01B	Required ELT missing	A	1	0	(M) May be missing for 90 consecutive calendar-days provided that placard stating “ELT not installed” is placed in view of the pilot.	|
25-69-01C	Non-required ELT inoperative	D	–	–	(M) Any in excess of those required by 14 CFR may be inoperative provided that system is deactivated.	|
25-69-01D	Non-required ELT missing	D	–	–	Any in excess of those required by 14 CFR may be missing.	|
25-69-02	Low Frequency – Underwater Locator Beacon (LF-ULB) (Aircraft with MP L43342/ MOD 111316)					
25-69-02A		D	1	0	May be inoperative or missing.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-90	Furnishing and Equipment					
25-90-01	Nonessential Equipment and Furnishings (NEF)					
25-90-01A		–	–	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with an NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the aircraft operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-01	FIRE Overhead Panel					
26-01-01	LED in ENG FIRE pb-sw					
26-01-01A		C	16	8	A maximum of four LEDs in each ENG FIRE pb-sw may be inoperative.	
26-01-02	LED in APU Fire pb-sw					
26-01-02A	A maximum of four LEDs inoperative	C	8	4	A maximum of four LEDs may be inoperative.	
26-01-02B	Five or more LEDs inoperative	C	8	0	Five or more LEDs may be inoperative provided that the APU is considered inoperative. Refer to Item 49-10-01, APU Powerplant.	
26-01-03	ENG AGENT pb DISCH light					
26-01-03A		C	4	0	One or more may be inoperative.	
26-01-04	ENG AGENT pb SQUIB light					
26-01-04A		C	4	0	One or more may be inoperative.	
26-01-05	APU AGENT pb DISCH light					
26-01-05A		C	1	0	May be inoperative.	
26-01-06	APU AGENT pb SQUIB light					
26-01-06A		C	1	0	May be inoperative.	
26-01-31	FIRE TEST pb					
26-01-31A		C	1	0	(M) May be inoperative provided that the maintenance fire test is performed before the first MMEL dispatch and then before the first flight of each day.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-02	CARGO SMOKE Overhead Panel					
26-02-01 ***	AGENT TO FWD(AFT) pb SMOKE light					
26-02-01A		A	2	0	One or both may be inoperative for 10 consecutive calendar-days.	
26-02-02 ***	AGENT TO FWD(AFT) pb DISCH light					
26-02-02A		C	2	0	One or both may be inoperative.	
26-02-03	BTL1(2) light (A350-900 Series)					
26-02-03A		C	2	0	One or both may be inoperative.	
26-02-04	BTL1(2)(3) light (A350-1000 Series)					
26-02-04A		C	3	0	One or more may be inoperative.	
26-03	CABIN SMOKE Overhead Panel					
26-03-01	IFEC pb-sw SMOKE light					
26-03-01A	IFEC available	C	1	0	May be inoperative.	
26-03-01B	IFEC pb-sw set to off	D	1	0	May be inoperative provided that the IFEC pb-sw is set to OFF.	
26-03-02	IFEC pb-sw OFF light					
26-03-02A		C	1	0	May be inoperative.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-03	CABIN SMOKE Overhead Panel					
26-03-03 ***	PAX BBAND pb-sw SMOKE light					
26-03-03A	PAX BBAND available	C	1	0	May be inoperative.	
26-03-03B	PAX BBAND pb-sw set to OFF	D	1	0	May be inoperative provided that the PAX BBAND pb-sw is set to OFF.	
26-03-04 ***	PAX BBAND pb-sw OFF light					
26-03-04A		C	1	0	May be inoperative.	
26-04	MLG BAY Overhead Panel					
26-04-01	MLG BAY FIRE light					
26-04-01A		C	1	0	May be inoperative.	
26-05	VENT Overhead Panel					
26-05-01	AVNCS SMOKE light					
26-05-01A		C	1	0	May be inoperative.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-10	Engine, APU, and MLG Bay and Overhead Detection					
26-10-01	Engine Fire Detection Loop					
26-10-01A		C	4	2	(O) One may be inoperative on each engine provided that ETOPS beyond 120 minutes is not conducted.	
26-10-02	APU Fire Detection Loop					
26-10-02A	One inoperative (Aircraft with MP L43385/ MOD 111315)	C	2	1	(O) One may be inoperative.	|
26-10-02B	One inoperative (Aircraft without MP L43385/ MOD 111315)	C	2	1	(O) One may be inoperative.	|
26-10-02C	Both inoperative	C	2	0	(O) Both may be inoperative provided that: 1) APU is considered inoperative, and 2) ETOPS beyond 180 minutes is not conducted. Refer to Item 49-10-01, APU Powerplant.	|

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-10	Engine, APU, and MLG Bay and Overhead Detection					
26-10-03	APU Fire Detection					
26-10-03A		C	1	0	(O) May be inoperative provided that: 1) APU is considered inoperative, and 2) ETOPS beyond 180 minutes is not conducted. Refer to Item 49-10-01, APU Powerplant.	
26-10-04	MLG Bay Fire Detection Loop					
26-10-04A		C	2	1	One may be inoperative.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-10	Engine, APU, and MLG Bay and Overhead Detection					
26-10-05	Engine Conversion Module Channel					
26-10-05A		C	4	2	(O) One may be inoperative on each engine provided that ETOPS beyond 120 minutes is not conducted.	
26-10-06	APU/MLG Bay Conversion Module Channel					
26-10-06A		C	2	1	(O) One may be inoperative.	
26-10-07	Fire Protection Function 1					
26-10-07A		C	1	0	(O) May be inoperative.	
26-10-08	Fire Protection Function 2					
26-10-08A		C	1	0	(O) May be inoperative.	
26-10-09	Fire Protection Function 3					
26-10-09A		C	1	0	(O) May be inoperative.	
26-10-10	Fire Protection Function 4					
26-10-10A		C	1	0	(O) May be inoperative.	
26-10-11	FIRE light on ENGINE MASTER lever					
26-10-11A		C	2	0	One or both may be inoperative.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-15	Avionics Compartment Fire and Smoke Detection					
26-15-01	Smoke Detection Redundancy					
26-15-01A		A	1	0	May be inoperative for 90 consecutive calendar-days.	
26-15-02	Left Avionics Smoke Detection Redundancy					
26-15-02A		A	1	0	May be inoperative for 90 consecutive calendar-days.	
26-15-03	Right Avionics Smoke Detection Redundancy					
26-15-03A		A	1	0	May be inoperative for 90 consecutive calendar-days.	
26-15-04 ***	IFE Smoke Detection Redundancy					
26-15-04A		A	1	0	May be inoperative for 90 consecutive calendar-days.	
26-15-05 ***	IFE Smoke Detection					
26-15-05A		D	1	0	May be inoperative provided that the IFEC pb-sw set to OFF.	
26-15-06 ***	PAX BBAND Smoke Detection Redundancy					
26-15-06A		A	1	0	May be inoperative for 90 consecutive calendar-days.	
26-15-07 ***	PAX BBAND Smoke Detection					
26-15-07A		D	1	0	May be inoperative provided that the PAX BBAND pb-sw is set to OFF.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-16	Lower Deck Cargo Compartment Fire and Smoke Detection					
26-16-01	FWD Cargo Smoke Detection Redundancy					
26-16-01A		A	1	0	May be inoperative for 90 consecutive calendar-days.	
26-16-02	FWD Cargo Smoke Detection					
26-16-02A		C	1	0	(O) May be inoperative provided that 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: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
26-16-03	AFT/BULK Cargo Smoke Detection Redundancy					
26-16-03A		A	1	0	May be inoperative for 90 consecutive calendar-days.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-16	Lower Deck Cargo Compartment Fire and Smoke Detection					
26-16-04	AFT/BULK Cargo Smoke Detection					
26-16-04A		C	1	0	(O) May be inoperative provided that procedures are established and used to ensure the AFT/BULK compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
26-17	Lavatory Fire and Smoke Detection					
26-17-01	Lavatory Smoke Detection					
26-17-01A		C	–	0	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided that: 1) Lavatory waste receptacle is empty, and 2) Associated lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and 3) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-18	Cabin Sub-Compartment Fire and Smoke Detection					
26-18-01	FCRC Smoke Detection					
26-18-01A	Single FCRC (Aircraft with MP L60271/ MOD 100671)	D	1	0	(O) May be inoperative provided that: 1) The FCRC is locked closed and is placarded inoperative, and 2) The FCRC is not used for storage or for any other purpose, and 3) A procedure is used to periodically check the absence of smoke in the FCRC.	
26-18-01B	Dual FCRC (Aircraft with MP L65040/ MOD 112913)	D	2	0	(O) One or both may be inoperative provided that: 1) The associated FCRC is locked closed and is placarded inoperative, and 2) The associated FCRC is not used for storage or for any other purpose, and 3) A procedure is used to periodically check the absence of smoke in the associated FCRC. NOTE 1: The location of the affected smoke detection and associated FCRC is indicated on the FAP SMOKE DETECTION page. NOTE 2: After the failure of the smoke detection in one FCRC, any additional failure of the smoke detection in the second FCRC will be indicated to the crew on the FAP SMOKE DETECTION page only.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-18	Cabin Sub-Compartment Fire and Smoke Detection					
26-18-02 ***	CCRC Smoke Detection Redundancy					
26-18-02A	CCRC smoke detector inoperative	A	1	0	May be inoperative for 90 consecutive calendar-days.	|
26-18-02B	CCRC smoke detector deactivated	A	1	0	(M) May be inoperative for 90 consecutive calendar-days provided that: 1) The inoperative CCRC smoke detector is deactivated, and 2) The SMOKE CABIN REST DET REDUNDANCY message is displayed on the DISPATCH page after the deactivation.	|
26-18-03 ***	CCRC Smoke Detection					
26-18-03A		D	1	0	(O) May be inoperative provided that: 1) The CCRC is locked closed and is placarded inoperative, and 2) The CCRC is not used for storage or for any other purpose, and 3) A procedure is used to periodically check the absence of smoke in the CCRC.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-20	Engine and APU Fire Extinguishing					
26-20-01	Engine Fire Extinguishing Bottle Monitoring					
26-20-01A		C	4	0	(M)(O) One or more may be inoperative provided that the associated fire extinguishing bottle is checked to be correctly charged.	
26-20-02	APU Fire Extinguishing Bottle Monitoring					
26-20-02A	APU bottle correctly charged	C	1	0	(M)(O) May be inoperative provided that the APU fire extinguishing bottle is checked to be correctly charged.	
26-20-02B	APU not used	C	1	0	(O) May be inoperative provided that: 1) The APU is considered inoperative, and 2) ETOPS beyond 180 minutes is not conducted. Refer to Item 49-10-01, APU Powerplant.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-20	Engine and APU Fire Extinguishing					
26-20-03	Squib of the APU Fire Extinguishing Bottle					
26-20-03A	One squib inoperative (Aircraft without MP L43487/ MOD 111847)	C	2	1	(M)(O) One may be inoperative provided that the remaining squib is checked operative.	
26-20-03B	One squib inoperative (Aircraft with MP L43487/ MOD 111847)	C	2	1	(O) One may be inoperative.	
26-20-03C	Both squibs inoperative	C	2	0	(O) Both may be inoperative provided that: 1) The APU is considered inoperative, and 2) ETOPS beyond 180 minutes is not conducted. Refer to Item 49-10-01, APU Powerplant.	
26-20-04	Squib of the Engine Fire Extinguishing Bottle (Aircraft with MP L43487/ MOD 111847)					
26-20-04A		C	8	4	(O) One on each engine fire extinguishing bottle may be inoperative.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-23	Lower Deck Cargo Compartment Fire Extinguishing					
26-23-01	FWD Cargo Fire Extinguishing System Redundancy					
26-23-01A		A	1	0	May be inoperative for 90 consecutive calendar-days.	
26-23-02	FWD Cargo Fire Extinguishing System					
26-23-02A		C	1	0	(O) May be inoperative provided that 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: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
26-23-03	AFT/BULK Cargo Fire Extinguishing System Redundancy					
26-23-03A		A	1	0	May be inoperative for 90 consecutive calendar-days.	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-23	Lower Deck Cargo Compartment Fire Extinguishing					
26-23-04	AFT/BULK Cargo Fire Extinguishing System					
26-23-04A		C	1	0	(O) May be inoperative provided that procedures are established and used to ensure the AFT/BULK compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
26-23-05	Cargo Fire Extinguishing System Redundancy					
26-23-05A		A	1	0	May be inoperative for 90 consecutive calendar-days.	
26-23-06	Cargo Fire Extinguishing System					
26-23-06A		C	1	0	(O) May be inoperative provided that procedures are established and used to ensure both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-23	Lower Deck Cargo Compartment Fire Extinguishing					
26-23-07	Cargo Fire Extinguishing System Bottle 1 Squib					
26-23-07A		A	2	1	One may be inoperative for 90 consecutive calendar-days.	
26-23-08	Cargo Fire Extinguishing System Bottle 1					
26-23-08A		C	1	0	(O) May be inoperative provided that procedures are established and used to ensure both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
26-23-09	Cargo Fire Extinguishing System Bottle 2 Squib					
26-23-09A		A	2	1	One may be inoperative for 90 consecutive calendar-days.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-23	Lower Deck Cargo Compartment Fire Extinguishing					
26-23-10	Cargo Fire Extinguishing System Bottle 2					
26-23-10A		C	1	0	(O) May be inoperative provided that procedures are established and used to ensure both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-23	Lower Deck Cargo Compartment Fire Extinguishing					
26-23-11	Cargo Fire Extinguishing System Bottle 3 Squib (A350-1000 Series)					
26-23-11A		A	2	1	One may be inoperative for 90 consecutive calendar-days.	
26-23-12	Cargo Fire Extinguishing System Bottle 3 (A350-1000 Series)					
26-23-12A		C	1	0	(O) May be inoperative provided that procedures are established and used to ensure both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-24	Portable Fire Extinguisher					
26-24-01	Cabin Portable Fire Extinguisher					
26-24-01A		D	–	–	Any in excess of those required by 14 CFR may be inoperative or missing provided that: 1) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and 2) Required distribution is maintained. NOTE: Inoperative portable fire extinguisher may be subject to dangerous goods requirements.	
26-24-03	CRC Portable Fire Extinguisher					
26-24-03A		D	–	0	One or more may be inoperative and removed or missing provided that: 1) The associated CRC is locked closed and is placarded inoperative, and 2) The associated CRC is not used for storage or for any other purposes. NOTE: Inoperative portable fire extinguisher may be subject to dangerous goods requirements.	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-25	Lavatory Fire Extinguishing					
26-25-01	Lavatory Waste Bin Fire Extinguisher					
26-25-01A	Lavatory smoke detection operative	C	–	0	For each lavatory, the lavatory fire extinguisher system may be inoperative provided that the associated lavatory smoke detection system operates normally.	
26-25-01B	Lavatory locked closed	C	–	0	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided that: 1) Lavatory waste receptacle is empty, and 2) Associated lavatory door is locked closed and placarded “INOPERATIVE – DO NOT ENTER”, and 3) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-01	F/CTL Overhead Panel					
27-01-01	PRIM pb-sw FAULT light					
27-01-01A		C	3	0	(O) One or more may be inoperative provided that the associated PRIM 1(2)(3) indication is operative on the F/CTL SD page.	
27-01-02	PRIM pb-sw OFF light					
27-01-02A		C	3	0	One or more may be inoperative.	
27-01-03	SEC pb-sw FAULT light					
27-01-03A		C	3	0	(O) One or more may be inoperative provided that the associated SEC 1(2)(3) indication is operative on the F/CTL SD page.	
27-01-04	SEC pb-sw OFF light					
27-01-04A		C	3	0	One or more may be inoperative.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-02	RUDDER TRIM Pedestal Panel					
27-02-01	RUDDER TRIM RESET pb					
27-02-01A		C	1	0	(O) May be inoperative provided that the RUDDER TRIM selector is operative.	
27-02-02	RUDDER TRIM selector					
27-02-02A		C	1	0	(O) May be inoperative provided that one AP is operative.	
27-09	Dispatch Messages					
27-09-01	F/CTL HYD SENSOR Message					
27-09-01A		C	–	–	(M) May be displayed on the DISPATCH page provided that: 1) All the electrical actuators are checked operative, and 2) Hydraulic circuit monitoring by the PRIMs is checked operative.	
27-09-02	F/CTL MOST ACCELEROMETERS Message					
27-09-02A		C	–	–	May be displayed on the DISPATCH page provided that all IRs are operative.	
27-09-03	F/CTL INR FLAPS LOAD SENSOR DISAGREE Message					
27-09-03A		A	–	–	May be displayed on the DISPATCH page for three flights provided that both flap systems are operative.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-09	Dispatch Messages					
27-09-04	F/CTL L(R) OUTR FLAP LOAD SENSOR DISAGREE Message					
27-09-04A	(A350-900 Series)	A	–	–	(M) One or both may be displayed on the DISPATCH page for three flights provided that: 1) Both flap systems are operative, and 2) The associated outer flap is visually inspected before each flight.	
27-09-04B	(A350-1000 Series)	A	–	–	One or both may be displayed on the DISPATCH page for three flights provided that both flap systems are operative.	
27-09-05	F/CTL FLAPS TIP BRK TEST REQUIRED Message					
27-09-05A		A	–	–	May be displayed on the DISPATCH page for three flights.	
27-09-06	F/CTL SLATS TIP BRK TEST REQUIRED Message					
27-09-06A		A	–	–	May be displayed on the DISPATCH page for three flights.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-09	Dispatch Messages					
27-09-07	F/CTL PART GND STATUS INPUTS Message					
27-09-07A		C	–	–	May be displayed on the DISPATCH page provided that all PRIMS and SECS are operative.	
27-09-08	F/CTL ADR/IR/ISIS DATA REDUNDANCY Message (Aircraft with MP L43634/ MOD 111206)					
27-09-08A		C	–	–	May be displayed on the DISPATCH page.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-14	Aileron Actuation and Monitoring					
27-14-01	Outer Aileron Green Hydraulic Actuator					
27-14-01A	(A350-900 Series)	A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) All outer ailerons yellow hydraulic actuators are operative, and 2) All inner ailerons hydraulic actuators are operative, and 3) All spoilers are operative, and 4) The hard damping function of the affected actuator is checked operative before each flight, and 5) Both electrical actuators of the inner ailerons are checked operative, and 6) The TOW is checked below 595,248 lbs (270,000 kg).	
27-14-01B	(A350-1000 Series)	A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) All outer ailerons yellow hydraulic actuators are operative, and 2) All inner ailerons hydraulic actuators are operative, and 3) All spoilers are operative, and 4) The hard damping function of the affected actuator is checked operative before each flight, and 5) Both electrical actuators of the inner ailerons are checked operative.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-14	Aileron Actuation and Monitoring					
27-14-02	Outer Aileron Yellow Hydraulic Actuator					
27-14-02A	(A350-900 Series)	A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) All outer ailerons green hydraulic actuators are operative, and 2) All inner ailerons hydraulic actuators are operative, and 3) All spoilers are operative, and 4) The hard damping function of the affected actuator is checked operative before each flight, and 5) The TOW is checked below 595,248 lbs (270,000 kg).	
27-14-02B	(A350-1000 Series)	A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) All outer ailerons green hydraulic actuators are operative, and 2) All inner ailerons hydraulic actuators are operative, and 3) All spoilers are operative, and 4) The hard damping function of the affected actuator is checked operative before each flight.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-14	Aileron Actuation and Monitoring					
27-14-03	Outer Aileron Pressure Sensor					
27-14-03A	(A350-900 Series)	C	8	0	(M)(O) One or more may be inoperative provided that: 1) The TOW is checked below 595,248 lbs (270,000 kg), and 2) All outer ailerons hydraulic actuators are checked operative.	
27-14-03B	(A350-1000 Series)	C	8	0	(M)(O) One or more may be inoperative provided that all outer ailerons hydraulic actuators are checked operative.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-14	Aileron Actuation and Monitoring					
27-14-04	Inner Aileron Hydraulic Actuator					
27-14-04A	(A350-900 Series)	A	2	1	(M) One may be inoperative for 10 consecutive calendar-days provided that: 1) All spoilers are operative, and 2) The damping function of the affected actuator is checked operative before each flight, and 3) The affected inner aileron electrical actuator is checked operative, and 4) The TOW is checked below 606,271 lbs (275,000 kg).	
27-14-04B	(A350-1000 Series)	A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) All spoilers are operative, and 2) The damping function of the affected actuator is checked operative before each flight, and 3) The affected inner aileron electrical actuator is checked operative, and 4) Airplane Flight Manual performance penalties are applied.	|

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-14	Aileron Actuation and Monitoring					
27-14-05	Inner Aileron Hydraulic Actuator (Aircraft with MP L48124/ MOD 113749)					|
27-14-05A		A	2	1	(M) One may be inoperative for five flights provided that: 1) The associated inner aileron hydraulic actuator is operative, and 2) The affected EHA is manually refilled before each flight, and 3) The active mode of the affected EHA is checked operative before each flight.	|
27-22	Rudder Trim Actuation and Artificial Feel					
27-22-01	Rudder Trim System					
27-22-01A	One rudder trim system inoperative	C	2	1	(M) One may be inoperative provided that the affected rudder trim system is deactivated.	
27-22-01B	Both rudder trim systems inoperative	C	2	0	(M)(O) Both may be inoperative provided that: 1) Both rudder trim systems are deactivated, and 2) At least one AP is operative.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-24	Rudder Actuation and Monitoring					
27-24-01	Rudder Hydraulic Actuator					
27-24-01A	(Aircraft without MP L43634/ MOD 111206)	C	2	1	(M)(O) One may be inoperative provided that: 1) The rudder isolation valve of the affected actuator is deactivated closed, and 2) The damping function of the affected hydraulic actuator and of the electrical actuator are checked operative, and 3) The rudder electrical actuator is checked operative before the first MEL dispatch and then every 10 days, and 4) Aircraft Flight Manual performance penalties are applied.	
27-24-01B	(Aircraft with FCGS X9.1.3 MP L43634/ MOD 111206)	C	2	1	(M) One may be inoperative provided that: 1) The rudder isolation valve of the affected actuator is deactivated closed, and 2) The damping function of the affected hydraulic actuator and of the electrical actuator are checked operative, and 3) The rudder hydraulic and electrical actuator double pressurization is activated, and 4) The rudder electrical actuator is checked operative before the first MEL dispatch and then every 10 days.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-24	Rudder Actuation and Monitoring					
27-24-01	Rudder Hydraulic Actuator (Cont'd)					
27-24-01C	(Aircraft with FCGS X10 MP L43234/ MOD 111739)	A	2	1	(M) One may be inoperative for 10 consecutive calendar-days provided that: 1) The rudder isolation valve of the affected actuator is deactivated closed, and 2) The damping function of the affected hydraulic actuator and of the electrical actuator are checked operative, and 3) The rudder hydraulic and electrical actuator double pressurization is activated, and 4) The rudder electrical actuator is checked operative.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-24	Rudder Actuation and Monitoring					
27-24-02	Rudder Pressure Sensor					
27-24-02A	(Aircraft without MP L43634/ MOD 111206)	C	4	0	(M)(O) One or more may be inoperative provided that: 1) The rudder hydraulic actuators are checked operative, and 2) The rudder electrical actuator is checked operative before the first MEL dispatch and then every 10 days.	
27-24-02B	(Aircraft with MP L43634/ MOD 111206)	C	4	0	(M) One or more may be inoperative provided that: 1) The rudder hydraulic actuators are checked operative, and 2) The rudder hydraulic and electrical actuator double pressurization is activated, and 3) The rudder electrical actuator is checked operative before the first MEL dispatch and then every 10 days.	
27-24-03	Rudder Pedal Adjustment System					
27-24-03A		C	2	0	(O) One or both may be inoperative provided that: 1) The full and unrestricted movement of the rudder pedals and the brake pedals deflection is possible on both flightcrew member sides, and 2) The rudder pedals can be secured in a position which is acceptable to the flightcrew member on the affected side.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-24	Rudder Actuation and Monitoring					
27-24-04	Rudder Elec Actuator Redundancy (Aircraft with MP L48124/ MOD 113749)					|
27-24-04A		A	1	0	(M) May be inoperative for five flights provided that: 1) Both rudder hydraulic actuators are operative, and 2) The affected EHA is manually refilled before each flight, and 3) The active mode of the affected EHA is checked operative before each flight.	|
27-34	Elevator Actuation and Monitoring					|
27-34-01	Elevator Elec Actuator Redundancy (Aircraft with MP L48124/ MOD 113749)					|
27-34-01A		A	2	1	(M) One may be inoperative for five flights provided that: 1) The affected EHA is manually refilled before each flight, and 2) The active mode of the affected EHA is checked operative before each flight.	|

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-44	THS Actuation and Monitoring					
27-44-01	Stabilizer Electrical Motor E1					
27-44-01A		C	1	0	(M) May be inoperative provided that: 1) Both FCDCs are operative, and 2) The stabilizer electrical motor E3 is operative, and 3) The stabilizer electrical motor E1 is deactivated, and 4) The monitoring of the stabilizer by the FWS is checked operative, and 5) The stabilizer is checked fully operative, and 6) Both electrical actuators of the elevators are checked before each flight.	
27-44-02	Stabilizer Electrical Motor E3					
27-44-02A		C	1	0	(M) May be inoperative provided that: 1) Both FCDCs are operative, and 2) The stabilizer electrical motor E1 is operative, and 3) The stabilizer electrical motor E3 is deactivated, and 4) The monitoring of the stabilizer by the FWS is checked operative, and 5) The stabilizer is checked fully operative, and 6) Both electrical actuators of the elevators are checked operative before the first MEL dispatch and then every 10 days.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-51	Flap Control and Monitoring					
27-51-01	Flap System 1					
27-51-01A		A	1	0	(M)(O) May be inoperative for three flights provided that: 1) The flap system 1 is deactivated, and 2) Communication between slats/flaps systems and PRIMS is checked operative, and 3) The flap system 2 and the flap PCU 2 are operative, and 4) Both slat systems are operative.	
27-51-02	Flap System 2					
27-51-02A		A	1	0	(M)(O) May be inoperative for three flights provided that: 1) The flap system 2 is deactivated, and 2) Communication between slats/flaps systems and PRIMS is checked operative, and 3) The flap system 1 is operative, and 4) Both slat systems are operative, and 5) Airplane Flight Manual performance penalties are applied.	
27-51-03	Flap PCU 2					
27-51-03A		C	1	0	(O) May be inoperative provided that: 1) The flap system 1 is operative, and 2) Both slat systems are operative.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-51	Flap Control and Monitoring					
27-51-04	Flap Wing Tip Brake Sensor					
27-51-04A		A	2	0	One or both may be inoperative for three flights.	
27-51-05	Flap ADGB Control					
27-51-05A		C	1	0	(O) May be inoperative provided that: 1) The slat system 1 is operative, and 2) Airplane Flight Manual performance penalties are applied.	
27-51-06	Flap System 1 ADGB Brake					
27-51-06A		C	1	0	May be inoperative provided that the flap system 2 is operative.	
27-51-07	Flap PCU 1					
27-51-07A		C	1	0	(O) May be inoperative provided that: 1) The flap system 2 is operative, and 2) Both slat systems are operative.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-64	Spoiler Actuation and Monitoring					
27-64-01	Spoiler 1					
27-64-01A	One spoiler 1 inoperative (A350-900 Series)	A	2	1	(M)(O) One may be inoperative for five flights provided that: 1) The affected spoiler is checked to be inactive, in the retracted position, and the FLAPS lever remains at 0 until selection of departure FLAPS, and 2) The other spoilers are operative, and 3) The landing configuration is limited to CONF 3, and 4) The TOW is checked below 595,248 lbs (270,000 kg), and 5) Airplane Flight Manual performance penalties are applied.	
27-64-01B	One spoiler 1 inoperative with a spoiler collar installed (A350-900 Series)	C	2	1	(M)(O) One may be inoperative provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) A spoiler collar is installed on the affected spoiler, and 3) The other spoilers are operative, and 4) The TOW is checked below 595,248 lbs (270,000 kg), and 5) Airplane Flight Manual performance penalties are applied.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-64	Spoiler Actuation and Monitoring					
27-64-01	Spoiler 1 (Cont'd)					
27-64-01C	One spoiler 1 inoperative (A350-1000 Series)	A	2	1	(M)(O) One may be inoperative for five flights provided that: 1) The affected spoiler is checked to be inactive, in the retracted position, and the FLAPS lever remains at 0 until selection of departure FLAPS, and 2) The other spoilers are operative, and 3) The landing configuration is limited to CONF 3, and 4) Airplane Flight Manual performance penalties are applied.	
27-64-02	Spoiler 2					
27-64-02A	One spoiler 2 inoperative (A350-900 Series)	A	2	1	(M)(O) One may be inoperative for five flights provided that: 1) The affected spoiler is checked to be inactive, in the retracted position, and the FLAPS lever remains at 0 until selection of departure FLAPS, and 2) The other spoilers are operative, and 3) The landing configuration is limited to CONF 3, and 4) The TOW is checked below 595,248 lbs (270,000 kg), and 5) Airplane Flight Manual performance penalties are applied.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-64	Spoiler Actuation and Monitoring					
27-64-02	Spoiler 2 (Cont'd)					
27-64-02B	One spoiler 2 inoperative with a spoiler collar installed (A350-900 Series)	C	2	1	(M)(O) One may be inoperative provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) A spoiler collar is installed on the affected spoiler, and 3) The other spoilers are operative, and 4) The TOW is checked below 595,248 lbs (270,000 kg), and 5) Airplane Flight Manual performance penalties are applied.	
27-64-02C	One spoiler 2 inoperative (A350-1000 Series)	A	2	1	(M)(O) One may be inoperative for five flights provided that: 1) The affected spoiler is checked to be inactive, in the retracted position, and the FLAPS lever remains at 0 until selection of departure FLAPS, and 2) The other spoilers are operative, and 3) Takeoff is performed in CONF 1+F, and 4) The landing configuration is limited to CONF 3, and 5) Airplane Flight Manual performance penalties are applied.	|

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-64	Spoiler Actuation and Monitoring					
27-64-03	Spoiler 3					
27-64-03A	One spoiler 3 inoperative	A	2	1	(M)(O) One may be inoperative for five flights provided that: 1) The affected spoiler is checked to be inactive, in the retracted position, and the FLAPS lever remains at 0 until selection of departure FLAPS, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) The other spoilers are operative, and 4) Takeoff is performed in CONF 1+F, and 5) The landing configuration is limited to CONF 3, and 6) Airplane Flight Manual performance penalties are applied.	
27-64-03B	One spoiler 3 inoperative with a spoiler collar installed	C	2	1	(M)(O) One may be inoperative provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) A spoiler collar is installed on the affected spoiler, and 4) The other spoilers are operative, and 5) Takeoff is performed in CONF 1+F, and 6) Airplane Flight Manual performance penalties are applied.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-64	Spoiler Actuation and Monitoring					
27-64-04	Spoiler 4					
27-64-04A	One spoiler 4 inoperative (A350-900 Series)	A	2	1	(M)(O) One may be inoperative for five flights provided that: 1) The affected spoiler is checked to be inactive, in the retracted position, and the FLAPS lever remains at 0 until selection of departure FLAPS, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) The other spoilers are operative, and 4) The landing configuration is limited to CONF 3, and 5) Airplane Flight Manual performance penalties are applied.	|
27-64-04B	One spoiler 4 inoperative with a spoiler collar installed (A350-900 Series)	C	2	1	(M)(O) One may be inoperative provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) A spoiler collar is installed on the affected spoiler, and 4) The other spoilers are operative, and 5) Airplane Flight Manual performance penalties are applied.	

(Continued)

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-64	Spoiler Actuation and Monitoring					
27-64-04	Spoiler 4 (Cont'd)					
27-64-04C	One spoiler 4 inoperative (A350-1000 Series)	A	2	1	(M)(O) One may be inoperative for five flights provided that: 1) The affected spoiler is checked to be inactive, in the retracted position, and the FLAPS lever remains at 0 until selection of departure FLAPS, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) The other spoilers are operative, and 4) Takeoff is performed in CONF 1+F, and 5) The landing configuration is limited to CONF 3, and 6) Airplane Flight Manual performance penalties are applied.	|
27-64-04D	One spoiler 4 inoperative with a spoiler collar installed (A350-1000 Series)	C	2	1	(M)(O) One may be inoperative provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) A spoiler collar is installed on the affected spoiler, and 4) The other spoilers are operative, and 5) Takeoff is performed in CONF 1+F, and 6) Airplane Flight Manual performance penalties are applied.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-64	Spoiler Actuation and Monitoring					
27-64-05	Spoiler 6					
27-64-05A	One spoiler 6 inoperative	A	2	1	(M)(O) One may be inoperative for five flights provided that: 1) The affected spoiler is checked to be inactive, in the retracted position, and the FLAPS lever remains at 0 until selection of departure FLAPS, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) The other spoilers are operative, and 4) Takeoff is performed in CONF 1+F, and 5) The landing configuration is limited to CONF 3, and 6) Airplane Flight Manual performance penalties are applied.	
27-64-05B	One spoiler 6 inoperative with a spoiler collar installed	C	2	1	(M)(O) One may be inoperative provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) A spoiler collar is installed on the affected spoiler, and 4) The other spoilers are operative, and 5) Takeoff is performed in CONF 1+F, and 6) Airplane Flight Manual performance penalties are applied.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-64	Spoiler Actuation and Monitoring					
27-64-06	Spoiler 7 (Aircraft with MP L42544/ MOD 107894)					
27-64-06A	One spoiler 7 inoperative	A	2	1	(M)(O) One may be inoperative for five flights provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) The other spoilers are operative, and 3) The landing configuration is limited to CONF 3, and 4) Airplane Flight Manual performance penalties are applied.	
27-64-06B	One spoiler 7 inoperative with a spoiler collar installed	C	2	1	(M)(O) One may be inoperative provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) A spoiler collar is installed on the affected spoiler, and 3) The other spoilers are operative, and 4) Airplane Flight Manual performance penalties are applied.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-81	Slat Control and Monitoring					
27-81-01	Slat System 1					
27-81-01A		A	1	0	(M)(O) May be inoperative for three flights provided that: 1) The slat system 1 is deactivated, and 2) Communication between slats/flaps systems and PRIMS is checked operative, and 3) The slat system 2 is operative, and 4) Both flap systems are operative, and 5) The flap PCU 2 is operative, and 6) The flap ADGB control is operative.	
27-81-02	Slat System 2					
27-81-02A		A	1	0	(M)(O) May be inoperative for three flights provided that: 1) The slat system 2 is deactivated, and 2) Communication between slats/flaps systems and PRIMS is checked operative, and 3) The slat system 1 is operative, and 4) Both flap systems are operative, and 5) The flap PCU 2 is operative.	
27-81-03	Slat Wing Tip Brake Sensor					
27-81-03A		A	2	0	One or both may be inoperative for three flights.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-91	Primary Flight Control System – Internal Bus Interface					
27-91-01	PRIM 1 Tail Bus					
27-91-01A		C	1	0	(M) May be inoperative provided that: 1) All SECs, PRIM 2, and PRIM 3 are operative, and 2) All rudder actuators are operative, and 3) Both stabilizer electrical motors are operative, and 4) Both electrical actuators of the elevators are checked operative.	
27-91-02	PRIM 1 Wing Bus					
27-91-02A		C	2	0	(M) One or both may be inoperative provided that: 1) All SECs, PRIM 2, and PRIM 3 are operative, and 2) All aileron actuators are operative, and 3) All spoilers are operative, and 4) Both electrical actuators of the inner ailerons are checked operative before the first MEL dispatch and then every six days.	
27-91-03	SEC 1 Tail Bus					
27-91-03A		C	1	0	(M) May be inoperative provided that: 1) All PRIMs, SEC 2, and SEC 3 are operative, and 2) All rudder actuators are operative, and 3) Both stabilizer electrical motors are operative, and 4) The electrical actuator of the left elevator is checked operative.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-91	Primary Flight Control System – Internal Bus Interface					
27-91-04	SEC 1 Wing Bus					
27-91-04A		C	2	0	One or both may be inoperative provided that: 1) All PRIMs, SEC 2, and SEC 3 are operative, and 2) All aileron actuators are operative, and 3) All spoilers are operative.	
27-91-05	PRIM 2 Tail Bus					
27-91-05A		A	1	0	(M) May be inoperative for 10 consecutive calendar-days provided that: 1) All SECs, PRIM 1, and PRIM 3 are operative, and 2) All rudder actuators are operative, and 3) Both stabilizer electrical motors are operative, and 4) Both electrical actuators of the elevators are checked operative before the first MEL dispatch and then every six days, and 5) The rudder electrical actuator is checked operative before the first MEL dispatch and then every six days.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-91	Primary Flight Control System – Internal Bus Interface					
27-91-06	PRIM 2 Wing Bus					
27-91-06A		C	2	0	(M) One or both may be inoperative provided that: 1) All SECs, PRIM 1, and PRIM 3 are operative, and 2) All aileron actuators are operative, and 3) All spoilers are operative, and 4) Both electrical actuators of the inner ailerons are checked operative.	
27-91-07	SEC 2 Tail Bus					
27-91-07A		C	1	0	May be inoperative provided that: 1) All PRIMs, SEC 1, and SEC 3 are operative, and 2) All rudder actuators are operative, and 3) Both stabilizer electrical motors are operative.	
27-91-08	SEC 2 Wing Bus					
27-91-08A		C	2	0	(M) One or both may be inoperative provided that: 1) All PRIMs, SEC 1, and SEC 3 are operative, and 2) All aileron actuators are operative, and 3) All spoilers are operative, and 4) Both electrical actuators of the inner ailerons are checked operative.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-91	Primary Flight Control System – Internal Bus Interface					
27-91-09	PRIM 3 Tail Bus					
27-91-09A		C	1	0	May be inoperative provided that: 1) All SECs, PRIM 1, and PRIM 2 are operative, and 2) All rudder actuators are operative, and 3) Both stabilizer electrical motors are operative.	
27-91-10	PRIM 3 Wing Bus					
27-91-10A		C	2	0	One or both may be inoperative provided that: 1) All SECs, PRIM 1, and PRIM 2 are operative, and 2) All aileron actuators are operative, and 3) All spoilers are operative.	
27-91-11	SEC 3 Tail Bus					
27-91-11A		C	1	0	(M) May be inoperative provided that: 1) All PRIMs, SEC 1, and SEC 2 are operative, and 2) All rudder actuators are operative, and 3) Both stabilizer electrical motors are operative, and 4) Both electrical actuators of the elevators are checked operative.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-91	Primary Flight Control System – Internal Bus Interface					
27-91-12	SEC 3 Wing Bus					
27-91-12A		C	2	0	One or both may be inoperative provided that: 1) All PRIMs, SEC 1, and SEC 2 are operative, and 2) All aileron actuators are operative, and 3) All spoilers are operative.	
27-92	Primary Flight Control System – Control Inputs					
27-92-01	Speed Brakes Manual Control System					
27-92-01A	Without AUTO EMER DES function (Aircraft with MP L41838/ MOD 109178)	A	1	0	May be inoperative for 3 consecutive calendar-days.	
27-92-01B	With AUTO EMER DES function (Aircraft with MP L41838/ MOD 109178)	A	1	0	(O) May be inoperative for 3 consecutive calendar-days.	
27-92-02	Ground Spoiler Control System					
27-92-02A		C	1	0	(O) May be inoperative provided that: 1) Airplane Flight Manual performance penalties are applied, and 2) Approach minimums do not require its use.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-92	Primary Flight Control System – Control Inputs					
27-92-03	Sidestick Priority Redundancy					
27-92-03A		C	1	0	(O) May be inoperative provided that the sidestick priority function is checked operative on both sidesticks.	
27-92-04	Sidestick Priority Green CAPT and F/O light					
27-92-04A		C	2	0	(O) One or both may be inoperative provided that the associated callouts are checked operative.	
27-92-05	PRIM Sidestick Sensor					
27-92-05A		C	3	2	May be inoperative in one PRIM.	
27-92-06	Gyrometer					
27-92-06A	One gyrometer inoperative (Aircraft without MP L43234/ MOD 111739)	C	6	5	One may be inoperative.	
27-92-06B	Two gyrometers inoperative (Aircraft without MP L43234/ MOD 111739)	A	6	4	Two may be inoperative for 10 consecutive calendar-days provided that all IRs are operative.	
27-92-06C	One gyrometer inoperative (Aircraft with MP L43234/ MOD 111739)	A	6	5	One may be inoperative for 10 consecutive calendar-days provided that all IRs are operative.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-92	Primary Flight Control System – Control Inputs					
27-92-07	Turbulence Damping Function					
27-92-07A		D	1	0	May be inoperative.	
27-93	PRIMary (PRIM) PFCS Computer					
27-93-01	PRIM 1					
27-93-01A	(Aircraft without MP L43234/ MOD 111739)	C	1	0	(M)(O) May be inoperative provided that: 1) The PRIM 1 pb-sw is set to OFF, and 2) All SECs, PRIM 2, and PRIM 3 are checked operative, and 3) Both electrical actuators of the inner ailerons are checked operative before the first MEL dispatch and then every six days, and 4) All flaps/slats systems, both landing gear control systems, and all ADIRS are operative.	
27-93-01B	(Aircraft with MP L43234/ MOD 111739)	A	1	0	(M)(O) May be inoperative for 10 consecutive calendar-days provided that: 1) The PRIM 1 pb-sw is set to OFF, and 2) All SECs, PRIM 2, and PRIM 3 are checked operative, and 3) Both electrical actuators of the inner ailerons are checked operative before the first MEL dispatch and then every six days, and 4) All flaps/slats systems, both landing gear control systems, and all ADIRS are operative.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-93	PRIMary (PRIM) PFCS Computer					
27-93-02	PRIM 2					
27-93-02A	(A350-900 Series without MP L43234/ MOD 111739)	C	1	0	(M)(O) May be inoperative provided that: 1) The PRIM 2 pb-sw is set to OFF, and 2) All SECs, PRIM 1, and PRIM 3 are checked operative, and 3) Both electrical actuators of the elevators are checked operative before the first MEL dispatch and then every six days, and 4) The electrical actuator of the rudder is checked operative before the first MEL dispatch and then every six days, and 5) The sidestick priority function is checked operative on both sidesticks, and 6) All flaps/slats systems, both landing gear control systems, and all ADIRS are operative. (Continued)	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-93	PRIMary (PRIM) PFCS Computer					
27-93-02	PRIM 2 (Cont'd)					
27-93-02B	(A350-1000 Series without MP L43234/ MOD 111739 and MP L48111/ MOD 113382)	C	1	0	(M)(O) May be inoperative provided that: 1) The PRIM 2 pb-sw is set to OFF, and 2) All SECs, PRIM 1, and PRIM 3 are checked operative, and 3) Both electrical actuators of the elevators are checked operative before the first MEL dispatch and then every six days, and 4) The electrical actuator of the rudder is checked operative before the first MEL dispatch and then every six days, and 5) The sidestick priority function is checked operative on both sidesticks, and 6) Rudder brake pedal unit is checked operative, and 7) All flaps/slats systems, both landing gear control systems, and all ADIRS are operative. (Continued)	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-93	PRIMary (PRIM) PFCS Computer					
27-93-02	PRIM 2 (Cont'd)					
27-93-02C	(A350-900 Series with MP L43234/ MOD 111739 and A350-1000 Series with MP L48111/ MOD 113382)	A	1	0	(M)(O) May be inoperative for 10 consecutive calendar-days provided that: 1) The PRIM 2 pb-sw is set to OFF, and 2) All SECs, PRIM 1, and PRIM 3 are checked operative, and 3) Both electrical actuators of the elevators are checked operative before the first MEL dispatch and then every six days, and 4) The electrical actuator of the rudder is checked operative before the first MEL dispatch and then every six days, and 5) The sidestick priority function is checked operative on both sidesticks, and 6) All flaps/slats systems, both landing gear control systems, and all ADIRS are operative. (Continued)	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-93	PRIMary (PRIM) PFCS Computer					
27-93-02	PRIM 2 (Cont'd)					
27-93-02D	(A350-1000 Series with MP L43234/ MOD 111739 and without MP L48111/ MOD 113382)	A	1	0	(M)(O) May be inoperative for 10 consecutive calendar-days provided that: 1) The PRIM 2 pb-sw is set to OFF, and 2) All SECs, PRIM 1, and PRIM 3 are checked operative, and 3) Both electrical actuators of the elevators are checked operative before the first MEL dispatch and then every six days, and 4) The electrical actuator of the rudder is checked operative before the first MEL dispatch and then every six days, and 5) The sidestick priority function is checked operative on both sidesticks, and 6) Rudder brake pedal unit is checked operative, and 7) All flaps/slats systems, both landing gear control systems, and all ADIRS are operative.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-93	PRIMary (PRIM) PFCS Computer					
27-93-03	PRIM 3					
27-93-03A	(A350-900 Series without MP L43234/ MOD 111739 and A350-1000 Series with MP L48111/ MOD 113382)	C	1	0	(M)(O) May be inoperative provided that: 1) The PRIM 3 pb-sw is set to OFF, and 2) All SECs, PRIM 1, and PRIM 2 are checked operative, and 3) All flap/slat systems, both landing gear control systems, and all ADIRS are operative.	|
27-93-03B	(A350-1000 Series without MP L48111/ MOD 113382)	A	1	0	(M)(O) May be inoperative for three flights provided that: 1) The PRIM 3 pb-sw is set to OFF, and 2) All SECs, PRIM 1, and PRIM 2 are checked operative, and 3) All flap/slat systems, both landing gear control systems, and all ADIRS are operative, and 4) Rudder brake pedal unit is checked operative.	|
27-93-03C	(A350-900 Series with MP L43234/ MOD 111739)	A	1	0	(M)(O) May be inoperative for 10 consecutive calendar-days provided that: 1) The PRIM 3 pb-sw is set to OFF, and 2) All SECs, PRIM 1, and PRIM 2 are checked operative, and 3) All flap/slat systems, both landing gear control systems, and all ADIRS are operative.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-94	SECondary (SEC) PFCS Computer					
27-94-01	SEC 1					
27-94-01A		C	1	0	(M)(O) May be inoperative provided that: 1) The SEC 1 pb-sw is set to OFF, and 2) All PRIMs, SEC 2, and SEC 3 are checked operative, and 3) All flaps/slats systems, both landing gear control systems, and all ADIRs are operative.	
27-94-02	SEC 2					
27-94-02A		C	1	0	(M)(O) May be inoperative provided that: 1) The SEC 2 pb-sw is set to OFF, and 2) All PRIMs, SEC 1, and SEC 3 are checked operative, and 3) All flaps/slats systems, both landing gear control systems, and all ADIRs are operative.	
27-94-03	SEC 3					
27-94-03A		C	1	0	(M)(O) May be inoperative provided that: 1) The SEC 3 pb-sw is set to OFF, and 2) All PRIMs, SEC 1, and SEC 2 are checked operative, and 3) Both electrical actuators of the elevators are checked operative, and 4) All flaps/slats systems, both landing gear control systems, and all ADIRs are operative.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-96	Flight Control Data Concentrator (FCDC) Function					
27-96-01	FCDC 2					
27-96-01A		A	1	0	(M)(O) May be inoperative for 10 consecutive calendar-days provided that: 1) The monitoring of the stabilizer by the FWS is checked operative, and 2) The monitoring of the elevators by the FWS is checked operative, and 3) The pitch trim position is checked on both PFDs.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-01	FUEL Overhead Panel					
28-01-01	Wing Tank pb-sw lights					
28-01-01-01	Wing L(R) TK MAIN Pump pb-sw FAULT light					
28-01-01-01A		C	2	0	One or both may be inoperative.	
28-01-01-02	Wing L(R) TK MAIN Pump pb-sw OFF light					
28-01-01-02A		C	2	0	One or both may be inoperative.	
28-01-01-03	Wing L(R) TK STBY Pump pb-sw FAULT light					
28-01-01-03A		C	2	0	One or both may be inoperative.	
28-01-01-04	Wing L(R) TK STBY Pump pb-sw OFF light					
28-01-01-04A		C	2	0	One or both may be inoperative.	
28-01-01-05	Wing L(R) TK XFR pb-sw FAULT light					
28-01-01-05A		C	2	0	One or both may be inoperative.	
28-01-01-06	Wing L(R) TK XFR pb-sw ON light					
28-01-01-06A		C	2	0	One or both may be inoperative.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-01	FUEL Overhead Panel					
28-01-02	Center Tank pb-sw lights					
28-01-02-01	CTR TK L(R) Pump pb-sw FAULT light					
28-01-02-01A		C	2	0	One or both may be inoperative.	
28-01-02-02	CTR TK L(R) Pump pb-sw OFF light					
28-01-02-02A		C	2	0	One or both may be inoperative.	
28-01-02-03	CTR TK FEED pb-sw FAULT light					
28-01-02-03A		C	1	0	May be inoperative.	
28-01-02-04	CTR TK FEED pb-sw MAN light					
28-01-02-04A		C	1	0	(O) May be inoperative.	
28-01-03	CROSSFEED pb-sw lights					
28-01-03-01	CROSSFEED A(B) pb-sw OPEN light					
28-01-03-01A		C	2	0	One or both may be inoperative.	
28-01-03-02	CROSSFEED A(B) pb-sw ON light					
28-01-03-02A		C	2	0	One or both may be inoperative.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-01	FUEL Overhead Panel					
28-01-04	JETTISON pb-sw lights					
28-01-04-01 ***	JETTISON ARM pb-sw ON light					
28-01-04-01A		C	1	0	May be inoperative.	
28-01-04-02 ***	JETTISON ACTIVE pb-sw OPEN light					
28-01-04-02A		C	1	0	May be inoperative.	
28-01-04-03 ***	JETTISON ACTIVE pb-sw ON light					
28-01-04-03A		C	1	0	May be inoperative.	
28-02	FUEL Maintenance Overhead Panel					
28-02-01 ***	REFUEL pb-sw END light					
28-02-01A		D	1	0	May be inoperative.	
28-02-02 ***	REFUEL pb-sw ON light					
28-02-02A		D	1	0	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-07	Indications on SD pages					
28-07-01	Indications on CRUISE page					
28-07-01-01	Engine Fuel Used Indication on the CRUISE page					
28-07-01-01A					Refer to Item 77-07-01-02, Engine Fuel Used Indication on the CRUISE page.	
28-07-02	Fuel Quantity Indications on the FUEL SD page					
28-07-02-01	Engine Fuel Used Indication on the FUEL SD page					
28-07-02-01A					Refer to Item 77-07-03-02, Engine Fuel Used Indication on the FUEL SD page.	
28-07-02-02	Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page					
28-07-02-02A		C	3	0	(O) One or more FQI may be in degraded mode (last two green digits with amber dashes) provided that the loss of accuracy is taken into account for the fuel planning.	
28-07-02-03	Fuel Used All Engine Indication on the FUEL SD page					
28-07-02-03A					Refer to Item 77-07-03-03, Fuel Used All Engines Indication on the FUEL SD page.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-07	Indications on SD pages					
28-07-03	Fuel Temperature Indications on the FUEL SD page					
28-07-03-01	Wing Tank Main Cell Temperature Monitoring on the FUEL SD page					
28-07-03-01A		C	2	1	One may be inoperative provided that the wing tank temperature monitoring is operative on the opposite wing tank.	
28-07-03-02	Wing Tank Temperature Monitoring on the FUEL SD page					
28-07-03-02A		C	2	1	One may be inoperative provided that the fuel in each wing is more than 19,841 lbs (9,000 kg) before takeoff.	
28-09	Dispatch Messages					
28-09-01	FUEL TK DATA REDUNDANCY Message					
28-09-01A		C	–	–	May be displayed on the DISPATCH page.	
28-12	Tank Venting System					
28-12-01	Overpressure Protector in the Wing Surge Tank					
28-12-01A		C	2	0	One or both may be broken or missing.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-21	Engine Feed Pump System					
28-21-01	Center Tank Pump					
28-21-01A	One center tank pump inoperative	C	2	1	(M)(O) One may be inoperative provided that: 1) The affected center tank pump is deactivated, and 2) The associated CTR TK L(R) pb-sw is set to OFF, and 3) Both wing tank pumps are operative on the affected side.	
28-21-01B	Both center tank pumps inoperative	C	2	0	(M)(O) Both may be inoperative provided that: 1) The CTR TK L pb-sw and CTR TK R pb-sw are set to OFF, and 2) All wing tank pumps are operative, and 3) Both crossfeed valves are checked operative, and 4) Both center tank pumps are deactivated, and 5) Both center tank inlet valves are deactivated in the closed position, and 6) The fuel quantity in the center tank is not usable and part of the ZFW.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-21	Engine Feed Pump System					
28-21-02	Wing Tank Main Pump					
28-21-02A		C	2	1	(M)(O) One may be inoperative provided that: 1) The affected wing tank main pump is deactivated, and 2) The air in the engine feed line is flushed, and 3) The associated L(R) TK MAIN pb-sw is set to OFF, and 4) Both wing tank standby pumps are operative, and 5) The fuel transfer from wing tank to center tank is checked operative on the affected side, and 6) The fuel in each wing is more than 22,046 lbs (10,000 kg) before takeoff, and 7) On the affected wing, the AC main generation 1A(2A) has no message displayed on the DISPATCH page.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-21	Engine Feed Pump System					
28-21-03	Wing Tank Standby Pump					
28-21-03A		C	2	1	(M)(O) One may be inoperative provided that: 1) The affected wing tank standby pump is deactivated, and 2) The air in the engine feed line is flushed, and 3) The associated L(R) TK STBY pb-sw is set to OFF, and 4) The fuel transfer from wing tank to center tank is checked operative on the affected side, and 5) The fuel in each wing is more than 22,046 lbs (10,000 kg) before takeoff, and 6) On the opposite wing, the AC main generation 2B(1B) has no message displayed on the DISPATCH page.	
28-21-04	Fuel Scavenge Valve					
28-21-04A		C	2	0	(M) One or both may be inoperative provided that the affected fuel scavenge valve is deactivated in the closed position.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-22	APU Fuel System					
28-22-01	APU Fuel Pump					
28-22-01A		C	1	0	(M)(O) May be inoperative provided that the APU fuel pump is deactivated.	
28-22-02	APU Feed Isolation Valve					
28-22-02A		C	1	0	(M) May be inoperative provided that: 1) The APU feed isolation valve is deactivated in the closed position, and 2) The APU is considered inoperative. Refer to Item 49-10-01, APU Powerplant.	
28-22-03	APU Feed LP Valve					
28-22-03A		C	1	0	(M) May be inoperative provided that: 1) The APU feed LP valve is deactivated in the closed position, and 2) The APU is considered inoperative. Refer to Item 49-10-01, APU Powerplant.	
28-22-04	APU Fuel Line Damage Detection					
28-22-04A		C	1	0	(M) May be inoperative provided that: 1) The APU feed isolation valve is deactivated in the closed position, and 2) The APU is considered inoperative. Refer to Item 49-10-01, APU Powerplant.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-23	Crossfeed System					
28-23-01	Crossfeed Valve					
28-23-01A		C	2	1	(M)(O) One may be inoperative provided that: 1) The affected crossfeed valve is deactivated in the closed position, and 2) The remaining crossfeed valve is checked operative.	
28-25	Refuel/Defuel System					
28-25-01	Fuel Controls and Indicators on the external Refuel Panel					
28-25-01A		C	20	0	One or more may be inoperative provided that refuel and defuel procedures do not require their use.	
28-25-02 ***	Cockpit Refuel Control					
28-25-02A		D	1	0	May be inoperative.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-25	Refuel/Defuel System					
28-25-03	Center Tank Inlet Valve					
28-25-03A	One center tank inlet valve inoperative	C	2	1	(M)(O) One may be inoperative provided that: 1) The affected center tank inlet valve is deactivated in the closed position, and 2) Both crossfeed valves are checked operative, and 3) Each refuel is performed manually. NOTE: The associated L(R) TK XFR pb-sw should be placarded.	
28-25-03B	Both center tank inlet valves inoperative	C	2	0	(M)(O) Both may be inoperative provided that: 1) Both center tank inlet valves are deactivated in the closed position, 2) Both crossfeed valves are checked operative, 3) Both wing tank standby pumps are checked operative, and 4) Each refuel is performed manually. NOTE: The L TK XFR pb-sw, the R TK XFR pb-sw, and the External Refuel Panel should be placarded.	

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-25	Refuel/Defuel System					
28-25-04	Wing Tank Inlet Valve					
28-25-04A	One wing tank inlet valve inoperative	C	2	1	(M)(O) One may be inoperative provided that: 1) The affected wing tank inlet valve is deactivated in the closed position, and 2) Both crossfeed valves are checked operative, and 3) Each refuel is performed manually. NOTE: The associated L(R) TK XFR pb-sw should be placarded.	
28-25-04B	Both wing tank inlet valves inoperative	C	2	0	(M)(O) Both may be inoperative provided that: 1) Both wing tank inlet valves are deactivated in the closed position, and 2) Both crossfeed valves are checked operative, and 3) Both wing tank standby pumps are checked operative, and 4) Each refuel is performed manually. NOTE: The L TK XFR pb-sw, the R TK XFR pb-sw, and the External Refuel Panel should be placarded.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-25	Refuel/Defuel System					
28-25-05	Refuel Isolation Valve					
28-25-05A ***	One refuel isolation valve inoperative	C	2	1	(M) One may be inoperative provided that the associated coupling caps are installed after each refuel/defuel. NOTE 1: When a refuel isolation valve is failed in the closed position, the automatic refuel is only available on the opposite side. NOTE 2: Application of the (M) procedure is only necessary for manual refuel/defuel: - When the affected refuel coupling is used for refuel/defuel, or - When an isolation valve is failed in the open position.	
28-25-05B ***	All refuel isolation valves inoperative	C	–	0	(M) All may be inoperative provided that: 1) Each refuel/defuel is performed manually, and 2) The associated coupling caps are installed after each refuel/defuel. NOTE: Application of the (M) procedure is only necessary for refuel/defuel.	
28-25-06	Defuel Valve					
28-25-06A		C	1	0	(M)(O) May be inoperative provided that the defuel valve is deactivated in the closed position.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-31	Jettison System					
28-31-01 ***	Center Tank Jettison Valve					
28-31-01A		D	2	0	(M) One or both may be inoperative provided that the affected valve is deactivated in the closed position. NOTE: The jettison function is available only when the center tank is empty.	
28-31-02 ***	Defuel Jettison Valve					
28-31-02A	One defuel jettison valve inoperative	D	2	1	(M) One may be inoperative provided that the affected valve is deactivated in the closed position. NOTE 1: The jettison function from the center tank is available. NOTE 2: The jettison function from the wing tanks is no longer available.	
28-31-02B	Both defuel jettison valves inoperative	C	2	0	(M)(O) Both may be inoperative provided that both defuel jettison valves are deactivated in the closed position. NOTE 1: The jettison function from the center tank is available. NOTE 2: The jettison function from the wing tanks is no longer available.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-31	Jettison System					
28-31-03 ***	Jettison Valve					
28-31-03A	One jettison valve inoperative	D	2	1	(M)(O) One may be inoperative provided that the affected valve is secured in the closed position.	
28-31-03B	Both jettison valves inoperative	D	2	0	(M) Both may be inoperative provided that both valves are secured in the closed position. NOTE: The jettison function is no longer available.	
28-42	Quantity Indicating					
28-42-01	FQI Integrity Detection					
28-42-01A		C	1	0	(M)(O) May be inoperative provided that: 1) All fuel used indications are operative on the FUEL SD page, and 2) The FQIs are checked operative, and 3) The wing tanks and center tank low level detection are checked operative, and 4) The surge tanks overflow detection is checked operative, and 5) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and 6) The loss of FOB accuracy is taken into account for the fuel planning. NOTE: Application of the (M) procedure is necessary only when refuel/defuel is needed.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-46	Tank Level Sensing					
28-46-01	Center Tank Low Level Detection					
28-46-01A		C	1	0	(M)(O) May be inoperative provided that: 1) All fuel used indications are operative on the FUEL SD page, and 2) The FQIs are checked operative, and 3) The wing tanks low level detection and FQI integrity detection are checked operative, and 4) The surge tanks overflow detection is checked operative, and 5) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and 6) The loss of FOB accuracy is taken into account for the fuel planning. NOTE: Application of the (M) procedure is necessary only when refuel/defuel is needed.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-46	Tank Level Sensing					
28-46-02	Wing Tank Low Level Detection					
28-46-02A	Without fuel jettison function	C	2	1	(O) One may be inoperative provided that: 1) All fuel used indications are operative on the FUEL SD page, and 2) The FQIs are checked operative, and 3) The FQI integrity detection is checked operative, and 4) The center tank low level detection is checked operative, and 5) The surge tanks overflow detection is checked operative.	
28-46-02B	With fuel jettison function	C	2	1	(O) One may be inoperative provided that: 1) All fuel used indications are operative on the FUEL SD page, and 2) The FQIs are checked operative, and 3) The FQI integrity detection is checked operative, and 4) The center tank low level detection is checked operative, and 5) The surge tanks overflow detection is checked operative. NOTE: The jettison function is no longer available.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-46	Tank Level Sensing					
28-46-03	Surge Tank Overflow Detection					
28-46-03A		C	2	0	(M)(O) One or both may be inoperative provided that: 1) All fuel used indications are operative on the FUEL SD page, and 2) The fuel quantity indications are checked operative, and 3) The FQI integrity detection is checked operative, and 4) The wing tanks and center tank low level detection are checked operative, and 5) Each refuel is performed manually. NOTE: Application of the (M) procedure is necessary only when refuel/defuel is needed.	

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TABLE KEY
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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-46	Tank Level Sensing					
28-46-04	Wing Tank TWDC Point Level Sensor Processor					
28-46-04A	Without fuel jettison function	C	2	0	(M)(O) One or both may be inoperative provided that: 1) All fuel used indications are operative on the FUEL SD page, and 2) The fuel quantity indications are checked operative, and 3) The center tank low level detection is checked operative, and 4) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and 5) Each refuel is performed manually, and 6) The loss of FOB accuracy is taken into account for the fuel planning. NOTE: Application of the (M) procedure is necessary only when refuel/defuel is needed. (Continued)	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-46	Tank Level Sensing					
28-46-04	Wing Tank TWDC Point Level Sensor Processor (Cont'd)					
28-46-04B	With fuel jettison function	C	2	0	(M)(O) One or both may be inoperative provided that: 1) All fuel used indications are operative on the FUEL SD page, and 2) The fuel quantity indications are checked operative, and 3) The center tank low level detection is checked operative, and 4) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and 5) Each refuel is performed manually, and 6) The loss of FOB accuracy is taken into account for the fuel planning. NOTE 1: Application of the (M) procedure is necessary only when refuel/defuel is needed. NOTE 2: The jettison function is no longer available.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-49	Fuel Properties Measurement					
28-49-01	Fuel Properties Measurement					
28-49-01A		C	1	0	May be inoperative.	|
28-51	Fuel Quantity and Management System					
28-51-01	Fuel Quantity and Management System					
28-51-01A		C	2	1	(O) One may be inoperative.	
28-51-02	Auto Feed Function					
28-51-02A	Auto feed function with center tank fuel used	C	1	0	(O) May be inoperative provided that: 1) The manual control of the center tank pumps is checked operative, and 2) Both center tank pumps are checked operative, and 3) Both center tank pumps are manually controlled during the flight.	
28-51-02B	Auto feed function with center tank fuel not used	C	1	0	(O) May be inoperative provided that: 1) Both center tank pumps are set to off, and 2) The fuel quantity in the center tank is not usable and part of ZFW.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-51	Fuel Quantity and Management System					
28-51-03	Redundancy on FQMS Monitoring (Aircraft with MP L06001/ MOD 114191 and MP L48116/ MOD 113556)					|
28-51-03A		C	2	1	One may be inoperative.	|
28-51-04	FQI Point Level Sensor Integrity Monitoring (Aircraft with MP L06001/ MOD 114191 and MP L48116/ MOD 113556)					|
28-51-04A		C	1	0	(M)(O) May be inoperative provided that: 1) All fuel used indications are operative on the FUEL SD page, and 2) The FQIs are checked operative, and 3) The FQI integrity monitoring is checked operative, and 4) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and 5) The loss of FOB accuracy is taken into account for the fuel planning.	|

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-51	Fuel Quantity and Management System					
28-51-05	FQI Integrity Monitoring (Aircraft with MP L06001/ MOD 114191 and MP L48116/ MOD 113556)					
28-51-05A		A	1	0	(M)(O) May be inoperative for 10 consecutive calendar-days provided that: 1) All fuel used indications are operative on the FUEL SD page, and 2) The FQIs are checked operative, and 3) The FQI Point Level Sensor Integrity Monitoring is checked operative, and 4) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and 5) The loss of FOB accuracy is taken into account for the fuel planning.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-51	Fuel Quantity and Management System					
28-51-06	Overweight Takeoff Monitoring (Aircraft with MP L06001/ MOD 114191 and MP L48116/ MOD 113556)					|
28-51-06A		C	1	0	(M)(O) May be inoperative provided that: 1) All fuel used indications are operative on the <u>FUEL</u> SD page, and 2) The FQIs are checked operative, and 3) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel.	|
28-51-07	Center Tank Pumps Dry Running Monitoring (Aircraft with MP L06001/ MOD 114191 and MP L48116/ MOD 113556)					|
28-51-07A		C	1	0	(O) May be inoperative provided that the CTR TK L pb-sw and CTR TK R pb-sw are set to OFF when the center tank is empty.	|

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-51	Fuel Quantity and Management System					
28-51-08	Fuel Temperature Integrity Monitoring (Aircraft with MP L06001/ MOD 114191 and MP L48116/ MOD 113556)					|
28-51-08A		A	1	0	(O) May be inoperative for 10 consecutive calendar-days.	|
28-51-09	Redundancy on CAN Bus (Aircraft with MP L06001/ MOD 114191 and MP L48116/ MOD 113556)					|
28-51-09A		C	1	0	May be inoperative.	|

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-01	HYD Overhead Panel					
29-01-01	GREEN(YELLOW) ENG 1(2) PUMP pb-sw FAULT light					
29-01-01A		C	4	0	One or more may be inoperative.	
29-01-02	GREEN(YELLOW) ENG 1(2) PUMP pb-sw OFF light					
29-01-02A		C	4	0	One or more may be inoperative.	
29-01-03	GREEN(YELLOW) ENG 1(2) SUPPLY pb OVHT light					
29-01-03A		C	4	0	One or more may be inoperative.	
29-01-04	GREEN(YELLOW) ENG 1(2) SUPPLY pb ISOL light					
29-01-04A		C	4	0	One or more may be inoperative.	
29-02	HYD Overhead Panel					
29-02-01	GREEN(YELLOW) ELEC PMP pb-sw FAULT light					
29-02-01A		C	2	0	One or both may be inoperative.	
29-02-02	GREEN(YELLOW) ELEC PMP pb-sw OFF light					
29-02-02A		C	2	0	One or both may be inoperative.	
29-02-03	GREEN(YELLOW) ELEC PMP pb ON light					
29-02-03A		C	2	0	One or both may be inoperative.	

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-07	Indications on the HYD SD pages					
29-07-01	Fire Shutoff Valve Indication on the HYD SD page					
29-07-01A		C	4	0	(M) One or more may be inoperative provided that the associated fire shutoff valve is checked in the open position.	
29-07-02	Electric Motor Pump Indication on the HYD SD page					
29-07-02A		C	2	0	One or both may be inoperative.	
29-09	Dispatch Messages					
29-09-01	HYD G(Y) RETURN FILTER Message					
29-09-01A		C	–	–	One may be displayed on the DISPATCH page.	
29-09-02	HYD FILTER CLOGGED Message				Deleted, Revision 2.	

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-10	Main Hydraulic Power					
29-10-01	Green Engine Driven Pump					
29-10-01A		A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected green EDP is deactivated, and 2) Both yellow EDPs are operative, and 3) Both VFGs on the associated engine are operative, and 4) The rudder EHA is checked operative, and 5) The left elevator EHA is checked operative, and 6) The takeoff is performed in CONF 1+F, and 7) Airplane Flight Manual performance penalties are applied.	

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-10	Main Hydraulic Power					
29-10-02	Yellow Engine Driven Pump					
29-10-02A		A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected yellow EDP is deactivated, and 2) Both green EDPs are operative, and 3) Both VFGs on the associated engine are operative, and 4) The rudder EHA is checked operative, and 5) The right elevator EHA is checked operative, and 6) The inboard ailerons EHAs are checked operative before each flight, and 7) Airplane Flight Manual performance penalties are applied.	
29-10-03	Reservoir Air Bleed Valve					
29-10-03A	Inoperative in the closed position	C	2	0	(M) One or both may be inoperative provided that the associated reservoir is: 1) Inoperative in the closed position, and 2) Manually bled before first MEL dispatch, and 3) Manually bled again no later than every 35 flights.	

(Continued)

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-10	Main Hydraulic Power					
29-10-03	Reservoir Air Bleed Valve (Cont'd)					
29-10-03B	Inoperative in the open position	C	2	0	(M) One or both may be inoperative in the open position provided that: 1) The automatic reservoir air bleed system is deactivated, and 2) The associated hydraulic reservoir quantity is checked before first MEL dispatch.	
29-10-04	Green(Yellow) System Accumulator					
29-10-04A		C	2	0	(O) One or both may be inoperative provided that: 1) The associated Electric Motor Pump is operative, and 2) The associated reservoir pressure transducer is operative, and 3) The associated reservoir is pressurized before each engine start.	
29-10-05	Green(Yellow) ENG 1(2) Pump Disconnection Switch					
29-10-05A		C	4	0	(M)(O) One on each circuit may be inoperative provided that the depressurization function of the associated Engine Driven Pump is checked operative before each flight.	

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-20	Auxiliary Hydraulic Power					
29-20-01	Green Electric Motor Pump					
29-20-01A		C	1	0	(M)(O) May be inoperative provided that: 1) The green electric motor pump is deactivated, and 2) The yellow electric motor pump is operative, and 3) All yellow wheel brakes are operative, and 4) The yellow parking brake selector valve is operative.	
29-20-02	Yellow Electric Motor Pump					
29-20-02A		C	1	0	(M)(O) May be inoperative provided that: 1) The yellow electric motor pump is deactivated, and 2) The green electric motor pump is operative, and 3) All green wheel brakes are operative, and 4) The green parking brake selector valve is operative. NOTE: The AFT and FWD cargo doors must be operated manually.	
29-20-03	Hydraulic Auxiliary Pump					
29-20-03A		D	1	0	May be inoperative.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-33	Hydraulic System Monitoring					
29-33-01	Green System Temperature Monitoring Redundancy				Deleted, Revision 2.	
29-33-02	Yellow System Temperature Monitoring Redundancy				Deleted, Revision 2.	
29-33-03	Green System Pressure Monitoring Redundancy					
29-33-03A		C	1	0	May be inoperative.	
29-33-04	Yellow System Pressure Monitoring Redundancy					
29-33-04A		C	1	0	May be inoperative.	
29-33-05	Green(Yellow) Reservoir Level Monitoring Redundancy					
29-33-05A		C	2	0	(M)(O) One or both may be inoperative provided that the associated hydraulic reservoir quantity is checked before each flight.	

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-33	Hydraulic System Monitoring					
29-33-06	Green(Yellow) Reservoir Level Monitoring					
29-33-06A		C	2	0	(M)(O) One or both may be inoperative provided that: 1) The hydraulic reservoir quantity is checked before each flight, and 2) The affected reservoir linear variable differential transducer is deactivated.	
29-33-07	Yellow Hydraulic Monitoring Control (Aircraft with MP L44215/ MOD 114075)					|
29-33-07A		A	2	1	Yellow Hydraulic Monitoring Control 2 may be inoperative for 10 consecutive calendar-days provided that the associated yellow Engine Driven Pump (EDP) on engine 2 is considered inoperative. Refer to Item 29-10-02, Yellow Engine Driven Pump. NOTE: The AFT and FWD cargo doors must be operated manually.	|

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-33	Hydraulic System Monitoring					
29-33-08	Green Hydraulic Monitoring Control (Aircraft with MP L44215/ MOD 114075)					| | |
29-33-08A		A	2	1	One may be inoperative for 10 consecutive calendar-days provided that the associated Engine Driven Pump (EDP) is considered inoperative. Refer to Item 29-10-01, Green Engine Driven Pump.	| | | | | | |
29-33-09	Green(Yellow) Reservoir Pressure Transducer					
29-33-09A		C	2	0	(M)(O) May be inoperative provided that: 1) The associated Electric Motor Pump is operative, and 2) The affected pressure transducer is deactivated, and 3) The associated reservoir is pressurized before engine start.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-01	ANTI ICE Overhead Panel					
30-01-01	ENG 1(2) ANTI ICE pb FAULT light					
30-01-01A		C	2	0	One or both may be inoperative.	
30-01-02	ENG 1(2) ANTI ICE pb ON light					
30-01-02A		C	2	0	One or both may be inoperative.	
30-01-03	WING ANTI ICE pb FAULT light					
30-01-03A		C	1	0	May be inoperative.	
30-01-04	WING ANTI ICE pb ON light					
30-01-04A		C	1	0	May be inoperative.	
30-01-05	PROBE & WINDOW HEAT pb-sw ON light					
30-01-05A		C	1	0	May be inoperative.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-02	WIPER Overhead Panel					
30-02-01	Wiper High Speed Function (FAST Position)					
30-02-01A		C	2	0	One or both may be inoperative provided that the associated slow speed function is operative.	
30-02-02	Wiper Low Speed Function (SLOW Position)					
30-02-02A		C	2	0	One or both may be inoperative.	
30-02-03	Wiper Intermittent Speed Function (INTMT Positions)					
30-02-03A		D	6	0	One or more may be inoperative.	
30-07	Indication on the DOOR/OXYGEN SD page					
30-07-01	Rain Repellent Monitoring on the DOOR/OXYGEN SD page					
30-07-01A		D	1	0	May be inoperative.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-11	Wing Ice Protection					
30-11-01	Wing Anti-Ice Valve					
30-11-01A		C	2	0	(M) One or both may be inoperative provided that: 1) The affected wing anti-ice valve is deactivated in the closed position, and 2) The associated A-ICE L(R) WING VLV OPEN alert is not displayed after the deactivation of the affected valve, and 3) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 4) ETOPS beyond 120 minutes is not conducted.	
30-11-02	Wing Anti-Ice System					
30-11-02A		C	1	0	May be inoperative provided that the aircraft is not operated in known or forecast icing conditions along the intended flight route.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-11	Wing Ice Protection					
30-11-03	Wing Anti-Ice Temperature Monitoring					
30-11-03A		C	2	1	(O) One may be inoperative provided that: 1) The opposite engine bleed air system is operative, and 2) The opposite air conditioning pack is operative, and 3) The associated engine bleed air system is not used on ground except for engine start, and 4) The XBLEED pb-sw and the associated ENG 1(2) BLEED pb-sw are placarded to prohibit their use on ground except for engine start, and 5) When the side 1 is affected, the APU BLEED pb-sw is placarded to prohibit its use on ground except for engine start.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-11	Wing Ice Protection					
30-11-04	Wing Anti-Ice Valve Seal					
30-11-04A		C	2	1	(O) One may be inoperative provided that: 1) The opposite engine bleed air system is operative, and 2) The opposite air conditioning pack is operative, and 3) The A-ICE L(R) WING VLV OPEN alert is not displayed on the WD before takeoff, and 4) The associated engine bleed air system is not used on ground except for engine start, and 5) The XBLEED pb-sw and the associated ENG 1(2) BLEED pb-sw are placarded to prohibit their use on ground except for engine start, and 6) When the side 1 is affected, the APU BLEED pb-sw is placarded to prohibit its use on ground except for engine start.	
30-11-05	Wing Anti-Ice Valve Control Redundancy					
30-11-05A		C	2	0	One on each wing may be inoperative.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-21	Engine Air Intake Ice Protection					
30-21-01	Engine Anti-Ice System					
30-21-01A		C	2	1	(M) One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The aircraft is not operated in known or forecast icing conditions, and 3) The PRSOV of the affected engine anti-ice system is deactivated in the closed position, and 4) The A-ICE ENG1(2) PRSOV SECURED CLOSED message is displayed on the DISPATCH page after the deactivation.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-21	Engine Air Intake Ice Protection					
30-21-02	Engine Anti-Ice PRSOV Shutoff Function					
30-21-02A	PRSOV deactivated in the open position	C	2	0	(M)(Om) One or both may be inoperative provided that: 1) The PRV regulation function is operative, and 2) The affected PRSOV is deactivated in the open position, and 3) The A-ICE ENG 1(2) PRSOV SECURED OPEN message is displayed on the DISPATCH page after the deactivation, and 4) Airplane Flight Manual performance penalties are applied.	
30-21-02B	PRSOV deactivated in the closed position	C	2	1	(M) One may be inoperative provided that: 1) ETOPS is not conducted, 2) The affected PRSOV is deactivated in the closed position, and 3) The A-ICE ENG 1(2) PRSOV SECURED CLOSED message is displayed on the DISPATCH page after the deactivation, and 4) The aircraft is not operated in known or forecast icing conditions.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-21	Engine Air Intake Ice Protection					
30-21-03	Engine Anti-Ice PRSOV Regulation Function					
30-21-03A		C	2	0	One or both may be inoperative.	
30-21-04	Engine Anti-Ice PRV Regulation Function					
30-21-04A	One or both PRVs inoperative and PRSOV regulation operative	C	2	0	One or both may be inoperative provided that the associated PRSOV regulation function is operative.	
30-21-04B	One or both PRVs deactivated open and PRSOV regulation operative	C	2	0	(M) One or both may be inoperative provided that: 1) The associated PRSOV regulation function is operative, and 2) The affected PRV is deactivated in the open position, and 3) The A-ICE ENG 1(2) PRV SECURED OPEN message is displayed on the DISPATCH page after the deactivation.	
30-21-04C	One PRV inoperative and PRSOV deactivated in the closed position	C	2	1	(M) One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The aircraft is not operated in known or forecast icing conditions, and 3) The PRSOV on the associated engine anti-ice system is deactivated in the closed position, and 4) The A-ICE ENG 1(2) PRSOV SECURED CLOSED message is displayed on the DISPATCH page after the deactivation.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-21	Engine Air Intake Ice Protection					
30-21-05	Engine Anti-Ice System Monitoring					
30-21-05A		C	2	1	(O) One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The aircraft is not operated in known or forecast icing conditions.	
30-21-06	Engine Anti-Ice System Pressure Monitoring					
30-21-06A		C	2	1	One may be inoperative.	
30-21-07	Engine Anti-Ice System Command					
30-21-07A		C	2	0	(O) One or both may be inoperative provided that Airplane Flight Manual performance penalties are applied.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-31	Probe Ice Protection					
30-31-01	ADR Probes Heating Function					
30-31-01A	Automatic ADR probes heating function inoperative	C	3	2	One ADR probe heating function in automatic mode may be inoperative provided that the PROBE & WINDOW HEAT pb-sw is set to ON.	
30-31-01B	Automatic and manual ADR probes heating function inoperative	C	3	2	One ADR probe heating function in automatic and manual modes may be inoperative provided that the associated ADR is considered inoperative. Refer to Item 34-12-01, ADR.	
30-31-02	MFP Heating Function					
30-31-02A		C	3	2	One may be inoperative provided that the associated ADR is considered inoperative. Refer to Item 34-12-01, ADR.	
30-31-03	Sideslip Probe Heating Function					
30-31-03A	(Aircraft without MP L43234/ MOD 111739)	C	3	2	One may be inoperative provided that the associated ADR is considered inoperative. Refer to Item 34-12-01, ADR.	|
30-31-03B	(Aircraft with MP L43234/ MOD 111739 and MP L43238/ MOD 112771)	D	3	0	One or more may be inoperative.	|

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-31	Probe Ice Protection					
30-31-04	Static Probe Heating Function					
30-31-04A		C	6	4	One or two may be inoperative on the same ADR provided that both non-affected ADRs, their associated probes, and their associated heating functions are operative.	
30-31-05	Heating of the Standby Pitot Probe					
30-31-05A	Aircraft not operated in known or forecast icing conditions	C	1	0	May be inoperative provided that: 1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 2) ETOPS beyond 120 minutes is not conducted.	
30-31-05B	Standby pitot probe considered inoperative	A	1	0	May be inoperative for three flights provided that the standby pitot probe is considered inoperative. Refer to Item 34-23-01, Standby Pitot Probe.	|
30-31-06	Heating of the Standby Static Probe					
30-31-06A		C	2	0	May be inoperative provided that: 1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 2) ETOPS beyond 120 minutes is not conducted.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-42	Cockpit Windows Anti-Icing Defogging					
30-42-01	Windows Heating Control					
30-42-01A		C	2	1	(O) One may be inoperative provided that: 1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 2) ETOPS beyond 120 minutes is not conducted.	
30-42-02	Window Heating					
30-42-02A		C	4	0	One or more may be inoperative.	
30-42-03	Front Windshield Heating					
30-42-03A		C	2	1	One may be inoperative provided that: 1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 2) ETOPS beyond 120 minutes is not conducted.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-45	Windshield Rain Protection					
30-45-01	Windshield Wiper					
30-45-01A	One windshield wiper inoperative on the PM side	A	2	1	One may be inoperative on the pilot monitoring side for three flights.	
30-45-01B	One or both windshield wipers inoperative	C	2	0	(O) One or both may be inoperative provided that the aircraft is not operated in known or forecast precipitation within intended departure and arrival areas. NOTE: The intended arrival and departure areas include alternate aerodromes required to be selected by the operational rules.	
30-45-02	Rain Repellent					
30-45-02A		D	2	0	One or both may be inoperative.	
30-71	Waste Water Ice Protection					
30-71-01	Drain Mast Heating System					
30-71-01A		C	2	0	(O) One or both may be inoperative provided that: 1) The associated lavatories are placarded inoperative and are not used, and 2) The associated lavatory water supplies and associated galleys' water supplies are closed.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-81	Ice Detection					
30-81-01	Ice Detection System					
30-81-01A		C	1	0	(O) May be inoperative.	
30-81-03	Lighting of External Visual Icing Indicator					
30-81-03A	One indicator inoperative	D	2	1	One may be inoperative.	
30-81-03B	Both indicators inoperative	D	2	0	(O) Both may be inoperative.	

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-01	RCDR Overhead Panel					
31-01-01	RCDR GND CTL pb ON light					
31-01-01A		C	1	0	May be inoperative.	
31-01-31	RCDR GND CTL pb					
31-01-31A		A	1	0	(O) May be inoperative provided that repairs are made within 3 flight-days.	
31-01-32	DFDR EVENT pb					
31-01-32A		C	1	0	May be inoperative.	
31-02	Overhead Panel and Main Instrument Panel					
31-02-01	AIR & ELEC Overhead Panel (225VM)					
31-02-01A		C	1	0	(O) May be inoperative provided that the GALLEY pb-sw is checked operative.	
31-02-02	FUEL & HYD Overhead Panel (235VM)					
31-02-02A		C	1	0	(O) May be inoperative provided that the HYD G(Y) HYD SYS PANEL message is not displayed on the DISPATCH page.	

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Overhead Panel and Main Instrument Panel					
31-02-03	LOWER CENTER Overhead Panel (215VM)					
31-02-03A	Lights inoperative	C	1	0	(O) May be inoperative provided that none of the following dispatch message is displayed on the DISPATCH page: - A-ICE ENG 1 NAI COMMAND - A-ICE ENG 2 NAI COMMAND - EXT LT CTL DEGRADED - A-ICE WING SYS - CAB PRESS MAN CTL.	
31-02-03B	Lights and commands inoperative on side 1 (CAN 1 Lost)	C	1	0	(O) May be inoperative provided that: 1) None of the following dispatch messages are displayed on the DISPATCH page: - A-ICE ENG 2 NAI COMMAND - EXT LT CTL DEGRADED - A-ICE WING SYS - CAB PRESS MAN CTL 2) The engine 1 anti-ice system command is considered inoperative, and 3) The APU is considered inoperative. Refer to Item 30-21-07, Engine Anti-Ice System Command. (Continued)	

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Overhead Panel and Main Instrument Panel					
31-02-03	LOWER CENTER Overhead Panel (215VM) (Cont'd)					
31-02-03C	Lights and commands inoperative of side 2 (CAN 2 Lost)	C	1	0	(O) May be inoperative provided that: 1) None of the following dispatch messages are displayed on the <u>DISPATCH</u> page: - A-ICE ENG 1 NAI COMMAND - EXT LT CTL DEGRADED - A-ICE WING SYS - CAB PRESS MAN CTL 2) The engine 2 anti-ice system command is considered inoperative. Refer to Item 30-21-07, Engine Anti-Ice System Command.	
31-02-04	LOWER LEFT Overhead Panel (211VM)					
31-02-04A		C	1	0	(O) May be inoperative.	
31-02-05	LOWER RIGHT Overhead Panel (212VM)					
31-02-05A		A	1	0	(O) May be inoperative for 10 consecutive calendar-days provided that the IFEC pb-sw is checked operative.	
31-02-06	MAINTENANCE Overhead Panel (255VM)					
31-02-06A		C	1	0	(O) May be inoperative.	

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Overhead Panel and Main Instrument Panel					
31-02-07	MID LEFT Overhead Panel (221VM)					
31-02-07A		C	1	0	(O) May be inoperative.	
31-02-08	MID RIGHT Overhead Panel (222VM)					
31-02-08A		C	1	0	(O) May be inoperative.	
31-02-09	BRAKE Panel (312VM)					
31-02-09A		C	1	0	(O) May be inoperative.	
31-08	Indications on the Warning Display (WD)					|
31-08-01	MEMO messages on the WD or PFD					|
31-08-01A		C	–	0	One or more may be inoperative.	|

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-19	ECAM Control Panel					
31-19-01	ECAM Control Panel 2					
31-19-01A		C	1	0	May be inoperative.	
31-19-02	System Page Manual Call pb on the ECP					
31-19-02A		C	12	0	(O) One or more may be inoperative.	
31-19-03 ***	VIDEO pb on the ECP					
31-19-03A		D	1	0	(O) May be inoperative.	
31-19-04 ***	Video dual knob on the ECP					
31-19-04A		D	1	0	May be inoperative.	
31-19-05	CLEAR pb on the ECP					
31-19-05A		C	2	1	One may be inoperative.	
31-19-06	RCL LAST pb on the ECP					
31-19-06A		C	1	0	May be inoperative.	
31-19-07	STS pb on the ECP					
31-19-07A		A	1	0	(O) May be inoperative for three flights.	
31-19-08	MORE pb on the ECP					
31-19-08A		C	1	0	May be inoperative.	
31-19-09	VALID pb on the ECP					
31-19-09A		C	2	1	One may be inoperative provided that the opposite VALID pb and its associated scroll wheel are operative.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-19	ECAM Control Panel					
31-19-10	Scroll Wheel on the ECP					
31-19-10A		C	2	1	One may be inoperative provided that the opposite scroll wheel and associated VALID pb are operative.	
31-19-11	T.O. CONFIG pb on the ECP					
31-19-11A		C	1	0	(O) May be inoperative.	
31-19-12	SD knob on the ECP					
31-19-12A		C	1	0	(O) May be inoperative.	
31-28	Tail Strike Indication					
31-28-01	Tail Strike Detection					
31-28-01A		C	1	0	(O) May be inoperative.	
31-30	Recorders					
31-30-01	Recorder System					
31-30-01A		C	–	–	Any non-DFDR function in excess of those required by 14 CFR may be inoperative.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-30	Recorders					
31-30-02	Digital Flight Data Recorder (DFDR)					
31-30-02A	DFDR failure occurs after pushback	A	1	0	May be inoperative provided that: 1) Cockpit Voice Recorder (CVR) operates normally, and 2) The aircraft is not dispatched from an airport designated or listed in the operator's MEL unless the DFDR failure occurred after pushback but prior to takeoff, and 3) Repairs are made within eight flights or 3 consecutive calendar-days, whichever occurs first.	
31-30-02B	DFDR repairs attempted but not successful	A	1	0	May be inoperative provided that: 1) Cockpit Voice Recorder (CVR) operates normally, and 2) The aircraft is not dispatched from an airport not designated or listed in the operator's MEL unless the DFDR repair was attempted but not successful, and 3) The aircraft is dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and 4) Repairs are made within eight flights or 3 consecutive calendar-days, whichever occurs first.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-30	Recorders					
31-30-02	Digital Flight Data Recorder (DFDR) (Cont'd)					
31-30-02C	Required DFDR recording parameters	A	–	–	Up to three recording parameters may be inoperative provided that: 1) Cockpit Voice Recorder (CVR) operates normally, and 2) Repairs are made within 20 consecutive calendar-days.	
31-30-02D	Non-required DFDR recording parameters	A	–	–	May be inoperative provided that repairs are made prior to the completion of the next heavy maintenance visit.	
31-30-03	Recorder Accelerometer					
31-30-03A		A	1	0	May be inoperative provided that: 1) Cockpit Voice Recorder (CVR) is operative, and 2) Repairs are made within 20 consecutive calendar-days.	
31-30-04 ***	Virtual Quick Access Recorder (VQAR)					
31-30-04A	Alternate procedures for VQAR use are established and used	C	1	0	(O) May be inoperative provided that alternate procedures are established and used.	
31-30-04B	Procedures do not require use of the VQAR	D	1	0	May be inoperative provided that operations do not require its use.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-50	Flight Warning System (FWS)					
31-50-01	FWS 2					
31-50-01A	(Aircraft without MP L43494/ MOD 112469)	C	1	0	(O) May be inoperative.	|
31-50-01B	(Aircraft with MP L43494/ MOD 112469)	C	1	0	(O) May be inoperative provided that the pitch trim position is checked on both PFDs.	|
31-50-02	MASTER CAUT Cancel Function					
31-50-02A		C	2	1	One may be inoperative.	
31-50-03	MASTER WARN Cancel Function					
31-50-03A		C	2	1	One may be inoperative.	
31-50-04	MASTER CAUT light					
31-50-04A		C	2	1	One may be inoperative.	
31-50-05	MASTER WARN light					
31-50-05A		C	2	1	One may be inoperative.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-60	Control and Display System					
31-60-01	OUTER DU					
31-60-01A		C	2	0	(O) One or both may be inoperative provided that: 1) Both INNER DUs are operative, and 2) Both CENTER DUs are operative, and 3) The affected OUTER DU is set to OFF, and 4) The DISPLAY CYCLE pb is checked operative on the affected side.	
31-60-02	CENTER DU					
31-60-02A		C	2	1	(O) One may be inoperative provided that: 1) Both OUTER DUs are operative, and 2) Both INNER DUs are operative, and 3) The affected CENTER DU is set to OFF, and 4) The DISPLAY CYCLE pb is checked operative on both sides.	
31-60-03	INNER DU					
31-60-03A		C	2	1	(O) One may be inoperative provided that: 1) Both OUTER DUs are operative, and 2) Both CENTER DUs are operative, and 3) The affected INNER DU is set to OFF, and 4) The DISPLAY CYCLE pb is checked operative on the affected side.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-60	Control and Display System					
31-60-04	DU Monitoring					
31-60-04A		B	–	–	One may be inoperative provided that all the DUs are operative.	
31-60-05	Mailbox Access					
31-60-05A	One mailbox inoperative	D	2	1	One may be inoperative.	
31-60-05B	Two mailboxes inoperative and procedures do not require ATC datalink	D	2	0	(O) Both may be inoperative provided that procedures do not require the use of the ATC datalink.	
31-60-05C	Two mailboxes inoperative and procedures require ATC datalink	C	2	0	(O) Both may be inoperative provided that alternate procedures are established and used.	
31-60-06	CENTER LOWER DU Access					
31-60-06A	One CENTER LOWER DU Access inoperative (Without MP L48350/ MOD 113559)	C	2	1	(O) One may be inoperative.		
31-60-06B	One or both CENTER LOWER DU Access inoperative with full access to the MFD (Without MP L48350/ MOD 113559)	C	2	0	(O) One or both may be inoperative provided that: 1) The CAPT or the F/O OIS session is transferred to the CENTER LOWER DU, and 2) The CAPT and the F/O MFD are transferred to the CAPT and the F/O OUTER DUs, and 3) The CAPT and the F/O access to the CAPT and the F/O OUTER DUs are checked operative.		

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-60	Control and Display System					
31-60-06	CENTER LOWER DU Access (Cont'd)					
31-60-06C	One CENTER LOWER DU Access inoperative (With MP L48350/ MOD 113559)	A	2	1	(O) One may be inoperative for 10 consecutive calendar days provided that the AVIONICS NETWORK SW OR CABLE message is not displayed on the DISPATCH page.	|
31-60-06D	One or both CENTER LOWER DU Access inoperative with full access to the MFD (With MP L48350/ MOD 113559)	A	2	0	(O) One or both may be inoperative for 10 consecutive days provided that: 1) The AVIONICS NETWORK SW OR CABLE message is not displayed on the DISPATCH page, and 2) The CAPT or the F/O OIS session is transferred to the CENTER LOWER DU, and 3) The CAPT and the F/O MFD are transferred to the CAPT and the F/O OUTER DUs, and 4) The CAPT and the F/O access to the CAPT and the F/O OUTER DUs are checked operative.	|
31-60-07	DISPLAY CYCLE pb					
31-60-07A	One DISPLAY CYCLE pb inoperative	C	2	1	One may be inoperative.	
31-60-07B	Both DISPLAY CYCLE pbs inoperative	C	2	0	(O) Both may be inoperative provided that the MFD shortcut on one KCCU keyboard is checked operative.	

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Sequence No.	Item	1	2	3	4	Change Bar
31-60	Control and Display System					
31-60-08	DISPLAY CYCLE pb AVAIL light					
31-60-08A		C	2	0	One or both may be inoperative.	
31-60-09	CAPT(F/O) OIS ON CENTER pb-sw					
31-60-09A		C	2	0	One or both may be inoperative.	
31-60-10	CAPT(F/O) OIS ON CENTER pb-sw INOP light					
31-60-10A		C	2	0	One or both may be inoperative.	
31-60-11	CAPT(F/O) OIS ON CENTER pb-sw ON light					
31-60-11A		C	2	0	One or both may be inoperative.	
31-60-12	OIS VIEW OFFSIDE pb-sw					
31-60-12A		C	2	0	One or both may be inoperative.	
31-60-13	OIS VIEW OFFSIDE pb INOP light					
31-60-13A		C	2	0	One or both may be inoperative.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-60	Control and Display System					
31-60-14	OIS VIEW OFFSIDE pb ON light					
31-60-14A		C	2	0	One or both may be inoperative.	
31-60-15	CDS Backup RAW Data					
31-60-15A		C	1	0	May be inoperative.	
31-60-16	CDS Backup Procedures					
31-60-16A		C	1	0	May be inoperative.	
31-62	Keyboard and Cursor Control Unit					
31-62-01	KCCU Cursor Control Device					
31-62-01A		C	2	0	(M)(O) One or both may be inoperative provided that: 1) The affected KCCU cursor control device is set to OFF, and 2) The associated KCCU keyboard is checked operative.	
31-62-02	KCCU Keyboard					
31-62-02A		C	2	0	(M)(O) One or both may be inoperative provided that: 1) The affected KCCU keyboard is set to OFF, and 2) The associated KCCU cursor control device is checked operative.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-66	Concentrator and Multiplexer for Video (CMV)					
31-66-01	CMV					
31-66-01A	One CMV inoperative	C	2	1	(O) One may be inoperative provided that the OIS ON CENTER pb-sw is operative on the affected side.	
31-66-01B	One or both CMVs inoperative and associated OIS display considered inoperative	C	2	0	(O) One or both may be inoperative provided that the OIS display is considered inoperative on the affected side. Refer to Item 46-25-01, OIS Display.	
31-68	Head-Up Display (HUD)					
31-68-01 ***	HUD					
31-68-01A		D	2	0	(M)(O) One or both may be inoperative. NOTE: Application of the maintenance procedure to remove the affected Head-up Combiner Unit (HCU) is only necessary when the HCU cannot be stowed.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-07	Indications on the WHEEL SD page					
32-07-01	Brake Temperature Monitoring on the WHEEL SD page					
32-07-01A	(A350-900 Series)	C	8	4	(M)(O) A maximum of two brake temperature indications per landing gear may be inoperative provided that: 1) The brakes associated with the operative brake temperature indications are operative, and 2) The ground brake cooling time is applied, and 3) The MLG Bay fire detection is fully operative. NOTE: Application of the maintenance procedure to deactivate the affected brake temperature sensor is not mandatory and may be applied to prevent the erroneous display of the BRAKES HOT alert when affected brake temperature sensor is erroneous. (Continued)	

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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-07	Indications on the WHEEL SD page					
32-07-01	Brake Temperature Monitoring (Cont'd)					
32-07-01B	(A350-1000 Series)	C	12	8	(M)(O) A maximum of two brake temperature indications per landing gear may be inoperative provided that: 1) The brakes associated with the operative brake temperature indications are operative, and 2) The ground brake cooling time is applied, and 3) The MLG Bay fire detection is fully operative. NOTE: Application of the maintenance procedure to deactivate the affected brake temperature sensor is not mandatory and may be applied to prevent the erroneous display of the BRAKES HOT alert when affected brake temperature sensor is erroneous.	
32-07-02	Tire Pressure Monitoring on the WHEEL SD page					
32-07-02A		D	–	0	(M) One or more tire pressure indications may be inoperative provided that the pressure of the affected tire is checked every calendar-day. NOTE: Application of the maintenance procedure to deactivate the affected tire pressure sensor is only necessary when the affected tire pressure sensor is erroneous.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-09	Dispatch Messages					
32-09-01	BRAKES CAPT(F/O) BRK PEDAL TRANSMITTER UNIT Message					
32-09-01A		C	–	–	(O) May be displayed on the DISPATCH page provided that: 1) Both brakes control systems are operative, and 2) The CAPT brake pedals are checked operative when the CAPT side is affected.	
32-09-02	BRAKES REMOTE BRK CTL INPUT Message					
32-09-02A		C	–	–	May be displayed on the DISPATCH page.	
32-09-03	BRAKES REMOTE BRK CTL 1(2) ADIRU 1(2) INPUT Message					
32-09-03A		C	–	–	A maximum of three may be displayed on the DISPATCH page provided that both brakes control systems are operative.	
32-09-04	L/G MAIN L/G RAPID EXTENSION Message					
32-09-04A		C	–	–	(M) May displayed provided that the main landing gear retraction actuator is visually inspected.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-09	Dispatch Messages					
32-09-05	L/G MAIN(NOSE) L/G HYD MECH Message					
32-09-05A		B	–	–	(M)(O) One or both may be displayed provided that: 1) Landing gear doors are closed, and 2) A cover is installed on the L/G lever, and 3) A locking pin is installed on the affected landing gear, and 4) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 5) The aircraft is operated in accordance with the Airplane Flight Manual Supplement for the flight with landing gear down.	|

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-09	Dispatch Messages					
32-09-06	L/G GRVTY EXTN A(B) Message					
32-09-06A		B	–	–	(M)(O) One may be displayed provided that: 1) A cover is installed on the L/G lever, and 2) Locking pins are installed on the landing gears, and 3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 4) The aircraft is operated in accordance with the Airplane Flight Manual Supplement for the flight with landing gear down.	|
32-09-07	L/G SAFETY INTERLOCK Message					
32-09-07A		B	–	–	(M)(O) May be displayed provided that: 1) A cover is installed on the L/G lever, and 2) Locking pins are installed on the landing gears, and 3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 4) The aircraft is operated in accordance with the Airplane Flight Manual Supplement for the flight with landing gear down.	|

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Sequence No.	Item	1	2	3	4	Change Bar
32-09	Dispatch Messages					
32-09-08	L/G ADIRS SPEED DISAGREE Message					
32-09-08A		B	–	–	(M)(O) May be displayed provided that: 1) A cover is installed on the L/G lever, and 2) Locking pins are installed on the landing gears, and 3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 4) The aircraft is operated in accordance with the Airplane Flight Manual Supplement for the flight with landing gear down.	|
32-09-09	BRAKES EMER CTL Message (Aircraft without MP L04027/ MOD 114420)					| | |
32-09-09A		A	–	–	(O) May be displayed on the DISPATCH page for three flights provided that the emergency braking control is checked operative.	
32-09-10	STEER N/W STEER ANGLE LIMIT EXCEEDED Message					
32-09-10A		A	–	–	(M)(O) May be displayed on the DISPATCH page for three flights provided that the oversteer brackets are visually checked not damaged after each pushback/towing.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-31	Extension and Retraction					
32-31-01	Landing Gear Control					
32-31-01A	(Aircraft without MP L42800/ MOD 109133)	C	2	1	(M) One may be inoperative provided that: 1) The associated landing gear gravity extension channel is checked operative before each flight, and 2) CPIOM H61, H62, H63, and H64 are checked to be in the same software configuration.	|
	(Aircraft with MP L42800/ MOD 109133)	C	2	1	(M) One may be inoperative provided that: 1) The associated landing gear gravity extension channel is checked operative before each flight, and 2) A system test of the braking system is performed before each flight, and 3) CPIOM H61, H62, H63, and H64 are checked to be in the same software configuration. NOTE: If a failure is detected during the system test of the braking system, refer to the applicable MMEL item.	|
32-31-02	Landing Gear Pressure Transducer					
32-31-02A		C	2	0	(M) One or both may be inoperative provided that the associated isolation valve is checked operative.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-31	Extension and Retraction					
32-31-03	Main Landing Gear Retraction System					
32-31-03A	One inoperative	C	2	1	(M) One may be inoperative provided that the affected main landing gear retraction system is deactivated.	|
32-31-03B	Both inoperative	B	2	0	(M)(O) Both may be inoperative provided that: 1) A cover is installed on the L/G lever, and 2) Locking pins are installed on the landing gears, and 3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 4) The aircraft is operated in accordance with the Airplane Flight Manual Supplement for the flight with landing gear down.	|

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-31	Extension and Retraction					
32-31-04	Nose Landing Gear Retraction System					
32-31-04A	One Inoperative	C	2	1	(M) One may be inoperative provided that the affected nose landing gear retraction system is deactivated.	|
32-31-04B	Both Inoperative	B	2	0	(M)(O) Both may be inoperative provided that: 1) A cover is installed on the L/G lever, and 2) Locking pins are installed on the landing gears, and 3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 4) The aircraft is operated in accordance with the Airplane Flight Manual Supplement for the flight with landing gear down.	|
32-31-05	Landing Gear Independent Downlock Source					
32-31-05A		C	1	0	May be inoperative.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-31	Extension and Retraction					
32-31-06	Main Landing Gear Downlock Spring					
32-31-06A		B	4	0	(M)(O) One or more may be missing provided that: 1) A cover is installed on the L/G lever, and 2) A locking pin is installed on the affected landing gear, and 3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 4) The aircraft is operated in accordance with the Airplane Flight Manual Supplement for the flight with landing gear down.	|

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-31	Extension and Retraction					
32-31-07	Landing Gear Uplock					
32-31-07A		B	3	2	(M)(O) One may be inoperative provided that: 1) A cover is installed on the L/G lever, and 2) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 3) The aircraft is operated in accordance with the Airplane Flight Manual Supplement for the flight with landing gear down.	|
32-31-08	Landing Gear Bogie Monitoring (A350-1000 Series)					
32-31-08A		A	2	1	One may be inoperative for 10 consecutive calendar-days provided that two radio altimeters are operative.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-32	Emergency Extension					
32-32-01	Landing Gear Gravity Extension Redundancy					
32-32-01A	One inoperative	C	2	1	(M) One may be inoperative provided that: 1) Both landing gear control systems are operative, and 2) The non-affected landing gear gravity extension channel is checked operative.	|
32-32-01B	Both inoperative	B	2	0	(M)(O) Both may be inoperative provided that: 1) A cover is installed on the L/G lever, and 2) Locking pins are installed on the landing gears, and 3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 4) The aircraft is operated in accordance with the Airplane Flight Manual Supplement for the flight with landing gear down.	|

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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-32	Emergency Extension					
32-32-02	Landing Gear Gravity Extension Degraded					
32-32-02A	One degraded	A	2	1	(M) One may be degraded for 10 consecutive calendar-days provided that: 1) Both landing gear control systems are operative, and 2) The non-affected landing gear gravity extension channel is checked operative.	|
32-32-02B	Both degraded	B	2	0	(M)(O) Both may be inoperative provided that: 1) A cover is installed on the L/G lever, and 2) Locking pins are installed on the landing gears, and 3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 4) The aircraft is operated in accordance with the Airplane Flight Manual Supplement for the flight with landing gear down.	|
32-32-03	Landing Gear Gravity Extension Module Installation					
32-32-03A		C	2	0	(M) One or both may be inoperative provided that the associated gravity extension channel is checked operative.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-32	Emergency Extension					
32-32-04	Landing Gear APP Level Monitoring					
32-32-04A		C	2	0	(M) One or both may be inoperative provided that the APP fluid level is visually checked in the associated reservoir before each flight.	
32-32-05	Landing Gear Gravity Extension Test					
32-32-05A		C	2	0	(M) One or both may be inoperative provided that the SSPC dedicated to the test circuit of the associated landing gear gravity extension channel is checked closed.	
32-33	Ground Door Opening System					
32-33-01	Ground Door Opening System					
32-33-01A	(A350-900 Series)	C	3	0	(M) One or more may be inoperative provided that: 1) The associated landing gear doors are checked closed and locked before each flight, and 2) The associated ground door opening system is deactivated.	
32-33-01B	(A350-1000 Series)	C	3	0	(M) One or more may be inoperative provided that: 1) The associated landing gear doors are checked closed and locked before each flight, and 2) The associated ground door opening system is checked to be in FLIGHT mode, and 3) The associated ground door opening system is deactivated.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-41	Wheels					
32-41-01	Nose Wheel Tie Bolt					
32-41-01A		A	24	22	(M) One may be broken or missing on each wheel for five flights provided that: 1) The affected wheel tie bolt is removed, and 2) The associated wheel is checked for absence of damage.	
32-41-02	Main Wheel Tie Bolt					
32-41-02A	Goodrich MLG wheels (A350-900 Series with MP L41056/ MOD 100080)	A	160	152	(M) One may be broken or missing on each wheel for five flights provided that: 1) The affected wheel tie bolt is removed, and 2) The associated wheel is checked for absence of damage.	
32-41-02B	SLS MLG wheels (A350-900 Series with MP L42808/ MOD 109632)	A	144	136	(M) One may be broken or missing on each wheel for five flights provided that: 1) The affected tie bolt is fitted on a wheel P/N C20674700, and 2) The affected wheel tie bolt is removed, and 3) The associated wheel and brake are checked for absence of damage.	
32-41-02C	Goodrich and SLS MLG wheels (A350-1000 Series)	A	–	–	(M) One may be broken or missing on each wheel for five flights provided that: 1) The affected wheel tie bolt is removed, and 2) The associated wheel is checked for absence of damage.	

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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-01	Normal Wheel Brake 01					
32-42-01A	Brake 01 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 01 may be inoperative in normal braking mode provided that: 1) Wheel brakes 02, 03, 04, 05, and 06 are operative in normal braking mode, and 2) Failure of wheel brake 01 is detected via the BRAKES BRK 01 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-01B	Brake 01 in residual braking configuration or damaged or with the wheel hubcap removed (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 01 may be inoperative in normal braking mode provided that: 1) Wheel brakes 02, 03, 04, 05, and 06 are operative in normal braking mode, and 2) Wheel brake 01 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 01 is detected via the BRAKES RESIDUAL BRAKING ON BRK 01 message on the DISPATCH page, and 4) Flight performance penalties are applied.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-01	Normal Wheel Brake 01 (Cont'd)					
32-42-01C	Brake 01 damaged and removed (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 01 may be damaged provided that: 1) Wheel brakes 02, 03, 04, 05, and 06 are operative in normal braking mode, and 2) Wheel brake 01 is deactivated and removed, and 3) Flight performance penalties are applied.	|
32-42-01D	Brake 01 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 01 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Failure of wheel brake 01 is detected via the BRAKES BRK 01 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied. (Continued)	|

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-01	Normal Wheel Brake 01 (Cont'd)					
32-42-01E	Brake 01 in residual braking configuration or damaged or with the wheel hubcap removed (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 01 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 01 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 01 is detected via the BRAKES RESIDUAL BRAKING ON BRK 01 message on the DISPATCH page, and 4) Flight performance penalties are applied.	|
32-42-01F	Brake 01 damaged and removed (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 01 may be damaged provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 01 is deactivated and removed, and 3) Flight performance penalties are applied.	|

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-01	Normal Wheel Brake 01 (Cont'd)					
32-42-01G	Brake 01 in released configuration (A350-1000 Series)	C	1	0	(O) The wheel brake 01 may be inoperative in normal braking mode provided that: 1) Wheel brakes 02, 03, 04, 05, 06, 08, 09, and 10 are operative in normal braking mode, and 2) Failure of wheel brake 01 is detected via the BRAKES BRK 01 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	|
32-42-01H	Brake 01 in residual braking configuration or damaged or with the wheel hubcap removed (A350-1000 Series)	C	1	0	(M)(O) The wheel brake 01 may be inoperative in normal braking mode provided that: 1) Wheel brakes 02, 03, 04, 05, 06, 08, 09, and 10 are operative in normal braking mode, and 2) Wheel brake 01 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 01 is detected via the BRAKES RESIDUAL BRAKING ON BRK 01 message on the DISPATCH page, and 4) Flight performance penalties are applied.	|

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-02	Normal Wheel Brake 02					
32-42-02A	Brake 02 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 02 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 03, 04, 05, and 06 are operative in normal braking mode, and 2) Failure of wheel brake 02 is detected via the BRAKES BRK 02 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-02B	Brake 02 in residual braking configuration or damaged or with the wheel hubcap removed (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 02 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 03, 04, 05, and 06 are operative in normal braking mode, and 2) Wheel brake 02 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 02 is detected via the BRAKES RESIDUAL BRAKING ON BRK 02 message on the DISPATCH page, and 4) Flight performance penalties are applied.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-02	Normal Wheel Brake 02 (Cont'd)					
32-42-02C	Brake 02 damaged and removed (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 02 may be damaged provided that: 1) Wheel brakes 01, 03, 04, 05, and 06 are operative in normal braking mode, and 2) Wheel brake 02 is deactivated and removed, and 3) Flight performance penalties are applied.	|
32-42-02D	Brake 02 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 02 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Failure of wheel brake 02 is detected via the BRAKES BRK 02 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied. (Continued)	|

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-02	Normal Wheel Brake 02 (Cont'd)					
32-42-02E	Brake 02 in residual braking configuration or damaged or with the wheel hubcap removed (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 02 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 02 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 02 is detected via the BRAKES RESIDUAL BRAKING ON BRK 02 message on the DISPATCH page, and 4) Flight performance penalties are applied.	
32-42-02F	Brake 02 damaged and removed (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 02 may be damaged provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 02 is deactivated and removed, and 3) Flight performance penalties are applied.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-02	Normal Wheel Brake 02 (Cont'd)					
32-42-02G	Brake 02 in released configuration (A350-1000 Series)	C	1	0	(O) The wheel brake 02 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 03, 04, 05, 06, 08, 09, and 10 are operative in normal braking mode, and 2) Failure of wheel brake 02 is detected via the BRAKES BRK 02 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	|
32-42-02H	Brake 02 in residual braking configuration or damaged or with the wheel hubcap removed (A350-1000 Series)	C	1	0	(M)(O) The wheel brake 02 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 03, 04, 05, 06, 08, 09, and 10 are operative in normal braking mode, and 2) Wheel brake 02 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 02 is detected via the BRAKES RESIDUAL BRAKING ON BRK 02 message on the DISPATCH page, and 4) Flight performance penalties are applied.	|

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-03	Normal Wheel Brake 03					
32-42-03A	Brake 03 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 03 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 04, 07, and 08 are operative in normal braking mode, and 2) Failure of wheel brake 03 is detected via the BRAKES BRK 03 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-03B	Brake 03 in residual braking configuration or damaged or with the wheel hubcap removed (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 03 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 04, 07, and 08 are operative in normal braking mode, and 2) Wheel brake 03 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 03 is detected via the BRAKES RESIDUAL BRAKING ON BRK 03 message on the DISPATCH page, and 4) Flight performance penalties are applied.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-03	Normal Wheel Brake 03 (Cont'd)					
32-42-03C	Brake 03 damaged and removed (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 03 may be damaged provided that: 1) Wheel brakes 01, 02, 04, 07, and 08 are operative in normal braking mode, and 2) Wheel brake 03 is deactivated and removed, and 3) Flight performance penalties are applied.	|
32-42-03D	Brake 03 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 03 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Failure of wheel brake 03 is detected via the BRAKES BRK 03 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied. (Continued)	|

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-03	Normal Wheel Brake 03 (Cont'd)					
32-42-03E	Brake 03 in residual braking configuration or damaged or with the wheel hubcap removed (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 03 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 03 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 03 is detected via the BRAKES RESIDUAL BRAKING ON BRK 03 message on the DISPATCH page, and 4) Flight performance penalties are applied.	
32-42-03F	Brake 03 damaged and removed (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 03 may be damaged provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 03 is deactivated and removed, and 3) Flight performance penalties are applied.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-03	Normal Wheel Brake 03 (Cont'd)					
32-42-03G	Brake 03 in released configuration (A350-1000 Series)	C	1	0	(O) The wheel brake 03 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 04, 06, 07, 08, 11, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 03 is detected via the BRAKES BRK 03 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	|
32-42-03H	Brake 03 in residual braking configuration or damaged or with the wheel hubcap removed (A350-1000 Series)	C	1	0	(M)(O) The wheel brake 03 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 04, 06, 07, 08, 11, and 12 are operative in normal braking mode, and 2) Wheel brake 03 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 03 is detected via the BRAKES RESIDUAL BRAKING ON BRK 03 message on the DISPATCH page, and 4) Flight performance penalties are applied.	|

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-04	Normal Wheel Brake 04					
32-42-04A	Brake 04 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 04 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 03, 07, and 08 are operative in normal braking mode, and 2) Failure of wheel brake 04 is detected via the BRAKES BRK 04 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-04B	Brake 04 in residual braking configuration or damaged or with the wheel hubcap removed (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 04 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 03, 07, and 08 are operative in normal braking mode, and 2) Wheel brake 04 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 04 is detected via the BRAKES RESIDUAL BRAKING ON BRK 04 message on the DISPATCH page, and 4) Flight performance penalties are applied.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-04	Normal Wheel Brake 04 (Cont'd)					
32-42-04C	Brake 04 damaged and removed (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 04 may be damaged provided that: 1) Wheel brakes 01, 02, 03, 07, and 08 are operative in normal braking mode, and 2) Wheel brake 04 is deactivated and removed, and 3) Flight performance penalties are applied.	|
32-42-04D	Brake 04 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 04 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Failure of wheel brake 04 is detected via the BRAKES BRK 04 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied. (Continued)	|

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-04	Normal Wheel Brake 04 (Cont'd)					
32-42-04E	Brake 04 in residual braking configuration or damaged or with the wheel hubcap removed (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 04 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 04 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 04 is detected via the BRAKES RESIDUAL BRAKING ON BRK 04 message on the DISPATCH page, and 4) Flight performance penalties are applied.	
32-42-04F	Brake 04 damaged and removed (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 04 may be damaged provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 04 is deactivated and removed, and 3) Flight performance penalties are applied.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-04	Normal Wheel Brake 04 (Cont'd)					
32-42-04G	Brake 04 in released configuration (A350-1000 Series)	C	1	0	(O) The wheel brake 04 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 03, 06, 07, 08, 11, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 04 is detected via the BRAKES BRK 04 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	|
32-42-04H	Brake 04 in residual braking configuration or damaged or with the wheel hubcap removed (A350-1000 Series)	C	1	0	(M)(O) The wheel brake 04 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 03, 06, 07, 08, 11, and 12 are operative in normal braking mode, and 2) Wheel brake 04 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 04 is detected via the BRAKES RESIDUAL BRAKING ON BRK 04 message on the DISPATCH page, and 4) Flight performance penalties are applied.	|

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-05	Normal Wheel Brake 05					
32-42-05A	Brake 05 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 05 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 06, 07, and 08 are operative in normal braking mode, and 2) Failure of wheel brake 05 is detected via the BRAKES BRK 05 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-05B	Brake 05 in residual braking configuration or damaged or with the wheel hubcap removed (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 05 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 06, 07, and 08 are operative in normal braking mode, and 2) Wheel brake 05 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 05 is detected via the BRAKES RESIDUAL BRAKING ON BRK 05 message on the DISPATCH page, and 4) Flight performance penalties are applied.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-05	Normal Wheel Brake 05 (Cont'd)					
32-42-05C	Brake 05 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 05 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Failure of wheel brake 05 is detected via the BRAKES BRK 05 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-05D	Brake 05 in residual braking configuration or damaged or with the wheel hubcap removed (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 05 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 05 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 05 is detected via the BRAKES RESIDUAL BRAKING ON BRK 05 message on the DISPATCH page, and 4) Flight performance penalties are applied.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-05	Normal Wheel Brake 05 (Cont'd)					
32-42-05E	Brake 05 in released configuration (A350-1000 Series)	C	1	0	(O) The wheel brake 05 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 06, 07, 09, 10, 11, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 05 is detected via the BRAKES BRK 05 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-05F	Brake 05 in residual braking configuration or damaged or with the wheel hubcap removed (A350-1000 Series)	C	1	0	(M)(O) The wheel brake 05 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 06, 07, 09, 10, 11, and 12 are operative in normal braking mode, and 2) Wheel brake 05 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 05 is detected via the BRAKES RESIDUAL BRAKING ON BRK 05 message on the DISPATCH page, and 4) Flight performance penalties are applied.	|

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-06	Normal Wheel Brake 06					
32-42-06A	Brake 06 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 06 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 05, 07, and 08 are operative in normal braking mode, and 2) Failure of wheel brake 06 is detected via the BRAKES BRK 06 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-06B	Brake 06 in residual braking configuration or damaged or with the wheel hubcap removed (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 06 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 05, 07, and 08 are operative in normal braking mode, and 2) Wheel brake 06 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 06 is detected via the BRAKES RESIDUAL BRAKING ON BRK 06 message on the DISPATCH page, and 4) Flight performance penalties are applied.	

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

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-06	Normal Wheel Brake 06 (Cont'd)					
32-42-06C	Brake 06 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 06 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Failure of wheel brake 06 is detected via the BRAKES BRK 06 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-06D	Brake 06 in residual braking configuration or damaged or with the wheel hubcap removed (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 06 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 06 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 06 is detected via the BRAKES RESIDUAL BRAKING ON BRK 06 message on the DISPATCH page, and 4) Flight performance penalties are applied.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-06	Normal Wheel Brake 06 (Cont'd)					
32-42-06E	Brake 06 in released configuration (A350-1000 Series)	C	1	0	(O) The wheel brake 06 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 03, 04, 05, 08, 09, and 10 are operative in normal braking mode, and 2) Failure of wheel brake 06 is detected via the BRAKES BRK 06 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-06F	Brake 06 in residual braking configuration or damaged or with the wheel hubcap removed (A350-1000 Series)	C	1	0	(M)(O) The wheel brake 06 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 03, 04, 05, 08, 09, and 10 are operative in normal braking mode, and 2) Wheel brake 06 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 06 is detected via the BRAKES RESIDUAL BRAKING ON BRK 06 message on the DISPATCH page, and 4) Flight performance penalties are applied.	|

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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-07	Normal Wheel Brake 07					
32-42-07A	Brake 07 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 07 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 06, and 08 are operative in normal braking mode, and 2) Failure of wheel brake 07 is detected via the BRAKES BRK 07 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-07B	Brake 07 in residual braking configuration or damaged or with the wheel hubcap removed (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 07 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 06, and 08 are operative in normal braking mode, and 2) Wheel brake 07 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 07 is detected via the BRAKES RESIDUAL BRAKING ON BRK 07 message on the DISPATCH page, and 4) Flight performance penalties are applied.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-07	Normal Wheel Brake 07 (Cont'd)					
32-42-07C	Brake 07 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 07 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Failure of wheel brake 07 is detected via the BRAKES BRK 07 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-07D	Brake 07 in residual braking configuration or damaged or with the wheel hubcap removed (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 07 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 07 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 07 is detected via the BRAKES RESIDUAL BRAKING ON BRK 07 message on the DISPATCH page, and 4) Flight performance penalties are applied.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-07	Normal Wheel Brake 07 (Cont'd)					
32-42-07E	Brake 07 in released configuration (A350-1000 Series)	C	1	0	(O) The wheel brake 07 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 08, 09, 10, 11, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 07 is detected via the BRAKES BRK 07 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-07F	Brake 07 in residual braking configuration or damaged or with the wheel hubcap removed (A350-1000 Series)	C	1	0	(M)(O) The wheel brake 07 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 08, 09, 10, 11, and 12 are operative in normal braking mode, and 2) Wheel brake 07 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 07 is detected via the BRAKES RESIDUAL BRAKING ON BRK 07 message on the DISPATCH page, and 4) Flight performance penalties are applied.	|

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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-08	Normal Wheel Brake 08					
32-42-08A	Brake 08 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 08 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 06, and 07 are operative in normal braking mode, and 2) Failure of wheel brake 08 is detected via the BRAKES BRK 08 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-08B	Brake 08 in residual braking configuration or damaged or with the wheel hubcap removed (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 08 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 06, and 07 are operative in normal braking mode, and 2) Wheel brake 08 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 08 is detected via the BRAKES RESIDUAL BRAKING ON BRK 08 message on the DISPATCH page, and 4) Flight performance penalties are applied.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-08	Normal Wheel Brake 08 (Cont'd)					
32-42-08C	Brake 08 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 08 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Failure of wheel brake 08 is detected via the BRAKES BRK 08 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-08D	Brake 08 in residual braking configuration or damaged or with the wheel hubcap removed (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 08 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 08 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 08 is detected via the BRAKES RESIDUAL BRAKING ON BRK 08 message on the DISPATCH page, and 4) Flight performance penalties are applied.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-08	Normal Wheel Brake 08 (Cont'd)					
32-42-08E	Brake 08 in released configuration (A350-1000 Series)	C	1	0	(O) The wheel brake 08 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 03, 04, 06, 07, 11, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 08 is detected via the BRAKES BRK 08 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	|
32-42-08F	Brake 08 in residual braking configuration or damaged or with the wheel hubcap removed (A350-1000 Series)	C	1	0	(M)(O) The wheel brake 08 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 03, 04, 06, 07, 11, and 12 are operative in normal braking mode, and 2) Wheel brake 08 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 08 is detected via the BRAKES RESIDUAL BRAKING ON BRK 08 message on the DISPATCH page, and 4) Flight performance penalties are applied.	| | |

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-09	Normal Wheel Brake 09 (A350-1000 Series)					
32-42-09A	Brake 09 in released configuration	C	1	0	(O) The wheel brake 09 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 05, 06, 07, 10, 11, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 09 is detected via the BRAKES BRK 09 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-09B	Brake 09 in residual braking configuration or damaged or with the wheel hubcap removed	C	1	0	(M)(O) The wheel brake 09 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 05, 06, 07, 10, 11, and 12 are operative in normal braking mode, and 2) Wheel brake 09 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 09 is detected via the BRAKES RESIDUAL BRAKING ON BRK 09 message on the DISPATCH page, and 4) Flight performance penalties are applied.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-10	Normal Wheel Brake 10 (A350-1000 Series)					
32-42-10A	Brake 10 in released configuration	C	1	0	(O) The wheel brake 10 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 05, 06, 07, 09, 11, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 10 is detected via the BRAKES BRK 10 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-10B	Brake 10 in residual braking configuration or damaged or with the wheel hubcap removed	C	1	0	(M)(O) The wheel brake 10 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 05, 06, 07, 09, 11, and 12 are operative in normal braking mode, and 2) Wheel brake 10 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 10 is detected via the BRAKES RESIDUAL BRAKING ON BRK 10 message on the DISPATCH page, and 4) Flight performance penalties are applied.	|

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-11	Normal Wheel Brake 11 (A350-1000 Series)					
32-42-11A	Brake 11 in released configuration	C	1	0	(O) The wheel brake 11 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 07, 08, 09, 10, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 11 is detected via the BRAKES BRK 11 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-11B	Brake 11 in residual braking configuration or damaged or with the wheel hubcap removed	C	1	0	(M)(O) The wheel brake 11 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 07, 08, 09, 10, and 12 are operative in normal braking mode, and 2) Wheel brake 11 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 11 is detected via the BRAKES RESIDUAL BRAKING ON BRK 11 message on the DISPATCH page, and 4) Flight performance penalties are applied.	|

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-12	Normal Wheel Brake 12 (A350-1000 Series)					
32-42-12A	Brake 12 in released configuration	C	1	0	(O) The wheel brake 12 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 07, 08, 09, 10, and 11 are operative in normal braking mode, and 2) Failure of wheel brake 12 is detected via the BRAKES BRK 12 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-12B	Brake 12 in residual braking configuration or damaged or with the wheel hubcap removed	C	1	0	(M)(O) The wheel brake 12 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 07, 08, 09, 10, and 11 are operative in normal braking mode, and 2) Wheel brake 12 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 12 is detected via the BRAKES RESIDUAL BRAKING ON BRK 12 message on the DISPATCH page, and 4) Flight performance penalties are applied.	|

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-13	Remote Brakes Control Unit Channel A					
32-42-13A		C	2	1	One may be inoperative.	
32-42-14	Remote Brakes Control Unit Channel B					
32-42-14A		C	2	1	(O) One may be inoperative provided that: 1) Both brakes control systems are operative, and 2) Both RBCU channel A are operative, and 3) CAPT and F/O brake pedal transmitter units are operative.	
32-42-15	Green(Yellow) Brake Pressure Limiting System				Deleted, Revision 2.	
32-42-16	Normal Brake Servo Valve Redundancy					
32-42-16A		C	1	0	May be inoperative.	
32-42-17	Green(Yellow) Normal Brake Selector Valve Redundancy					
32-42-17A		C	2	0	One or both may be inoperative.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-18	Wheel Brake Pressure Transducer					
32-42-18A	(A350-900 Series)	C	8	6	(O) One may be inoperative on each wheel group (green or yellow).	
32-42-18B	(A350-1000 Series)	C	12	8	(O) A maximum of two may be inoperative on each wheel group (green or yellow).	
32-42-19	Green Normal Brake Selector Valve Pressure Transducer					
32-42-19A	(A350-900 Series)	C	2	1	One may be inoperative.	
32-42-19B	Green rear wheels NBSELV PT inoperative (A350-1000 Series)	C	2	1	One may be inoperative.	
32-42-19C	Green center wheels NBSELV PT inoperative (A350-1000 Series)	C	2	1	(O) One may be inoperative provided that wheel brakes 05 and 07 pressure transducers are operative.	
32-42-20	Yellow Normal Brake Selector Valve Pressure Transducer					
32-42-20A	(A350-900 Series)	C	2	1	One may be inoperative.	
32-42-20B	Yellow front wheels NBSELV PT inoperative (A350-1000 Series)	C	2	1	One may be inoperative.	
32-42-20C	Yellow center wheels NBSELV PT inoperative (A350-1000 Series)	C	2	1	(O) One may be inoperative provided that wheel brake pressure transducers 06 and 08 are operative.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-21	Brakes Control System					
32-42-21A		C	2	1	One may be inoperative.	
32-42-22	A/BRK pb					
32-42-22A		C	1	0	(O) May be inoperative.	
32-42-23	A/BRK pb light					
32-42-23A		C	1	0	(O) May be inoperative.	
32-42-24	BRAKE RWY COND selector					
32-42-24A		C	1	0	(O) May be inoperative.	
32-42-25	BTV					
32-42-25A		C	1	0	(O) May be inoperative.	
32-42-26	ROW/ROP					
32-42-26A		C	1	0	(O) May be inoperative.	
32-42-27	Auto Brake					
32-42-27A		C	1	0	(O) May be inoperative provided that none of the following messages are displayed on the DISPATCH page: - BRAKES G ACCU REINFLATE, or - BRAKES Y ACCU REINFLATE.	

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Sequence No.	Item	1	2	3	4	Change Bar
32-43	Alternate Braking					
32-43-01	Alternate Wheel Brake 01					
32-43-01A	(A350-1000 Series)	C	1	0	(O) The wheel brake 01 may be inoperative in alternate braking mode provided that wheel brakes 02, 03, 04, 05, 06, 08, 09, and 10 are operative in alternate braking mode.	
32-43-01B	(A350-900 Series)	C	1	0	(O) The wheel brake 01 may be inoperative in alternate braking mode provided that wheel brakes 02, 03, 04, 05, and 06 are operative in alternate braking mode.	
32-43-02	Alternate Wheel Brake 02					
32-43-02A	(A350-1000 Series)	C	1	0	(O) The wheel brake 02 may be inoperative in alternate braking mode provided that wheel brakes 01, 03, 04, 05, 06, 08, 09, and 10 are operative in alternate braking mode.	
32-43-02B	(A350-900 Series)	C	1	0	(O) The wheel brake 02 may be inoperative in alternate braking mode provided that wheel brakes 01, 03, 04, 05, and 06 are operative in alternate braking mode.	

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Sequence No.	Item	1	2	3	4	Change Bar
32-43	Alternate Braking					
32-43-03	Alternate Wheel Brake 03					
32-43-03A	(A350-1000 Series)	C	1	0	(O) The wheel brake 03 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 04, 06, 07, 08, 11, and 12 are operative in alternate braking mode.	
32-43-03B	(A350-900 Series)	C	1	0	(O) The wheel brake 03 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 04, 07, and 08 are operative in alternate braking mode.	
32-43-04	Alternate Wheel Brake 04					
32-43-04A	(A350-1000 Series)	C	1	0	(O) The wheel brake 04 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 03, 06, 07, 08, 11, and 12 are operative in alternate braking mode.	
32-43-04B	(A350-900 Series)	C	1	0	(O) The wheel brake 04 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 03, 07, and 08 are operative in alternate braking mode.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-43	Alternate Braking					
32-43-05	Alternate Wheel Brake 05					
32-43-05A	(A350-1000 Series)	C	1	0	(O) The wheel brake 05 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 06, 07, 09, 10, 11, and 12 are operative in alternate braking mode.	
32-43-05B	(A350-900 Series)	C	1	0	(O) The wheel brake 05 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 06, 07, and 08 are operative in alternate braking mode.	
32-43-06	Alternate Wheel Brake 06					
32-43-06A	(A350-1000 Series)	C	1	0	(O) The wheel brake 06 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 03, 04, 05, 08, 09, and 10 are operative in alternate braking mode.	
32-43-06B	(A350-900 Series)	C	1	0	(O) The wheel brake 06 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 05, 07, and 08 are operative in alternate braking mode.	

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Sequence No.	Item	1	2	3	4	Change Bar
32-43	Alternate Braking					
32-43-07	Alternate Wheel Brake 07					
32-43-07A	(A350-1000 Series)	C	1	0	(O) The wheel brake 07 may be inoperative in alternate braking mode provided that wheel brakes 03, 04, 05, 08, 09, 10, 11, and 12 are operative in alternate braking mode.	
32-43-07B	(A350-900 Series)	C	1	0	(O) The wheel brake 07 may be inoperative in alternate braking mode provided that wheel brakes 03, 04, 05, 06, and 08 are operative in alternate braking mode.	
32-43-08	Alternate Wheel Brake 08					
32-43-08A	(A350-1000 Series)	C	1	0	(O) The wheel brake 08 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 03, 04, 06, 07, 11, and 12 are operative in alternate braking mode.	
32-43-08B	(A350-900 Series)	C	1	0	(O) The wheel brake 08 may be inoperative in alternate braking mode provided that wheel brakes 03, 04, 05, 06, and 07 are operative in alternate braking mode.	
32-43-09	Alternate Wheel Brake 09 (A350-1000 Series)					
32-43-09A		C	1	0	(O) The wheel brake 09 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 05, 06, 07, 10, 11, and 12 are operative in alternate braking mode.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-43	Alternate Braking					
32-43-10	Alternate Wheel Brake 10 (A350-1000 Series)					
32-43-10A		C	1	0	(O) The wheel brake 10 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 05, 06, 07, 09, 11, and 12 are operative in alternate braking mode.	
32-43-11	Alternate Wheel Brake 11 (A350-1000 Series)					
32-43-11A		C	1	0	(O) The wheel brake 11 may be inoperative in alternate braking mode provided that wheel brakes 03, 04, 05, 07, 08, 09, 10, and 12 are operative in alternate braking mode.	
32-43-12	Alternate Wheel Brake 12 (A350-1000 Series)					
32-43-12A		C	1	0	(O) The wheel brake 12 may be inoperative in alternate braking mode provided that wheel brakes 03, 04, 05, 07, 08, 09, 10, and 11 are operative in alternate braking mode.	
32-43-13	ACCU GREEN(YELLOW) Pressure Indicator					
32-43-13A		C	2	0	(O) One or both may be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
32-43	Alternate Braking					
32-43-14	ACCU REINFLATE pb					
32-43-14A		C	1	0	(M) May be inoperative provided that the accumulators are refilled through interactive BITE if the accumulator pressure indications are not in the green arc.	
32-43-15	Green(Yellow) Alternate Brake Selector Valve Pressure Transducer					
32-43-15A		C	2	0	One or both may be inoperative.	
32-43-16	Alternate Brake Servo Valve Redundancy					
32-43-16A		C	1	0	(O) May be inoperative provided that both remote brakes control unit channels B are operative.	
32-43-17	Alternate Brake Selector Valve Redundancy					
32-43-17A		C	1	0	(O) May be inoperative provided that: 1) Both remote brakes control unit channels B are operative, and 2) The emergency braking system is checked operative before each flight.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-43	Alternate Braking					
32-43-18	Green(Yellow) Accumulator Reinflate Valve Redundancy					
32-43-18A		C	2	0	One or both may be inoperative.	
32-43-19	Green(Yellow) Alternate Braking Return Accumulator					
32-43-19A		C	2	0	One or both may be incorrectly charged.	
32-43-20	Green(Yellow) Accumulator Reinflate Valve (A350-900 Series)					|
32-43-20A		A	2	1	(O) One may be inoperative in the open position for five flights provided that: 1) Both engine thrust reversers are operative, and 2) All spoilers are operative, and 3) The ground spoiler control system is operative, and 4) There is no other failure in the braking system, and 5) Appropriate performance adjustments are applied.	|

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-45	Parking Braking					
32-45-01	Green(Yellow) Parking Brake Selector Valve					
32-45-01A		C	2	1	(O) One may be inoperative provided that: 1) All brakes associated with the non-affected hydraulic system are operative, and 2) Before chocks removal the brake accumulator associated with the non-affected hydraulic system is refilled (green zone) through the associated electrical motor pump.	
32-48	Brake Cooling					
32-48-01 ***	Brake Fan					
32-48-01A	Brake fan system not used	D	–	0	(O) One or more may be inoperative provided that the brake fan system is not used.	
32-48-01B	Brake fan system available on the non-affected brakes	D	–	0	(M) One or more may be inoperative provided that the affected brake fan is deactivated.	
32-48-02 ***	BRAKE FAN pb HOT light					
32-48-02A		D	1	0	May be inoperative.	
32-48-03 ***	BRAKE FAN pb ON light					
32-48-03A		D	1	0	May be inoperative.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-50	Steering					
32-50-01	Steering Tiller (Handwheel)					
32-50-01A		C	2	1	(M)(O) One may be inoperative provided that the affected steering tiller (handwheel) is deactivated.	
32-50-02	NWS Disconnection Function					
32-50-02A	Towing mode not available when the NWS DISCONNECT switch is in the towing position	C	1	0	(O) May be inoperative. NOTE: For towing, make sure that the engine master levers and the YELLOW ELEC PMP pb-sw are set to OFF.	|
32-50-02B	NWS DISCONNECT panel deactivated	C	1	0	(M)(O) May be inoperative provided that the NWS DISCONNECT panel is deactivated. NOTE: For towing, make sure that the engine master levers and the YELLOW ELEC PMP pb-sw are set to OFF.	|
32-50-03	Steering Pedal Disconnection pb					
32-50-03A		C	2	0	(O) One or both may be inoperative.	
32-51	Nose Wheel Steering Control System					
32-51-01	Steering Control					
32-51-01A		C	2	1	One may be inoperative.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-61	Indicating and Warning					
32-61-01	DOWN Red Arrow light on the L/G lever					
32-61-01A		C	1	0	May be inoperative.	
32-81	Landing Gear Management System					
32-81-01	Landing Gear Monitoring System					
32-81-01A	One landing gear monitoring system inoperative	C	2	1	One may be inoperative.	
32-81-01B	Both landing gear monitoring systems inoperative	C	2	0	Both may be inoperative provided that: 1) The brake temperature indications on the WHEEL SD page are operative, and 2) The affected tire pressure indications are considered inoperative. Refer to Item 32-07-02, Tire Pressure Monitoring on the WHEEL SD page.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-01	INT LT Overhead Panel					
33-01-01	TEST Function of the ANN LT sw					
33-01-01A		C	1	0	May be inoperative.	
33-01-02	DIM Function of the ANN LT sw					
33-01-02A		C	1	0	May be inoperative provided that the BRT function of the ANN LT sw is operative.	
33-01-03	BRT Function of the ANN LT sw					
33-01-03A		C	1	0	May be inoperative for night operations.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-02	SIGNS Overhead Panel					
33-02-01	AUTO Function of SEAT BELTS sw					
33-02-01A		C	1	0	(O) May be inoperative provided that alternate procedures are established and used.	
33-02-02 ***	AUTO Function of NO SMOKING/ NO SMKG/NO PED sw					
33-02-02A		C	–	0	(O) May be inoperative provided that alternate procedures are established and used.	
33-02-03 ***	EMER EXIT LT sw OFF light					
33-02-03A		C	1	0	May be inoperative.	
33-02-04	AUTO Function of NO MOBILE sw					
33-02-04A		C	1	0	May be inoperative.	

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-10	Cockpit					
33-10-01	Cockpit Lighting (Ambient Lighting, Instrument and Panel Lighting, Pilot Utilities Lighting, Instrument and Panel Integrated Lighting)					
33-10-01A		C	–	–	May be inoperative provided that the lighting is sufficient to clearly illuminate all instruments and controls. NOTE: The pilot utilities lighting includes the following: - The CAPT(F/O) reading light, - The CAPT(F/O) map holder light, - The CAPT(F/O) sliding table light, and - The CAPT(F/O) outer main instrument panel light.	
33-10-02	Utilities Lighting (Except Pilot Utilities Lighting)					
33-10-02A		D	–	0	One or more may be inoperative. NOTE: The utilities lighting includes: - The third (fourth) cockpit occupant reading light, - The third (fourth) cockpit occupant console light, - The coat stowage lights, and - The eye reference light.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-21	Cabin, CRC General Illumination					
33-21-01	Cabin Lighting					
33-21-01A	Aircraft with Photoluminescent Floor Path Marking System	C	–	–	(O) One or more lights may be inoperative provided that: 1) The lighting is sufficient for the flight attendants to perform their duties, and 2) The lighting is sufficient to charge the photoluminescent Floor Path Marking System.	
33-21-01B	Aircraft with LED-based Floor Path Marking System	C	–	–	One or more lights may be inoperative provided that the lighting is sufficient for the flight attendants to perform their duties.	
33-21-02	Lavatory Lighting					
33-21-02A	Affected lavatory used	D	–	–	One or more lights may be inoperative provided that remaining lighting is sufficient.	
33-21-02B	Affected lavatory not used	C	–	0	One or more lights may be inoperative provided that the affected lavatory is locked closed and is placarded inoperative. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-21	Cabin, CRC General Illumination					
33-21-03 ***	Cabin Crew Rest Compartment Lighting					
33-21-03A	CCRC used	D	–	–	One or more lights may be inoperative provided that the lighting is sufficient for the cabin crew to access their bunk.	
33-21-03B	CCRC not used	D	–	0	One or more may be inoperative provided that the CCRC is locked closed and is placarded inoperative.	
33-21-04 ***	Flightcrew Rest Compartment Lighting					
33-21-04A	FCRC used	C	–	–	One or more lights may be inoperative provided that the lighting is sufficient for the flightcrew to access their bunk or seat.	
33-21-04B	FCRC not used	D	–	0	One or more may be inoperative provided that: 1) The FCRC is locked closed and is placarded inoperative, and 2) Procedures do not require its use.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-26	Lighted Signs					
33-26-01	Cabin Sign (No Smoking, No Portable/Electronic Device, No Mobile, Fasten Seat Belt, Return to Seat)					
33-26-01A	Affected seat used	C	–	–	(O) One or more may be inoperative provided that: 1) Passenger address system operates normally, and 2) Passenger address system is used to notify passengers and cabin crew when associated sign(s) is placed on or off.	
33-26-01B	Affected seat not used	C	–	–	One or more may be inoperative provided that the seats from which a cabin sign is not readily legible are placarded inoperative and are not used.	
33-26-02	Lavatory Sign (Return to Seat)					
33-26-02A	Lavatory used	C	–	–	(O) One or more may be inoperative provided that: 1) Passenger address system operates normally, and 2) Passenger address system is used to notify passengers and cabin crew when associated sign(s) is placed on or off.	
33-26-02B	Lavatory not used	C	–	–	One or more may be inoperative provided that the affected lavatory is locked closed and is placarded inoperative. NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-26	Lighted Signs					
33-26-03 ***	Cabin Crew Rest Compartment Sign (No Smoking, No Portable/Electronic Device, No Mobile, Fasten Seat Belt)					
33-26-03A	Alternate procedures used	C	–	0	(O) One or more may be inoperative provided that alternate procedures are established and used.	
33-26-03B	Bed belts fastened	D	–	0	One or more may be inoperative provided that: 1) The bed belt is fastened when the bed is occupied, and 2) Smoking in the CCRC is prohibited, and 3) PED/mobile phones are permanently switched off in the CCRC.	
33-26-03C	CCRC not used	D	–	0	One or more may be inoperative provided that the CCRC is locked closed and is placarded inoperative.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-26	Lighted Signs					
33-26-04	Flightcrew Rest Compartment Sign (No Smoking, No Portable/Electronic Device, No Mobile, Fasten Seat Belts)					
33-26-04A	Alternate procedures used	C	–	0	(O) One or more may be inoperative provided that alternate procedures are established and used.	
33-26-04B	Seat/Bed belts fastened	D	–	0	One or more may be inoperative provided that: 1) The seat belt or bed belt is fastened when the bed or seat is occupied, and 2) Smoking in the FCRC is prohibited, and 3) PED/mobile phone are permanently switched off in the FCRC.	
33-26-04C	FCRC not used	D	–	0	One or more may be inoperative provided that: 1) The FCRC is locked closed placarded inoperative, and 2) Procedures do not require its use.	
33-26-05	Return to Cabin Sign in the CCRC				Deleted, Revision 3.	
33-30	Cargo and Service Compartments					
33-30-01	Cargo and Service Compartment Lighting					
33-30-01A		D	–	–	Individual lights may be inoperative provided that sufficient lighting remains for ground personnel to perform their duties.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-40	Exterior Lighting					
33-40-01	Beacon Light					
33-40-01A		C	2	0	(O) One or more may be inoperative provided that the strobe lights are operative.	
33-40-02	Landing Light Bulb					
33-40-02A	A maximum of three bulbs inoperative (Aircraft without MP L42865/ MOD 110759)	C	6	3	A maximum of three bulbs may be inoperative.	|
33-40-02B	Four or more bulbs inoperative (Aircraft without MP L42865/ MOD 110759)	C	6	0	Four or more bulbs may be inoperative provided that night operations are not conducted.	|
33-40-02C	One landing light inoperative (Aircraft with MP L42865/ MOD 110759)	C	2	1	One may be inoperative.	|
33-40-02D	Both landing lights inoperative (Aircraft with MP L42865/ MOD 110759)	C	2	0	Both may be inoperative provided that night operations are not conducted.	|
33-40-03	Logo Light					
33-40-03A		D	2	0	One or both may be inoperative.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-40	Exterior Lighting					
33-40-04	NAV Light 1					
33-40-04A	NAV lights 2 checked operative	C	3	0	(O) One or more NAV lights 1 may be inoperative provided that NAV lights 2 are checked operative.	
33-40-04B	Operations from sunset to sunrise are not conducted	C	3	0	One or more NAV lights 1 may be inoperative provided that operations from sunset to sunrise are not conducted.	
33-40-05	NAV Light 2					
33-40-05A		C	3	0	One or more NAV lights 2 may be inoperative.	
33-40-06	Taxi and Runway Turn Off Light Function					
33-40-06A	(Aircraft without MP L42865/ MOD 110759)	C	1	0	May be inoperative. NOTE: The taxi and runway turn off light function is considered inoperative when: - The taxi light is failed, or - One or both runway turn off lights are failed.	|
33-40-06B	(Aircraft with MP L42865/ MOD 110759)	C	1	0	May be inoperative.	|

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-40	Exterior Lighting					
33-40-07	Strobe Light					
33-40-07A	(Aircraft without MP L41387/ MOD 110357)	C	3	0	One or more may be inoperative. NOTE 1: The LH (RH) wingtip strobe light is considered inoperative when both light units are inoperative, no MEL entry is required if only one light unit is inoperative. NOTE 2: The rearward strobe light is considered inoperative when one light unit is inoperative.	|
33-40-07B	(Aircraft with MP L41387/ MOD 110357)	C	3	0	One or more may be inoperative.	|
33-40-08 ***	Taxi Aid Camera Light					
33-40-08A		D	4	0	One or more may be inoperative.	
33-40-09	Takeoff Light Function					
33-40-09A	(Aircraft without MP L42865/ MOD 110759)	C	1	0	May be inoperative. NOTE: The takeoff light function is considered inoperative when five or six bulbs are failed. No MEL entry is required if at least two bulbs are operative.	|
33-40-09B	(Aircraft with MP L42865/ MOD 110759)	C	1	0	May be inoperative. NOTE: The takeoff light function is considered inoperative when both takeoff lights are inoperative. No MEL entry is required if one takeoff light is operative.	|

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-40	Exterior Lighting					
33-40-10	Wing and Engine Scan Light					
33-40-10A		C	2	0	One or both may be inoperative provided that ground deicing procedures do not require their use.	
33-40-11	Exterior Light Control Degraded					
33-40-11A		B	1	0	(M)(O) May be degraded provided that: 1) The lower beacon light and the landing lights are deactivated, and 2) The strobe lights are operative, and 3) Night operations are not conducted.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50	Emergency Lighting					
33-50-01	Ceiling Emergency LED Light					
33-50-01A		C	–	–	One or more non-adjacent LEDs may be inoperative.	
33-50-02	Cabin Door Emergency Spotlight					
33-50-02A	One spotlight inoperative on each cabin door	C	16	8	One may be inoperative on each cabin door.	
33-50-02B	Two spotlights inoperative on one cabin door	A	16	7	One or more may be inoperative provided that: 1) Cabin door that has both spotlights inoperative is considered inoperative, and 2) Repairs are made within 1 flight-day. Refer to Item 52-10-01, Cabin Door/Slide/Raft.	
33-50-03	Middle Section of the Cross-Aisle Emergency Spotlight					
33-50-03A		C	8	4	One may be inoperative in the middle section of each cross-aisle.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50	Emergency Lighting					
33-50-04	Cabin EXIT Sign (EXIT Marking, EXIT Location)					
33-50-04A	A maximum of three non-adjacent LEDs inoperative	C	–	–	A maximum of three non-adjacent LEDs may be inoperative in one or more signs.	
33-50-04B	Four or more non-adjacent LEDs, or two adjacent LEDs inoperative	A	–	–	Four or more non-adjacent LEDs, or two adjacent LEDS, may be inoperative in one or more signs provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight-day. Refer to item 52-10-01, Cabin Door/Slide/Raft.	
33-50-05	Door Sill Light					
33-50-05A		A	8	7	One may be inoperative provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight-day. Refer to item 52-10-01, Cabin Door/Slide/Raft.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50	Emergency Lighting					
33-50-06 ***	Photo Luminescent Floor Path Marking System					
33-50-06A		C	–	–	One or more strips may be inoperative or missing provided that: 1) The length of each affected section does not exceed 9.75 in (0.25 m), and 2) The affected sections are not opposite each other, and 3) The distance between each affected section is more than 78.75 in (2 m), and 4) No more than four sections in each aisle are affected, and 5) The sections marking right angle intersections, including cross-aisles, are operative, and 6) All sections within 39.4 in (1 m) of the strips marking right angle intersections are operative.	
33-50-07 ***	LED Floor Path Marking System (seat-mounted light, wall-mounted light, edge-mounted light)					
33-50-07A		C	–	–	(O) One or more may be inoperative provided that the operative emergency lights are sufficient to provide an acceptable level of lighting in the case of an emergency evacuation.	|

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50	Emergency Lighting					
33-50-08	Floor Path Marking EXIT Identifier					
33-50-08A		A	14	12	One or both associated with one cabin door may be inoperative provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight-day. Refer to item 52-10-01, Cabin Door/Slide/Raft.	
33-50-09	Lavatory Emergency Lighting					
33-50-09A		C	–	0	One or more may be inoperative.	
33-50-10 ***	FCRC Emergency Light					
33-50-10A	FCRC flashlight operative	C	3	0	One or more may be inoperative provided that the flashlight dedicated to the flightcrew rest compartment is operative.	
33-50-10B	FCRC locked closed	D	3	0	One or more may be inoperative provided that: 1) The flightcrew rest compartment is locked closed and is placarded inoperative, and 2) Procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50	Emergency Lighting					
33-50-11 ***	CCRC Emergency Light					
33-50-11A	Two flashlights available in CCRC	C	–	0	One or more may be inoperative provided that one flashlight is available at each extremity of the catwalk area (corridor).	
33-50-11B	CCRC locked closed	D	–	0	One or more may be inoperative provided that the cabin crew rest compartment is locked closed and is placarded inoperative.	
33-50-12 ***	CCRC EXIT Sign					
33-50-12A	A maximum of three non-adjacent LEDs inoperative	D	2	0	A maximum of three non-adjacent LEDs may be inoperative in one or both signs.	
33-50-12B	Two flashlights available in CCRC	C	2	0	One or both may be inoperative provided that one flashlight is available at each extremity of the catwalk area (corridor).	
33-50-12C	CCRC not used	D	2	0	One or both may be inoperative provided that the cabin crew rest compartment is locked closed and is placarded inoperative.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50	Emergency Lighting					
33-50-13	Evacuation Area Light					
33-50-13A	Other than night operations	C	8	0	One or more may be inoperative provided that night operations are not conducted.	
33-50-13B	Affected cabin door not used	A	8	7	(O) One may be inoperative provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight-day. Refer to item 52-10-01, Cabin Door/Slide/Raft.	
33-50-14	Escape Slide Lighting					
33-50-14A	Other than night operations	C	8	0	One or more may be inoperative provided that night operations are not conducted.	
33-50-14B	Associated cabin door considered inoperative	A	8	7	(O) One may be inoperative provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight-day. Refer to item 52-10-01, Cabin Door/Slide/Raft.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50	Emergency Lighting					
33-50-15	Emergency Power Supply Unit					
33-50-15A	EPSU 1R, or 2L(R), or 3L(R) inoperative	A	8	7	(O) EPSU 1R, or 2L(R), or 3L(R) may be inoperative provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight-day. Refer to item 52-10-01, Cabin Door/Slide/Raft.	
33-50-15B	EPSU 1L inoperative	A	8	7	(O) EPSU 1L may be inoperative provided that: 1) The FCRC is locked closed and is placarded inoperative, and 2) Procedures do not require the use of the FCRC, and 3) The cabin door 1L is considered inoperative, and 4) Repairs are made within 1 flight-day. Refer to item 52-10-01, Cabin Door/Slide/Raft.	
33-50-15C	EPSU 4L or 4R inoperative	A	8	7	(O) EPSU 4L or 4R may be inoperative provided that: 1) The CCRC is locked closed and placarded inoperative, and 2) The associated cabin door is considered inoperative, and 3) Repairs are made within 1 flight-day. Refer to item 52-10-01, Cabin Door/Slide/Raft.	

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50	Emergency Lighting					
33-50-16	Cockpit Access Door Emergency Spotlight					| |
33-50-16A		C	1	0	May be inoperative provided that the emergency spotlights located in the middle section of door 1 cross-aisle are operative.	| | | |
33-50-17	AFT Galley Area Emergency Spotlight					| |
33-50-17A		C	4	2	(O) One or two non-adjacent emergency spotlights may be inoperative provided that: 1) The emergency spotlights located in the middle section of door 4 cross-aisle are operative, and 2) The cabin door 4 emergency spotlights are operative.	| | | | | | | | |

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-01	ADIRS Overhead Panel					
34-01-01	ADR pb FAULT Light					
34-01-01A		C	3	0	One or more may be inoperative.	
34-01-02	ADR pb OFF Light					
34-01-02A		C	3	0	One or more may be inoperative.	
34-01-03	IR pb FAULT Light					
34-01-03A		C	3	0	One or more may be inoperative.	
34-01-04	IR pb OFF Light					
34-01-04A		C	3	0	One or more may be inoperative.	
34-01-05	ON BAT Light					
34-01-05A		C	1	0	May be inoperative.	
34-01-31	ADIRS Mode Selector					
34-01-31A	NAV position inoperative	C	3	2	(O) The NAV position of one ADIRS mode selector may be inoperative provided that the affected ADIRS mode selector is set to ATT.	
34-01-31B	ATT position inoperative	C	3	2	(O) The ATT position of one ADIRS mode selector may be inoperative.	
34-01-31C	OFF position inoperative	C	3	2	(M) The OFF position of one ADIRS mode selector may be inoperative provided that the associated ADIRS is deactivated. Refer to Item 34-12-01, ADR. Refer to Item 34-12-02, IR.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-02	SURV Overhead Panel					
34-02-01	T.O SURV pb-sw OFF Light					
34-02-01A		D	1	0	May be inoperative.	
34-02-02	ROW/ROP pb-sw OFF Light					
34-02-02A		D	1	0	May be inoperative.	
34-02-31	T.O SURV pb-sw					
34-02-31A		C	1	0	(O) May be inoperative.	
34-02-32	ROW/ROP pb-sw					
34-02-32A	OFF position inoperative	C	1	0	(O) The OFF position of the ROW/ROP pb-sw may be inoperative.	
34-02-32B	ON position inoperative	C	1	0	(O) The ON position (standard position) of the ROW/ROP pb-sw may be inoperative provided that: 1) BTV is considered inoperative, and 2) ROW/ROP is considered inoperative. Refer to Item 32-42-25, BTV. Refer to Item 32-42-26, ROW/ROP.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-11	ADR Probes					
34-11-01	MFP					
34-11-01A		C	3	2	One may be inoperative provided that the associated ADR is considered inoperative. Refer to Item 34-12-01, ADR.	
34-11-02	Static Probe					
34-11-02A		C	6	4	One or two may be inoperative on the same ADR provided that the associated ADR is considered inoperative. Refer to Item 34-12-01, ADR.	
34-11-03	Sideslip Probe					
34-11-03A	(Aircraft without MP L43234/ MOD 111739)	C	3	2	One may be inoperative provided that the associated ADR is considered inoperative. Refer to Item 34-12-01, ADR.	|
34-11-03B	(Aircraft with MP L43234/ MOD 111739 and MP L43238/ MOD 112771)	D	3	0	One or more may be inoperative.	|

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-11	ADR Probes					
34-11-04	AOA 4 Probe					
34-11-04A	AOA 4 probe not electrically deactivated for one flight	A	1	0	May be inoperative for one flight provided that all ADRs, their associated probes, and their associated heating functions are operative.	|
34-11-04B	AOA 4 probe electrically deactivated	C	1	0	(M) May be inoperative provided that: 1) All ADRs, their associated probes, and their associated heating functions are operative, and 2) The electrical supply to the AOA 4 probe is deactivated.	|
34-11-05	OAT Probe					
34-11-05A		C	2	1	(O) One may be inoperative.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-12	ADIRS					
34-12-01	ADR					
34-12-01A	Equipped with PFCS X10.0 std (Aircraft with MP L43234/ MOD 111739)	C	3	2	(O) One may be inoperative provided that the associated ADR pb is set to OFF.	
34-12-01B	Not equipped with PFCS X10.0 std (Aircraft without MP L43234/ MOD 111739)	A	3	2	(O) One may be inoperative for 10 consecutive calendar-days provided that the associated ADR pb is set to OFF.	
34-12-02	IR					
34-12-02A		C	3	2	(O) One may be inoperative provided that the associated IR pb is set to OFF.	
34-13	Air Data					
34-13-01	MFP TAT Function					
34-13-01A		C	3	1	(O) One or two may be inoperative.	
34-17	Switching Panel on the Main Instrument Panel					
34-17-01	AIR DATA selector					
34-17-01A		C	1	0	(O) The CAPT ON BKUP position or the F/O ON BKUP position may be inoperative provided that the AIR DATA selector is set to the AUTO position.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-20	Standby Navigation Systems					
34-20-01	ISIS					
34-20-01A ***	Right ISIS inoperative	C	2	1	(O) The right ISIS may be inoperative.	
34-20-01B	Left ISIS inoperative	C	2	1	(O) The left ISIS may be inoperative.	
34-20-02	Airspeed Indication on SFD					
34-20-02A ***	Airspeed indication inoperative on right ISIS	D	2	1	May be inoperative on the right ISIS provided that the right ISIS is set to SND mode or to OFF.	
34-20-02B	Airspeed indications inoperative on left ISIS	C	2	1	May be inoperative on the left ISIS provided that the left ISIS is set to SND mode or to OFF.	
34-20-02C	All airspeed indications on SFD inoperative	C	–	0	All may be inoperative provided that: 1) The altitude indication on SFD is operative, and 2) The three ADRs are operative, and 3) One AP is operative, and 4) The autothrust is operative, and 5) The AFS control panel is operative.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-20	Standby Navigation Systems					
34-20-03	Altitude Indication on SFD					
34-20-03A ***	Altitude indication inoperative on right ISIS	D	2	1	May be inoperative on the right ISIS provided that the right ISIS is set to SND or to OFF.	
34-20-03B	Altitude indication inoperative on left ISIS	C	2	1	May be inoperative on the left ISIS provided that the left ISIS is set to SND or to OFF.	
34-20-03C	All altitude indications on SFD inoperative	C	–	0	All may be inoperative provided that: 1) The aircraft is operated in day VMC, and 2) One AP is operative, and 3) The three ADRs are operative, and 4) The autothrust is operative, and 5) The AFS control panel is operative.	
34-20-04	Attitude Indication on SFD					
34-20-04A ***	Attitude indications inoperative on right ISIS	C	2	1	May be inoperative on the right ISIS provided that the right ISIS is set to SND or to OFF.	
34-20-04B	Attitude indications inoperative on left ISIS	C	2	1	May be inoperative on the left ISIS provided that the left ISIS is set to SND or to OFF.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-20	Standby Navigation Systems					
34-20-05	Mach Number Indication on SFD					
34-20-05A ***	One Mach number indication inoperative and affected ISIS set to SND	D	2	1	One may be inoperative provided that the affected ISIS is set to SND.	
34-20-05B	All Mach number indications on SFD inoperative	C	–	0	All may be inoperative.	
34-20-06	LS Indication on SFD					
34-20-06A ***	One LS indication inoperative and affected ISIS set to SND	D	2	1	One may be inoperative provided that the affected ISIS is set to SND.	
34-20-06B	All LS indications on SFD inoperative	C	–	0	All may be inoperative.	
34-20-07	Position Indication on ISIS					
34-20-07A		C	–	0	May be inoperative.	
34-20-08	Heading Indication on ISIS					
34-20-08A		C	–	0	May be inoperative.	
34-20-09	Track Indication on ISIS					
34-20-09A		C	–	0	May be inoperative.	
34-20-10	Bugs Function on SFD					
34-20-10A		D	–	0	May be inoperative.	
34-20-11 ***	Ground Speed Indication on SND					
34-20-11A		D	2	0	May be inoperative.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-22	Attitude and Heading Standby Data					
34-22-01	Standby Compass Indicator					
34-22-01A		C	1	0	May be inoperative provided that: 1) The three IRs are operative, and 2) The heading indication is operative on ISIS.	
34-22-02	Standby Compass Lighting					
34-22-02A		C	1	0	May be inoperative.	
34-23	Sensors					
34-23-01	Standby Pitot Probe					
34-23-01A		A	1	0	May be inoperative for three flights provided that: 1) The three ADRs are operative, and 2) One AP is operative, and 3) The autothrust is operative, and 4) The AFS control panel is operative, and 5) The airspeed indication on SFD is placarded inoperative and is not used.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-36	Multi-Mode Receiver (MMR) Functions					
34-36-01	MMR					
34-36-01A	One inoperative (Aircraft without MP L41151/ MOD 100422)	C	2	1	(O) One may be inoperative.	|
34-36-01B	One inoperative (Aircraft with MP L41151/ MOD 100422)	C	2	1	(O) One may be inoperative provided that approach and landing procedures are not based on the use of the GLS and the SLS.	|
34-36-01C	Both inoperative	B	2	0	(O) Both may be inoperative provided that: 1) One VOR and one DME are operative, and 2) Navigation procedures are not based on the use of the GNSS, and 3) Approach and landing procedures are not based on the use of the GNSS and landing systems, and 4) Operations in airspaces requiring operative ADS-B reporting are not conducted unless the appropriate authorization is obtained from the Air Navigation Service provider(s) in charge of the intended route.	|
34-36-02	ILS					
34-36-02A	One ILS inoperative	C	2	1	(O) One may be inoperative provided that approach minimums do not require its use.	
34-36-02B	Both ILSs inoperative	C	2	0	(O) Both may be inoperative provided that the ILS is not required by 14 CFR.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-36	Multi-Mode Receiver (MMR) Functions					
34-36-03	Glide Antenna				Deleted Item, Revision 5.	|
34-36-04	FLS					
34-36-04A	One FLS inoperative	C	2	1	One may be inoperative.	
34-36-04B	Both FLSs inoperative	C	2	0	(O) Both may be inoperative.	
34-36-05 ***	GLS (Aircraft with MP L41151/ MOD 100422)					
34-36-05A		D	2	0	(O) One or both may be inoperative provided that approach and landing procedures are not based on the use of the GLS.	
34-36-06 ***	SLS (Aircraft with MP L41152/ MOD 100423)					
34-36-06A		D	2	0	(O) One or both may be inoperative provided that approach and landing procedures are not based on the use of the SLS.	
34-38	Airport Navigation					
34-38-01	Airport Navigation Function					
34-38-01A		C	2	0	(O) May be inoperative on one or both sides.	
34-38-02	Airport Navigation Database				Deleted, Revision 4.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-42	Radio Altimeter					
34-42-01	Radio Altimeter					
34-42-01A	One radio altimeter inoperative	C	3	2	One may be inoperative.	
34-42-01B	One radio altimeter erroneous and deactivated	C	3	2	(M) One may be erroneous provided that the affected RA is deactivated.	
34-42-01C	Two radio altimeters inoperative or erroneous	C	3	1	(M)(O) Two may be inoperative or erroneous provided that: 1) The two affected RA are deactivated, and 2) Approach minimums do not require its use.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-50	Radio/GNSS Navigation Systems					
34-50-01	GNSS					
34-50-01A	One inoperative (Aircraft without MP L41151/ MOD 100422)	C	2	1	(O) One may be inoperative.	|
34-50-01B	One inoperative (Aircraft with MP L41151/ MOD 100422)	C	2	1	(O) One may be inoperative provided that approach and landing procedures are not based on the use of the GLS and the SLS.	|
34-50-01C	Both inoperative	C	2	0	(O) Both may be inoperative provided that: 1) One DME is operative, and 2) Navigation, approach, and landing procedures are not based on the use of the GNSS, and 3) Operations in airspaces requiring operative ADS-B reporting are not conducted unless the appropriate authorization is obtained from the Air Navigation Service provider(s) in charge of the intended route.	|
34-50-02	DME					
34-50-02A	One DME inoperative (Aircraft with MP L41159/ MOD 100373)	D	2	1	One may be inoperative.	
34-50-02B	All DMEs inoperative	C	–	0	(O) May be inoperative provided that: 1) Navigation and approach procedures are not based on the use of the DME, and 2) The DME is not required by 14 CFR.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-50	Radio/GNSS Navigation Systems					
34-50-03	VOR					
34-50-03A	One VOR inoperative (Aircraft with MP L41159/ MOD 100373)	D	2	1	(O) One may be inoperative.	
34-50-03B	All VORs inoperative	C	–	0	(O) May be inoperative provided that: 1) Two FMCs are operative, and 2) Navigation and approach procedures are not based on the use of the VOR, and 3) The VOR is not required by 14 CFR.	
34-50-04	Marker					
34-50-04A		C	1	0	May be inoperative provided that approach procedures do not require marker fixes.	
34-50-05 ***	ADF					
34-50-05A		D	–	0	May be inoperative provided that navigation and approach procedures are not based on the use of the affected ADF.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-71	Aircraft Environment Surveillance System (AESS)					
34-71-01	Surveillance System					
34-71-01A		C	2	1	(O) One may be inoperative.	
34-71-02	TAWS					
34-71-02A	One TAWS inoperative	C	2	1	One may be inoperative.	
34-71-02B	Both TAWS inoperative	A	2	0	(O) Both may be inoperative provided that: 1) Alternate procedures are established and used, and 2) Repairs are made within 2 consecutive calendar-days.	
34-71-03	GPWS					
34-71-03A	One GPWS inoperative	C	2	1	One may be inoperative.	
34-71-03B	Both GPWS inoperative	A	2	0	(O) Both may be inoperative provided that: 1) Alternate procedures are established and used, and 2) Repairs are made within 2 consecutive calendar-days. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-71	Aircraft Environment Surveillance System (AESS)					
34-71-04	Terrain Functions					
34-71-04A	One terrain function inoperative	C	2	1	One may be inoperative.	
34-71-04B	Both terrain functions inoperative	B	2	0	(O) Both may be inoperative provided that alternate procedures are established and used.	
34-71-05	Transponder					
34-71-05A	One transponder inoperative	C	2	1	(O) One may be inoperative.	
34-71-05B	Both transponders inoperative	B	2	0	May be inoperative provided that: 1) Operations do not require its use, and 2) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
34-71-06	TCAS					
34-71-06A	One TCAS inoperative	C	2	1	(O) One may be inoperative.	
34-71-06B	Both TCAS inoperative	B	2	0	(O) Both may be inoperative provided that: 1) The system is checked in STBY mode, and 2) Enroute procedures do not require their use.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-71	Aircraft Environment Surveillance System (AESS)					
34-71-07	ADS-B TRAFFIC Function					
34-71-07A	One ADS-B TRAFFIC function inoperative	C	2	1	(O) One may be inoperative.	
34-71-07B	Both ADS-B TRAFFIC functions inoperative	D	2	0	Both may be inoperative provided that it is not required by 14 CFR.	
34-71-08	Weather Radar Function					
34-71-08A	One inoperative	D	2	1	(O) One may be inoperative.	|
34-71-08B	Both inoperative in day VMC	C	2	0	Both may be inoperative provided that: 1) They are not required by 14 CFR, and 2) ETOPS beyond 120 minutes is not conducted, and 3) Night operations are not conducted, and 4) Operations are conducted in VMC only.	| | | | | |
34-71-08C	Both inoperative without hazardous weather conditions forecast	C	2	0	Both may be inoperative provided that no potentially hazardous weather conditions (e.g., thunderstorms) are forecast along the intended route.	| | | |

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-71	Aircraft Environment Surveillance System (AESS)					
34-71-09	Predictive Windshear Function					
34-71-09A	One predictive windshear function inoperative	D	2	1	(O) One may be inoperative.	
34-71-09B	Both predictive windshear functions inoperative with reactive windshear function	C	2	0	(O) May be inoperative provided that: 1) Alternate procedures are established and used, and 2) Reactive windshear operates normally.	
34-71-09C	Both predictive windshear functions inoperative without reactive windshear function	B	2	0	(O) May be inoperative provided that alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
34-71-10	SURV Control Panel					
34-71-10A		C	1	0	(O) May be inoperative.	

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-01	OXYGEN Overhead Panel					
35-01-01	CREW SUPPLY pb-sw OFF light					
35-01-01A		C	1	0	May be inoperative.	
35-01-02	PAX SYS ON light					
35-01-02A		C	1	0	May be inoperative.	
35-01-31	MASK MAN ON pb					
35-01-31A	Automatic control function operative	C	1	0	May be inoperative provided that the automatic control of the passenger oxygen masks is operative.	
35-01-31B	Automatic control function inoperative	C	1	0	May be inoperative provided that the operating altitude is limited to 10,000 ft. (3,000 m).	
35-02	OXYGEN MAINTENANCE Overhead Panel					
35-02-01	RESET pb FAULT light					
35-02-01A		C	1	0	May be inoperative.	
35-02-02	RESET pb ON light					
35-02-02A		C	1	0	May be inoperative.	

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-07	Indications on the DOOR/OXYGEN SD page					
35-07-01	REGUL PR LO Indication on the DOOR/OXYGEN SD page					
35-07-01A		C	2	0	(M) One or both may be inoperative provided that the oxygen pressure on the affected side is checked before the first flight of each day. NOTE: On ground, it may be necessary to delay FWD cargo compartment loading to permit access to the oxygen bottles.	
35-07-02	Crew Oxygen Bottle Pressure Monitoring on the DOOR/OXYGEN SD page					
35-07-02A		C	2	0	(M) One or both may be inoperative provided that the oxygen pressure is checked by direct reading on the associated pressure gauge before each flight. NOTE: On ground, it may be necessary to delay FWD cargo compartment loading to permit access to the oxygen bottles.	

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-10	Crew Oxygen					
35-10-01	Crew Oxygen Mask					
35-10-01A		C	4	–	Each occupant of the cockpit must have its assigned mask operative.	
35-10-02	Crew Oxygen Mask Microphone					
35-10-02A		C	4	2	One must be operative for each pilot.	
35-10-03	Crew Oxygen Bottle (Aircraft with MP L60334/ MOD 100846)					
35-10-03A		D	4	2	(M)(O) One on each side may be inoperative provided that: 1) The oxygen pressure is checked before each flight, and 2) The associated manual isolation valve is set to the closed position.	
35-10-04	Exterior Crew Oxygen Discharge Indicator (Green Disc)					
35-10-04A		C	2	0	One or both may be missing or damaged.	
35-10-05	Crew Oxygen Supply Valve					
35-10-05A		C	2	0	(M) One or both may be inoperative in the open position provided that the affected valve is deactivated in the open position.	
35-10-06	Oxygen Control Redundancy					
35-10-06A		A	1	0	May be inoperative for 10 consecutive calendar-days.	

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-20	Cabin Oxygen					
35-20-01	Automatic Control of the Passengers' Oxygen Masks					
35-20-01A	Manual control checked operative	A	1	0	(M) May be inoperative for 10 consecutive calendar-days provided that: 1) The operating altitude is limited to FL 300, and 2) The manual control of the passengers' oxygen masks is checked operative if the MSA along the intended route is above 10,000 ft. (3,000 m).	
35-20-01B	Manual control checked operative before each flight	C	1	0	(M) May be inoperative provided that: 1) The operating altitude is limited to FL 300, and 2) The manual control of the passengers' oxygen masks is checked operative before each flight if the MSA along the intended route is above 10,000 ft. (3,000 m).	
35-20-02	Flight Attendant and Passenger Individual Oxygen Module					
35-20-02A	Affected seat not used	C	–	–	One or more may be inoperative provided that the affected seat is considered inoperative. Refer to Item 25-22-01, Flight Attendant Seat, or Item 25-21-01, Passenger Seat.	
35-20-02B	Altitude limited to 10,000 ft. (3,000 m)	C	–	0	One or more may be inoperative provided that the operating altitude is limited to 10,000 ft. (3,000 m).	

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-20	Cabin Oxygen					
35-20-03	Galley Oxygen Module					
35-20-03A	Adjacent flight attendant oxygen module available	C	–	0	(O) One or more may be inoperative and the associated galley area may be occupied provided that: 1) An adjacent flight attendant individual oxygen module is available and visible for each occupant of the associated galley area, and 2) The affected module is placarded inoperative.	
35-20-03B	Associated galley area not occupied	C	–	0	One or more may be inoperative provided that the associated galley area is not occupied.	
35-20-04	Lavatory Oxygen Module					
35-20-04A		C	–	–	One or more may be inoperative provided that the associated lavatory is not used and is placarded inoperative.	
35-20-05 ***	Manual Release Tool					
35-20-05A		C	–	1	One must be available.	
35-20-06 ***	FCRC/CCRC Individual Oxygen Module					
35-20-06A		D	–	0	One or more may be inoperative provided that: 1) The associated bunk bed or seat is placarded inoperative and is not used, and 2) Procedures do not require its use.	

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-30	Portable Oxygen					
35-30-01	Portable Oxygen Unit					
35-30-01A		D	–	–	(M)(O) Any in excess of those required by 14 CFR may be unserviceable or missing provided that: 1) Required distribution of serviceable bottles is maintained throughout the aircraft, and 2) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.	
35-30-02	Flightcrew Portable Protective Breathing Equipment					
35-30-02A		D	–	–	Any in excess of those required by 14 CFR may be inoperative or removed provided that: 1) Inoperative PBE remains in a certified location or is removed from the aircraft, and 2) Location placarding is removed or obscured, and 3) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location or removed from the aircraft are subject to 49 CFR dangerous goods regulations.	

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-30	Portable Oxygen					
35-30-03	Cabin Crew Portable Protective Breathing Equipment					
35-30-03A		D	–	–	Any in excess of those required by 14 CFR may be inoperative or removed provided that: 1) Inoperative PBE remains in a certified location or is removed from the aircraft, and 2) Location placarding is removed or obscured, and 3) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location or removed from the aircraft are subject to 49 CFR dangerous goods regulations.	

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-01	AIR Overhead Panel					
36-01-01	ENG 1(2) BLEED pb-sw FAULT Light					
36-01-01A		C	2	0	One or both may be inoperative.	
36-01-02	ENG 1(2) BLEED pb-sw OFF Light					
36-01-02A		C	2	0	One or both may be inoperative.	
36-01-03	APU BLEED pb-sw FAULT Light					
36-01-03A		C	1	0	May be inoperative.	
36-01-04	APU BLEED pb-sw ON Light					
36-01-04A		C	1	0	May be inoperative.	
36-07	Indications on the BLEED SD Page					
36-07-01	Precooler Outlet Pressure Monitoring on the BLEED SD Page					
36-07-01A		C	2	0	One or both may be inoperative.	

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-11	Engine Bleed Air Supply System					
36-11-01	Engine Bleed Air System (Aircraft with MP L44215/ MOD 114075)					|
36-11-01A	One inoperative for non-ETOPS	A	2	1	(O) One may be inoperative for 10 flight-days provided that: 1) ETOPS is not conducted, and 2) The APU and the APU bleed air supply are operative, and 3) The associated ENG BLEED pb-sw is set to OFF.	|
36-11-01B	One inoperative for ETOPS 180 minutes	A	2	1	(O) One may be inoperative for three flights provided that: 1) ETOPS beyond 180 minutes is not conducted, and 2) The APU and the APU bleed air supply are operative, and 3) The associated ENG BLEED pb-sw is set to OFF.	|
36-11-02	Engine Bleed Valve (Aircraft with MP L44215/ MOD 114075)					|
36-11-02A		A	2	1	(M) One may be inoperative for 10 flight-days provided that: 1) The affected engine bleed valve is deactivated in the closed position, and 2) The associated engine bleed air system is considered inoperative. Refer to Item 36-11-01, Engine Bleed Air System.	|

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-11	Engine Bleed Air Supply System					
36-11-03	Engine Bleed Fan Air Valve (Aircraft with MP L44215/ MOD 114075)					|
36-11-03A		A	2	1	(M) One may be inoperative for 10 flight-days provided that: 1) The affected fan air valve is deactivated in the closed position, and 2) The associated engine bleed air system is considered inoperative. Refer to Item 36-11-01, Engine Bleed Air System.	|
36-11-04	Engine Bleed Overpressure Valve (Aircraft with MP L44215/ MOD 114075)					|
36-11-04A		C	2	1	(M) One may be inoperative for 10 flight-days provided that: 1) The associated engine bleed overpressure valve is deactivated in the open position, and 2) The associated engine bleed air system is considered inoperative. Refer to Item 36-11-01, Engine Bleed Air System.	|

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-11	Engine Bleed Air Supply System					
36-11-05	Engine Bleed IP Check Valve					
36-11-05A	Associated bleed considered inoperative (Aircraft with MP L44215/ MOD 114075)	A	2	1	One may be inoperative for 10 flight-days provided that the associated engine bleed air system is considered inoperative. Refer to Item 36-11-01, Engine Bleed Air System.	|
36-11-05B	Inoperative in the open position	C	2	1	(M)(O) One may be inoperative in the open position provided that: 1) The non-affected engine bleed air system is operative, and 2) The associated engine high pressure valve is deactivated in the closed position, and 3) At low power setting, the associated engine bleed air system is not used during taxi and descent.	

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-11	Engine Bleed Air Supply System					
36-11-06	Engine HP Bleed Valve					
36-11-06A	One valve inoperative in the closed position	C	2	1	(O) One may be inoperative in the closed position provided that: 1) The opposite engine bleed air system is operative, and 2) The associated engine bleed air system is not used during taxi and descent.	
36-11-06B	One valve deactivated in the closed position	C	2	1	(M)(O) One may be inoperative provided that: 1) The affected engine HP bleed valve is deactivated in the closed position, and 2) The opposite engine bleed air system is operative, and 3) At low power setting, the associated engine bleed air system is not used during taxi and descent.	
36-11-07	Engine Bleed Pressure Monitoring					
36-11-07A		C	2	0	One or both may be inoperative.	
36-11-08	Engine HP Bleed Valve Monitoring					
36-11-08A		C	2	0	(O) One or both may be inoperative.	

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-11	Engine Bleed Air Supply System					
36-11-09	Engine Bleed Control (Aircraft with MP L44215/ MOD 114075)					|
36-11-09A		A	2	1	One may be inoperative for 10 flight-days provided that the associated engine bleed air system is considered inoperative. Refer to Item 36-11-01, Engine Bleed Air System.	|
36-11-10	Engine Bleed Monitoring (Aircraft with MP L44215/ MOD 114075)					|
36-11-10A		A	2	1	One may be inoperative for 10 flight-days provided that the associated engine bleed air system is considered inoperative. Refer to Item 36-11-01, Engine Bleed Air System.	|

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-11	Engine Bleed Air Supply System					
36-11-11	Engine Bleed Monitoring and Control (Aircraft with MP L44215/ MOD 114075)					|
36-11-11A		A	2	1	(M) One may be inoperative for 10 flight-days provided that: 1) The associated HP bleed valve and the associated engine bleed valve are deactivated and secured in the closed position, and 2) The associated engine bleed overpressure valve is secured in the open position, and 3) The associated engine bleed air system is considered inoperative. Refer to Item 36-11-01, Engine Bleed Air System.	|
36-11-12	Engine Bleed Temperature Redundancy (Aircraft with MP L44215/ MOD 114075)					|
36-11-12A		A	2	1	(O) One may be inoperative for 10 flight-days provided that the associated engine bleed air system is considered inoperative. Refer to Item 36-11-01, Engine Bleed Air System.	|

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-12	APU Bleed Air Supply and Crossbleed Systems					
36-12-01	APU Bleed Air Supply					
36-12-01A		C	1	0	(O) May be inoperative provided that the APU BLEED pb-sw is set to OFF.	
36-12-02	APU Bleed Valve					
36-12-02A	APU bleed valve inoperative open without a blanking plate installed	C	1	0	May be inoperative in the open position provided that the APU is considered inoperative. Refer to Item 49-10-01, APU Powerplant.	| | |
36-12-02B	APU bleed valve inoperative open with a blanking plate installed	C	1	0	(M) May be inoperative provided that: 1) AIR BLEED LEAK DET message is not displayed on the DISPATCH page, and 2) A blanking plate is installed next to the APU bleed valve, and 3) The APU bleed is considered inoperative. Refer to item 36-12-01, APU Bleed Air Supply.	| | |
36-12-03	Automatic Control of the Xbleed Valve					
36-12-03A		C	1	0	(O) May be inoperative provided that the manual control is checked operative.	
36-12-04	Manual Control of the Xbleed Valve					
36-12-04A		C	1	0	(O) May be inoperative provided that the automatic control is checked operative.	

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-22	Leak Detection					
36-22-01	Air Leak Detection Redundancy					
36-22-01A		C	1	0	May be inoperative.	
36-22-02	Air APU Bleed Leak Detection					
36-22-02A		C	1	0	(M) May be inoperative provided that: 1) The APU check valve is removed and replaced by a dual blanking plate, and 2) A blanking plate is installed next to the APU bleed valve, and 3) The APU bleed is considered inoperative. Refer to item 36-12-01, APU Bleed Air Supply.	
36-22-03	Air APU Duct					
36-22-03A		C	1	0	(M) May be inoperative provided that: 1) The APU bleed valve is operative, and 2) AIR APU BLEED LEAK DET message is not displayed on the DISPATCH page, and 3) The APU check valve is removed and replaced by a dual blanking plate, and 4) A blanking plate is installed next to the APU bleed valve, and 5) The APU bleed is considered inoperative. Refer to item 36-12-01, APU Bleed Air Supply.	

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

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
38-10	Potable Water					
38-10-01	Potable Water System					
38-10-01A	Individual components inoperative	C	–	–	(M) Individual components may be inoperative provided that: 1) Associated components are deactivated or isolated, and 2) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	
38-10-01B	System is drained	C	–	–	(M) May be inoperative provided that: 1) System is drained, and 2) Procedures are established to ensure system is not serviced.	

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

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
38-30	Lavatory Waste					
38-30-01	Lavatory Waste System					
38-30-01A	Individual components inoperative	C	–	–	(M) Individual components may be inoperative provided that: 1) Associated components are deactivated or isolated, and 2) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	
38-30-01B	Associated lavatory systems inoperative	C	–	–	(M) Associated lavatory system(s) may be inoperative provided that: 1) Associated components are deactivated or isolated to prevent leaks, and 2) The pilot in command will determine if flight duration is acceptable with a FWD deck lavatory unusable, and 3) Associated lavatory door(s) is secured closed and placarded “INOPERATIVE – DO NOT ENTER”. NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

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

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
38-30	Lavatory Waste					
38-30-02	Vacuum Generator Systems (Toilet)					
38-30-02A		C	–	–	(M)(O) May be inoperative provided that: 1) Vacuum generator is deactivated, and 2) Procedures are established and used to only allow use of the associated lavatory at or above 16,000 ft. MSL.	

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-09	AFDX Network					
42-09-01	AVIONICS NETWORK SW OR CABLE Message					
42-09-01A	Switches 03, 04 checked operative and CAPT KCCU not used on ND and OIS (Aircraft without MP L43494/ MOD 112469 and MP L48350/ MOD 113559)	C	–	–	(M)(O) May be displayed on the DISPATCH page provided that: 1) Switch 03 and switch 04 are checked operative, and 2) The CDS CENTER LOWER DU ACCESS message is not displayed on the DISPATCH page, and 3) Both inner DUs are operative, and 4) The CAPT KCCU is not used on the ND or OIS, and 5) The navigation keys, the ND key, and the OIS key on the CAPT KCCU are placarded inoperative and are not used.	
42-09-01B	Switches 01, 02, 03, 04 checked operative (Aircraft without MP L43494/ MOD 112469 and MP L48350/ MOD 113559)	C	–	–	(M) May be displayed on the DISPATCH page provided that: 1) Switches 01, 02, 03 and 04 are checked operative, and 2) The CDS CENTER LOWER DU ACCESS message is not displayed on the DISPATCH page, and 3) Both inner DUs are operative. (Continued)	

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-09	AFDX Network					
42-09-01	AVIONICS NETWORK SW OR CABLE Message (Cont'd)					
42-09-01C	Switches 03 and 04 are checked operative (Aircraft without MP L43494/ MOD 112469 and with MP L48350/ MOD 113559)	C	–	–	(M) May be displayed on the DISPATCH page provided that switch 03 and switch 04 are checked operative.	|
42-09-01D	Both MODS installed (Aircraft with MP L43494/ MOD 112469 and MP L48350/ MOD 113559)	C	–	–	May be displayed on the DISPATCH page.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-11	CPIOM					
42-11-01	CPIOM H32 (Aircraft with MP L44215/ MOD 114075)					|
42-11-01A		A	1	0	May be inoperative for 10 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The yellow Engine Driven Pump (EDP) on engine 2 is considered inoperative. Refer to Item 29-10-02, Yellow Engine Driven Pump. NOTE: The AFT and FWD cargo doors must be operated manually.	|
42-11-02	CPIOM H33 (Aircraft with MP L44215/ MOD 114075)					|
42-11-02A		A	1	0	May be inoperative for 10 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The green Engine Driven Pump (EDP) on engine 1 is considered inoperative. Refer to Item 29-10-01, Green Engine Driven Pump.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-11	CPIOM					
42-11-03	CPIOM H34 (Aircraft with MP L44215/ MOD 114075)					|
42-11-03A		A	1	0	May be inoperative for 10 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The green Engine Driven Pump (EDP) on engine 2 is considered inoperative. Refer to Item 29-10-01, Green Engine Driven Pump.	|
42-11-04	CPIOM H41					
42-11-04A		C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) All pack control channels are operative.	|
42-11-05	CPIOM H42					
42-11-05A		C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) All pack control channels are operative.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-11	CPIOM					
42-11-06	CPIOM H43 (Aircraft with MP L44215/ MOD 114075)					|
42-11-06A		A	1	0	(O) May be inoperative for 10 flight-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The APU and APU bleed air supply are operative, and 3) The engine bleed air system 2 is operative, and 4) The engine bleed air system 1 is considered inoperative. Refer to Item 36-11-01, Engine Bleed Air System.	|
42-11-07	CPIOM H44 (Aircraft with MP L44215/ MOD 114075)					|
42-11-07A		A	1	0	(O) May be inoperative for 10 flight-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The APU and APU bleed air supply are operative, and 3) The engine bleed air system 1 is operative, and 4) The engine bleed air system 2 is considered inoperative. Refer to Item 36-11-01, Engine Bleed Air System.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-11	CPIOM					
42-11-08	CPIOM H61					
42-11-08A	CPIOM H61 inoperative and no other CRDC/CPIOM inoperative	C	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.	
42-11-08B	CPIOM H61 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(O) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CPIOM H61 and is part of the authorized combinations as given in the associated (O) procedure.	
42-11-09	CPIOM H62					
42-11-09A		C	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-11	CPIOM					
42-11-10	CPIOM H63					
42-11-10A	CPIOM H63 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(M) May be inoperative provided that: 1) No other dispatch CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The landing gear gravity extension channel A is checked operative before each flight.	
42-11-10B	CPIOM H63 inoperative combined with another CPIOM inoperative	B	1	0	(M)(O) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CPIOM H63 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The landing gear gravity extension channel A is checked operative before each flight.	
42-11-11	CPIOM H64					
42-11-11A		C	1	0	(M) May be inoperative provided that: 1) No other dispatch CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The landing gear gravity extension channel B is checked operative before each flight.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-11	CPIOM					
42-11-12	CPIOM J12					
42-11-12A	CPIOM J12 inoperative and no other CRDC/CPIOM inoperative (Aircraft without MP L43494/ MOD 112469)	C	1	0	(O) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.	|
42-11-12B	CPIOM J12 inoperative and no other CRDC/CPIOM inoperative (Aircraft with MP L43494/ MOD 112469)	B	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The pitch trim position is checked on both PFDs.	|
42-11-13	CPIOM J21					
42-11-13A		C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The Engine Interface Function (EIF) 2 on engine 1 is operative, and 3) The APU and the AC auxiliary generation are operative.	|
42-11-14	CPIOM J22					
42-11-14A		C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The Engine Interface Function (EIF) 1 on engine 2 is operative.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-11	CPIOM					
42-11-15	CPIOM J23					
42-11-15A	CPIOM J23 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The Engine Interface Function (EIF) 1 on engine 1 is operative.	
42-11-15B	CPIOM J23 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(O) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CPIOM J23 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The Engine Interface Function (EIF) 1 on engine 1 is operative.	
42-11-16	CPIOM J24					
42-11-16A		C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The Engine Interface Function (EIF) 2 on engine 2 is operative, and 3) The APU and the AC auxiliary generation are operative.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-11	CPIOM					
42-11-17	CPIOM J51					
42-11-17A	Procedures do not require ATC datalink and no other CPIOM/CRDC inoperative	D	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) Procedures do not require the use of the ATC datalink.	
42-11-17B	Procedures require ATC datalink and no other CRDC/CPIOM inoperative	C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) Alternate procedures are established and used for ATC communication.	
42-11-17C	Procedures do not require ATC datalink combined with another CRDC/CPIOM inoperative	B	1	0	(O) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CPIOM J51 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Procedures do not require the use of the ATC datalink.	
42-11-17D	Procedures require ATC datalink combined with another CRDC/CPIOM inoperative	B	1	0	(O) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CPIOM J51 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Alternate procedures are established and used for ATC communication.	

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-11	CPIOM					
42-11-18	CPIOM J52				Deleted Item, Revision 5.	|
42-11-19	CPIOM J72					
42-11-19A		A	1	0	(M)(O) May be inoperative for 10 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The monitoring of the stabilizer by the FWS is checked operative, and 3) The monitoring of the elevators by the FWS is checked operative, and 4) The pitch trim position is checked on both PFDs.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-01	CRDC A01					
42-41-01A		A	1	0	(O) May be inoperative for 10 consecutive calendar-days provided that no other dispatch message associated with CPIOM or CRDC is displayed on the DISPATCH page.	|
42-41-02	CRDC A02					
42-41-02A	CRDC A02 inoperative and no other CRDC/CPIOM inoperative	A	1	0	(M)(O) May be inoperative for 10 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The landing gear gravity extension channel B is checked operative before each flight.	
42-41-02B	CRDC A02 inoperative combined with another CRDC inoperative	B	1	0	(M)(O) May be inoperative provided that: 1) Only one other CRDC is failed in addition to CRDC A02 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The landing gear gravity extension channel B is checked operative before each flight.	
42-41-03	CRDC A03					
42-41-03A		C	1	0	(O) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-04	CRDC A04					
42-41-04A	CRDC A04 inoperative and no other CRDC/CPIOM inoperative (Aircraft without MP L41114/ MOD 100345)	C	1	0	(O) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.	
42-41-04B	CRDC A04 inoperative combined with another CRDC/CPIOM inoperative (Aircraft without MP L41114/ MOD 100345)	B	1	0	(O) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CRDC A04 and is part of the authorized combinations as given in the associated (O) procedure.	
42-41-04C	CRDC A04 inoperative and no other CRDC/CPIOM inoperative (Aircraft with MP L41114/ MOD 100345 and without MP L42004/ MOD 108299)	C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, 2) The HF2 is set to VOICE mode on ground, and 3) The HF2 is not used during refueling, defueling, or ground fuel transfer.	

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-04	CRDC A04 (Cont'd)					
42-41-04D	CRDC A04 inoperative combined with another CRDC/CPIOM inoperative (Aircraft with MP L41114/ MOD 100345 and without MP L42004/ MOD 108299)	B	1	0	(O) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC A04 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The HF2 is set to VOICE mode on ground, and 3) The HF2 is not used during refueling, defueling, or ground fuel transfer.	
42-41-04E	CRDC A04 inoperative and no other CRDC/CPIOM inoperative (Aircraft with MP L41114/ MOD 100345 and MP L42004/ MOD 108299)	C	1	0	(O) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.	
42-41-04F	CRDC A04 inoperative combined with another CRDC/CPIOM inoperative (Aircraft with MP L41114/ MOD 100345 and MP L42004/ MOD 108299)	B	1	0	(O) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CRDC A04 and is part of the authorized combinations as given in the associated (O) procedure.	

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-05	CRDC A05					
42-41-05A	CRDC A05 inoperative and no other CRDC/CPIOM inoperative (Aircraft without MP L41114/ MOD 100345 and MP L42004/ MOD 108299)	C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The HF1 is set to VOICE mode on ground, and 3) The HF1 is not used during refueling, defueling, or ground fuel transfer.	
42-41-05B	CRDC A05 inoperative combined with another CRDC inoperative (Aircraft without MP L41114/ MOD 100345 and MP L42004/ MOD 108299)	B	1	0	(O) May be inoperative provided that: 1) Only one other CRDC is failed in addition to CRDC A05 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The HF1 is set to VOICE mode on ground, and 3) The HF1 is not used during refueling, defueling, or ground fuel transfer.	|
42-41-05C	CRDC A05 inoperative combined with another CRDC/CPIOM inoperative (Aircraft without MP L41114/ MOD 100345 and MP L42004/ MOD 108299)	B	1	0	(O) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC A05 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The HF1 is set to VOICE mode on ground, and 3) The HF1 is not used during refueling, defueling, or ground fuel transfer.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-05	CRDC A05 (Cont'd)					
42-41-05D	CRDC A05 inoperative and no other CRDC/CPIOM inoperative (Aircraft with MP L41114/ MOD 100345 and MP L42004/ MOD 108299)	C	1	0	(O) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.	
42-41-05E	CRDC A05 inoperative combined with another CRDC inoperative (Aircraft with MP L41114/ MOD 100345 and MP L42004/ MOD 108299)	B	1	0	(O) May be inoperative provided that only one other CRDC is failed in addition to CRDC A05 and is part of the authorized combinations as given in the associated (O) procedure.	|
42-41-06	CRDC A06					
42-41-06A		C	1	0	(O) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-07	CRDC A07					
42-41-07A		C	1	0	(M) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The NLG APP fluid level is visually checked in the associated reservoir before each flight, and 3) The landing gear gravity extension channel A is checked operative before each flight.	|
42-41-08	CRDC A08					
42-41-08A		C	1	0	(O) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.	|
42-41-09	CRDC A09					
42-41-09A		C	1	0	(M)(O) May be inoperative provided that before each flight: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The FWD internal avionics door is visually checked closed before each flight, and 3) The cockpit escape hatch is visually checked closed and latched before each flight, and 4) The external avionics door is visually checked closed and latched before each flight.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-10	CRDC A10					
42-41-10A		A	1	0	(M) May be inoperative for 10 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The landing gear gravity extension channel B is checked operative before each flight.	|
42-41-11	CRDC A11					
42-41-11A		C	1	0	(M) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The landing gear gravity extension channel A is checked operative before each flight.	|
42-41-12	CRDC A12					
42-41-12A		C	1	0	(M) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The landing gear gravity extension channel B is checked operative before each flight.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-13	CRDC A13					
42-41-13A		C	1	0	(M)(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The MLG APP fluid level is visually checked in the associated reservoir before each flight, and 3) CAPT oxygen pressure is checked by direct reading on the associated pressure gauge before each flight, and 4) The landing gear gravity extension channel A is checked operative before each flight. NOTE: On ground, it may be necessary to delay FWD cargo compartment loading to permit access to the oxygen bottles.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-14	CRDC A15					
42-41-14A	CRDC A15 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The BULK HEATER pb-sw is set to OFF.	
42-41-14B	CRDC A15 inoperative combined with another CRDC inoperative	B	1	0	(O) May be inoperative provided that: 1) Only one other CRDC is failed in addition to CRDC A15 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The BULK HEATER pb-sw is set to OFF.	
42-41-15	CRDC A17					
42-41-15A		C	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-16	CRDC B01 (Aircraft with MP L44215/ MOD 114075)					|
42-41-16A	CRDC B01 inoperative and no other CRDC/CPIOM inoperative	A	1	0	May be inoperative for 10 flight-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) Cabin door 2L lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring.	|
42-41-16B	CRDC B01 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(O) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC B01 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Cabin door 2L lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-17	CRDC B02 (Aircraft with MP L44215/ MOD 114075)					|
42-41-17A	CRDC B02 inoperative and no other CRDC/CPIOM inoperative	A	1	0	May be inoperative for 10 flight-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) Cabin door 1R lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring.	|
42-41-17B	CRDC B02 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(O) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC B02 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Cabin door 1R lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-18	CRDC B03 (Aircraft with MP L44215/ MOD 114075)					|
42-41-18A	CRDC B03 inoperative and no other CRDC/CPIOM inoperative (Aircraft without MP L48116/ MOD 113556)	A	1	0	(O) May be inoperative for 10 flight-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) Cabin door 1L lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring.	|
42-41-18B	CRDC B03 inoperative combined with another CRDC inoperative (Aircraft without MP L48116/ MOD 113556)	B	1	0	(O) May be inoperative provided that: 1) Only one other CRDC is failed in addition to CRDC B03 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Cabin door 1L lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring. (Continued)	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-18	CRDC B03 (Aircraft with MP L44215/ MOD 114075) (Cont'd)					
42-41-18C	CRDC B03 inoperative and no other CRDC/CPIOM inoperative (Aircraft with MP L48116/ MOD 113556)	C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) Cabin door 1L lock monitoring is considered inoperative, and 3) Hot air valve pressure monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring. Refer to Item 21-60-03, Hot Air Valve Pressure Regulation.	|
42-41-18D	CRDC B03 inoperative combined with another CRDC inoperative (Aircraft with MP L48116/ MOD 113556)	B	1	0	(O) May be inoperative provided that: 1) Only one other CRDC is failed in addition to CRDC B03 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Cabin door 1L lock monitoring is considered inoperative, and 3) Hot air valve pressure monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring. Refer to Item 21-60-03, Hot Air Valve Pressure Regulation.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-19	CRDC B04 (Aircraft with MP L42454/ MOD 107650)					
42-41-19A	CRDC B04 inoperative and no other CRDC/CPIOM inoperative	A	1	0	May be inoperative for 3 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The yellow electric pump is considered inoperative. Refer to Item 29-20-02, Yellow Electric Motor Pump. NOTE: The AFT and FWD cargo doors must be operated manually.	
42-41-19B	CRDC B04 inoperative combined with another CRDC inoperative	A	1	0	(O) May be inoperative for 3 consecutive calendar-days provided that: 1) Only one other CRDC is failed in addition to CRDC B04 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The yellow electric pump is considered inoperative. Refer to Item 29-20-02, Yellow Electric Motor Pump. NOTE: The AFT and FWD cargo doors must be operated manually.	

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-20	CRDC B05 (Aircraft with MP L44215/ MOD 114075)					|
42-41-20A	CRDC B05 inoperative and no other CRDC/CPIOM inoperative	A	1	0	May be inoperative for 10 flight-days provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.	|
42-41-20B	CRDC B05 inoperative combined with another CRDC inoperative	B	1	0	(O) May be inoperative provided that only one other CRDC is failed in addition to CRDC B05 and is part of the authorized combinations as given in the associated (O) procedure.	|
42-41-21	CRDC B06 (Aircraft with MP L44215/ MOD 114075)					|
42-41-21A	CRDC B06 inoperative and no other CRDC/CPIOM inoperative	A	1	0	May be inoperative for 10 flight-days provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.	|
42-41-21B	CRDC B06 inoperative combined with another CRDC inoperative	B	1	0	(O) May be inoperative provided that only one other CRDC is failed in addition to CRDC B06 and is part of the authorized combinations as given in the associated (O) procedure.	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-22	CRDC B07					
42-41-22A	CRDC B07 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(M) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The AFT avionics internal access door is visually checked closed before each flight, and 3) Cabin door 4L lock monitoring is considered inoperative. Refer to item 52-71-02, Cabin Door Lock Monitoring.	
42-41-22B	CRDC B07 inoperative combined with another CRDC inoperative	B	1	0	(M)(O) May be inoperative provided that: 1) Only one other CRDC is failed in addition to CRDC B07 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The AFT avionics internal access door is visually checked closed before each flight, and 3) Cabin door 4L lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring.	

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-23	CRDC B08					
42-41-23A	CRDC B08 inoperative and no other CRDC/CPIOM inoperative (A350-900 Series)	A	1	0	(M)(O) May be inoperative for 10 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) F/O oxygen pressure is checked by direct reading on the associated pressure gauge before each flight, and 3) Cabin door 2R lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring. NOTE: On ground, it may be necessary to delay FWD cargo compartment loading to permit access to the oxygen bottles. (Continued)	

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-23	CRDC B08 (Cont'd)					
42-41-23B	CRDC B08 inoperative and no other CRDC/CPIOM inoperative (A350-1000 Series)	A	1	0	(M) May be inoperative for 10 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) Two radio altimeters are operative, and 3) The left landing gear bogie monitoring is operative, and 4) F/O oxygen pressure is checked by direct reading on the associated pressure gauge before each flight, and 5) Cabin door 2R lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring. NOTE: On ground, it may be necessary to delay FWD cargo compartment loading to permit access to the oxygen bottles. (Continued)	

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-23	CRDC B08 (Cont'd)					
42-41-23C	CRDC B08 inoperative combined with another CRDC inoperative (A350-900 Series)	B	1	0	(M)(O) May be inoperative provided that: 1) Only one other CRDC is failed in addition to CRDC B08 and is part of the authorized combinations as given in the associated (O) procedure, and 2) F/O oxygen pressure is checked by direct reading on the associated pressure gauge before each flight, and 3) Cabin door 2R lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring. NOTE: On ground, it may be necessary to delay FWD cargo compartment loading to permit access to the oxygen bottles. (Continued)	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-23	CRDC B08 (Cont'd)					
42-41-23D	CRDC B08 inoperative combined with another CRDC inoperative (A350-1000 Series)	B	1	0	(M)(O) May be inoperative provided that: 1) Only one other CRDC is failed in addition to CRDC B08 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Two radio altimeters are operative, and 3) The left landing gear bogie monitoring is operative, and 4) F/O oxygen pressure is checked by direct reading on the associated pressure gauge before each flight, and 5) Cabin door 2R lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring. NOTE: On ground, it may be necessary to delay FWD cargo compartment loading to permit access to the oxygen bottles.	

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4. REMARKS OR EXCEPTIONS

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-24	CRDC B09					
42-41-24A	CRDC B09 inoperative and no other CRDC/CPIOM inoperative	C	1	0	May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) Cabin door 3L lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring.	
42-41-24B	CRDC B09 inoperative combined with another CRDC inoperative	B	1	0	May be inoperative provided that: 1) Only one other CRDC is failed in addition to CRDC B09 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Cabin door 3L lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring.	

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42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-25	CRDC B10					
42-41-25A	CRDC B10 inoperative and no other CRDC/CPIOM inoperative (A350-900 Series)	C	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page. NOTE: The AFT cargo door must be operated manually.	
42-41-25B	CRDC B10 inoperative combined with another CRDC inoperative (A350-900 Series)	B	1	0	(O) May be inoperative provided that only one other CRDC is failed in addition to CRDC B10 and is part of the authorized combinations as given in the associated (O) procedure. NOTE: The AFT cargo door must be operated manually.	
42-41-25C	CRDC B10 inoperative and no other CRDC/CPIOM inoperative (A350-1000 Series)	C	1	0	May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) Two radio altimeters are operative, and 3) The right landing gear bogie monitoring is operative. NOTE: The AFT cargo door must be operated manually. (Continued)	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-25	CRDC B10 (Cont'd)					
42-41-25D	CRDC B10 inoperative combined with another CRDC inoperative (A350-1000 Series)	B	1	0	(O) May be inoperative provided that 1) Only one other CRDC is failed in addition to CRDC B10 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Two radio altimeters are operative, and 3) The right landing gear bogie monitoring is operative. NOTE: The AFT cargo door must be operated manually.	

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42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-26	CRDC B11 (Aircraft with MP L42454/ MOD 107650)					
42-41-26A	CRDC B11 Inoperative and No Other CRDC/CPIOM Inoperative	A	1	0	May be inoperative for 3 consecutive calendar-days provided that: 1) No other CRDC or CPIOM dispatch messages are displayed on the DISPATCH page, and 2) The green electric pump is considered inoperative. Refer to item 29-20-01, Green Electric Pump.	|
42-41-26B	CRDC B11 Inoperative Combined with Another CRDC Inoperative	A	1	0	(O) May be inoperative for 3 consecutive calendar-days provided that: 1) Only one other CRDC is failed in addition to CRDC B11 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The green electric pump is considered inoperative. Refer to item 29-20-01, Green Electric Pump.	|

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4. REMARKS OR EXCEPTIONS

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-27	CRDC B12					
42-41-27A	CRDC B12 inoperative and no other CRDC/CPIOM inoperative (Aircraft without MP L48116/ MOD113556)	A	1	0	May be inoperative for 3 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) Cabin door 3R lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring.	|
42-41-27B	CRDC B12 inoperative combined with another CRDC inoperative (Aircraft without MP L48116/ MOD113556)	A	1	0	(O) May be inoperative for 3 consecutive calendar-days provided that: 1) Only one other CRDC is failed in addition to CRDC B12 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Cabin door 3R lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring. (Continued)	|

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

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-27	CRDC B12 (Cont'd)					
42-41-27C	CRDC B12 inoperative and no other CRDC/CPIOM inoperative (Aircraft with MP L48116/ MOD113556)	A	1	0	May be inoperative for 3 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) Cabin door 3R lock monitoring is considered inoperative, and 3) Hot air valve pressure monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring. Refer to Item 21-60-03, Hot Air Valve Pressure Regulation.	|
42-41-27D	CRDC B12 inoperative combined with another CRDC inoperative (Aircraft with MP L48116/ MOD113556)	A	1	0	(O) May be inoperative for 3 consecutive calendar-days provided that: 1) Only one other CRDC is failed in addition to CRDC B12 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Cabin door 3R lock monitoring is considered inoperative, and 3) Hot air valve pressure monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring. Refer to Item 21-60-03, Hot Air Valve Pressure Regulation.	|

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4. REMARKS OR EXCEPTIONS

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-28	CRDC B13					
42-41-28A	CRDC B13 inoperative and no other CRDC/CPIOM inoperative	C	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.	
42-41-28B	CRDC B13 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(O) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CRDC B13 and is part of the authorized combinations as given in the associated (O) procedure.	
42-41-29	CRDC B14					
42-41-29A	CRDC B14 inoperative and no other CRDC/CPIOM inoperative	C	1	0	May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) Cabin door 4R lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring.	
42-41-29B	CRDC B14 inoperative combined with another CRDC inoperative	B	1	0	May be inoperative provided that: 1) Only one other CRDC is failed in addition to CRDC B14 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Cabin door 4R lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring.	

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44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
44-01	CABIN Overhead Panel					
44-01-01 ***	LANDSCAPE CAMERA pb-sw OFF Light					
44-01-01A		D	1	0	May be inoperative.	
44-01-02	LAVATORY OCCPD Light					
44-01-02A		D	1	0	May be inoperative.	
44-01-03 ***	PAX INFO pb-sw OFF Light					
44-01-03A		D	1	0	May be inoperative.	
44-01-04 ***	MOBILE COM pb-sw OFF Light					
44-01-04A		D	1	0	May be inoperative.	

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44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
44-02	CALLS Overhead Panel					
44-02-01	CALLS EMER pb CALL Light					
44-02-01A		C	1	0	May be inoperative.	
44-02-02	CALLS EMER pb ON Light					
44-02-02A		C	1	0	May be inoperative.	
44-02-31	CALLS ALL pb					
44-02-31A		C	1	0	(O) May be inoperative.	
44-02-32	CALLS EMER pb					
44-02-32A		C	1	0	(O) May be inoperative.	
44-02-33	CALLS FWD(MID)(EXIT)(AFT) pb					
44-02-33A		C	4	0	(O) One or more may be inoperative.	
44-02-34	CALLS MECH CALL pb					
44-02-34A		C	1	0	(O) May be inoperative.	
44-02-35	CALLS PURS pb					
44-02-35A		C	1	0	(O) May be inoperative.	
44-02-36 ***	CALLS FLT(CAB) REST pb					
44-02-36A		C	2	0	(O) One or both may be inoperative.	

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44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
44-03	EVAC Overhead Panel					
44-03-01 ***	COMMAND pb-sw EVAC Light					
44-03-01A		D	1	0	May be inoperative.	
44-03-02 ***	COMMAND pb-sw ON Light					
44-03-02A		D	1	0	May be inoperative.	
44-04	Maintenance Overhead Panel					
44-04-01	SVCE INT OVRD pb ON Light					
44-04-01A		D	1	0	May be inoperative.	
44-10	Cabin Core System					
44-10-01	CIDS Director					
44-10-01A		A	2	1	(M) One may be inoperative for 70 consecutive calendar-days. NOTE: Application of the maintenance procedure, to deactivate the failed CIDS Director, is only necessary in the case of disturbance of the CIDS function.	

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44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
44-11	DEU A					
44-11-01	DEU A					
44-11-01A		C	–	–	(O) One or more may be inoperative provided that the items associated with the failed DEU A are considered inoperative. Refer to Item 33-26-01, Cabin Sign (No Smoking, No Portable/Electronic Device, Fasten Seat Belt, Return to Seat). Refer to Item 33-26-02, Lavatory Sign (Return to Seat). Refer to Item 33-26-03, Cabin Crew Rest Compartment Sign (No Smoking, No Portable/Electronic Device, No Mobile, Fasten Seat Belt). Refer to Item 33-26-04, Flightcrew Rest Compartment Sign (No Smoking, No Portable/Electronic Device, Fasten Seat Belt). Refer to Item 44-13-01, Lavatory Call. Refer to Item 44-13-02, Passenger Call. Refer to Item 44-14-01, Cabin Loudspeaker. Refer to Item 44-14-02, Lavatory Loudspeaker. Refer to Item 44-14-03, CRC Loudspeaker. NOTE: The location of the affected area is indicated on the FAP System Info page.	

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44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
44-12	DEU B					
44-12-01	DEU B					
44-12-01A		C	–	–	(O) One or more may be inoperative provided that the items associated with the failed DEU B are considered inoperative. Refer to Item 26-17-01, Lavatory Smoke Detection. Refer to Item 44-15-02, Cabin Handset. Refer to Item 44-15-03, CRC Handset. Refer to Item 44-18-01, Emergency Evacuation Signaling System. Refer to Item 44-18-02, Emergency Crew Alerting System. Refer to Item 44-19-04, Area Call Panel. Refer to Item 44-19-05, Attendant Indication Panel. Refer to Item 44-19-06, Additional Attendant Panel. NOTE: The location of the affected area is indicated on the FAP System Info page.	

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44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
44-13	Cabin Individual Call					
44-13-01	Lavatory Call					
44-13-01A		D	–	0	One or more may be inoperative.	
44-13-02	Passenger Call					
44-13-02A		D	–	0	One or more may be inoperative.	
44-14	Loudspeakers					
44-14-01	Cabin Loudspeaker					
44-14-01A		C	–	–	(O) One or more may be inoperative provided that no seat is occupied from which a passenger cannot clearly hear a passenger announcement.	
44-14-02	Lavatory Loudspeaker					
44-14-02A		C	–	0	(O) May be inoperative provided that alternate procedures are established and used.	
44-14-03	CRC Loudspeaker					
44-14-03A	Alternate procedure established and used for CRC loudspeaker	C	–	0	(O) One or more may be inoperative provided that alternate procedures are established and used.	
44-14-03B	Associated bed or seat not used	D	–	0	One or more may be inoperative provided that 1) The associated bed or seat is placarded inoperative and is not used, and 2) Procedures do not require its use.	

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44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
44-15	Handsets					
44-15-01	Cockpit Handset					
44-15-01A	RMP used	C	1	0	May be inoperative provided that the RMP is used for communication between the cockpit and the cabin.	
44-15-01B	Procedures do not require cockpit handset use	D	1	0	May be inoperative provided that procedures do not require its use.	
44-15-02	Cabin Handset					
44-15-02A		B	−	4	(O) May be inoperative provided that: 1) One handset must operate normally at each pair of exit doors, and 2) 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 minimum required. NOTE 2: Any handset(s) function(s) that operates normally may be used.	|

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44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
44-15	Handsets					
44-15-03 ***	CRC Handset					
44-15-03A	Operator's procedures do not require its use	D	-	0	One or more may be inoperative provided that operator's procedures do not require its use.	
44-15-03B	Alternate procedures are established and used	C	-	0	(O) One or more may be inoperative provided that: 1) The passenger address is operative in the affected crew rest compartment, and 2) Alternate procedures are established and used.	
44-15-03C	Affected CRC locked closed	D	-	0	One or more may be inoperative provided that: 1) The associated crew rest compartment is locked closed and is placarded inoperative, and 2) Procedures do not require use of the affected compartment.	

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44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
44-16	Prerecorded Announcement and Music Reproducer (PRAM)					
44-16-01	Prerecorded Announcement and Music Reproducer					
44-16-01A	Alternate procedures are established and used for prerecorded announcement and music reproducer	C	1	0	(O) May be inoperative provided that alternate procedures are established and used.	
44-16-01B	Procedures do not require prerecorded announcement and music reproducer use	D	1	0	May be inoperative provided that procedures do not require its use.	
44-17	Cabin Assignment Module (CAM)					
44-17-01	Cabin Assignment Module					
44-17-01A		D	1	0	May be inoperative or missing provided that the CAM is not needed for a cabin reconfiguration.	
44-18	Emergency System					
44-18-01 ***	Emergency Evacuation Signaling System					
44-18-01A		C	1	0	(O) May be inoperative provided that alternate procedures are established and used.	
44-18-02 ***	Emergency Crew Alerting System					
44-18-02A		D	1	0	May be inoperative.	

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44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
44-19	Cabin Crew Panel					
44-19-01	FAP Display Unit					
44-19-01A	At least one FAP DU operative	D	–	1	One or more may be inoperative provided that at least one FAP display unit is operative.	
44-19-01B	One or more FAP DUs inoperative	C	–	0	One or more may be inoperative.	
44-19-02	EMER pb on the FAP Sub Panel					
44-19-02A		D	–	1	One or more may be inoperative provided that at least one EMER pb is operative.	
44-19-03	FAP Sub Panel					
44-19-03A		D	–	0	One or more may be inoperative.	
44-19-04	Area Call Panel					
44-19-04A		D	–	0	One or more may be inoperative.	
44-19-05	Attendant Indication Panel					
44-19-05A		D	–	0	One or more may be inoperative.	
44-19-06	Additional Attendant Panel					
44-19-06A		D	–	0	One or more may be inoperative.	

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44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
44-50	Cabin Monitoring System					
44-50-01 ***	Cockpit Door Surveillance System (CDSS)					
44-50-01A	Alternate procedures established and used for CDSS	C	1	0	(O) May be inoperative provided that: 1) The cockpit door viewing port is checked to operate normally, and 2) Alternate procedures are established and used.	
44-50-01B	Procedures do not require CDSS use	D	1	0	May be inoperative provided that procedures do not require its use.	
44-50-02 ***	Cabin Video Monitoring System (CVMS)					
44-50-02A		D	1	0	May be inoperative.	
44-50-03 ***	CVMS pb ON Light					
44-50-03A		D	2	0	One or both may be inoperative.	

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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
46-01	OIS Overhead Panel					
46-01-01	OIS DATA TO AVNCS pb-sw OFF light					
46-01-01A		C	1	0	May be inoperative.	
46-01-02	OIS GATELINK pb-sw OFF light					
46-01-02A		C	1	0	May be inoperative.	
46-01-03	CAB DATA TO OIS pb-sw OFF light					
46-01-03A		C	1	0	May be inoperative.	
46-02	COM MAINTENANCE Overhead Panel					
46-02-01	GND CONNECTION pb-sw ON light					
46-02-01A		C	1	0	May be inoperative.	
46-03	ACMS Overhead Panel					
46-03-01	ACMS TRIGGER pb					
46-03-01A		D	1	0	May be inoperative.	

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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
46-10	Information Core Systems					
46-10-01	Data Transfer between OIS and Avionics					
46-10-01A		C	1	0	(O) May be inoperative provided that alternate procedures are established and used.	
46-10-02	Redundancy on OIS AVNCS Server (ASFC)					
46-10-02A		D	1	0	May be inoperative.	
46-10-03	Redundancy on OIS CAB&MAINT Server (OSFC)					
46-10-03A		D	1	0	(O) May be inoperative.	
46-20	Cockpit Information Systems					
46-20-01	COMPANY COM					
46-20-01A		C	1	0	(O) May be inoperative provided that alternate procedures are established and used.	
46-20-02 ***	EFB Docking Station/Mount					
46-20-02A		C	–	0	(O) One or more may be inoperative provided that alternate procedures are established and used.	
46-20-03	Flightcrew Applications				Deleted, Revision 3. NOTE: Out-of-currency or invalid data or application can be managed as Administration Control Item (ACI).	

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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
46-20	Cockpit Information Systems					
46-20-04	OIS Keyboard					
46-20-04A		C	2	0	(O) One or more may be inoperative.	
46-20-05	Printer					
46-20-05A	Operator's procedures do not require printer's use	D	1	0	May be inoperative provided that Operator's procedures do not require its use.	
46-20-05B	Alternate procedures for printer are established and used	C	1	0	(O) May be inoperative provided that alternate procedures are established and used.	
46-20-06 ***	Third EFB Stowage Box					
46-20-06A		D	1	0	(O) May be inoperative.	
46-20-07	EFB					
46-20-07A	Two EFBs installed	C	2	0	(O) One or both may be inoperative provided that alternate procedures are established and used.	
46-20-07B ***	Third EFB installed	D	1	0	Third EFB may be inoperative.	
46-20-08	AVNCS/EFB Switch					
46-20-08A	OIS keyboard operative on the affected side(s)	C	2	0	(O) One or both may be inoperative provided that the associated OIS keyboard is operative.	
46-20-08B	OIS keyboard inoperative on the affected side(s)	C	2	0	(O) One or both may be inoperative provided that alternate procedures are established and used.	

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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
46-21	Air Traffic Control (ATC) System					
46-21-01	ATC Datalink					
46-21-01A	Procedures do not require ATC datalink	D	1	0	(O) May be inoperative provided that procedures do not require the use of ATC datalink.	
46-21-01B	Procedures require ATC datalink	C	1	0	(O) May be inoperative provided that alternate procedures are established and used for ATC communication.	
46-21-02	ADS-C Datalink					
46-21-02A	Procedures do not require ADS-C datalink	D	1	0	(O) May be inoperative provided that procedures do not require the use of the ADS-C datalink.	
46-21-02B	Procedures require ADS-C datalink	C	1	0	(O) May be inoperative provided that alternate procedures are established and used for position reporting.	
46-21-03	ATC MSG pb					
46-21-03A	One inoperative	D	2	1	One may be inoperative.	
46-21-03B	Both inoperative and procedures do not require ATC datalink	D	2	0	(O) Both may be inoperative provided that procedures do not require the use of the ATC datalink.	
46-21-03C	Both inoperative and procedures require ATC datalink	C	2	0	(O) Both may be inoperative.	

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
46-25	Onboard Information System (OIS)					
46-25-01	OIS Display					
46-25-01A		C	2	0	(O) One or both may be inoperative.	
46-25-02	OIS Display on the OUTER DU					
46-25-02A	OIS ON CENTER pb-sw operative on the affected side	C	2	0	(O) One or both may be inoperative provided that the OIS ON CENTER pb-sw is operative on the affected side.	
46-25-02B	OIS ON CENTER pb-sw inoperative on the affected side	C	2	0	One or both may be inoperative provided that the OIS session is considered inoperative on the affected side. Refer to Item 46-25-01, OIS Display.	
46-30	Maintenance Information Systems					
46-30-01	Maintenance Applications				Deleted, Revision 3. NOTE: Out-of-currency or invalid data or application can be managed as Administration Control Item (ACI).	
46-30-02	OMT					
46-30-02A		C	1	0	May be inoperative.	

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
46-40	Cabin Information Systems					
46-40-01	Cabin Applications					
46-40-01A		D	–	–	(O) One or more may be inoperative provided that alternate procedures are established and used.	
46-50	Miscellaneous Information Systems					
46-50-01	SPP					
46-50-01A		C	1	0	May be inoperative.	

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

47. Inert Gas System

Sequence No.	Item	1	2	3	4	Change Bar
47-10	Generation/Storage					
47-10-01	Fuel Inerting System (Aircraft with MP L44215/ MOD 114075)					|
47-10-01A		A	1	0	May be inoperative for 10 flight-days.	|

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

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
49-01	APU Overhead Panel					
49-01-01	APU MASTER SW pb-sw FAULT Light					
49-01-01A		C	1	0	May be inoperative.	
49-01-02	APU MASTER SW pb-sw ON Light					
49-01-02A		C	1	0	(O) May be inoperative.	
49-01-03	APU START pb ON Light					
49-01-03A		C	1	0	May be inoperative.	
49-01-04	APU START pb AVAIL Light					
49-01-04A		C	1	0	May be inoperative.	
49-02	APU Maintenance Overhead Panel					
49-02-01	APU ECON MODE pb ON Light					
49-02-01A		D	1	0	May be inoperative.	
49-02-31	APU ECON MODE pb					
49-02-31A		D	1	0	May be inoperative.	
49-07	Indications on the APU SD Page					
49-07-01	APU GEN Indications on the APU SD Page					
49-07-01A		C	3	0	One or more indications (load, voltage, frequency) of the APU GEN may be inoperative on the APU SD page.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
49-09	Dispatch Messages					
49-09-01	APU DUAL POWER SUPPLY Message					
49-09-01A		C	–	–	May be displayed on the DISPATCH page.	
49-09-02	APU OIL FILTER Message					
49-09-02A		C	–	–	May be displayed on the DISPATCH page.	
49-10	Powerplant					
49-10-01	APU Powerplant					
49-10-01A	APU neither deactivated nor removed	C	1	0	(O) May be inoperative provided that ETOPS beyond 180 minutes is not conducted.	|
49-10-01B	APU deactivated or removed (Aircraft with MP L92231/ MOD 111927)	D	1	0	(M)(O) May be inoperative provided that: 1) APU is deactivated or removed, and 2) ETOPS beyond 180 minutes is not conducted.	|

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

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
49-16	Air Intake System					
49-16-01	APU Air-Intake Flap					
49-16-01A	APU air-intake flap deactivated in the open position	C	1	0	(M)(O) May be inoperative provided that the air-intake flap of the APU is deactivated in the open position.	
49-16-01B	APU air-intake flap inoperative in the closed position	C	1	0	May be inoperative in the closed position provided that the APU is considered inoperative. Refer to Item 49-10-01, APU Powerplant.	
49-16-01C	APU air-intake flap deactivated in the closed position	C	1	0	(M) May be inoperative provided that: 1) The air-intake flap of the APU is deactivated in the closed position, and 2) The APU is considered inoperative. Refer to Item 49-10-01, APU Powerplant.	
49-40	APU Ignition and Starting					
49-40-01	APU Starter Power Unit					
49-40-01A		C	1	0	(O) May be inoperative.	

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4. REMARKS OR EXCEPTIONS

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
49-62	APU Emergency Shutdown					
49-62-01	APU SHUT OFF sw (Nose L/G Panel)					
49-62-01A		C	1	0	(O) May be inoperative.	
49-62-02	APU EMERGENCY SHUTDOWN sw (External REFUEL Panel)					
49-62-02A		C	1	0	(O) May be inoperative.	
49-90	APU Oil					
49-90-01	APU Oil Level Sensor					
49-90-01A	APU not used	C	1	0	(O) May be inoperative provided that: 1) Procedures do not require use of the APU, and 2) ETOPS beyond 180 minutes is not conducted.	
49-90-01B	APU used	C	1	0	(M) May be inoperative provided that the APU oil quantity is verified adequate once each flight-day.	

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TABLE KEY
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4. REMARKS OR EXCEPTIONS

50. Cargo and Accessory Compartments

Sequence No.	Item	1	2	3	4	Change Bar
50-10	Cargo Compartments					
50-10-01	Decompression Panel in FWD Cargo Compartment					
50-10-01A		C	–	0	(O) One or more may be damaged or missing provided that: 1) Procedures are established and used to ensure the FWD cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and 2) The decompression panels of the separation between the FWD cargo compartment and the avionics bay are not damaged and not missing. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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

50. Cargo and Accessory Compartments

Sequence No.	Item	1	2	3	4	Change Bar
50-10	Cargo Compartments					
50-10-02	Decompression Panel in AFT/BULK Cargo Compartment					
50-10-02A		C	–	0	(O) One or more may be damaged or missing provided that procedures are established and used to ensure the AFT and BULK cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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

50. Cargo and Accessory Compartments

Sequence No.	Item	1	2	3	4	Change Bar
50-10	Cargo Compartments					
50-10-03	Lining Panel in FWD Cargo Compartment					
50-10-03A	Damaged lining panel	C	–	0	(O) One or more may be damaged or missing provided that: 1) Procedures are established and used to ensure the FWD cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and 2) The lining panels of the separation between the FWD cargo compartment and the avionics bay are not damaged. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. (Continued)	

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

50. Cargo and Accessory Compartments

Sequence No.	Item	1	2	3	4	Change Bar
50-10	Cargo Compartments					
50-10-03	Lining Panel in FWD Cargo Compartment (Cont'd)					
50-10-03B	Missing lining panel	C	–	0	(O) One or more may be damaged or missing provided that: 1) Procedures are established and used to ensure the FWD cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and 2) The lining panels of the separation between the FWD cargo compartment and the avionics bay are not damaged and not missing. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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

50. Cargo and Accessory Compartments

Sequence No.	Item	1	2	3	4	Change Bar
50-10	Cargo Compartments					
50-10-04	Lining Panel in AFT/BULK Cargo Compartment					
50-10-04A	Damaged lining panel	C	–	0	(O) One or more may be damaged or missing provided that procedures are established and used to ensure the AFT and BULK cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
50-10-04B	Missing lining panel	C	–	0	(O) One or more may be missing provided procedures are established and used to ensure the AFT and BULK cargo compartments remain empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	

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

50. Cargo and Accessory Compartments

Sequence No.	Item	1	2	3	4	Change Bar
50-10	Cargo Compartments					
50-10-05	Pressure Compensation Valve in FWD Cargo Compartment					
50-10-05A		C	1	0	(O) May be inoperative in the open position provided that procedures are established and used to ensure the FWD cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
50-10-06	Pressure Compensation Valve in AFT/BULK Cargo Compartment					
50-10-06A		C	1	0	(O) May be inoperative in the open position provided that procedures are established and used to ensure the AFT and BULK cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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

50. Cargo and Accessory Compartments

Sequence No.	Item	1	2	3	4	Change Bar
50-20	Cargo Loading Systems (CLS)					
50-20-01	Cargo Semiautomatic Loading System					
50-20-01A		D	–	–	May be inoperative. NOTE: Any part of the cargo loading system that operates normally may be used.	
50-20-02	Cargo Compartment Mechanical Components (Latch, Net, Transport Roller, and Entrance Guide)					
50-20-02A	Cargo compartment used	A	–	–	(M) May be inoperative or missing provided that: 1) Approved cargo-loading limits are observed. The only source documents are: • Type certificate (TC), • Supplemental Type Certificate (STC), • Airplane Flight Manual (AFM), • Airplane Flight Manual Supplement (AFMS), • Pilot's Operating Handbook (POH), • TC/STC Weight and Balance Manual (WBM), and 2) Repairs are made within 120 consecutive calendar-days.	

(Continued)

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

50. Cargo and Accessory Compartments

Sequence No.	Item	1	2	3	4	Change Bar
50-20	Cargo Loading Systems (CLS)					
50-20-02	Cargo Compartment Mechanical Components (Latch, Net, Transport Roller, and Entrance Guide) (Cont'd)					
50-20-02B	Cargo compartment empty	A	–	–	May be inoperative or missing provided that: 1) The associated cargo compartment remains empty, and 2) Repairs are made within 120 consecutive calendar-days.	|
50-20-02C	Individual cargo areas inoperative	A	–	–	Individual cargo areas may be inoperative provided that: 1) Aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and 2) Repairs are made within 120 consecutive calendar-days.	|

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Maintenance Overhead Panel					
52-01-01	CKPT DOOR LOCKG SYS pb-sw OFF light					
52-01-01A		C	1	0	May be inoperative.	
52-07	Indications on the DOOR/OXYGEN SD Page					
52-07-01	Cabin Door Position Detection on the DOOR/OXYGEN SD Page					
52-07-01A		C	8	0	(O) One or more may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated cabin door is visually checked closed, latched, and locked, and 3) The flight is not pressurized.	
52-07-02	Cargo Door Position Detection on the DOOR/OXYGEN SD Page					
52-07-02A		C	3	0	(M)(O) One or more may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated cargo door is visually checked closed, latched, and locked before each flight, and 3) The flight is not pressurized.	

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-07	Indications on the DOOR/OXYGEN SD Page					
52-07-03	Escape Hatch Position Detection on the DOOR/OXYGEN SD Page					
52-07-03A		C	1	0	(M)(O) May be inoperative provided that the escape hatch is visually checked closed and latched before each flight.	
52-07-04	External Avionics Door Position Detection on the DOOR/OXYGEN SD Page					
52-07-04A		C	1	0	(M)(O) May be inoperative provided that the external avionics door is visually checked closed and latched before each flight.	
52-07-05	Internal Avionics Door Position Detection on the DOOR/OXYGEN SD Page					
52-07-05A		C	2	0	(M) One or both may be inoperative provided that the associated internal avionics door is visually checked closed before each flight.	

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-10	Passenger/Crew					
52-10-01	Cabin Door/Slide/Raft					
52-10-01A		A	8	7	(M)(O) One cabin door/slide/raft may be inoperative or one slide/raft may be missing provided that: 1) All other cabin doors and slide/rafts are fully operational, and 2) The affected cabin door is not used for any purpose while passengers are onboard, including passenger boarding, and 3) A conspicuous barrier strap or rope and a placard stating that the door is inoperative are placed across the inoperative cabin door, and 4) The emergency exit sign and floor proximity lights associated with the inoperative cabin door are covered to obscure the signs and lights, and 5) All passengers are briefed not to use the affected cabin door, and 6) Conspicuous signs and placards are placed in appropriate locations indicating that the blocked seats are not to be occupied by passengers, and 7) Seated capacity does not exceed rated capacity of remaining pairs of cabin door exits, and (Continued)	

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-10	Passenger/Crew					
52-10-01	Cabin Door/Slide/Raft (Cont'd)					
52-10-01A	(Cont'd)				8) Blocked seating layouts and evacuation procedures must be developed and approved by the responsible Flight Standards office for inclusion in the operator's manual, and 9) All passenger seats halfway to the next cabin door in each direction from the inoperative cabin door and across the entire width of the airplane are blocked and placarded "DO NOT OCCUPY" prior to boarding passengers. Only these affected seats are to be blocked. Main passenger aisles, cross aisles, and exit areas must not be blocked. (For an inoperative cabin door/slide/raft 1, the blocked seating area shall extend from the forward cabin end rearward to a line halfway between cabin doors 1 and 2. For an inoperative cabin door/slide/raft 4, the blocked seating area shall extend from the aft cabin end forward to a line halfway between cabin doors 4 and 3), and (Continued)	

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-10	Passenger/Crew					
52-10-01	Cabin Door/Slide/Raft (Cont'd)					
52-10-01A	(Cont'd)				10) For extended overwater operations, occupancy does not exceed the normal rated capacity of the remaining operative slide/rafts nor the rated overload capacity of the slide/rafts remaining after loss of one additional slide/raft of greatest capacity, whichever is least, and 11) The Weight and Balance Manifest is revised as necessary to ensure that proper loading limits are observed, and 12) Repairs are made within 1 flight-day. NOTE: Flight attendants may be stationed in the vicinity of each door within blocked areas.	
52-10-02	Cabin Door Damper Function					
52-10-02A		C	8	0	One or more may be inoperative.	
52-10-03	Cabin Door Emergency Opening Function					
52-10-03A		A	8	7	One may be inoperative provided that the associated cabin door is considered inoperative. Refer to Item 52-10-01, Cabin Door/Slide/Raft.	

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-10	Passenger/Crew					
52-10-04	Cabin Door LOCKED/UNLOCKED Flag					
52-10-04A		C	16	8	(M) One per cabin door may be inoperative provided that: 1) The associated cabin door is visually checked closed, latched and locked before the first MEL dispatch and then each time this cabin door is opened, and 2) The associated cabin door lock monitoring is operative, and 3) The associated cabin door position detection is operative.	
52-10-05	Cabin Door Stay Mechanism (Gust Lock Function)					
52-10-05A		A	8	7	One may be inoperative provided that the associated cabin door is considered inoperative. Refer to Item 52-10-01, Cabin Door/Slide/Raft.	
52-10-06	Cabin Door Stop Fitting					
52-10-06A		C	112	104	(M)(O) One per cabin door may be damaged provided that: 1) ETOPS is not conducted, and 2) The other stop fittings of the affected door have no damage, and 3) The flight is not pressurized.	|

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-30	Cargo					
52-30-01	AFT(FWD) Cargo Door					
52-30-01A		C	2	0	(M) One or both may be inoperative in the closed, latched, and locked position provided that: 1) The associated cargo door is visually checked closed, latched, and locked after each attempt to open it, and 2) The associated cargo door is indicated closed, latched, and locked on the DOOR/OXYGEN SD page.	
52-30-02	BULK Cargo Door					
52-30-02A		C	1	0	May be inoperative in the closed, latched, and locked position provided that the BULK cargo door is indicated closed, latched, and locked on the DOOR/OXYGEN SD page.	
52-30-03	AFT(FWD) Cargo Door Actuation					
52-30-03A		C	2	0	(M) One or both may be inoperative provided that the associated cargo door is manually operated.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-30	Cargo					
52-30-04	AFT(FWD) Cargo Door Latching Mechanism					
52-30-04A		C	16	14	(M)(O) One may be damaged on each AFT(FWD) cargo door provided that: 1) ETOPS is not conducted, and 2) The other latching mechanisms of the affected cargo door have no damage, and 3) All the hinge lugs of the affected cargo door have no damage, and 4) The flight is not pressurized. NOTE: A latching mechanism has one hook, one spool, one bolt, one washer, and a core connecting link. A latching mechanism is damaged when any of its components are damaged.	|
52-30-05	BULK Cargo Door Balance Mechanism					
52-30-05A		C	1	0	(O) May be inoperative provided that the BULK cargo door is placarded to inform ground personnel that the door is not correctly balanced.	
52-30-06	BULK Cargo Door Stop Fitting					
52-30-06A		C	8	7	(M)(O) One may be damaged provided that: 1) ETOPS is not conducted, and 2) The other stop fittings have no damage, and 3) The flight is not pressurized.	|

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-51	Cockpit Door					
52-51-01	Cockpit Door Locking System (CDLS)					
52-51-01A		A	1	0	(M)(O) May be inoperative provided that: 1) The cockpit door locking system is deactivated, and 2) The cockpit door is secured closed for takeoff and landing, and 3) Alternate procedures are established and used to secure and to access to the cockpit during the flight in accordance with the Operator's security policy, and 4) Repairs are made within 2 flight-days.	
52-51-02	Cockpit Door Keypad					
52-51-02A		B	1	0	(M)(O) May be inoperative provided that the cockpit door keypad is deactivated.	
52-51-03	Cockpit Door Keypad LED					
52-51-03A		C	3	0	(O) One or more may be inoperative provided that alternate procedures are established and used.	

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4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-51	Cockpit Door					
52-51-04	Cockpit Door Release Strike					
52-51-04A	One cockpit door release strike inoperative	D	3	2	(M)(O) One may be inoperative. NOTE: Application of the maintenance procedure is only necessary when the cockpit door release strike is failed in the locked position.	
52-51-04B	Two or more cockpit door release strikes inoperative	A	3	0	(M)(O) Two or more may be inoperative provided that: 1) The CDLS is considered inoperative, and 2) Repairs are made within 2 flight-days. NOTE: Application of the maintenance procedure is only necessary when the cockpit door release strike is failed in the locked position. Refer to Item 52-51-01, Cockpit Door Locking System (CDLS).	
52-51-05	Cockpit Door Controller Sensor					
52-51-05A	One cockpit door controller sensor inoperative	C	2	1	One may be inoperative.	

(Continued)

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-51	Cockpit Door					
52-51-05	Cockpit Door Controller Sensor (Cont'd)					
52-51-05B	Both cockpit door controller sensors inoperative	A	2	0	Both may be inoperative provided that: 1) The CDLS is considered inoperative, and 2) Repairs are made within 2 flight-days. Refer to Item 52-51-01, Cockpit Door Locking System (CDLS).	
52-51-06	Cockpit Door Deadbolt					
52-51-06A		C	1	0	May be inoperative provided that the Cockpit Door Locking System (CDLS) operates normally.	
52-51-07	Cockpit Door Decompression Deceleration Device					
52-51-07A	Fourth cockpit seat available	C	2	0	(O) One or both may be inoperative.	
52-51-07B	Fourth cockpit seat not occupied	D	2	0	One or both may be inoperative provided that the fourth occupant seat in the cockpit is considered inoperative. Refer to Item 25-13-01, Fourth Occupant Seat.	
52-51-08	Privacy Door					
52-51-08A		D	1	0	(M) May be inoperative provided that: 1) The privacy door is stowed open or not used, and 2) Procedures do not require its use.	

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-53	CKPT DOOR Panel on the Center Pedestal					
52-53-01	CKPT DOOR FAULT Light					
52-53-01A		C	1	0	May be inoperative.	
52-53-02	CKPT DOOR OPEN Light					
52-53-02A		C	1	0	(O) May be inoperative.	
52-53-03	LOCK Function of the CKPT DOOR sw					
52-53-03A		B	1	0	(M)(O) May be inoperative provided that the cockpit door keypad is deactivated.	
52-53-04	UNLOCK Function of the CKPT DOOR sw					
52-53-04A		C	1	0	(O) May be inoperative.	

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-71	Doors and Slides Control System					
52-71-01	Door Position Monitoring Redundancy					
52-71-01A		C	1	0	(O) May be inoperative. NOTE: If automatic operation is affected, the AFT and FWD cargo doors must be operated manually.	
52-71-02	Cabin Door Lock Monitoring					
52-71-02A		C	8	0	(O) One on each cabin door may be inoperative provided that the associated cabin door is checked closed, latched, and locked.	
52-71-03	Door and Cabin Pressure Communication Redundancy					
52-71-03A		C	1	0	May be inoperative.	

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-71	Doors and Slides Control System					
52-71-04	Door Residual Differential Pressure Detection					
52-71-04A		C	1	0	(O) May be inoperative provided that: 1) All the CABIN PRESSURE lights on cabin doors are placarded inoperative, and 2) The cabin differential pressure is checked on the CAB PRESS SD page before the opening of any cabin door or cargo door. NOTE: The placard should be visible from the inside and from the outside of the aircraft.	
52-71-05	CABIN PRESSURE Light on Cabin Door					
52-71-05A		C	8	0	(O) One or more may be inoperative provided that the cabin differential pressure is checked on the CAB PRESS SD page before the opening of the associated cabin door. NOTE: The placard should be visible from the inside and from the outside of the aircraft.	

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-71	Doors and Slides Control System					
52-71-06	CABIN PRESSURE Light on Cargo Door					
52-71-06A		C	2	0	(O) One or both may be inoperative provided that the cabin differential pressure is checked on the CAB PRESS SD page before the opening of the associated cargo door.	
52-71-07	Cabin Pressure Buzzer on Cabin Door					
52-71-07A		C	8	0	One or more may be inoperative.	

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-01	ENG Maintenance Overhead Panel					
73-01-01	FADEC GND PWR pb ON Light					
73-01-01A		C	2	0	One or both may be inoperative.	
73-09	Dispatch Messages					
73-09-01	ENG 1(2) FUEL FILTER PARTLY CLOGGED Message					
73-09-01A	(A350-900 Series)	A	–	–	One may be displayed on the DISPATCH page for 30 flight-hours.	
73-09-01B	(A350-1000 Series)	A	–	–	One may be displayed on the DISPATCH page for one flight.	
73-09-02	ENG 1(2) LONG TERM MINOR FAULT Message					
73-09-02A		A	–	–	One or both may be displayed on the DISPATCH page for 500 flight-hours.	
73-09-03	ENG 1(2) SHORT TERM MINOR FAULT Message					
73-09-03A		A	–	–	One may be displayed on the DISPATCH page for 300 flight-hours or 20 consecutive calendar-days, whichever occurs first.	

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-09	Dispatch Messages					
73-09-04	ENG 1(2) FUEL HEAT EXCHANGER MONITORING Message					
73-09-04A		A	–	–	One may be displayed on the DISPATCH page for 150 flight-hours or 10 consecutive calendar-days, whichever occurs first, provided that: 1) The ENG 2(1) SHORT TERM MINOR FAULT message is not displayed for the opposite engine, and 2) The ENG 2(1) FUEL FILTER PARTLY CLOGGED message is not displayed for the opposite engine.	
73-21	Engine Control and Fault Monitoring					
73-21-01	Engine FADEC Identification					
73-21-01A		A	2	0	(M) One or both may be inoperative for 10 consecutive calendar-days provided that 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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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-21	Engine Control and Fault Monitoring					
73-21-02	Engine Fuel Filter Monitoring System					
73-21-02A		A	2	1	(M)(O) One may be inoperative for 300 flight-hours or 20 consecutive calendar-days, whichever occurs first, provided that: 1) The associated fuel filter is replaced before the first MEL dispatch, and 2) The ENG 1(2) FUEL FILTER PARTLY CLOGGED message or the ENG 1(2) FUEL FILTER CLOGGED message or the ENG 1(2) FUEL FILTER IN BYPASS message is still displayed after maintenance action, and 3) The ENG 2(1) SHORT TERM MINOR FAULT message is not displayed for the opposite engine, and 4) The ENG 2(1) FUEL FILTER PARTLY CLOGGED message is not displayed for the opposite engine.	

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-25	Functional Interfaces with FADEC					
73-25-01	Engine Interface Function					
73-25-01A	One EIF 1 inoperative	C	4	3	One EIF 1 may be inoperative provided that the APU and the AC auxiliary generation are operative.	
73-25-01B	One EIF 2 inoperative	C	4	3	One EIF 2 may be inoperative.	
73-25-01C	One EIF 1 and one EIF 2 inoperative on opposite engines	A	4	2	One EIF 1 may be inoperative on one engine and one EIF 2 may be inoperative on the opposite engine provided that: 1) The APU and the AC auxiliary generation are operative, and 2) Repairs are made within 3 consecutive calendar-days.	
73-25-01D	Both EIF 2 inoperative	A	4	2	Both EIF 2 may be inoperative for 3 consecutive calendar-days.	
73-25-02	Engine Overthrust Protection System					
73-25-02A		A	2	1	One may be inoperative for 3 consecutive calendar-days.	

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

74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
74-31	Ignition Starting and Continuous Relight					
74-31-01	Ignition System					
74-31-01A	(A350-900 Series)	A	4	2	(O) One may be inoperative for 10 consecutive calendar-days on each engine.	
74-31-01B	(A350-1000 Series)	A	4	3	(O) One may be inoperative for 3 consecutive calendar-days on one engine.	
74-31-02	Emergency Ignition System					
74-31-02A		C	2	1	(O) May be inoperative on engine 1 provided that the APU and the AC auxiliary generation are operative.	

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

75. Bleed Air

Sequence No.	Item	1	2	3	4	Change Bar
75-09	Dispatch Messages					
75-09-01	ENG 1(2) FAN ZONE AIR LEAK Message					
75-09-01A		A	–	–	One may be displayed on the DISPATCH page for 150 flight-hours or 10 consecutive calendar-days, whichever occurs first.	
75-09-02	ENG 1(2) INTERMEDIATE CORE ZONE AIR LEAK Message					
75-09-02A		B	–	–	One may be displayed on the DISPATCH page.	
75-09-03	ENG 1(2) CORE ZONE AIR LEAK LO Message					
75-09-03A	(A350-900 Series)	A	–	–	One may be displayed on the DISPATCH page for 500 flight-hours provided that the ENG 1(2) CORE ZONE LEAK HI message is not displayed on the DISPATCH page for the opposite engine.	
75-09-03B	(A350-1000 Series)	A	–	–	One may be displayed on the DISPATCH page for 500 flight-hours or 150 flights, whichever occurs first, provided that the ENG 1(2) CORE ZONE AIR LEAK HI message is not displayed on the DISPATCH page of the opposite engine.	

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

75. Bleed Air

Sequence No.	Item	1	2	3	4	Change Bar
75-09	Dispatch Messages					
75-09-04	ENG 1(2) CORE ZONE AIR LEAK HI Message					
75-09-04A	(A350-900 Series)	A	–	–	One may be displayed on the DISPATCH page for 300 flight-hours or 20 consecutive calendar-days, whichever occurs first, provided that the ENG 1(2) CORE ZONE LEAK LO message is not displayed on the DISPATCH page for the opposite engine.	
75-09-04B	(A350-1000 Series)	A	–	–	One may be displayed on the DISPATCH page for 3 consecutive calendar-days or 12 flights, whichever occurs first, provided that the ENG 1(2) CORE ZONE AIR LEAK HI message is not displayed on the DISPATCH page of the opposite engine.	
75-11	Engine Section Stator Anti-Icing					
75-11-01	Engine Section Stator Anti-Ice Valve					
75-11-01A	Engine section anti-ice valve failed open	B	2	0	One or both may be inoperative in the open position.	|
75-11-01B	Engine section anti-ice valve failed closed (A350-1000 Series with MP L48116/ MOD 113556)	C	2	0	(O) One or both may be inoperative in the closed position.	|

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

75. Bleed Air

Sequence No.	Item	1	2	3	4	Change Bar
75-24	Turbine Cooling Control System					
75-24-01	Engine HP Turbine Case Cooling Valve (HPTCC Valve)					
75-24-01A	One inoperative (A350-900 Series)	A	2	1	(O) One may be inoperative for 10 consecutive calendar-days.	| |
75-24-01B	One or both inoperative with affected valve deactivated closed (A350-900 Series)	A	2	0	(M)(O) One or both may be inoperative for 500 flight-hours provided that the affected HP turbine case cooling valve is deactivated and locked in the closed position.	| | | |
75-24-01C	(A350-1000 Series)	B	2	1	(M)(O) One may be inoperative provided that: 1) The affected HP turbine case cooling system is deactivated and secured with a blanking plate, and 2) Takeoff is performed using the derated takeoff mode with a minimum derated level of D04.	

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

75. Bleed Air

Sequence No.	Item	1	2	3	4	Change Bar
75-24	Turbine Cooling Control System					
75-24-02	Engine IP Turbine Case Cooling Valve (IPTCC Valve)					
75-24-02A	One inoperative (A350-900 Series)	A	2	1	(O) One may be inoperative for 10 consecutive calendar-days.	|
75-24-02B	One or both inoperative with affected valve deactivated closed (A350-900 Series)	A	2	0	(M)(O) One or both may be inoperative for 500 flight-hours provided that the affected IP turbine case cooling valve is deactivated and locked in the closed position.	|
75-24-02C	(A350-1000 Series)	A	2	0	(M)(O) One or both may be inoperative for 500 flight hours provided that the affected IP turbine case cooling system is deactivated and secured with a blanking plate.	
75-24-03	Engine Front Bearing Housing Vent Bypass Valve					
75-24-03A		A	2	0	One or both may be inoperative for 500 flight-hours.	
75-33	Air Bleed System					
75-33-01	Engine Burst Duct Detection					|
75-33-01A		A	2	1	(O) One may be inoperative for 3 consecutive calendar-days.	|

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

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
77-07	Indications on SD Page					
77-07-01	Indications on the CRUISE Page					
77-07-01-01	Engine Fuel Flow Indication on the CRUISE Page					
77-07-01-01A					Refer to Item 77-07-02-01, Engine Fuel Flow Indication on the ENG SD page.	
77-07-01-02	Engine Fuel Used Indication on the CRUISE Page					
77-07-01-02A					Refer to Item 77-07-02-01, Engine Fuel Flow Indication on the ENG SD page.	
77-07-02	Indications on the ENG SD Page					
77-07-02-01	Engine Fuel Flow Indication on the ENG SD Page					
77-07-02-01A		A	2	1	(O) May be degraded (last digits with amber dashes) for 10 consecutive calendar-days on one engine provided that: 1) The ENG 2(1) SHORT TERM MINOR FAULT message is not displayed for the opposite engine, and 2) The ENG 2(1) FUEL FILTER PARTLY CLOGGED message is not displayed for the opposite engine.	

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

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
77-07	Indications on SD Page					
77-07-02	Indications on the ENG SD Page					
77-07-02-02	Engine N_1 Vibration Monitoring on the ENG SD Page (Aircraft without MP L48116/ MOD 113556)					|
77-07-02-02A		C	2	1	(O) One may be inoperative.	
77-07-02-03	Engine N_2 Vibration Monitoring on the ENG SD Page (Aircraft without MP L48116/ MOD 113556)					|
77-07-02-03A		C	2	1	(O) One may be inoperative.	
77-07-02-04	Engine N_3 Vibration Monitoring on the ENG SD Page (Aircraft without MP L48116/ MOD 113556)					|
77-07-02-04A		C	2	1	(O) One may be inoperative.	
77-07-02-05	Precooler Outlet Pressure Indication on the ENG SD Page					
77-07-02-05A					Refer to Item 36-07-01, Precooler Outlet Pressure Monitoring on the BLEED SD page.	

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

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
77-07	Indications on SD Page					
77-07-02	Indications on the ENG SD Page					
77-07-02-06	Engine Vibration Monitoring on the ENG SD Page (Aircraft with MP L48116/ MOD 113556)					|
77-07-02-06A		C	6	3	(O) One or more may be inoperative on one engine only.	|
77-07-03	Indications on the FUEL SD Page					
77-07-03-01	All Engine Fuel Flow Indication on the FUEL SD Page					
77-07-03-01A					Refer to Item 77-07-02-01, Engine Fuel Flow Indication on the ENG SD page.	
77-07-03-02	Engine Fuel Used Indication on the FUEL SD Page					
77-07-03-02A					Refer to Item 77-07-02-01, Engine Fuel Flow Indication on the ENG SD page.	
77-07-03-03	Fuel Used All Engines Indication on the FUEL SD Page					
77-07-03-03A					Refer to Item 77-07-02-01, Engine Fuel Flow Indication on the ENG SD page.	

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
78-09	Dispatch Message					
78-09-01	ENG 1(2) REVERSER MINOR FAULT Message					
78-09-01A	Track lock and track lock monitoring checked operative	A	–	–	(M) One or both may be displayed for 10 consecutive calendar-days on the DISPATCH page provided that track lock and track lock monitoring are checked operative before each flight.	
78-09-01B	Associated reverser considered inoperative	C	–	–	One may be displayed on the DISPATCH page provided that the associated thrust reverser is considered inoperative. Refer to Item 78-30-01, Engine 1 Reverser. Refer to Item 78-30-02, Engine 2 Reverser.	
78-09-02	ENG 1(2) REVERSER ENERGIZED Message					
78-09-02A		C	–	–	(M)(O) One may be displayed on the DISPATCH page provided that: 1) The associated circuit breaker is deactivated and secured in the open position, and 2) The affected thrust reverser is deactivated and secured in the stowed position, and 3) The ENG 1(2) REVERSER INHIBITED alert is displayed on the WD after maintenance action, and 4) Appropriate performance adjustments are applied.	

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
78-09	Dispatch Message					
78-09-03	ENG 1(2) REV TERTIARY LOCKS ENERGIZED Message (Aircraft with MP L48121/ MOD 113561)					|
78-09-03A		C	–	–	(M) One may be displayed on the DISPATCH page provided that: 1) The tertiary locks of the affected engine are deactivated, and 2) The ENG 1(2) REV TERTIARY LOCKS ENERGIZED message is not displayed on the DISPATCH page after maintenance action, and 3) The reverser on the affected engine is deactivated and considered inoperative. Refer to Item 78-30-01, Engine 1 Reverser, or Refer to Item 78-30-02, Engine 2 Reverser.	|
78-09-04	ENG 1(2) REVERSER PROTECTION Message (Aircraft with MP L48121/ MOD 113561)					|
78-09-04A		C	–	–	One may be displayed provided that the associated thrust reverser is considered inoperative. Refer to Item 78-30-01, Engine 1 Reverser, or Refer to Item 78-30-02, Engine 2 Reverser.	|

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
78-30	Engine Reverser					
78-30-01	Engine 1 Reverser					
78-30-01A		C	1	0	(M)(O) May be inoperative provided that: 1) The engine 1 reverser is deactivated and secured in the stowed position, and 2) The ENG 1 REVERSER INHIBITED alert is displayed on the WD after maintenance action, and 3) Engine 2 reverser operates normally, and 4) Appropriate performance adjustments are applied.	
78-30-02	Engine 2 Reverser					
78-30-02A		C	1	0	(M)(O) May be inoperative provided that: 1) The engine 2 reverser is deactivated and secured in the stowed position, and 2) The ENG 2 REVERSER INHIBITED alert is displayed on the WD after maintenance action, and 3) Engine 1 reverser operates normally, and 4) Appropriate performance adjustments are applied.	
78-30-03	Engine 1 Reverser Control					
78-30-03A		C	1	0	(O) May be inoperative provided that engine 1 thrust reverser is considered inoperative. Refer to Item 78-30-01, Engine 1 Reverser.	

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
78-30	Engine Reverser					
78-30-04	Engine 2 Reverser Control					
78-30-04A		C	1	0	(O) May be inoperative provided that engine 2 thrust reverser is considered inoperative. Refer to Item 78-30-02, Engine 2 Reverser.	
78-30-05	Engine 1(2) Reverser Lock					
78-30-05A	Inoperative lock deactivated in the unlocked position (Aircraft without MP L43487/ MOD 111847)	A	12	10	(M) One engine reverser lock on one or two translating cowls may be inoperative for 10 consecutive calendar-days provided that: 1) Track lock and track lock monitoring are checked operative, and 2) The affected engine reverser lock is deactivated in the unlocked position, and 3) When the associated FADEC is powered, the associated ENG 1(2) REVERSER LOCKED message is no longer displayed on the DISPATCH page after the deactivation, and 4) When the associated FADEC is powered, the associated ENG 1(2) REVERSER MINOR FAULT message is displayed on the DISPATCH page after the deactivation.	

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
78-30	Engine Reverser					
78-30-05	Engine 1(2) Reverser Lock (Cont'd)					
78-30-05B	Inoperative lock deactivated in the unlocked position (Aircraft with MP L43487/ MOD 111847)	A	12	10	(M) One engine reverser lock on one or two translating cowls may be inoperative for 10 consecutive calendar-days provided that: 1) Track lock and track lock monitoring are checked operative, and 2) The affected engine reverser lock is deactivated in the unlocked position, and 3) When the associated FADEC is powered, the associated ENG 1(2) REV ONE LOCK FAILED LOCKED message is no longer displayed on the DISPATCH page after the deactivation, and 4) When the associated FADEC is powered, the associated ENG 1(2) REVERSER MINOR FAULT message is displayed on the DISPATCH page after the deactivation. (Continued)	

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
78-30	Engine Reverser					
78-30-05	Engine 1(2) Reverser Lock (Cont'd)					
78-30-05C	Associated Engine Reverser Considered Inoperative	C	6	0	(O) One or more may be inoperative in the locked position on one engine provided that: 1) The associated engine reverser is considered inoperative, and 2) Appropriate performance adjustments are applied. Refer to Item 78-30-01, Engine 1 Reverser, or Refer to Item 78-30-02, Engine 2 Reverser.	|

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
79-07	Indications on ENG SD Page					
79-07-01	Engine Oil Quantity Monitoring on the ENG SD Page					
79-07-01A		C	2	1	(M) One may be inoperative provided that: 1) The oil quantity of the associated engine is checked before each flight, and 2) There is no evidence of abnormal engine oil consumption or leakage.	
79-09	Dispatch Messages					
79-09-01	ENG 1(2) OIL CHIP DETECTED Message				Deleted, Revision 5.	|
79-34	Oil Debris Monitoring System					
79-34-01	Engine Oil Debris Monitoring System					
79-34-01A		A	2	1	(M)(O) One may be inoperative for 500 flight-hours provided that: 1) The associated oil debris sensor is clean from debris, and 2) The associated ENG 1(2) OIL CHIP DETECTED message is still displayed after maintenance action, and 3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the DISPATCH page.	

AIRCRAFT:
Airbus A350

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
79-35	Oil Filter Clogging Indication System					
79-35-01	Engine Oil System Contamination				Deleted, Revision 5.	|
79-35-02	Engine Oil Filter Monitoring System					
79-35-02A		A	2	1	(M)(O) One may be inoperative for 500 flight-hours provided that: 1) The associated oil filter is changed before the first MEL dispatch, and 2) The associated ENG 1(2) OIL FILTER PARTLY CLOGGED message or the ENG 1(2) OIL FILTER CLOGGED is still displayed after maintenance action, and 3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the DISPATCH page.	
79-35-03	Engine 1(2) Oil Monitoring System					
79-35-03A		A	2	1	One may be inoperative for 40 flight-hours or 3 consecutive calendar-days, whichever occurs first.	

AIRCRAFT:
Airbus A350

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

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
80-01	ENG Overhead Panel					
80-01-01	MAN START 1(2) pb-sw ON Light					
80-01-01A		C	2	0	One or both may be inoperative.	
80-11	Pneumatic Starter and Valve System					
80-11-01	Engine Start Valve					
80-11-01A		A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days in the closed position provided that the affected valve is manually operated for the associated engine start.	
80-11-02	Engine Manual Start System					
80-11-02A		C	2	0	One or both may be inoperative.	
80-12	ENG MASTER Panel on the Center Pedestal					
80-12-01	FAULT Light on ENGINE MASTER Lever					
80-12-01A		C	2	0	One or both may be inoperative.	