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Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 21
Date: 04/29/2019

Airbus **A300-600, A310**

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REVISION NO. 21

PAGE NO. I

DATE: 04/29/2019

AIRCRAFT:

A300-600, A310

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
20	11/11/2014	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions and Preamble, 23-1 thru 17, 24-1 thru 10, 25-1 thru 17, 31-1 thru 6, 34-1 thru 21
21	04/29/2019	All pages

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HIGHLIGHTS OF CHANGE

The following are the Highlights of Changes for **Revision 21**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
General	The current editions of Policy Letters (PL) 9, 24, 25, 43, 76, 79, 83, 98, 105, 119, and 120 were incorporated. All pages changed to incorporate new format. Additional PL items amended throughout.
ATA 46 Information Systems 46-2 46-2	Item 32-01: Added new item, Wireless Data Loader. Item 32-02: Added new item, Cabin Wireless Antenna/CG300 Wireless Radio.
ATA 56 Windows	ATA chapter 56 removed entirely.

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.

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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
11-01	Pack Valves	C	2	1	(M) Except for ER operations, one may be inoperative provided: <ol style="list-style-type: none"> a) Affected valve is verified closed, and b) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below. 	
		C	2	0	(M)(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Affected valves are verified closed, b) Flight is conducted unpressurized, c) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and d) Extended overwater operations are not conducted. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.</p>	
11-02	Pack Switch Flow Bars	C	2	0		

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
11-03	Pack FAULT Lights	C	2	1	(M) Except for ER operations, one may be inoperative provided: <ol style="list-style-type: none"> a) Affected valve is verified closed, and b) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below. 	
		C	2	0	May be inoperative provided associated pack valve(s) position and temperature indications are available on ECAM.	
		C	2	0	(M)(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Affected pack valves are verified closed, b) Flight is conducted unpressurized, c) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and d) Extended overwater operations are not conducted. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used ballast.</p>	

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Sequence No.	Item	1	2	3	4	Change Bar
11-04	Pack Valve OFF Lights	C	2	0		
11-05	ECON FLOW System	C	1	0	May be inoperative provided dispatch fuel requirements are not based on ECON FLOW charted values.	
11-06	MAX COOL System	C	1	0		
11-08	Pack AUTO Temperature Controls	C	2	1	Except for ER operations, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated pack valve switch remains OFF, and b) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below. 	
		C	2	1	One may be inoperative provided: <ol style="list-style-type: none"> a) Associated pack temperature manual control operates normally, and b) Pack discharge temperature indications are available on ECAM. 	
(Continued)						

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
11-08	Pack AUTO Temperature Controls (Cont'd)	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Affected pack valves are verified closed, b) Flight is conducted unpressurized, c) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and d) Extended overwater operations are not conducted. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used ballast.</p>	
11-09	Pack MAN Temperature Controls	C	2	1	One may be inoperative provided both pack temperature AUTO controls operate normally.	
		C	2	1	Except for ER operations, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated pack valve switch remains OFF, and b) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below. 	

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Sequence No.	Item	1	2	3	4	Change Bar
11-10	Hot Air Supply Valve	C	1	0	(M) May be inoperative provided: a) Valve is secured closed, b) Both pack temperature manual controls operate normally and are used to control zone temperature, and c) Both pack discharge temperature indications are available on ECAM.	
11-11	Temperature Control Trim Air Valves					
1)	Cabin Valves	C	3	0	(M) May be inoperative provided: a) Affected valve(s) is secured closed, and b) Cabin temperature is controlled manually.	
2)	Cockpit Valve	C	1	0	(M) May be inoperative provided: a) Affected valve is secured closed, b) Pack 1 temperature manual control operates normally, c) Pack 1 discharge temperature indication is available on ECAM, and d) Cockpit temperature is controlled manually.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
11-12	Zone AUTO Temperature Controls	C	4	2	Two may be inoperative provided: a) Associated zone manual temperature controls operate normally, b) Associated zone temperature indications operate normally, and c) Both pack temperature auto controls operate normally.	
11-13	Zone MAN Temperature Controls	C	4	2	Two may be inoperative provided: a) Associated zone AUTO temperature control(s) operates normally, b) Both pack temperature manual controls operate normally, and c) Both pack discharge temperature indications operate normally.	
11-14	Zone COMPT/DUCT Temperature Selector	C	1	0	May be inoperative provided associated indications are available on ECAM.	
		C	1	0	May be inoperative provided all zone (cargo, cockpit, cabin) automatic temperature controls operate normally.	
1)	CRT Position	C	1	0	May be inoperative provided: a) COMPT and DUCT temperature indicators operate normally, b) Selector is positioned to an operative position, and c) All remaining selector positions operate normally.	

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Sequence No.	Item	1	2	3	4	Change Bar
11-15	Lower Cargo ISOL Valve(s)	C	-	0	(M) May be inoperative provided: a) Affected valve is deactivated closed, b) Associated cargo ISOL valve switch remains OFF, and c) No live animals are carried in affected cargo compartment.	
11-16	Lower Cargo ISOL Valve FAULT/OFF Lights					
1)	FAULT Light(s)	C	-	0	May be inoperative provided: a) Associated ISOL valve switch remains OFF, b) Isolation valve(s) is verified closed on ECAM, and c) No live animals are carried in affected cargo compartment.	
		C	-	0	(M) May be inoperative provided: a) Associated ISOL valve is deactivated closed, and b) No live animals are carried in affect cargo compartment.	
2)	OFF Light(s)	C	-	0		
11-17	Lower Cargo Trim Air Valve(s)	C	-	0	(M) May be inoperative provided: a) Affected valve(s) is deactivated closed, and b) No live animals are carried in affected cargo compartment.	

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Sequence No.	Item	1	2	3	4	Change Bar
11-18	Lower Cargo AUTO Temperature Controls	C	-	0	May be inoperative provided: a) Associated lower cargo compartment temperature indication(s) is available on compartment indicator or on ECAM, and b) Lower cargo compartment manual temperature control operates normally and is used for cargo compartment heating.	
		C	-	0	May be inoperative provided: a) Associated ISOL valve switch remains OFF, b) Associated trim air valve(s) and ISOL VALVE(s) are verified closed on ECAM, and c) No live animals are carried in affected cargo compartment.	
11-19	Lower Cargo MAN Temperature Controls	C	-	0	May be inoperative provided associated cargo compartment automatic temperature control operates normally.	
		C	-	0	May be inoperative provided: a) Associated ISOL valve switch remains OFF, b) Associated trim air valve(s) and ISOL VALVE(s) are verified closed on ECAM, and c) No live animals are carried in affected cargo compartment.	

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Sequence No.	Item	1	2	3	4	Change Bar
11-20 ***	Avionics Ground Cooling System (Freon)	D	1	0		
1)	Cooling System Outflow Valve	D	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, and b) Avionics ground cooling system is considered inoperative.	
20-01	Main Deck Cargo Isolation Valves					
1)	Airbus Freighter	C	2	0	(M)(O) May be inoperative provided: a) Affected valve(s) is secured closed, b) Main deck cargo bypass valve is secured open, c) Hot air supply valve is verified closed, d) Single pack operations are conducted, and e) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below.	
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Main Deck Cargo Isolation Valves (Cont'd)					
2)	B/E Aerospace, FSI Freighter STC #ST01941SE	A	2	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) Affected valve(s) is secured closed, b) Main deck cargo bypass valve is secured open, c) Hot air supply valve is verified closed, d) Single pack operations are conducted, e) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below, f) Repairs are made within 3 flight-days, and g) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULD's), and/or Fly Away Kits. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.</p>	

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Sequence No.	Item	1	2	3	4	Change Bar
20-02	Main Deck Cargo Bypass Valve					
1)	Airbus Freighter	C	1	0	(M)(O) May be inoperative provided: a) Affected valve is secured open, b) Main deck cargo isolation valves are secured closed, c) Hot air supply valve is verified closed, d) Single pack operations are conducted, and e) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below.	
2)	B/E Aerospace, FSI Freighter STC #ST01941SE	A	1	0	(M)(O) May be inoperative provided: a) Affected valve is secured open, b) Main deck cargo isolation valves are secured closed, c) Hot air supply valve is verified closed, d) Single pack operations are conducted, e) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below, f) Repairs are made within 3 flight-days, and g) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in (ULDs), and/or Fly Away Kits.	
NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.						

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Sequence No.	Item	1	2	3	4	Change Bar
20-03	Main Deck Cargo ISOL Valve FAULT/OFF Lights					
1)	FAULT Light	C	1	0	(M) May be inoperative provided: a) Main deck isolation valve indications are available on ECAM, and b) Main deck cargo bypass valve is verified to operate normally.	
2)	OFF Light	C	1	0		
23-01	Avionics Blower Fans					
1)	Single Fan Installation	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Both packs operate normally, b) Associated FAULT indications are cancelled before departure, and c) For ground operations of avionics, a source of conditioned air is used.	
2)	Dual Fan Installation	C	2	1		Except for ER operations, one may be inoperative.
		C	2	0	Except for ER operation, may be inoperative provided: a) Both packs operate normally, b) Associated FLOW indications are cancelled before each departure, and c) For ground operations of avionics, a source of conditioned air is used.	

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Sequence No.	Item	1	2	3	4	Change Bar
23-02	Avionics Blower Switch Annunciator Lights					
1)	FLOW Light (Dual Blower Installation)	C	1	0	(M) May be inoperative provided blower fans are verified to operate normally.	
2)	ALTN Light (Dual Blower Installation)	C	1	0	(M) May be inoperative provided blower fans are verified to operate normally.	
3)	FAULT Light (Single Blower Installation)	C	1	0	(M) May be inoperative provided blower fan is verified to operate normally.	
23-03	Avionics Extract Fan	C	1	0	(M) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Fan is deactivated, b) EXTRACT switch remains in OVBD (overboard valve partially open), c) Both packs operate normally, and d) For ground operations of avionics, a source of conditioned air is used. NOTE: If a pack fails in flight, descent to maintain cabin altitude may be necessary.	
23-04	Avionics Extract FAN OVBD Light	C	1	0	May be inoperative provided associated flow bar operates normally.	

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Sequence No.	Item	1	2	3	4	Change Bar
23-05	Avionics Extract Fan FLOW Light	C	1	0	Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) EXTRACT switch remains in OVBD (overboard valve partially open), b) Both packs operate normally, and c) For ground operations of avionics, a source of conditioned air is used. NOTE: If a pack fails in flight, descent to maintain cabin altitude may be necessary.	
23-06	Avionics Overboard (Extract) Valve	C	1	0	(M) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Valve is manually set to partially open position, b) Both packs operate normally, and c) For ground operations of avionics, a source of conditioned air is used. NOTE: If a pack fails in flight, descent to maintain cabin altitude may be necessary.	
23-07	Avionics Overboard (Extract) Valve FAULT Light	C	1	0	May be inoperative provided associated flow bar operates normally.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
23-08	Avionics Inboard (Extract) Valve	C	1	0	Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Valve remains CLOSED, b) Extract switch remains in OVBD (overboard valve partially open), c) Both packs operate normally, and d) For ground operations of avionics, a source of conditioned air is used. NOTE: If a pack fails in flight, descent to maintain cabin altitude may be necessary.	
		C	1	0	(M) Except for ER operations, may be inoperative in OPEN position provided live animals are not carried in forward cargo compartment.	
23-09	Avionic OVBD/INBD Flow Bars	C	2	0	May be inoperative provided associated OVBD Valve OFF Light operates normally.	
23-10	Avionics OVBD Valve OFF Light	C	1	0	May be inoperative provided OVBD valve flow bar operates normally.	
24-01 ***	Battery Fan	C	1	0		

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Sequence No.	Item	1	2	3	4	Change Bar
27-01	Fan Systems					
1)	Cabin	C	-	0		
2) ***	Toilet	C	-	0	May be inoperative for all ground operations and flight operations with cabin differential pressure of less than 1.0 psi provided: <ol style="list-style-type: none"> a) Lavatory is used only by crewmembers, b) Associated lavatory fire extinguishing system(s) operates normally, c) Associated lavatory waste receptacle(s) remains empty, and d) Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER". <p>NOTE: These provisions are not intended to prevent lavatory use or inspections by crewmembers or normal ground restocking of lavatory supplies.</p>	
		C	-	0	(O) May be inoperative and used during in-flight operations provided: <ol style="list-style-type: none"> a) Procedures are established and used to ensure that lavatory is not used until cabin differential pressure is 1.0 psi or above, and b) Placarding "INOPERATIVE - DO NOT ENTER" is removed and reinstalled, as appropriate, to indicate whether lavatory use is permitted or prohibited. 	

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Sequence No.	Item	1	2	3	4	Change Bar
27-02 ***	Main Cargo Deck Temperature Sensor Fans	C	3	0		
1)	Airbus Freighter	C	3	0	NOTE: Expect slower than normal response to Temperature selections.	
2)	B/E Aerospace, FSI Freighter STC #ST01941SE	C	3	0	(O) May be inoperative provided the associated zone (fwd, mid, and aft) manual controls are operative.	
31-01	Landing Elevation Selector	C	1	0	(O) May be inoperative provided: a) Manual pressurization control system operates normally, b) Manual pressurization procedures are established and used, and c) One autopilot operates normally.	
31-02	Cabin Pressure Automatic Control Systems	C	2	1	(M) One may be inoperative provided: a) Affected system is deactivated, b) Manual pressurization control system operates normally, c) Affected system REG switch remains OFF, and d) One autopilot operates normally.	
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Sequence No.	Item	1	2	3	4	Change Bar
31-02	Cabin Pressure Automatic Control Systems (Cont'd)	C	2	0	(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Flight is conducted unpressurized, b) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/ or Fly Away Kits, and c) Extended overwater operations are not conducted. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
31-03	Cabin Changeover Automatic Control Systems	C	1	0		

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Sequence No.	Item	1	2	3	4	Change Bar
31-04	Cabin Pressure Outflow Valves					
1)	Two Valve System (Electric)	C	2	1	(M)(O) Except for ER operations, aft outflow valve may be inoperative provided: <ol style="list-style-type: none"> a) Aft valve is secured closed, b) AFT OUTFLOW valve switch remains OFF, c) Associated REG FAULT light is cancelled, d) After landing, single pack operating procedures are used, e) Prior to opening doors, crew must ensure cabin pressure differential is verified to be zero, and f) The insulation blanket located under the FWD outflow valve must be checked for proper positioning and fastening in accordance with Maintenance Manual prior to the first flight. 	
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Sequence No.	Item	1	2	3	4	Change Bar
31-04	Cabin Pressure Outflow Valves (Cont'd)					
1)	Two Valve System (Electric) (Cont'd)	C	2	0	(O) Except for ER operations, both valves may be inoperative provided: <ol style="list-style-type: none"> a) Valves are deactivated open, b) Flight is conducted unpressurized, c) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/ or Fly Away Kits, and d) Extended overwater operations are not conducted. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
2)	Four Valve System (Electric/Pneumatic)	C	4	2	(M)(O) Except for ER operations, both valves in one system (#1 or #2) may be inoperative provided: <ol style="list-style-type: none"> a) Affected valve(s) is deactivated closed, and b) Alternate procedures for operation of OUTFLOW valve(s) are established and used. 	

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Sequence No.	Item	1	2	3	4	Change Bar
31-04	Cabin Pressure Outflow Valves (Cont'd)					
2)	Four Valve System (Electric/Pneumatic) (Cont'd)	C	4	0	(M)(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Flight is conducted unpressurized, b) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/ or Fly Away Kits, and c) Extended overwater operations are not conducted. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.</p>	

AIRCRAFT:
 A300-600, A310

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
31-05	Manual Pressurization Control System (MAN PRESS)					
1)	Two Pressure Outflow Valve System	C	1	0	(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Flight is conducted unpressurized, b) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/ or Fly Away Kits, and c) Extended overwater operations are not conducted. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.</p>	
2)	Four Pressure Outflow Valve System	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Hand cranked manual depressurization valve is installed and operates normally, and b) Alternate procedures are established and used to manually depressurize airplane if required. 	

(Continued)

AIRCRAFT:
 A300-600, A310

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
31-05	Manual Pressurization Control System (MAN PRESS) (Cont'd)					
2)	Four Pressure Outflow Valve System (Cont'd)	C	1	0	(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Flight is conducted unpressurized, b) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/ or Fly Away Kits, and c) Extended overwater operations are not conducted. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.</p>	
31-06	Outflow Valve OFF/FAULT Switch Lights					
1)	OFF Lights (Two or Four Outflow Valve Configuration)	C	2	0		
2)	FAULT Lights (Four Outflow Valve Configuration)	C	2	0	May be inoperative provided indications are available on ECAM.	
31-07	Auto Pressure Rate Limit Selector	C	1	0		
31-08	Auto Pressure RATE/LO, "Delta P" Annunciator	C	1	0		

AIRCRAFT:
 A300-600, A310

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
31-09	Selected System Indicators (Green Triangle)	C	2	0		
31-10	Regulator FAULT Lights	C	2	1	One may be inoperative provided: <ol style="list-style-type: none"> a) Associated cabin pressure automatic control system is considered inoperative, b) Manual pressurization control system operates normally, c) One autopilot operates normally, and d) Affected system REG switch remains OFF. 	
		C	2	0	(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Cabin pressure automatic control systems are considered inoperative, b) Flight is conducted unpressurized, c) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/ or Fly Away Kits, and d) Extended overwater operations are not conducted. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.</p>	

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PAGE NO. 21-25

DATE: 04/29/2019

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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
31-11	Outflow/Depressurization Valve Position Indicator(s)					
1)	Two Outflow Valve Configuration	C	2	0		
2)	Single Depressurization Valve (MAN PRESS) Configuration	C	1	0		
31-12	DIFF PRESS Indicator	C	1	0	May be inoperative provided associated indication is available on ECAM.	
		C	1	0	(O) May be inoperative provided: a) CABIN ALT indicator operates normally, and b) A chart is readily available to the crew to convert cabin altitude to cabin differential pressure.	
31-13	Cabin V/S Indicator	C	1	0	May be inoperative provided associated indication is available on ECAM.	

AIRCRAFT:
 A300-600, A310

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
31-14	CAB ALT Indicator	C	1	0	May be inoperative provided associated indications are available on ECAM.	
		C	1	0	(O) May be inoperative provided: a) Cabin DIFF PRESS indicator operates normally, and b) A chart is provided to convert cabin differential pressure to cabin altitude.	
		C	1	0	(O) Except for ER operations, may be inoperative provided: a) Flight is conducted unpressurized, b) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/ or Fly Away Kits, and c) Extended overwater operations are not conducted. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
31-15 ***	High Landing ELEV Warning System	C	1	0	(M)(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Normal cabin excess altitude system operates normally.	
		D	1	0	(M) May be inoperative provided: a) Procedures do not require its use, and b) Normal cabin excess altitude system operates normally.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
31-16 ***	High Landing Elevation "ON" Light	C	1	0	May be inoperative provided HIGH LDG elevation switch is verified in appropriate position for the planned flight.	
35-01 ***	Manual Depressurization Valve Controller (Hand Crank)	C	1	0	(M)(O) May be inoperative open provided: a) Flight is conducted unpressurized, b) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/ or Fly Away Kits, and c) Extended overwater operations are not conducted. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
		D	1	0	(M) May be inoperative provided: a) Manual pressurization control system operates normally, and b) Manual depressurization valve is verified closed.	

AIRCRAFT:
 A300-600, A310

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
51-01	Air Conditioning Packs	C	2	1	Except for ER operations, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated pack valve switch remains OFF, and b) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below. 	
		C	2	0	(M)(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Depressurization valve (four outflow valve system), or outflow valves (two outflow valve system), or outflow valves (two outflow valve system) is/are deactivated open, b) Flight is conducted unpressurized, c) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/ or Fly Away Kits, and d) Extended overwater operations are not conducted. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.</p>	

(Continued)

AIRCRAFT:
 A300-600, A310

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
51-01	Air Conditioning Packs (Cont'd)					
1)	Air Cycle Machines (ACM)	C	2	1	(M)(O) One may be operational on heat exchanger cooling only provided: <ol style="list-style-type: none"> a) Turbine bypass valve is secured open, b) Ram air regulator flap operates normally, c) Discharge air temperature indication of affected pack is available, d) Associated pack is not operated until airborne and TAT is below +12 °C, and e) Alternate procedures for controlling pack discharge temperature are established and used. 	
		C	2	0	(M)(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Associated pack valves are verified closed, b) Flight is conducted unpressurized, c) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/ or Fly Away Kits, and d) Extended overwater operations are not conducted. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.</p>	

AIRCRAFT:
 A300-600, A310

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
51-02	Pack Cooling Air Flow Systems					
1)	Pack Deflect Doors	C	2	1	Except for ER operations, one may be inoperative in other than fully open position provided: a) Associated pack is not used in flight, and b) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below.	
		C	2	0	(M)(O) May be inoperative provided: a) Doors are deactivated in the open (flight) position, and b) Alternate procedures for controlling temperature are established and used.	
2)	Modulation Flap/Turbine Bypass Valve Actuator	C	2	1	(M)(O) One may be inoperative provided: a) Turbine bypass valve is secured closed, b) Modulation flap is secured in the open (extended) position, and c) Alternate procedures for controlling temperature are established and used.	
(Continued)						

AIRCRAFT:
 A300-600, A310

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
51-02	Pack Cooling Air Flow Systems (Cont'd)					
2)	Modulation Flap/Turbine Bypass Valve Actuator (Cont'd)	C	2	0	(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Packs are considered inoperative, b) Flight is conducted unpressurized, c) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/ or Fly Away Kits, and d) Extended overwater operations are not conducted. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.</p>	
51-03	Water Separator/Injectors	C	2	1	Except for ER operations, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated pack is not used in flight, and b) On aircraft without Mod 10410, aircraft remains at FL 310 (or metric equivalent FL 311) or below. 	
		C	2	1	Except for ER operations, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated pack is operated in AUTO mode, and b) MAX COOL is not used. 	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
62-01	DUCT Indicator (COMPT TEMP Panel)	C	1	0	May be inoperative provided: a) Associated zone COMPT indicator operates normally, b) Associated zone manual temperature controls operate normally, and c) Zone temperature is controlled manually.	
		C	1	0	May be inoperative provided associated indication is available on ECAM.	
		C	1	0	May be inoperative provided associated zone automatic temperature controls operate normally.	
62-02	COMPT Indicator (COMPT TEMP Panel)	C	1	0		
62-03	Hot Air Supply Overheat Light	C	1	0	May be inoperative provided: a) All zone automatic temperature controls (cockpit, cabin, cargo) operate normally, b) Duct temperature indication is available for each zone (cockpit, cabin, cargo), and c) Duct temperature below 88 °C is maintained.	
63-01	ECAM Air Conditioning Indications	C	-	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.	
64-01	Lower Cargo ISOL (Extract) Fans	C	-	0	May be inoperative provided: a) Associated cargo ISOL valve switch remains OFF, and b) No live animals are carried in affected cargo compartment.	

AIRCRAFT:
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TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
15-01	Autopilot Control Wheel Disconnect Switches	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.	
		B	2	0	May be inoperative provided autopilots are considered inoperative and not used.	
15-02	Flight Mode Annunciator (FMA) Annunciations on Primary Flight Displays (PFD)					
1)	Autothrottle (AT) Modes	C	2	1	Indications on one FMA may be inoperative.	
		C	2	0	Indications on both FMAs may be inoperative provided: a) Approach minimums do not require their use, and b) Autothrottles are not used.	
2)	LAND Capability (CAT II, CAT III Indications)	C	2	1	Indications on one FMA may be inoperative.	
		C	2	0	Indications on both FMAs may be inoperative provided approach minimums do not require their use.	
3)	Autopilot and Flight Director (AP/FD) Longitudinal and Lateral Modes	C	2	1	Indications on one FMA may be inoperative.	
		B	2	0	Indications on both FMAs may be inoperative provided: a) Associated autopilot and/or flight director system(s) is not used, and b) Enroute/approach minimums do not require their use.	

(Continued)

AIRCRAFT:
 A300-600, A310

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
15-02	Flight Mode Annunciator (FMA) Annunciations on Primary Flight Displays (PFD) (Cont'd)					
4)	AP and FD Engagement Annunciations	C	2	1	Indications on one FMA may be inoperative.	
		B	2	0	Indications on both FMAs may be inoperative provided: <ul style="list-style-type: none"> a) Associated autopilot and/or flight director system(s) is not used, and b) Enroute/approach minimums do not require their use. 	
15-03	Flight Control Unit Mode Engagement Switch(es)/Lights	C	-	0	May be inoperative provided associated Flight Mode Annunciator display operates normally.	
		C	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Associated mode/function is not used, and b) Enroute/approach minimums do not require their use. 	
15-04	Flight Control Unit Digital Displays					
1)	HDG SEL	C	1	0	(O) May be inoperative provided selected heading information is verified to operate normally on both NDs in ROSE, ARC, and MAP mode.	
2)	ALT SEL	C	1	0	(O) May be inoperative provided selected altitude information is verified to operate normally on both PFDs.	
(Continued)						

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
15-04	Flight Control Unit Digital Displays (Cont'd)					
3)	SPD/MACH	C	1	0	(O) May be inoperative provided: a) Selected target speed and Mach number are checked available on both PFDs, b) The PRESET function is not used during the flight, and c) Alternate procedures are established and used for PRESET function.	
18-01	Flight Control Computer Systems					
1)	Flight Directors	C	2	0	May be inoperative provided approach minimums do not require their use. NOTE: Windshear alert is inoperative with both flight directors inoperative and autopilot off.	
2)	Autopilots	C	2	1	One may be inoperative provided approach minimums do not require its use.	
		B	2	0	May be inoperative provided: a) Enroute operations do not require its use, b) Approach minimums do not require its use, and c) Cabin pressure automatic control operates normally.	
(Continued)						

AIRCRAFT:
 A300-600, A310

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
18-01	Flight Control Computer Systems (Cont'd)					
2)	Autopilots (Cont'd)	B	2	0	May be inoperative provided: <ol style="list-style-type: none"> a) Enroute operations do not require its use, b) Approach minimums do not require its use, and c) Flight is conducted unpressurized. 	
a)	NAV (Navigation) Modes	C	2	0	Except for ER operations, may be inoperative provided alternate procedures are established and used.	
b)	PROF (Profile) Mode	C	2	0		
c)	VOR/LOC Modes	C	2	0	May be inoperative provided approach minimums do not require its use.	
d)	LAND Modes	C	2	0	May be inoperative provided approach minimums do not require its use.	
e)	Control Wheel Steering (CWS)	C	2	0		
3)	Autoland Lights	C	2	0	May be inoperative provided autoland is not used.	
4)	Autoland Status Aural Warning System	C	1	0	May be inoperative provided autoland is not used.	
(Continued)						

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
18-01	Flight Control Computer Systems (Cont'd)					
5)	AP OFF Warning Message ON ECAM (A-300-600, A-310-300, and A-310-200s with AP OFF Warning on ECAM)	C	1	0	May be inoperative provided: a) Both MASTER WARNING lights operate normally, and b) Associated aural warnings operate normally.	
		C	1	0	Except for ER operations, may be inoperative provided autopilot is not used below 100 feet AGL.	
6)	AP OFF Lights (A-310-200s with AP OFF Lights on MWP)	C	2	1	One may be inoperative provided corresponding aural warning operates normally.	
		C	2	0	Except for ER operations, may be inoperative provided autopilot is not used below 100 feet AGL.	
26-34	Flight Augmentation Computer (FAC) System					
1)	Flight Augmentation Computers	C	2	1	Except for ER operations, one may be inoperative provided: a) Associated pitch trim system is considered inoperative, and b) Flight envelope protection system and yaw damper on the affected side are not used.	
(Continued)						

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
26-34	Flight Augmentation Computer (FAC) System (Cont'd)					
1)	Flight Augmentation Computers (Cont'd)	C	2	1	For ER operations, system No. 2 may be inoperative provided: <ul style="list-style-type: none"> a) Associated pitch trim system is considered inoperative, b) Flight envelope protection system and yaw damper on the affected side are not used, and c) Airplane remains at or below FL 310. 	
2)	Yaw Damper	C	2	1	Except for ER operations, one may be inoperative.	
		C	2	1	For ER operations, one may be inoperative provided airplane remains at or below FL 310.	
		A	2	0	Except for ER operations, both may be inoperative provided: <ul style="list-style-type: none"> a) Both autopilots are considered inoperative, b) Aircraft remains at or below FL 310, and c) Repairs are made within 2 flight-days. 	
(Continued)						

AIRCRAFT:
 A300-600, A310

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
26-34	Flight Augmentation Computer (FAC) System (Cont'd)					
3)	Pitch Trim Systems					
a)	Aircraft Modified in Accordance with Mods 12277 and 05436 or Mods 12277 and 12750	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: <ol style="list-style-type: none"> a) Inoperative trim servomotor is deactivated, b) Remaining trim servomotor is verified to operate normally before each departure, and c) Holding is not permitted at slats 15/flaps 0 and speed less than 0.45 Mach with the autopilot engaged. 	
		C	2	1	(M)(O) For ER operations, system No. 2 may be inoperative provided: <ol style="list-style-type: none"> a) System No. 2 servomotor is deactivated, b) System No. 1 servomotor is verified to operate normally before each departure, and c) Holding is not permitted at slats 15/flaps 0 and speed less than 0.45 Mach with the autopilot engaged. 	
b)	Aircraft Modified in Accordance with Mod 12277 and without Mods 12931 or 12932	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: <ol style="list-style-type: none"> a) Inoperative trim servomotor is deactivated, b) Remaining trim servomotor is verified to operate normally before each departure, c) Remaining autotrim is verified to operate normally before each departure, and d) Holding is not permitted at slats 15/flaps 0 and speed less than 0.45 Mach with the autopilot engaged. 	

(Continued)

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
26-34	Flight Augmentation Computer (FAC) System (Cont'd)					
3)	Pitch Trim Systems (Cont'd)					
b)	Aircraft Modified in Accordance with Mod 12277 and without Mods 12931 or 12932 (Cont'd)	C	2	1	(M)(O) For ER operations, system No. 2 may be inoperative provided: a) System No. 2 servomotor is deactivated, b) System No. 1 servomotor is verified to operate normally before each departure, c) No. 1 autotrim is verified to operate normally before each departure, and d) Holding is not permitted at slats 15/flaps 0 and speed less than 0.45 Mach with the autopilot engaged.	
c)	Aircraft Pre Mod 12277 or Post Mod 12931 or 12932	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Inoperative trim servomotor is deactivated, and b) Remaining trim servomotor is verified to operate normally before each departure.	
		C	2	1	(M) For ER operations, system No. 2 may be inoperative provided: a) Trim system No. 2 servomotor is deactivated, and b) Trim system No. 1 servomotor is verified to operate normally before each departure.	
4)	Flight Envelope Protection Systems	C	2	1		

(Continued)

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
26-34	Flight Augmentation Computer (FAC) System (Cont'd)					
5) ***	Windshear Warning and Flight Guidance System (Reactive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear detection and avoidance system (predictive) operates normally.	
27-01	Control Wheel Trim Switch Systems	C	2	1	Co-pilot's trim switch may be inoperative provided stabilizer trim system operates normally.	
27-03	Pitch Trim Aural Alert	C	1	0		
27-04	Angle of Attack Sensor Systems	C	3	2	No. 3 sensor may be inoperative.	

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TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Autothrottle System(s)	C	-	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Manual power setting procedures are established and used. NOTE: Alpha floor protection is not available.	
1)	Thrust Control Computer(s)	C	-	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Manual power setting procedures are established and used. NOTE: Alpha floor protection is not available.	
2)	Thrust Rating Panel	C	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Manual power setting procedures are established and used. NOTE: Alpha floor protection is not available.	
3)	Autothrottle Actuator	C	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, b) Manual power setting procedures are established and used, and c) ATS arming lever is selected OFF. NOTE: Alpha floor protection is not available.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Flight Deck Headsets/ Earphones/Headphones and Boom Microphones					
1)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
2)	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
00-02	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	

AIRCRAFT:
 A300-600, A310

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Communications System					
1)	VHF/UHF Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the AC EMER BUS or the DC ESS BUS and not required for emergency procedures.	
2)	VHF Comm					
a)	Frequency Transfer Light	C	-	0		
b)	Frequency Transfer Switch	C	-	0		
c)	Frequency Selector Knob	C	-	2		
d)	Frequency Indication	C	-	2		
e)	VOICE/DATA Selector Switch	C	1	0		
3)	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO flight plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
22-02 ***	ACARS System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any mode which operates normally may be used.	
1) ***	Navigation Upload Capability	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
2) ***	Printer	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
3) ***	FMC Interface Function	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any mode which operates normally may be used.	
22-03 ***	Dual Function Interactive Display Unit (DFIDU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
25-01 ***	Satellite Communications Systems (SATCOM)	C	-	0	(O) May be inoperative provided alternate communication procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
1)	Voice	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
2)	Data Link	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Passenger Address (PA) System					
1)	Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting (aural and visual) operates normally. NOTE: Any station that operates normally may be used.	
		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station that operates normally may be used.	
2) ***	Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
3)	Cabin Speakers	C	-	-	May be inoperative provided inoperative speakers are not adjacent to each other.	
30-02 ***	PA ON Light	C	1	0		

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AIRCRAFT:
 A300-600, A310

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
30-03 ***	Courier/Supernumerary Address System	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
1)	Cabin Speakers	C	-	-	(O) May be inoperative provided alternate procedures for notifying cabin occupants are established and used.	
2)	Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	

AIRCRAFT:
 A300-600, A310

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
30-04	Handset Systems					
1)	Passenger Configuration					
a)	Flight Deck	C	-	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
b)	Cabin	B	-	0	(O) May be inoperative provided: a) 50% of cabin handsets operate normally, b) One handset must operate normally at each pair of exit doors, and c) Alternate communications procedures between the affected flight attendant station(s) are established and used.	
					NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the 50% requirement.	
					NOTE 2: Any handset(s) function(s) that operates normally may be used.	
					(Continued)	

AIRCRAFT:
 A300-600, A310

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
30-04	Handset Systems (Cont'd)					
2)	Cargo Configuration					
a)	Flight Deck	C	-	0	May be inoperative provided flight deck to courier/supernumerary communication operates normally.	
		D	-	0	May be inoperative provided procedures do not require its use.	
b)	Courier/Supernumerary Compartment	D	-	1		
		D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
32-01	Selective Calling System (SELCAL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
33-01 ***	Passenger Music/Recorded Announcement System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	

AIRCRAFT:
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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
40-02	Crewmember Interphone System					
1)	Passenger Configuration					
a)	Flight Deck to Cabin, Cabin to Flight Deck Function	B	-	-	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, b) On wide-body airplanes, flight deck to cabin and cabin to flight deck interphone function operates normally at one door for each pair of exit doors, and c) Alternate communications procedures between the affected flight attendant station(s) are established and used. NOTE: Any station that operates normally may be used	
		B	-	-	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used NOTE: Any station function(s) that operates normally may be used.	
(Continued)						

AIRCRAFT:
 A300-600, A310

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
40-02	Crewmember Interphone System (Cont'd)					
1)	Passenger Configuration (Cont'd)					
b)	Cabin to Cabin Function	B	-	-	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Cabin to cabin interphone functions operate normally on at least 50% of the cabin handsets, b) On wide-body airplanes, cabin to cabin interphone function operates normally at one door for each pair of exit doors, and c) Alternate communications procedures between the affected flight attendant station(s) are established and used. NOTE: Any station that operates normally may be used.	
		B	-	-	(O) May be inoperative provided alternate communications procedures between the affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.	
(Continued)						

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
40-02	Crewmember Interphone System (Cont'd)					
1)	Passenger Configuration (Cont'd)					
c)	Flight Deck to Ground Function	C	1	0	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: <ul style="list-style-type: none"> a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally. 	
		C	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: <ul style="list-style-type: none"> a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally. 	
		B	-	0	May be inoperative provided alternate procedures are established and used.	
(Continued)						

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
40-02	Crewmember Interphone System (Cont'd)					
2)	Cargo Configuration					
a)	Flight Deck to Cabin, Cabin to Flight Deck Functions	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
b)	Cabin to Cabin Function	D	1	0		
c)	Flight Deck to Ground Function	C	1	0	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.	
		C	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.	
		B	-	0	May be inoperative provided alternate procedures are established and used.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
40-03	Alerting Systems (Audio/Visual)					
1)	Passenger Configuration					
a)	Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided: a) Audio alerting system operates normally, and b) Audio alerting system differentiates between normal and emergency calls.	
b)	Flight Deck Call Audio Alerting System	B	1	0	May be inoperative provided: a) Flight deck visual alerting system operates normally, and b) Flight deck visual alerting system differentiates between normal and emergency calls.	
c)	Flight Attendant Visual Alerting System	B	1	0	(O) May be inoperative provided: a) PA system operates normally, b) Affected visual alerting is not used for lavatory smoke detector alerting, and c) Alternate procedures for contacting flight attendants are established and used.	
					NOTE 1: Passenger to attendant call system is considered nonessential equipment and furnishing (NEF).	
					NOTE 2: Any visual alerting system function(s) that operates normally may be used.	
					(Continued)	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
40-03	Alerting Systems (Audio/Visual) (Cont'd)					
1)	Passenger Configuration (Cont'd)					
c)	Flight Attendant Visual Alerting System	B	1	0	(O) May be inoperative provided: a) Audio alerting system operates normally, b) Audio alerting system differentiates between normal and emergency calls, c) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and d) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to attendant call system is considered nonessential equipment and furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used.	
(Continued)						

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 A300-600, A310

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
40-03	Alerting Systems (Audio/Visual) (Cont'd)					
1)	Passenger Configuration (Cont'd)					
d)	Flight Attendant Audio Alerting	B	-	0	(O) May be inoperative provided: a) PA system operates normally, b) Affected audio alerting is not used for lavatory smoke detector alerting, and c) Alternate procedures for contacting flight attendants are established and used.	
					NOTE 1: Passenger to attendant call system is considered nonessential equipment and furnishing (NEF).	
					NOTE 2: Any audio alerting system function(s) that operates normally may be used.	
					(Continued)	

AIRCRAFT:
 A300-600, A310

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
40-03	Alerting Systems (Audio/Visual) (Cont'd)					
1)	Passenger Configuration (Cont'd)					
d)	Flight Attendant Audio Alerting (Cont'd)	B	-	0	(O) May be inoperative provided: a) Visual alerting system operates normally, b) Visual alerting system differentiates between normal and emergency calls, c) If affected audio alerting system is used for lavatory smoke detector alerting, alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and d) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to attendant call system is considered nonessential equipment and furnishing (NEF). NOTE 2: Any audio alerting system function(s) that operates normally may be used.	
e)	Ground Crew Call (Including Warning Horn)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
(Continued)						

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
40-03	Alerting Systems (Audio/Visual) (Cont'd)					
2)	Cargo Configuration					
a)	Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided the flight deck audio alerting system operates normally.	
		D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
b)	Courier/Supernumerary Visual Alerting System	B	1	0	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.	
		D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
					NOTE: Any visual alerting system function(s) that operates normally may be used.	
c)	Courier/Supernumerary Audio Alerting System	B	1	0	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.	
		D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
					NOTE: Any visual alerting system function(s) that operates normally may be used.	
d)	Ground Crew Call (Including Warning Horn)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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 A300-600, A310

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Headsets/Microphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
1) ***	Dual Tone Multifrequency Microphone (DTMF) (Telephone Dialing Feature)	D	1	0	(O) May be inoperative provided: a) Voice mode is operative, and b) Alternate communication procedures are established and used.	
41-03	Cockpit Loudspeakers	C	2	0	Communications functions may be inoperative provided: a) Procedures do not require their use, and b) Audio warning function of both speakers operates normally.	
41-04 ***	Evacuation Signal (EVAC SIGNAL) System					
1)	Flight Deck (EVAC/ON) Light	C	1	0	May be inoperative provided alternate procedures are established and used.	
2)	Cockpit/Cabin Audio and Visual Signals	C	6	0	(O) May be inoperative provided: a) PA and service interphone operate normally, b) Alternate procedures to initiate emergency evacuation are established and used, and c) Before each departure, cabin attendants are briefed that the system is inoperative and that alternate procedures are in effect.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
44-12	Maintenance/Service Interphone System	C	1	0	May be inoperative provided nose gear/forward fuselage flight interphone operates normally.	
1)	Maintenance/Service Interphone Jack(s)	D	-	-	May be inoperative provided nose gear/forward fuselage maintenance/service interphone jack operates normally.	
51-16	Captain/First Officer Push-to-Talk (PTT) Switches					
1)	Control Wheel PTT Switches	B	2	1	(M) One may be inoperative provided: a) Associated audio control panel radio/interphone (RADIO/INTER) switch operates normally, and b) Affected switch is deactivated open.	
2)	Flightcrew Audio Selector Panel Radio/Interphone (RADIO/INTER) Switches	B	2	1	(M) One may be inoperative provided: a) Associated control wheel PTT switch operates normally, and b) Affected switch is verified to be failed open (not in transmit mode).	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Audio Control Panels (ACP)	D	-	-	Any in excess of those required by 14 CFR and not powered by an emergency bus may be inoperative.	
1)	Radio Pushbutton Select Switches	C	-	-	Any in excess of those required by 14 CFR and not powered by an emergency bus may be inoperative.	
71-01	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided: a) Flight data recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
1) ***	Independent Power Source	C	1	0	NOTE: This relief is for the CVR system and is therefore applicable to the CVR function of a CVFDR unit when it is installed in place of the CVR.	

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

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Engine Integrated Drive Generators (IDG) (Cont'd)	B	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) If fault is associated with the integrated drive generator (IDG) unit, affected IDG is disconnected, b) APU generator system operates normally and is used throughout the flight to supply busses of inoperative generator, c) Standby generator is installed and operates normally, d) For Pratt & Whitney JT9D engines with integrated constant speed drive units (IDGs) disconnected, fuel heat cycle is accomplished before takeoff when fuel temperature is below 0 °C (+32 °F), and e) Before each flight, check APU oil quantity is adequate for flight.	
11-02	IDG FAULT Lights	C	2	1	One may be inoperative provided: a) Associated frequency indication operates normally, and b) Associated generator AC load indications operate normally.	
		C	2	0	May be inoperative provided IDG indications are available on ECAM.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Generator FAULT Lights	C	2	0	May be inoperative provided associated generator AC load indications operate normally.	
		C	2	0	Associated generator indications and warnings are available on ECAM.	
20-02	AC BUS 1 and AC BUS 2 OFF Lights	C	2	1	One may be inoperative provided associated AC voltmeter operates normally.	
		C	2	0	May be inoperative provided associated AC indications are available on ECAM.	
20-03	AC ESS BUS OFF Light	C	1	0	May be inoperative provided associated AC indications are available on ECAM.	
23-01	APU Generator System	C	1	0	Except for ER operations, may be inoperative provided APU GEN switch remains OFF.	
		A	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Both engine driven generators operate normally, b) Standby generator is installed and operates normally, c) APU GEN switch remains OFF, and d) ER operations are limited to not more than 3 flight-days before repairs are made.	
23-02	APU GEN FAULT Light	C	1	0	May be inoperative provided APU AC load indications are available and operate normally.	
		C	1	0	May be inoperative provided associated APU generator indications are available on ECAM.	
24-01	AC EMER ON INV Light	C	1	0		

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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
25-01 ***	Standby Generator System	A	1	0	Except for ER operation beyond 120 minutes, may be inoperative provided: a) Both engine driven generators operate normally, b) APU generator operates normally, c) APU is started before reaching FL 250 and operated continuously until within 60 minutes of a suitable airport, and d) ER operations are limited to not more than 3 flight-days before repairs are made.	
		C	1	0	May be inoperative provided ER operations are not conducted.	
25-02 ***	Standby Generator FAULT Light	A	1	0	Except for ER operation beyond 120 minutes, may be inoperative provided: a) Standby generator is considered inoperative, b) Both engine driven generators operate normally, c) APU generator operates normally, d) APU is started before reaching FL 250 and operated continuously until within 60 minutes of a suitable airport, and e) ER operations are limited to not more than 3 flight-days before repairs are made.	
		C	1	0	May be inoperative provided ER operations are not conducted.	
25-03 ***	Standby Generator OVRD Light	C	1	0		

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

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Battery Switch Annunciator Lights					
1)	Flow Bars	C	3	0	(O) May be inoperative provided: a) Associated battery pushbutton switch is verified to operate normally, b) Battery switch OFF lights operate normally, and c) Associated indications are available on ECAM.	
2)	OFF Lights	C	3	0	(O) May be inoperative provided: a) Associated battery pushbutton switch is verified to operate normally, b) Battery switch flow bars operate normally, and c) Associated indications are available on ECAM.	
31-03	Battery Charge Limiters	C	3	2	Except for ER operations, battery No. 3 may be inoperative provided: a) No. 3 BAT pushbutton switch remains OFF, b) Engine driven generators operate normally, c) No. 3 IRU is considered inoperative, d) In-flight APU start is not attempted, and e) Approach minimums do not require its use.	

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

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TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
35-01	DC NORM BUS OFF Light	C	1	0	May be inoperative provided associated DC indications are available on ECAM.	
35-02	DC ESS ON BAT Light	C	1	0	Except for ER operations, may be inoperative provided associated indications are available on ECAM.	
37-01	DC AMP Indicator					
1)	TR Indications	C	3	0	May be inoperative provided associated indications are available on ECAM.	
2)	BAT Indications	C	3	0	May be inoperative provided BAT OVHT light operates normally.	
3)	TR and BAT Indications	C	6	0	May be inoperative provided associated indications are available on ECAM.	
39-01	DC Volts Indicator					
1)	TR Indications	C	3	0	May be inoperative provided associated indications are available on ECAM.	
2)	BAT Indications	C	3	0	May be inoperative provided BAT OVHT light indicating system operates normally.	
3)	TR and BAT Indications	C	6	0	May be inoperative provided associated indications are available on ECAM.	

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

<p>AIRCRAFT: A300-600, A310</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
50-04	Galley Supply System					
1)	Automatic Load Shedding	C	1	0	May be inoperative provided manual switching system operates normally.	
		C	1	0	May be inoperative provided galley power remains OFF.	
50-05	GEN HI Light	C	1	0	May be inoperative provided AC load indications are available for each generator.	
50-06	Galley SHED Light	C	1	0		
50-07	AC Volt Indicators					
1)	GEN 1, GEN 2, and APU GEN	C	3	2	One may be inoperative provided: <ol style="list-style-type: none"> a) Associated GEN pushbutton switch annunciator lights operate normally, and b) AC BUS OFF lights operate normally. 	
		C	3	0	May be inoperative provided associated GEN AC Voltage Indications are available on ECAM.	
2)	External Power	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) External power available light in flight deck operates normally, or b) EXT PWR available light near external power connector operates normally, or c) Associated EXT PWR AC voltage indications are available on ECAM. 	
50-09	OVRD Supply Switch ON Lights	C	2	0	May be inoperative provided associated OVRD supply flow bars operate normally.	
51-01	ECAM Electrical Power Indications	C	-	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.	

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TABLE KEY

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

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11-02	Crewmember Shoulder Harnesses (Flight Deck)	C	-	-	Any in excess of those required for flightcrew members (including official observer in observer's seat) may be inoperative.	
11-03	Flight Attendant Seat Assembly (Single or Dual Position)					
1)	Required Flight Attendant Seats	B	-	-	(M)(O) One seat or assembly (dual position) may be inoperative provided: <ul style="list-style-type: none"> a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s) so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retraction position, and e) Passenger seat(s) assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY". 	

(Continued)

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TABLE KEY

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
11-03	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
1)	Required Flight Attendant Seats (Cont'd)				<p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable 14 CFR are met.</p> <p>NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.</p> <p>(Continued)</p>	

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TABLE KEY

1. REPAIR CATEGORY
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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
11-03	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
2)	Excess Flight Attendant Seats	C	-	-	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatically folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
3)	All-Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.	
4)	Flight Attendant Seat(s)	C	-	-	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	

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TABLE KEY

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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
13-01	Lower Cargo Compartment Lining Panels	C	-	-	(O) May be damaged or missing provided procedures are established and used to ensure the associated lower cargo compartment(s) 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.	
15-01 ***	Crew Carpet Heaters	C	2	0	(M) May be inoperative provided affect system is deactivated.	
22-01 ***	Courier/Supernumerary Seats	D	-	-	(M) May be inoperative provided affected seat(s): a) Is stowed and secured so that it does not interfere with flightcrew members performing their duties and does not block access to the pilot compartment or any regular or emergency exit, and b) Is blocked and placarded "DO NOT OCCUPY". NOTE: A seat with an inoperative seat belt or shoulder harness is to be considered inoperative.	
1)	Armrests	C	-	-	(M) May be inoperative provided armrest is stowed in retracted position or removed.	
2)	Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the upright position.	

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TABLE KEY

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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
24-22	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/Closets	C	-	-	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed. <p>NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</p>	
		C	-	-	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, d) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and f) Passengers are briefed that affected bin, compartment, or closet is not used. 	

(Continued)

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
24-22	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/Closets (Cont'd)				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.	
1) ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
25-01	Passenger Seats					
1)	Passenger Seats (Includes all Configurations and Locations)	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats. NOTE 3: Inoperative seat(s) does not affect the required number of flight attendants.	
(Continued)						

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-01	Passenger Seats (Cont'd)					
2)	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
		D	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.	
3)	Underseat Baggage Restraining System	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining system, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining system.	
4)	Armrests					
a)	With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
b)	Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
(Continued)						

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TABLE KEY

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
25-01	Passenger Seats (Cont'd)					
5)	Seat Belt/Air Bag Restraint Systems					
a)	Seat Belt/Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
b) ***	Seat Belt/Air Bags Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
25-63 ***	Emergency Evacuation Signal System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
34-01	Galley/Cabin Waste Receptacles Access Doors/Covers	C	-	-	(M) May be inoperative provided: a) The container is empty and access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.	
34-02	Lavatory Waste Container Flapper/Access Doors	C	-	-	(M) May be inoperative provided: a) Associated waste container is empty and access is secured to prevent waste introduction into the waste container, b) Lavatory is used only by crewmembers, and c) Associated lavatory entrance door is locked closed and placarded "INOPERATIVE - DO NOT ENTER". NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers.	

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TABLE KEY

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
45-01	Exterior Lavatory Door Ashtrays					
1)	Airplanes with More Than One Exterior Lavatory Door Ashtray Installed	A	-	-	One may be missing provided it is replaced within 10 calendar-days.	
2)	Airplanes with Only One Exterior Lavatory Door Ashtray Installed	A	-	-	May be missing provided it is replaced within 3 calendar-days.	
50-01	Lower Deck Cargo Loading Systems					
a)	Cargo Restraint Components	A	-	-	(M)(O) Individual components may be inoperative or missing provided: <ul style="list-style-type: none"> a) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document) are observed, and b) Repairs are made prior to the completion of next heavy maintenance visit. 	
		C	-	-	May be inoperative or missing provided cargo compartment remains empty.	
b)	Cargo Handling System	D	-	-	NOTE: Any part of the cargo handling system that operates normally may be used.	

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TABLE KEY

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
50-02 ***	Main Deck Cargo Loading Systems					
a)	Cargo Restraint Components	A	-	-	(M)(O) Individual components may be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document) are observed, and b) Repairs are made prior to the completion of next heavy maintenance visit.	
		C	-	-	May be inoperative or missing provided cargo compartment remains empty.	
b)	Cargo Handling System	D	-	-	NOTE: Any part of the cargo handling system that operates normally may be used.	
50-03	Bulk Cargo Restraint Systems	A	-	-	(M)(O) Individual components may be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document) are observed, and b) Repairs are made prior to the completion of next heavy maintenance visit.	
		C	-	-	May be inoperative or missing provided cargo compartment remains empty.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
55-01	9-G Cargo Restraining Net (Cargo and Combi Airplanes)	C	1	0	May be inoperative or missing provided main deck cargo compartment remains empty.	
1)	Straps/Stop Fittings	C	-	-	One strap and/or fitting may be damaged or missing provided appropriate Weight and Balance limitations and/or adjustments are applied.	
55-02 ***	Smoke Barrier Curtain	C	1	0	May be inoperative provided procedures are established and used to ensure the main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
1) ***	Access Zipper	C	2	0	(O) May be inoperative on an otherwise operative curtain provided: a) Velcro closure flap(s) is installed and operates normally, and b) Procedures are established and used to ensure that Velcro flap is securely sealed for smoke tightness after each use and before each departure.	

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TABLE KEY

1. REPAIR CATEGORY
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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
60-01	Megaphones					
1)	Passenger Configuration	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
2)	Cargo Configuration	D	-	0		
60-02	Observer Seat(s)					
1)	Primary Observer Seat (Including Associated Equipment)	A	-	-	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	
		A	-	-	May be inoperative provided: a) Second observer's seat is available to an FAA inspector for performance of official duties, and b) Repairs are made within 2 flight-days.	

(Continued)

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
60-02	Observer Seat(s) (Cont'd)					
1)	Primary Observer Seat (Including Associated Equipment) (Cont'd)	A	-	-	May be inoperative provided: a) Required minimum safety equipment (oxygen and safety belt) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within 2 flight days. NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
2) ***	Additional Observer Seat(s) (Including Associated Equipment)	D	-	0	NOTE: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	

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TABLE KEY

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
60-03	Emergency Locator Transmitter (ELT)					
1) ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
2 ***	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, b) Repairs are made within 90 days, and c) Placard stating "ELT not installed" is placed in view of the pilot.	
		A	-	0	May be missing provided: a) Repairs are made within 90 days, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
		D	-	-	(M) May be inoperative provided: a) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
		D	-	-	May be missing provided: a) Any in excess of those required by 14 CFR may be missing, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
(Continued)						

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TABLE KEY

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
60-03	Emergency Locator Transmitter (ELT) (Cont'd)					
3) ***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT Switch is placed in the ARMED mode.	
4) ***	ELT Indicator Light	D	-	0		
5) ***	ELT Aural Alarm	D	-	0		
61-02	"FASTEN SEAT BELT WHILE SEATED" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger/courier seat.	
61-03	Life Vests	D	-	-	Any in excess of those required by 14 CFR may be missing.	
61-04 ***	NO SMOKING Placards	C	-	-	May be illegible or missing provided: a) A legible illuminated "NO SMOKING" sign is readable from each occupied seat, and b) The illuminated sign remains ON for the entire flight.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
61-09	Flight Attendant Flashlight/Holder Assemblies	C			May be inoperative or missing provided crewmember assigned to associated seat has a flashlight of equivalent characteristics readily available.	
65-01	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
65-02	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	-	(O) May be incomplete, missing, or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

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TABLE KEY

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
65-03	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	-	(O) May be incomplete, missing, or inoperative provided: <ol style="list-style-type: none"> a) AED is resealed in a manner that will identify it as unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight. 	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
65-04	Cockpit Smoke Vision System/Emergency Vision Assurance System (CSVs)/(EVAS) (STC #00892LA)	D	-	0	May be inoperative or missing.	
66-10	Cabin Decompression Vent Flaps at DADO Panels (Passenger Airplanes Only)	C	-	-	(M) One cabin flap in one DADO panel may be inoperative provided: <ol style="list-style-type: none"> a) Affected DADO panel is located above the wing box, between cabin frames 40 and 54, and b) Affected flap is secured closed. 	
70-01 ***	Mechanical Checklists	C	-	0	May be inoperative or missing provided alternate procedures are established and used.	
70-02	Nonessential Equipment and Furnishings (NEF) (Effective Before or After December 31, 2007)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M)(O) procedures, if required, must be available to the flightcrew and be included in the operator's appropriate document.	
					NOTE: Exterior lavatory door ashtrays are not considered NEF items.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Engine Fire Detection System					
1)	Detection Loops	C	4	2	(O) Except for ER operations beyond 120 minutes, one detection loop on each engine may be inoperative provided: <ol style="list-style-type: none"> a) Associated engine LOOP switch remains OFF, and b) Engine fire detection system test is performed before each departure. 	
12-02	Fuel Lever Lights	C	2	0		
12-04	Engine Agent DISCH Light Systems	C	4	2	(M) May be inoperative provided an acceptable test procedure is performed once each flight-day to verify that associated bottle(s) is properly charged.	
13-01	APU Fire Detection System					
1)	Detection Loops	C	2	1	(O) Except for ER operations beyond 120 minutes, one loop may be inoperative provided: <ol style="list-style-type: none"> a) Associate LOOP switch remains OFF, and b) APU fire detection test is performed before each departure. 	
		C	2	0	Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) APU is not used, and b) APU master switch remains OFF. 	

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TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
13-02	APU Fire Handle Light System	C	2	0	Except for ER operations, may be inoperative provided: a) APU is not used, and b) APU master switch remains OFF.	
13-03	APU Agent DISCH Light System	C	1	0	(M) May be inoperative provided an acceptable test procedure is performed once each flight-day to verify that associated bottle is properly charged.	
		C	1	0	Except for ER operations, may be inoperative provided: a) APU is not used, and b) APU master switch remains OFF.	
13-04	APU Ground Auto Fire Extinguishing System	C	1	0	May be inoperative for in-flight APU operations.	
		C	1	0	(O) May be inoperative for ground APU operations provided APU operation is continuously monitored by a qualified person from the flight deck control panel.	
15-01 ***	Battery Smoke Warning System	C	1	0	(M) May be inoperative provided System is deactivated.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
16-01	Lower Cargo Compartment Fire Detection/Suppression Systems (Forward, Aft, Bulk)	C	3	0	May be inoperative provided procedures are established and used to ensure the associated compartment or zone remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
1)	Smoke Detectors (System without LOOP Select Switches)	C	6	3	(M) One detector in each cargo compartment or zone may be inoperative provided remaining detector(s) is verified to operate normally before each departure.	
2)	Detection Loops (System with LOOP Select Switches)	C	6	3	(M) One loop in each cargo compartment or zone may be inoperative provided: a) Remaining loop(s) is verified to operate normally before each departure, and b) Inoperative LOOP switch(es) remains OFF.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
16-02	Lower Cargo Agent Bottles	C	2	1	Except for ER operations, No. 2 bottle may be inoperative provided flight remains within 1 hour flying time of a suitable airport.	
		C	2	0	May be inoperative provided procedures are established and used to ensure the associated compartment or zone 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.	
16-03	Lower Cargo DISCH Lights	C	2	0	(M)(O) May be inoperative provided an acceptable procedure is used prior to the first flight of each day to verify that bottle(s) is properly charged.	
		C	2	0	May be inoperative provided procedures are established and used to ensure the associated compartment or zone remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
		C	2	1	Except for ER operations, No. 2 DISCH light may be inoperative provided: a) No. 2 lower cargo agent bottle is considered inoperative, and b) Flight remains within 1 hour flying time of a suitable airport.	

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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
16-04	DISCH AGENT 2 Light (60 Minute Reminder Light)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
16-05	Lower Cargo Compartment Blow In/Out Panels	C	-	0	May be inoperative provided procedures are established and used to ensure the associated compartment or zone remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
17-01 ***	Main Deck Cargo Smoke Detection Loops	C	6	3	One loop in each main deck cargo compartment (MID 1, MID 2, AFT) or zone may be inoperative provided inoperative loop(s) remains OFF.	
		C	6	0	May be inoperative provided procedures are established and used to ensure the associated compartment or zone remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Squib Test Lights					
a)	Engine	C	2	0	(M) May be inoperative provided an acceptable test procedure is conducted once each flight-day to verify failure is in light circuit only.	
b)	APU	C	1	0	(M) May be inoperative provided an acceptable test procedure is conducted once each flight-day to verify failure is in light circuit only.	
		C	1	0	May be inoperative provided the APU is not used.	
24-01	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ol style="list-style-type: none"> a) The inoperative fire extinguisher(s) is tagged "INOPERATIVE", removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained. 	

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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
25-01 ***	Lavatory Fire Extinguisher Systems	C	-	0	For each lavatory, the lavatory fire extinguisher system may be inoperative provided associated lavatory smoke detector system operates normally.	
		C	-	0	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspection by crewmembers.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
1)	Cargo Configuration	D	1	0		

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
25-02 ***	Lavatory Smoke Detection System	C	-	-	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspection by crewmembers.	
1)	Cargo Configuration	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
26-01	ECAM Fire Protection Indications	D	1	0		
26-01	ECAM Fire Protection Indications	C	-	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.	
26-02	Main Deck Cargo Compartment Smoke Detector Warning Panel Lights (B/E Aerospace, FSI Freighter) STC #ST01941SE	C	36	33	(O) One may be inoperative in each zone (MID 1, MID 2, AFT) provided the audio warning operates normally.	
28-01 ***	Main Deck Cargo Compartment Fire Bottles	C	3	0	(M)(O) May be inoperative provided affected dangerous goods (DG) container(s) remains empty or is not carried.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
11-03	Ground Spoiler Control System	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Appropriate AFM Limitations, procedures, and performance adjustments are applied, c) Autobrake system is considered inoperative and not used, and d) Automatic pressurization operates normally. NOTE: Spoilers 2, 3, 5, and 7 on A300-600 and spoilers 1, 4, 6, and 7 on A310 cannot be restored by use of LAND RECOVERY pushbutton.	
12-01	Aileron Trim System	C	1	0	May be inoperative provided, before each departure, control wheel aileron trim pointer is verified to be within +/-2° of the centered position.	
12-02	Rudder Trim (RUD TRIM) Panel System					
1)	RUD TRIM Position Indicator	C	1	0	(M)(O) May be inoperative provided: a) Rudder trim switch operates normally, and b) Rudder position is verified neutral before each takeoff.	
2)	RESET Function	C	1	0	May be inoperative provided Rudder trim system operates normally.	
3)	Reset Switch FAULT Light	C	1	0	May be inoperative provided rudder trim system operates normally.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
14-01	Primary Control Jamming Detection System					
1)	Aileron, Elevator, and Rudder Servo Control Jam Detectors	C	15	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) Associated detector(s) is deactivated, b) Associated servo(s) is verified to operate normally before each departure, and c) Horizontal stabilizer trim jam detection system must operate normally. <p>NOTE: Horizontal stabilizer trim jam detection system must operate normally.</p>	
14-02	Servo Control Jam Lights	C	3	2	(O) Blue channel light may be inoperative provided associated servos are verified to operate normally before each departure. <p>NOTE: This item does not apply to inoperative primary control jamming detectors. Refer to item 27-14-01.</p>	
14-03	Servo Control LO PR Indications	C	3	2	(O) Green indications may be inoperative provided associated servos are verified to operate normally before each departure.	
		C	3	2	(O) Yellow or blue indications may be inoperative provided: <ol style="list-style-type: none"> a) Associated spoiler and speedbrake surfaces are checked to operate normally, b) Associated servos are verified to operate normally before each departure, and c) Green system operates normally. 	

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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Rudder Travel Limiter Systems	C	2	1	One may be inoperative provided: a) Affected rudder travel system switch remains off, and b) Before each departure, full range of rudder travel is verified on ECAM.	
23-02	Rudder Travel FAULT Lights	C	2	1	One may be inoperative provided: a) Affected rudder travel system switch remains OFF, and b) Before each departure, full range of rudder travel is verified on ECAM.	
33-01	Pitch Feel Systems	C	2	1	One System may be inoperative provided: a) Associated PITCH FEEL switch remains OFF, and b) Before each departure, full range of elevator travel is verified on ECAM.	
33-02	Pitch Feel FAULT Lights	C	2	1	One System may be inoperative provided: a) Associated PITCH FEEL switch remains OFF, and b) Before each departure, full range of elevator travel is verified on ECAM.	
36-01	Stall Warning Systems	C	2	1	(M) One may be inoperative provided: a) Associated channel is deactivated, and b) Before each departure, remaining System is checked by an acceptable procedure and verified to operate normally.	

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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Slat/Flap Control Computers (SFCC)					
1)	A310 Airplanes	C	2	1	(M) No. 2 SFCC may be inoperative provided: <ol style="list-style-type: none"> a) Blue Hydraulic system wingtip slat brake solenoid is verified to operate normally, and b) Yellow hydraulic system wingtip flap brake solenoid is verified to operate normally. 	
2)	A300-600 Airplanes	C	2	1	No. 2 SFCC may be inoperative.	
55-01	Slat/Flap Indication Systems					
1)	Slat/Flap Position Indications	C	2	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Associated control panel FAULT light(s) operates normally, b) Slat/flap position indicator SLATS/FLAPS lights operate normally, and c) Before each takeoff, a visual check is made to verify correct slats/flaps position. 	
2)	SLATS/FLAPS Lights	C	2	0	May be inoperative provided: <ol style="list-style-type: none"> a) Flap/slat control panel FAULT lights operate normally, and b) Flap/slat position indications operate normally. 	

(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
55-01	Slat/Flap Indication Systems (Cont'd)					
3)	KRUGER Light	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Before each departure, Kruger flaps are verified to be extended, b) For performance calculations, Kruger flaps are considered to be extended in cruise and retracted for landing, and c) Appropriate AFM Limitations, procedures, and performance adjustments are applied. 	
4)	ALPHA LOCK Light	C	1	0		
5)	SPD BRK Light	C	1	0	(O) May be inoperative provided correct speedbrake handle position is verified before each takeoff and landing.	
61-01	Spoiler and Speedbrake Surfaces	C	14	10	(M) Two surfaces per wing may be inoperative provided: <ol style="list-style-type: none"> a) Affected panels are in the retracted position, and b) Associated SPLR & SPD BRK switches remain OFF. 	
61-02	Spoiler and Speedbrake (SPLR & SPD BRK) Switch FAULT Lights	C	5	3	(M) Two may be inoperative provided: <ol style="list-style-type: none"> a) No more than two surfaces per wing are affected, and b) Associated switch(es) remains OFF. 	
61-03	Speedbrake Control System	C	1	0	May be inoperative provided ground spoilers operate normally.	

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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
81-1	ECAM FLT CTL Indications	C	35	-	(M)(O) May be inoperative provided: a) Prior to each departure, affected flight control(s) is visually verified to operate normally, and b) No more than 50% of the FLT CTL indications may be inoperative.	
84-01	Slat Hydraulic Motors					
1)	Green System Motor	C	1	0	May be inoperative provided: a) Blue system slat motor operates normally, and b) Yellow system flap motor operates normally.	
2)	Blue System Motor	C	1	0	May be inoperative provided: a) Green system slat motor operates normally, and b) Either yellow or green system flap motor operates normally. NOTE: Inoperative motor FAULT light will remain illuminated.	
86-01	Slat/Flap FAULT Lights	C	4	2	Both FLAPS and SLATS FAULT lights on one system (SYS 1 or SYS 2) may be inoperative provided associated flap and slat position indications operate normally.	

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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
88-01	Flap Hydraulic Motor					
1)	Green System Motor	C	1	0	May be inoperative provided: a) Yellow system flap motor operates normally, and b) Either blue system or green system slat motor operates normally.	
2)	Yellow System Motor	C	1	0	May be inoperative provided: a) Green system flap motor operates normally, and b) Blue system slat motor operates normally. NOTE: Associated motor FAULT light will remain illuminated.	
88-02	Kruger Flap Systems	C	2	0	(M)(O) May be inoperative provided: a) Affected system(s) is deactivated in the retracted position, b) Aileron droop function operates normally, and c) Appropriate AFM Limitations, procedures, and performance adjustments are applied.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
11-41 ***	Water Scavenge System	D	1	0	(M) May be inoperative provided alternate procedures for dumping fuel tanks at appropriate intervals are developed and used.	
12-00	Overpressure Protector Burst Discs					
1)	Outboard Surge Vent Tank	B	2	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	Trim Tank	C	1	0	May be missing or damaged provided alternate procedures are established and used.	
12-42 ***	Auxiliary Tank Vent Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured open, b) Auxiliary tank transfer pump operates normally, c) Auxiliary and center tank fuel quantity Indications are available on ECAM, d) Procedures are established and used for monitoring fuel transfer, and e) Flight remains at FL 270 or below until auto transfer is confirmed or manual transfer is complete.	

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TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Inner Tank Pumps					
1)	Airplanes Approved for ER Operations	C	4	3	(O) For ER operations not exceeding 120 minutes, either pump 1L or 2R may be inoperative provided: <ol style="list-style-type: none"> a) 4,400 lb or fuel is considered unusable and is calculated as part of ZFW, b) Inner tank fuel quantity indications operate normally, c) Affected pump switch remains OFF, and d) Dispatch fuel planning is based on fuel consumption at FL 200 (FL 150 if JP4/JETB fuel is used). 	
		C	4	2	(O) Except for ER operations, one pump in tank may be inoperative provided: <ol style="list-style-type: none"> a) 4,400 lb of fuel in each inner tank is considered unusable and is calculated as part of ZFW, b) Inner tank fuel quantity indications operate normally, c) Affected pump switch(es) remains OFF, and d) Dispatch fuel planning is based on fuel consumption at FL 200 (FL 150 if JP4/JETB fuel is used). 	
(Continued)						

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Inner Tank Pumps (Cont'd)					
2)	Airplanes Not Approved for ER Operations	C	4	3	(O) One pump may be inoperative provided: <ol style="list-style-type: none"> a) 4,400 lb of fuel is considered unusable and is calculated as part of ZFW, b) Inner tank fuel quantity indications operate normally, c) Affected pump switch remains OFF, and d) Dispatch fuel planning is based on fuel consumption at FL 200 (FL 150 if JP4/JETB fuel is used). 	
		C	4	2	(O) One pump may be inoperative provided: <ol style="list-style-type: none"> a) 4,400 lb of fuel is considered unusable and is calculated as part of ZFW, b) Inner tank fuel quantity indications operate normally, c) Affected pump switch remains OFF, and d) Dispatch fuel planning is based on fuel consumption at FL 200 (FL 150 if JP4/JETB fuel is used). 	

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TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-02	Outer Tank Pumps	C	4	3	For ER operations not exceeding 120 minutes, one pump may be inoperative provided: <ol style="list-style-type: none"> a) Outer tank fuel quantity indications operate normally, and b) Dispatch fuel planning is based on fuel consumption at FL 250 (FL 200 if JP4/JETB fuel is used). 	
		C	4	3	For ER operations not exceeding 120 minutes, one pump may be inoperative provided: <ol style="list-style-type: none"> a) Outer tank fuel quantity indications operate normally, and b) Dispatch fuel planning is based on fuel consumption at FL 250 (FL 200 if JP4/JETB fuel is used). 	
21-03	Center Tank Pumps	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: <ol style="list-style-type: none"> a) The remaining center tank pump is run on the ground for at least 3 minutes and the center tank fuel is not used before flap retraction, b) Minimum fuel requirements are met by fuel in the inner and outer tanks that is adequate to reach a suitable airport if remaining pump fails at any time, and c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%. 	

(Continued)

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-03	Center Tank Pumps (Cont'd)	C	2	0	(O) May be inoperative provided: a) Center and trim and ACT or AUX tanks remain empty, b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) If installed, trim tank isolation valve and trim tanks pumps remain OFF. NOTE: Center of gravity control system (CGCS) should not be used.	
		C	2	0	(O) May be inoperative provided: a) Trim tank, if installed, contains no more than 4,400 lb of fuel, b) Fuel in center and, if installed, trim, and ACT or AUX tanks are considered unusable and is calculated as part of zero fuel weight (ZFW), c) Center and, if installed, trim and ACT or AUX tank pumps switches remain OFF, d) If trim tank installed, isolation valve switch remains OFF, and e) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%. NOTE: Center of gravity control system (CGCS) should not be used.	

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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
21-04	Outer Tank Pump LO PR Lights	C	4	2	One per tank may be inoperative provided operative lights are associated with operative pumps.	
		C	4	2	(M) May be inoperative provided associated pump indications are available on ECAM.	
21-05	Inner Tank Pump FAULT Lights	C	4	2	One per tank may be inoperative provided operative lights are associated with operative pumps.	
		C	4	2	Two in one tank may be inoperative provided associated pump indications are available on ECAM.	
21-06	Center Tank Pump FAULT Lights	C	2	1	Fault light for the right center tank pump may be inoperative.	
		C	2	0	(O) Both may be inoperative provided: <ul style="list-style-type: none"> a) Associated pump indications are available on ECAM, and b) Procedures are established and used for monitoring center tank use. 	
		C	2	0	(O) Both may be inoperative provided: <ul style="list-style-type: none"> a) Center and trim and ACT or AUX tanks remain empty, b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) If installed, trim tank isolation valve and trim tank pumps remain OFF. <p>NOTE: Center of gravity control system (CGCS) should not be used.</p>	

(Continued)

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Center Tank Pump FAULT Lights (Cont'd)	C	2	0	(O) Both may be inoperative provided: a) Trim tank contains no more than 4,400 lb of fuel, b) Fuel in center and, if installed, trim, ACT, or AUX tanks is considered unusable and is calculated as part of zero fuel weight (ZFW), c) Center and, if installed, trim and ACT or AUX tank pumps switches remain OFF, d) If trim tank installed, isolation valve switch remains OFF, and e) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%. NOTE: Center of gravity control system (CGCS) should not be used.	
21-07	Outer Tank Pump Sequence Valves	C	4	2	One in each tank may be inoperative provided: a) Associated fuel quantity indicator(s) operates normally, b) Pump(s) associated with operating sequence valve(s) operates normally, and c) Except as required to feed fuel from affected outer tank, fuel pump switch associated with inoperative sequence valve(s) remains off.	

AIRCRAFT:
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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
21-08	WING ISOL VALVE Switch Flow Bars	C	4	3	One may be inoperative provided associated indication is available on ECAM.	
		C	4	2	(M) Two may be inoperative provided: a) Normal operation of associated valve is verified before each departure, and b) Associated fuel quantity indications operate normally.	
		C	4	0	May be inoperative provided: a) Associated indications are available on ECAM, and b) Associated fuel quantity indications operate normally.	
21-09	Automatic Fuel Feed System (A310 and A300-600 Aircraft with AD 2012-12-01 Incorporated, LO LVL Lights Activated)	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) All ECAM fuel system indications and cautions operate normally, c) Outer tank LO LVL lights on fuel quantity indicator (FQI) operate normally, d) Center tank pump fault lights operate normally, and e) Manual fuel management procedures are established and used.	
	(A300-600 Aircraft with AD 2009-02-04 Incorporated, LO LVL Lights Deactivated)	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) All ECAM fuel system indications and cautions operate normally, c) Center tank pump fault lights operate normally, and d) Manual fuel management procedures are established and used.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-10	LO LVL Lights (A310 and A300-600 Aircraft with AD 2012-12-01 Incorporated, LO LVL Lights Activated)	C	2	1	One may be inoperative provided: a) Outer tank fuel quantity indications operate normally, and b) Associated ECAM indications, cautions, and warnings operate normally.	
22-54 ***	Trim Tank Isolation Valve	C	1	0	(M)(O) May be inoperative, deactivated closed provided: a) Trim tank remains empty or fuel therein is limited to 4,400 lb, is considered unusable, and is calculated as part of zero fuel weight (ZFW), b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) Trim tank isolation valve and fuel pumps remain off. NOTE: Center of gravity control system (CGCS) should not be used.	
23-01	Crossfeed Switch Flow Bar	C	1	0	May be inoperative provided associated indications are available on ECAM.	
		C	1	0	(O) May be inoperative provided alternate procedures are established and used to verify crossfeed valve operates normally.	
24-01	LP Valve Flow Bars/SHUT Lights (Engines 1 and 2 and APU)	C	6	0	May be inoperative provided associated indications are available on ECAM.	

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AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
25-16 ***	Trim Tank Refuel, Defuel, Transfer Valve	C	1	0	(M)(O) May be inoperative, deactivated closed provided: a) Center of gravity control system (CGCS) is considered inoperative, b) Trim tank remains empty or fuel therein is limited to 4400 lb, is considered unusable, and is calculated as part of zero fuel weight (ZFW), c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and d) Trim tank isolation valve and fuel pumps remain off.	
		C	1	0	(M)(O) May be inoperative and CGCS alternate mode used provided: a) Trim tank refuel, defuel, transfer valve is deactivated closed, b) Forward transfer valve operates normally, c) Zero fuel weight center of gravity forward limit is shifted 1.5% aft, and d) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%.	

AIRCRAFT:
 A300-600, A310

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
25-17	Center Tank Relief Valve	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Trim tank remains empty or fuel therein is limited to 4,400 lb, is considered unusable, and is calculated as part of zero fuel weight (ZFW), b) Center tank remains empty or fuel therein is considered unusable and is calculated as part of zero fuel weight (ZFW), c) Trim tank isolation valve and fuel pumps remain off, d) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and e) Center of gravity control system (CGCC) is not used. NOTE: Center of gravity control system (CGCS) should not be used.	
26-11	Forward Transfer Valves	C	2	0	(M)(O) May be inoperative, deactivated closed provided: <ul style="list-style-type: none"> a) Trim tank remains empty or fuel therein is limited to 4,400 lb, is considered unusable, and is calculated as part of zero fuel weight (ZFW), b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) Trim tank isolation valve and fuel pumps remain off. NOTE: Center of gravity control system (CGCS) should not be used.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
26-16 ***	Aft Transfer Valves	C	2	0	(M)(O) Both may be inoperative provided: a) Inoperative valve(s) is deactivated closed, b) Center of gravity control computer (CGCC) alternate mode operates normally, c) Zero fuel weight center of gravity forward limit is shifted 1.5% aft, d) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and e) If forward transfer valve and/or forward auxiliary transfer valve is inoperative, trim tank isolation valve and fuel pump remain off.	
27-11	Trim Tank Pumps	C	2	1	One may be inoperative provided the affected pump switch remains off.	
		C	2	0	(O) May be inoperative provided: a) Trim tank remains empty or fuel therein is limited to 4,400 lb, is considered unusable, and is calculated as part of zero fuel weight (ZFW), b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) Trim tank isolation valve and fuel pumps remain off.	
					NOTE: Center of gravity control system (CGCS) should not be used.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
27-14	Trim Tank Pump LO PR Lights	C	2	1		
		C	2	0	(O) May be inoperative provided associated pump indications are available on ECAM.	
		C	2	0	(O) May be inoperative provided: a) Trim tank remains empty or fuel therein is limited to 4,400 lb, is considered unusable, and is calculated as part of zero fuel weight (ZFW), b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) Trim tank isolation valve and fuel pumps remain off. NOTE: Center of gravity control system (CGCS) should not be used.	
28-16 ***	Auxiliary (AUX) Tank Transfer Valve	C	1	0	(M) May be inoperative, deactivated closed provided auxiliary (AUX) tank remains empty.	
		C	1	0	(M)(O) May be inoperative, deactivated closed provided: a) Auxiliary tank switch remains in auto, and b) Fuel carried in AUX tank is considered unusable and is calculated as part of zero fuel weight (ZFW).	

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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
28-19 ***	Auxiliary (AUX) Tank Air Shutoff Valve	C	1	0	(M) May be inoperative, deactivated closed provided auxiliary (AUX) tank remains empty.	
		C	1	0	(M)(O) May be inoperative, deactivated closed provided: <ol style="list-style-type: none"> a) AUX tank switch remains in auto, and b) Fuel carried in AUX tank is considered unusable and is calculated as part of zero fuel weight (ZFW). 	
		C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Valve is secured open, b) AUX tank transfer pump operates normally, c) AUX tank and center tank fuel quantity indications are available on ECAM, d) Procedures are established and used for monitoring fuel transfer, and e) Flight remains at FL 270 or below until auto transfer is confirmed or manual transfer is complete. 	
28-26	Center of Gravity Control System (CGCS)					
1)	Center of Gravity Control Computer (CGCC)	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Trim tank remains empty or fuel therein is limited to 4,400 lb, is considered unusable, and is calculated as part of zero fuel weight (ZFW), b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) Trim tank isolation valve and fuel pumps remain off. 	
(Continued)						

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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
28-26	Center of Gravity Control System (CGCS) (Cont'd)					
1)	Center of Gravity Control Computer (CGCC) (Cont'd)	C	1	0	(O) May be inoperative provided: a) Center tank and trim tank fuel quantity indications are available on ECAM, b) Zero fuel weight center of gravity forward limit is shifted 2.5% aft, c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and d) Alternate procedures for transferring trim tank fuel are established and used.	
2)	Normal Automatic Mode	C	1	0	(O) May be inoperative provided: a) Alternate mode operates normally, b) Zero fuel weight center of gravity forward limit is shifted 1.5% aft, and c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%.	

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

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

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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
42-01	Fuel Quantity Indicating Systems (FQIS) (Cont'd) (A300-600 Aircraft with AD 2009-02-04 Incorporated, LO LVL Lights Deactivated)	C	2	1	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> a) Affected tank fuel quantity is verified by an acceptable alternate means, b) Both fuel pumps in affected tank operate normally, c) Associated fuel used indicator operates normally, d) Associated engine fuel flow indicator operates normally, e) Associated inner tank quantity indicator operates normally, and f) If trim tank is empty at the beginning of the flight and flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%. <p>NOTE: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative.</p>	
3)	Outer Overhead Indicators	C	2	0	May be inoperative provided associated fuel quantity indications are available on ECAM.	

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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
42-01	Fuel Quantity Indicating Systems (FQIS) (Cont'd)					
4)	Inner Tank Indications (No Trim Tank Installed)	C	2	1	(M) One may be inoperative provided: <ol style="list-style-type: none"> a) Affected tank fuel quantity is verified by an acceptable alternate means, b) Both fuel pumps in affected tank operate normally, c) Associated fuel used indicator operates normally, d) Associated engine fuel flow indicator operates normally, and e) Associated outer tank quantity indicator operates normally. <p>NOTE: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative.</p>	
(Continued)						

AIRCRAFT:
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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
42-01	Fuel Quantity Indicating Systems (FQIS) (Cont'd)					
5)	Inner Tank Indications (Trim Tank Installed)	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Affected tank fuel quantity is verified by an acceptable alternate means, b) Both fuel pumps in affected tank operate normally, c) Associated fuel used indicator operates normally, d) Associated engine fuel flow indicator operates normally, e) Associated outer tank quantity indicator operates normally, f) Trim tank remains empty or fuel therein is limited to 4,400 lb, is considered unusable, and is calculated as part of zero fuel weight (ZFW), g) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and h) Trim tank isolation valve and trim tank pumps remain off. <p>NOTE 1: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative.</p> <p>NOTE 2: Center of gravity control system (CGCS) should not be used.</p>	
6)	Inner Overhead Indicators	C	2	0	May be inoperative provided associated fuel quantity indications are available on ECAM.	

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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
42-02	Center/Trim Tank Indicating System (CTR, CTR/TT, or TOT CTR)	C	1	0	May be inoperative provided associated fuel quantity indications are available on ECAM. NOTE: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative.	
1)	CTR or TOT CTR Indication (No Trim, AUX, or ACT Fuel Tanks Installed)	C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Center tank fuel quantity is verified by an acceptable alternate means, b) Center tank fuel pumps operate normally, c) Both fuel used indicators operate normally, d) Both engine fuel flow indicators operate normally, and e) Wing tank quantity indicators operate normally. NOTE: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative.	
		C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Center tank remains empty or fuel therein is considered unusable and is calculated as part of zero fuel weight (ZFW), b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) Center tank fuel pumps remain off. NOTE: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative.	

(Continued)

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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
42-02	Center/Trim Tank Indicating System (CTR, CTR/TT, or TOT CTR) (Cont'd)					
2)	CTR/TT or CTR Indication (Trim Tank Only Installed)	C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Trim tank remains empty, b) Center tank fuel quantity is verified by an acceptable alternate means, c) Center tank fuel pumps operate normally, d) Both fuel used indicators operate normally, e) Both engine fuel flow indicators operate normally, and f) Wing tank quantity indicators operate normally. <p>NOTE 1: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative.</p> <p>NOTE 2: Center of gravity control system (CGCS) should not be used.</p>	
(Continued)						

AIRCRAFT:
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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
42-02	Center/Trim Tank Indicating System (CTR, CTR/TT, or TOT CTR) (Cont'd)					
2)	CTR/TT or CTR Indication (Trim Tank Only Installed) (Cont'd)				(O) May be inoperative provided: <ol style="list-style-type: none"> a) Trim tank remains empty, b) Center tank remains empty or fuel therein is considered unusable and is calculated as part of zero fuel weight (ZFW), c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, d) Center tank fuel pump remains off, and e) Trim tank isolation valve and fuel pumps remain off. NOTE 1: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative. NOTE 2: Center of gravity control system (CGCS) should not be used.	
(Continued)						

AIRCRAFT:
 A300-600, A310

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
42-02	Center/Trim Tank Indicating System (CTR, CTR/TT, or TOT CTR) (Cont'd)					
3)	TOT CTR Indication (Trim Tank and Either ACT or AUX Tanks Installed)	C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Trim and ACT or AUX tanks remain empty, b) Center tank fuel quantity is verified by an acceptable alternate means, c) Center tank fuel pumps operate normally, d) Both fuel used indicators operate normally, e) Both engine fuel flow indicators operate normally, and f) Wing tank quantity indicators operate normally. <p>NOTE 1: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative.</p> <p>NOTE 2: Center of gravity control system (CGCS) should not be used.</p>	
(Continued)						

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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
42-02	Center/Trim Tank Indicating System (CTR, CTR/TT, or TOT CTR) (Cont'd)					
3)	TOT CTR Indication (Trim Tank and Either ACT or AUX Tanks Installed) (Cont'd)	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Trim and ACT or AUX tanks remain empty, b) Center tank remains empty or fuel therein is considered unusable and is calculated as part of zero fuel weight (ZFW), c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, d) Center tank fuel pump remains off, and e) Trim tank isolation valve and fuel pumps remain off. <p>NOTE 1: When last digit of fuel quantity indication is replaced with a dash, the quantity indicator is considered to be operative.</p> <p>NOTE 2: Center of gravity control system (CGCS) should not be used.</p>	
44-01	Fuel Quantity Pre-Selector System	C	1	0	(M) May be inoperative provided acceptable alternate refueling procedures are established and used.	
44-02	Refueling FUEL QTY Panel	C	1	0	(M) May be inoperative provided acceptable alternate refueling procedures are established and used.	
44-03	Refueling FUEL QTY Indicator	C	-	-	(M) May be inoperative provided acceptable alternate refueling procedures are established and used.	

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TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
46-01	Refuel/Defuel Valves	C	-	0	(M) May be inoperative provided: a) Affected valve(s) is verified to be in the closed position, b) Associated refuel defuel valve switch(es) remains shut and is placarded to prevent selection of NORM or OPEN, and c) Alternate refueling procedures are established and used.	
46-02	Transfer Valve	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, b) Transfer valve switch remains CLOSED and is placarded to prevent selection of OPEN, and c) Alternate refueling procedures are established and used.	
46-03	High Level Detection Systems					
1)	Airplanes without Trim, ACT, or AUX Tanks Installed	C	5	0	(M) May be inoperative provided fuel quantity is monitored continuously during refueling.	
2)	Airplanes with Trim Tanks and ACT or AUX Tanks					
a)	Inner and Outer Tank Systems	C	4	0	(M) May be inoperative provided fuel quantity is monitored continuously during refueling.	
(Continued)						

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
46-03	High Level Detection Systems (Cont'd)					
2)	Airplanes with Trim Tanks and ACT or AUX Tanks (Cont'd)					
b)	Center Tank System	C	1	0	(M)(O) May be inoperative provided: a) Fuel quantity is monitored continuously during refueling, b) Trim tank remains empty or fuel therein is limited to 4,400 lb, is considered unusable, and is calculated as part of zero fuel weight (ZFW), c) ACT or AUX tanks remain empty or fuel therein is considered unusable and is calculated as part of zero fuel weight (ZFW), d) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and e) Trim tank isolation valve and fuel pumps remain off. NOTE: Center of gravity control system (CGCS) should not be used.	
(Continued)						

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
46-03	High Level Detection Systems (Cont'd)					
2)	Airplanes with Trim Tanks and ACT or AUX Tanks (Cont'd)					
c)	Trim Tank System	C	1	0	(O) May be inoperative provided: a) Trim tank remains empty or fuel therein is limited to 4,400 lb, is considered unusable, and is calculated as part of zero fuel weight (ZFW), b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) Trim tank isolation valve and fuel pumps remain off. NOTE: Center of gravity control system (CGCS) should not be used.	
d)	AUX or ACT Tank System	C	1	0	(M) May be inoperative provided fuel quantity is monitored continuously during refueling.	
46-04	Magnetic Fuel Measuring Sticks	C	-	0	(M) May be inoperative provided: a) Alternate fueling procedures are established and used, and b) No fuel leak from the manual magnetic indicator is present.	

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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
46-05	Overflow Detection Systems					
1)	Wing Surge Tanks	C	2	0	(M) May be inoperative provided fuel quantity is monitored continuously during refueling.	
2)	Trim Tank Surge Tank	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Trim tank remains empty or fuel therein is limited to 4,400 lb, is considered unusable, and is calculated as part of zero fuel weight (ZFW), b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and c) Trim tank ISOL valve and fuel pumps remain OFF. NOTE: Center of gravity control system (CGCS) should not be used.	
47-01	ECAM Fuel Indications	C	-	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.	
47-02	Fuel Tank Temperature Indicating System (ECAM)	C	1	0	May be inoperative provided total air temperature (TAT) is substituted as an indication of fuel tank temperature.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
47-03	Trim Tank Isolation Valve Switch Flow Bar	C	1	0	May be inoperative provided ECAM fuel transfer indications operate normally.	
		C	1	0	(O) May be inoperative provided: a) Trim tank isolation valve is considered inoperative, b) Trim tank remains empty or fuel therein is limited to 4,400 lb, is considered unusable, and is calculated as part of zero fuel weight (ZFW), c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and d) Trim tank ISOL valve and fuel pumps remain OFF. NOTE: Center of gravity control system (CGCS) should not be used.	
47-04	Trim Tank Isolation Valve OFF Light	C	1	0	May be inoperative provided trim tank isolation flow bar operates normally.	
		C	1	0	(O) May be inoperative provided: a) Trim tank isolation valve is considered inoperative, b) Trim tank remains empty or fuel therein is limited to 4,400 lb, is considered unusable, and is calculated as part of zero fuel weight (ZFW), c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and d) Trim tank isolation valve and fuel pumps remain off. NOTE: Center of gravity control system (CGCS) should not be used.	

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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
47-05 ***	Center of Gravity (CG) Indications and Warnings ("AFT CENTER OF GRAVITY," and/or "EXCESS AFT CG") on ECAM	C	-	0	(M)(O) May be inoperative provided: a) Affected ECAM warning(s) is deactivated, b) Trim tank remains empty or fuel therein is limited to 4,400 lb, is considered unusable, and is calculated as part of zero fuel weight (ZFW), c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and d) Trim tank isolation valve and fuel pumps remain off. NOTE: Center of gravity control system (CGCS) should not be used.	
47-06 ***	Fuel CTR and TRIM Tank Deactivation Function (Range/Payload)	C	1	0	(O) May be inoperative provided appropriate AFM Limitations, procedures, and performances adjustments are applied.	
47-07 ***	Center and Trim Tank FAULT Light	C	1	0	(M) May be inoperative provided: a) Center and trim tanks are verified empty, and b) Fuel CTR and TRIM tank deactivation function (range/payload) switch is selected to deactivated/payload mode.	

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 A300-600, A310

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
11-01	Engine Driven Pumps					
1)	Depressurization Functions	C	4	3	May be inoperative in one hydraulic pump.	
11-02	Power Transfer Units (PTU)	C	2	1		
11-03	Hydraulic System Accumulators	C	3	0		
11-04	System Filters	C	12	11	(M) One may be inoperative provided: a) Remaining System filters are verified to be free of contamination once each flight-day, and b) All case drain filters operate normally.	
11-05	Case Drain Filters	C	4	3	(M) One may be inoperative provided: a) Inoperative filter is removed, and b) All system filters operate normally.	
21-01	Green Hydraulic System Electric Pumps	C	2	0		
24-01	Yellow Hydraulic System Electric Pump	C	1	0	(M) May be inoperative provided adequate hydraulic fluid and nitrogen pressures of the yellow brake accumulator are verified before each departure.	

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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
31-01	RSVR Quantity Gauges	C	3	2	One may be inoperative provided associated hydraulic quantity indication is available on ECAM.	
1)	Green and Yellow Systems	C	2	1	(M) Except for ER operations, either the green or yellow quantity gauge may be inoperative provided: <ol style="list-style-type: none"> a) Affected system quantity is verified before each departure, b) Associated hydraulic pressure indication is available on ECAM, and c) Blue reservoir quantity system operates normally. 	
2)	Blue System	C	1	0	(M) Blue quantity gauge may be inoperative provided: <ol style="list-style-type: none"> a) Affected system quantity is verified before each departure, b) Associated hydraulic pressure indication is available on ECAM, and c) Green and yellow reservoir quantity systems operate normally. 	
31-02	RSVR LO LEVEL Message on ECAM	C	3	2	(M) Green or blue RSVR LO LEVEL message may be inoperative provided: <ol style="list-style-type: none"> a) Affected system quantity is verified before each departure, b) Hydraulic pressure indication is available on ECAM, and c) Remaining hydraulic system quantity and RSVR low level indications operate normally. 	
33-01	RSVR AIR Lights	C	3	2	(M) One may be inoperative provided adequate reservoir air pressure is verified before each departure.	
33-02	RSVR OVHT Lights	C	3	2		

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
34-01	Engine Driven Pump LO PR Lights	C	4	0	(O) May be inoperative provided: a) Associated SERVO CTL LO PT light(s) operates normally, and b) If green system pump light(s) is affected, adequate pressure from associated pump(s) is verified before each departure.	
		C	4	0		(O) May be inoperative provided: a) Associated hydraulic indications are available on ECAM, and b) If green system pump light(s) is affected, adequate pressure from associated pump(s) is verified before each departure.
34-02	Green Electric Pumps LO PR Light	C	1	0		
34-03	"HYD YELLOW (or BLUE or GREEN) PUMP PR....OFF" ECAM Warning	C	3	2	(M) May be inoperative provided: a) Associated pump "LO PR" lights are considered inoperative, b) Remaining associated hydraulic indications are available on ECAM prior to each departure, c) Both green hydraulic engine driven pumps must be verified operative prior to each departure, and d) Affected hydraulic pressure switch is deactivated.	
35-01	ECAM Hydraulic System Page Indications	C	-	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.	

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 A300-600, A310

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
11-01	Wing Anti-Ice Valves	C	4	3	(M) One may be inoperative secured closed.	
		C	4	2	(M)(O) One on each wing may be inoperative, secured closed provided: <ol style="list-style-type: none"> a) They are in the same mode (NORM or ALTN), and b) For ER operations, ALTN operates normally. 	
		C	4	0	(M) Except for ER operations beyond 120 minutes, may be inoperative, secured closed provided airplane is not operated in known or forecast icing conditions.	
11-02	Wing Anti-Ice FAULT Light	C	1	0	(M) Except for ER operations, may be inoperative provided valves are verified to operate normally prior to each departure if flight is planned into known or forecast icing conditions.	
		C	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
21-01	Engine Anti-Ice Nacelle Valves	C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative provided: <ol style="list-style-type: none"> a) Valve is secured closed, and b) Airplane is not operated in known or forecast icing conditions. 	
		C	2	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) Valve(s) is secured open, and b) Appropriate AFM Limitations, procedures, and 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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
21-02 ***	Engine Anti-Ice Stator Valves (P&W JT9D Engines)	C	2	0	May be inoperative closed.	
		C	2	0	(M)(O) May be inoperative provided: a) Associated valve(s) is secured open, and b) Appropriate AFM Limitations, procedures, and performance adjustments are applied.	
21-03	Engine Anti-Ice FAULT Lights	C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Valve is secured closed, and b) Airplane is not operated in known or forecast icing conditions.	
		C	2	0	(M)(O) May be inoperative provided: a) Associated valve(s) is secured open, and b) Appropriate AFM Limitations, procedures, and performance adjustments are applied.	
31-01	PITOT Probe Heat					
1)	Flight Modes	B	3	2	Except for ER operations beyond 120 minutes, either CAPT or F/O pitot heat system may be inoperative provided airplane is not operated in know or forecast icing conditions or visible moisture.	
2)	Ground Modes	B	3	2	(M)(O) One may be inoperative provided: a) Icing conditions do not exist at departure airport, b) Pitot switch is on prior to takeoff, and c) Flight mode is verified to operate normally.	

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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
31-02	EPR ENG Probe Heat (P&W Engines)	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in know or forecast icing conditions or visible moisture.	
		C	2	0	(O) May be inoperative provided: a) Appropriate AFM Limitations, procedures, and performance adjustments are applied, b) Both N ₁ and associated N ₂ and fuel flow indicators operate normally, and c) Enroute/approach procedures do not require their use. NOTE: Alpha floor protection is not available.	
31-03	STAT Port Heat					
1)	CAPT or F/O System	C	4	3	Either CAPT LH or RH or F/O LH or RH system may be inoperative.	
2)	STBY System	C	2	1	One may be inoperative provided taxiway and runway are not covered with standing water or slush.	
		C	2	1	One may be inoperative provided ambient temperature for departure is greater than +5 °C (+41 °F).	

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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
31-04	Angle of Attack (ALPHA) Probe Heaters	B	3	2	No. 3 (STBY) may be inoperative.	
		B	3	2	Except for ER operations beyond 120 minutes, No. 1 or No. 2 may be inoperative provided airplane is not operated in known or forecast icing conditions or visible moisture.	
31-05	TAT Probe Heaters	C	2	1	Except for ER operations beyond 120 minutes, No. 1 may be inoperative provided TAT indication is available on thrust rating panel (TRP).	
		C	2	1	Except for ER operations beyond 120 minutes, No. 2 may be inoperative provided TAT indication is available on ECAM.	
		C	2	0	Except for ER operations beyond 120 minutes, both may be inoperative provided airplane is not operated in known or forecast icing conditions or visible moisture.	
31-06	Probe Heat Lights					
1)	Pitot Probe Heat Lights	B	3	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: <ol style="list-style-type: none"> a) Associated heaters are verified operative prior to each departure, and b) Airplane is not operated in known or forecast icing conditions. 	
2)	STAT, ALPHA TAT, and ENG Probe Heat Lights	C	-	0	(M) May be inoperative provided associated heaters are verified operative prior to each departure.	

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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
42-01	Window Heat Systems					
1)	Side/Lateral Windows	C	2	0		
2)	Front Windows/Windshields	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.	
3)	FAULT Lights (WSLD & LAT)	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.	
4) ***	LAT Fault Lights	C	2	0		
45-01	Windshield Wipers	C	2	0	(O) May be inoperative provided the airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
1)	Fast Speed	C	2	0	May be inoperative provided: a) Slow speed operates normally, and b) Approach minimums do not require their use.	
2)	Slow Speed	C	2	0	May be inoperative provided fast speed operates normally.	
45-02	Rain Repellent System	D	1	0	May be inoperative provided approach minimums do not require its use.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
71-01	Waste Water Drain Mast Heating System(s)	C	-	0	May be inoperative provided: a) Associated lavatory is used by crewmembers only, b) Associated lavatory sink is not used, and c) Associated galley is not used. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
71-02 ***	Lavatory Sink Drain Line Heater System	C	-	0	(M) May be inoperative provided water supply system to associated lavatory(s) and galley(s) is secured OFF.	
71-03	Main Deck and Lower Cargo Floor Drain Line and Stop Valve Heater System	C	4	0		
81-01 ***	Ice Detection System	C	1	0	(O) May be inoperative provided alternate icing recognition procedures are established and used.	
82-01	ECAM Ice and Rain Indications	C	-	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
00-01	TAKEOFF CONFIG Warning System Test Function	C	1	0	(M)(O) May be inoperative provided: a) Associated test button is not activated, and b) T/O configuration is verified before each departure.	
21-01	Clocks					
1)	Captain's	C	1	0	May be inoperative provided first officer's clock operates normally.	
2)	First Officer's	A	1	0	May be inoperative provided: a) Associated DFDR recording parameter is considered inoperative, b) Captain's clock operates normally, and c) Repairs are made within 20 calendar-days.	
3) ***	GPS Time Function	D	2	0	(O) May be inoperative provided: a) Clocks are selected to INT, and b) A procedure for setting the internal clock is established and used.	

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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	Flight Data Recorder (FDR) System(s)					
	Flight Data Recorder (FDR) Installed for an Operator for a Holder of an Air Carrier or Commercial Operator Certificate					
1)	Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Cockpit voice recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ol style="list-style-type: none"> 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days. 	
(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
31-01	Flight Data Recorder (FDR) System(s) (Cont'd)					
1)	FDR Recording Parameters Required by 14 CFR	A	-	-	May be inoperative provided: a) Cockpit voice recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
2)	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
	Flight Data Recorder (FDR) Installed for an Operator Other than a Holder of an Air Carrier or Commercial Operator Certificate					
3)	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
31-02 ***	Maintenance Recorder (AIDS)	C	1	0		
31-03 ***	DFDAU Aircraft Condition Monitoring System (ACMS)	C	1	0	(O) May be missing or expired provided alternate procedures for reporting reliability data is established and used.	
		A	1	0	(O) May be missing or expired provided: a) Alternate procedures for reporting reliability data is established and used, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Electronic Centralized Aircraft Monitor (ECAM)					
1)	Cathode Ray Tubes (CRT)	C	2	1	Except for ER operations, one may be inoperative provided other MMEL items do not require use of ECAM.	
2)	Symbol Generators Unit (SGU)	C	2	1	Except for ER operations, one may be inoperative provided other MMEL items do not require use of ECAM.	
51-02	Flight Warning Computers (A310 and A300-600 Aircraft with AD 2012-12-01 Incorporated, LO LVL Lights Activated)	C	2	1	(M)(O) Except for ER operations, FWC 2 may be inoperative provided: <ul style="list-style-type: none"> a) Remaining FWC is verified to operate normally before first flight of each day, and b) If trim tank is installed, then ensure: <ul style="list-style-type: none"> 1) Trim tank remains empty or fuel therein is limited to 4,400 lb, is considered unusable, and is calculated as part of zero fuel weight (ZFW), 2) Trim tank isolation valve and trim tank fuel pumps remain OFF, 3) If flight planning system takes credit for CGCC operation, then ensure flight planning fuel consumption is increased by 1.0%, and c) Approach minimums do not require its use. NOTE: Center of gravity control system (CGCS) should not be used.	

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A300-600, A310

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
53-01	Master Warning/Master Caution Systems					
1) ***	Master Warning Lights	C	2	1	One may be inoperative provided all remaining discrete audio and visual warnings and ECAM operate normally.	
2) ***	Master Caution Lights	C	2	1	One may be inoperative provided all remaining discrete audio and visual warnings and ECAM operate normally.	
3) ***	Warning Light Display Panel System (WLDP)	C	1	0	May be inoperative provided all remaining discrete audio and visual warnings and ECAM operate normally.	
53-03	ECAM Control Panel					
1)	System Page Manual Call					
a)	FLT CTL Page	C	1	0	(M) Except for ER operations, may be inoperative provided before each departure, flight controls are visually verified to operate normally.	
b)	Other System Pages	C	11	0	Except for ER operations, system page manual call functions may be inoperative provided other MMEL items do not require their use.	
2)	Status Page Manual Call Function	C	1	0	Except for ER operations, may be inoperative provided recall function operates normally.	
3)	Recall Function	C	1	0	Except for ER operations, may be inoperative provided status page manual call function operates normally.	

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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
53-04	Audio Cancel/Warning System NORM/NORM CANCEL Pushbutton	C	1	0	May be inoperative provided EMER/EMER CANCEL switch operates normally.	
53-05	Audio Warning System Functions	B	-	-	Discrete audio warning function(s) for inoperative system(s) may be inoperative.	
53-06	STOP Rudder Input Warning System (SRIWS) (AD 2012-21-15)					
	STOP Lights	C	2	1	(O) Either captain's or F/O's may be inoperative provided that the pilot flying STOP light is operative.	
		B	2	0	(O) Both captain's and F/O's may be inoperative provided that the STOP RUDDER INPUTS audio warning is checked operative prior to each flight.	
54-01	Maintenance Panel Indications and Controls	C	-	0		
61-01 ***	Integrated Data Link Controller (IDC-900)				NOTE: Any subsystem that operates normally may be used.	
1)	Panel Lighting	C	2	0	May be inoperative provided: a) Cockpit area lighting is sufficient to illuminate buttons and selectors, and b) Lighting is acceptable to the flightcrew.	
69-01	Monitored Circuit Breaker System	C	1	0	(M)(O) May be inoperative provided: a) Monitored circuit breakers are checked before each departure, and b) The ECAM message "C/B MONITOR", if displayed, is inhibited.	
					NOTE: Inhibited "C/B MONITOR" messages will remain displayed until after second engine start.	

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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
30-01	Landing Gear Retracting System (Aircraft with Mod 5229 and 5606)	C	1	0	(M)(O) May be inoperative provided: a) Inoperative components are secured by acceptable alternate procedure, and b) Airplane is dispatched in accordance with appropriate AFM gear down Limitations, procedures, and performance adjustments.	
31-01	MLG Door Ground Opening	C	2	1	(M) May be inoperative provided the cable is disconnected or removed.	
40-01 ***	External Parking Brake Indicator Light	D	1	0	May be inoperative provided procedures do not require its use.	
41-00 ***	Tire Pressure Indicators (Valve Stem Gauges)	D	-	0		
41-01	Main Wheel Tie Bolts					
1)	Main Wheel Tie Bolts (MESSIER Wheels)	A	-	-	(M) One main wheel tie bolt may be missing provided: a) Affected wheel is removed, checked for broken parts or damage, and replaced if broken parts or damage is found, b) Associated brake is checked for broken parts or damage and is replaced or deactivated if broken parts or damage is found, c) After each landing, wheel is inspected for additional broken or missing tie bolts, and d) Operations are limited to three departures before repairs are made.	
NOTE: Aircraft may not depart an airport where replacement can be made.						
(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
41-01	Main Wheel Tie Bolts (Cont'd)					
2)	Main Wheel Tie Bolts (BENDIX Wheels)	A	-	-	(M) One main wheel tie bolt may be missing provided: <ol style="list-style-type: none"> a) Affected wheel is removed, checked for broken parts or damage, and replaced if broken parts or damage is found, b) Associated brake is checked for broken parts or damage and is replaced or deactivated if broken parts or damage is found, c) After each landing, wheel is inspected for additional broken or missing tie bolts, and d) Operations are limited to one departure before repairs are made. 	
42-01	Main Wheel Brakes	C	8	6	(M)(O) One brake per landing gear may be inoperative provided: <ol style="list-style-type: none"> a) Antiskid operates normally, b) Affected brake(s) is deactivated, and c) Appropriate AFM Limitations, procedures, and performance adjustments are applied. 	
1)	Airplanes with Intermixed Messier Carbon Brakes (MB M318 and Previous MB Carbon Brakes)	C	8	6	(M)(O) One brake per landing gear may be inoperative provided: <ol style="list-style-type: none"> a) Antiskid operates normally, b) Affected brake(s) is deactivated, c) If only one brake is inoperative, a brake on the opposite landing gear is also deactivated, and d) Appropriate AFM Limitations, procedures, and performance adjustments are applied. 	

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DATE: 04/29/2019

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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
42-02	Green Brake System					
1)	Servo Valves					
a)	Airplanes with Non-Carbon and Non-Intermixed Messier Carbon Brakes	C	8	6	(M)(O) One per landing gear may be inoperative provided: <ol style="list-style-type: none"> a) Antiskid operates normally, b) Affected brakes(s) is deactivated, and c) Appropriate AFM Limitations, procedures, and performance adjustments are applied. 	
b)	Airplanes with Intermixed Messier Carbon Brakes (MB M318 and Previous MB Carbon Brakes)	C	8	6	(M)(O) One per landing gear may be inoperative provided: <ol style="list-style-type: none"> a) Antiskid operates normally, b) Affected brake(s) is deactivated, c) If only one valve is inoperative, brake on the opposite landing gear is also deactivated, and d) Appropriate AFM Limitations, procedures, and performance adjustments are applied. 	

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DATE: 04/29/2019

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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
42-03	Yellow Brake System					
1)	Servo Valves	C	4	3	One may be inoperative provided: a) Green brake system operates normally, and b) Antiskid system operates normally.	
2)	Accumulators	C	2	1		(M) One may be inoperative provided: a) Remaining components of the yellow brake system operate normally, b) Green brakes system operates normally, and c) Antiskid system operates normally.
					NOTE: Expect emergency brake operation to be limited to three applications.	
42-04	BRK FAIL Light	C	1	0		
42-05	Autobrake System	C	1	0		
42-06	Autobrake Light	C	1	0		

AIRCRAFT:
 A300-600, A310

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
42-07	Antiskid System					
1)	Control Channels/Release Signals (Green System)					
a)	Airplanes with Non-Carbon and Non-Intermixed Messier Carbon Brakes	C	8	6	(M)(O) One per landing gear may be inoperative provided: a) Affected brake(s) is deactivated, b) Ground spoilers operate normally, and c) Appropriate AFM Limitations, procedures, and performance adjustments are applied.	
b)	Airplanes with Intermixed Messier Carbon Brakes (MB M318 and Previous MB Carbon Brakes)	C	8	6	(M)(O) One per landing gear may be inoperative provided: a) Antiskid operates normally, b) Affected brake(s) is deactivated, c) If only one channel/release signal is inoperative, a brake on the opposite landing gear is also deactivated, and d) Appropriate AFM Limitations, procedures, and performance adjustments are applied.	
2)	Control Channels/Release Signals (Yellow System)	C	4	3	One may be inoperative provided: a) Green brake system operates normally, and b) Antiskid system operates normally.	
42-08	ACCU PRESS Indicator	C	1	0	(O) May be inoperative provided: a) Both BRAKES pressure indicators operate normally, and b) Normal yellow brake accumulator pressure is verified before each departure.	

AIRCRAFT:
 A300-600, A310

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
42-10	In-Flight Wheel Braking System (Including Nose Wheel Snubber Pad)	C	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) Main wheel braking, if inoperative, is verified to be in the not applied mode, b) Nose wheel snubber pads, if inoperative, are removed, c) Flight planning accounts for Limitations, procedures, and performance adjustments applicable to takeoff (brake release through completion of final takeoff segment) contained in the AFM "Flight Gear Down" Supplement, d) Icing conditions do not exist from the surface up to 1,500 feet above field elevation (AFE) at the takeoff airport, and e) After takeoff with both engines operating normally, landing gear is left extended for 1 minute to allow the wheels to spin down prior to gear retraction. <p>NOTE: In case of engine failure after V₁, performance is the prime consideration, and the landing gear should be retracted normally until performance penalty with gear down is no longer a factor. Pilots must also consider effects of delayed raising or lowering gear during winter weather condition.</p>	

AIRCRAFT:
 A300-600, A310

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
42-12	Main Gear Tachometer(s)	C	8	7	(M)(O) One front wheel (1, 2, 3, 4) tachometer may be inoperative provided: a) Antiskid system is operative, b) Both reversers are operative, c) Green system is operative on operative brakes, d) Operative tachometers are checked before each flight, e) Autobrake system is considered inoperative, and f) Appropriate AFM Limitations, procedures, and performance adjustments are applied.	
47-01	Brake HOT Light	C	1	0	May be inoperative provided brake temperature indications are available on ECAM.	
		C	1	0	(O) May be inoperative provided brake cooling time is applied.	
47-02	ECAM Brake Temperature Indication(s)	C	-	0	(O) May be inoperative provided brake cooling time is applied.	
48-01	Brake Fan System	C	1	0		

1)	Brake Fans	C	8	0	(M) May be inoperative provided the associated brake fan(s) is deactivated.	

AIRCRAFT:
 A300-600, A310

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
51-01	Rudder Pedal Nose Wheel Steering System	C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Centering function operates normally, b) Handwheel steering system (tillers) is verified to operate normally, and c) Landing minimums are not dependent upon its use. 	
61-01 ***	Landing Gear Indicating Panels	B	-	1	Two may be inoperative provided: <ol style="list-style-type: none"> a) All three visual downlock indicators operate normally, and b) POSITION DET switch remains selected to system with operative panel. 	
		B	-	2	One may be inoperative provided POSITION DET switch remains selected to system with an operative panel. NOTE: Any remaining portion of indicating panel(s) which operates normally may be used.	
1)	Landing Gear Door Indicators	B	6	3	One may be inoperative for each gear assembly on either SYS 1 or SYS 2 panel provided POSITION DET switch remains selected to system with operative panel.	

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

AIRCRAFT:
 A300-600, A310

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
12-01	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System (Cont'd)					
3)	Glareshield Lights	C	8	3	(M) May be inoperative provided: a) Lighting configuration and intensity is acceptable to the flightcrew, and b) Emergency function is verified to operate normally.	
4)	Standby Attitude Indicator Integrated Lighting	B	1	0	(M) May be inoperative provided glareshield emergency lightning is verified to operate during emergency smoke drill procedure.	
		C	1	0	May be inoperative for non-night operations.	
5)	Nonstabilized Magnetic Compass Integrated Lighting	B	1	0	May be inoperative provided the nonstabilized magnetic compass is considered inoperative.	
		C	1	0	May be inoperative for non-night operations.	
14-00	Annunciator (ANN) Lighting System					
1) ***	Auto Test Function	D	1	0	May be inoperative provided ANN Lt test function operates normally.	
2)	ANN Lt Test Function	B	1	0	Both FWCs operate normally.	
		C	1	0	May be inoperative provided the auto test function operates normally.	
3)	Dim Function	C	1	0	May be inoperative for non-night operations.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Cabin Interior Illumination					
1)	Passenger Configuration with Incandescent Emergency Escape Path Marking System	C	-	-	May be inoperative provided: a) Remaining lighting is sufficient for cabin attendants to perform their duties, and b) For night ER operations, at least 75% of the night lights must operate.	
2)	Passenger Configurations with Photoluminescent Emergency Escape Path Marking System	C	-	-	Individual lights may be inoperative provided: a) Remaining lighting is sufficient for cabin attendants to perform their duties, and b) Minimum acceptable light levels specified in one of the following documents are maintained: 1) FAA engineering approval letter, 2) FAA-approved report of the type design holder, 3) Limitations and conditions section of the applicable Supplemental Type Certificate (STC), or 4) An FAA-approved report incorporated in the master drawing list for the applicable STC.	
3)	All Cargo Configuration Main Deck/Courier/Supernumerary Area	C	-	-	May be inoperative provided procedures do not require their use.	
		C	-	-	Individual lights may be inoperative provided remaining lighting is sufficient for crewmembers to perform required duties.	
a)	Cargo Door Sill Lights	C	-	-		

AIRCRAFT:
 A300-600, A310

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
26-01	Passenger Lighted Information Signs ("NO SMOKING/FASTEN SEAT BELT/RETURN TO SEAT") Signs	C	-	-	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded "DO NOT OCCUPY". NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.	
		C	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: <ul style="list-style-type: none"> a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) is placed on or off. 	
1)	Aural Tone	C	-	0		
2)	Automatic Function	C	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Manual control function operates normally, and b) Procedures for manually operating signs are established and used. 	

AIRCRAFT:
 A300-600, A310

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
26-02 ***	Courier/Supernumerary Notice System					
1)	"NO SMOKING/ FASTEN SEAT BELTS/ EXIT/DON OXYGEN MASKS/SEAT" Signs	C	5	0	(O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated sign(s) is placed on or off.	
2)	Aural Tone System	C	1	0	May be inoperative provided courier/supernumerary address system operates normally.	
		C	1	0	May be inoperative provided courier/supernumerary area remains unoccupied in flight.	
31-01	Service Area Lighting: Equipment Zone 311/312	C	-	0		
31-02	Service Area: APU Compartment	C	-	0		
32-01	FWD Air Conditioning Duct Compartment	C	-	0		
32-02	AFT Air Conditioning Duct and Accessory Compartment	C	-	0		
34-01	Lower Cargo Compartment Lights	C	-	0		
1)	Lower Cargo Compartment Light Lens	C	-	-	(M) May be broken/missing provided associated light tubes are removed.	

AIRCRAFT:
 A300-600, A310

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
35-00	Equipment Compartment Lighting					
1)	Air Conditioning Compartment	C	-	0		
2)	Avionics Compartment	C	-	0		
41-01	Navigation (NAV) Lights	C	-	3	Between sunset and sunrise, all except the following minimum may be inoperative: a) One stationary red wingtip light, b) One stationary green wingtip light, and c) One stationary white AFT wingtip light.	
		C	-	0	May be inoperative between sunrise and sunset.	
41-02	Strobe Lights	C	-	0	May be inoperative for night operations provided anticollision lights ("red" beacon) operate normally.	
		C	-	0	May be inoperative for non-night operations.	
1)	Auto Function	C	1	0	May be inoperative provided the switch is operative in OFF and ON positions.	

AIRCRAFT: A300-600, A310	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
42-01	Landing Light System					
1)	Lights	C	2	1	One may be inoperative for night operations provided both nose gear takeoff (TO) lights operate normally.	
		C	2	0	May be inoperative for non-night operations.	
2)	Extend/Retract Function	C	2	1	One may be inoperative in the retracted position provided: a) Associated landing light is considered inoperative, and b) Both nose gear takeoff (TO) lights operate normally.	
		C	2	1	(O) One may be inoperative in other than fully extended position provided: a) Both nose gear takeoff (TO) lights operate normally, and b) Flight planning fuel consumption is increased by 1.0%.	
		C	2	0	May be inoperative in the retracted position for non-night operations.	
		C	2	0	(O) May be inoperative in other than fully extended position or partially extended position provided: a) Aircraft is restricted to non-night operations, and b) Flight planning fuel consumption is increased by 1.0% per light.	
		C	2	0	(O) May be inoperative in the fully extended position provided: a) Both landing lights operate normally, and b) Flight planning fuel consumption is increased by 1.0% per light.	

AIRCRAFT:
 A300-600, A310

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
43-01	Runway Turn-Off Lights	C	2	0		
45-01	Wheel Well Dome Lights	C	-	0		
46-01	Nose Gear Taxi and Takeoff Lights					
1)	Takeoff (TO) Lights	C	2	1	One may be inoperative for night operations provided both landing lights operate normally.	
		C	2	0	May be inoperative for non-night operations.	
2)	Taxi Lights	C	2	0		
47-02 ***	Logo Lights	D	-	0		
48-01	Anticollision (Beacon) Lights	C	2	0	(O) May be inoperative provided: a) Strobe lights operate normally, and b) Alternate procedures are established and used.	
	Airplanes with Mod SB A300-336034 or SB A300-33-6036, SB A310-33-2037, or SB A310-33-2039	C	2	0	May be inoperative for night operations provided strobe lights are installed and operate normally.	
49-01	Wing Illumination Lights	C	4	0	(O) May be inoperative provided ground deicing procedures do not require their use.	
51-02	Emergency Exit Light DISARM Light	C	1	0	(O) May be inoperative provided emergency exit lights are verified disarmed before exiting airplane at termination of flight.	

AIRCRAFT:
 A300-600, A310

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
51-03	Cabin Interior Emergency Light System					
1)	Lights	C	-	-	One bulb in up to three nonadjacent ceiling lights may be inoperative.	
2)	Test Function	C	1	0	(M) May be inoperative provided interior emergency light system is verified to operate normally.	
51-04	Floor Proximity Emergency Escape Path Marking System	C	1	-	Individual lights may be inoperative provided FAA-approved minimum acceptable lighting levels specified in an FAA engineering approval letter are complied with.	
		C	1	-	Individual lights may be inoperative provided FAA-approved minimum acceptable lighting levels specified in an FAA-approved report of the type design holder are complied with.	
		C	1	-	Individual lights may be inoperative provided FAA-approved minimum acceptable lighting levels specified in the Limitations and Conditions section of the applicable Supplemental Type Certificate (STC) are complied with.	
		C	1	-	Individual lights may be inoperative provided FAA-approved minimum acceptable lighting levels specified in an FAA-approved report incorporated in the Master Drawing List for the applicable STC are complied with.	

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 A300-600, A310

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
51-05 ***	Courier/Supernumerary Area Interior Emergency Light System					
1)	Lights	C	-	-	Individual lights may be inoperative provided courier/supernumerary area remains unoccupied in flight.	
2)	Test Function	C	1	0	(M) May be inoperative provided courier compartment interior emergency light system is verified to operate normally.	
51-18	Overwing Emergency Light (A310)					
1)	Passenger and Combi Configuration	B	2	0	May be inoperative for non-night operations.	
2) ***	All-Cargo Configuration	D	2	0		

AIRCRAFT:
 A300-600, A310

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
12-03	Standby Altimeter Vibrator	C	1	0	May be inoperative provided VMC conditions exist at departure and arrival airports.	
12-04	Altitude Alerting System	A	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight-days. 	
		C	-	1		
1)	Aural Alert	C	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally. 	
		C	-	0		
2)	Visual Alert	C	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally. 	
		C	-	0		
12-05	Vertical Speed Indicator (Inertial Mode)	C	2	0		

AIRCRAFT:
 A300-600, A310

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

AIRCRAFT:
 A300-600, A310

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
25-03	Inertial Sensor Display Unit (ISDU)	C	1	0	Except for ER operations, may be inoperative provided: a) Inertial Reference Units (IRU) can be aligned through the flight management systems (FMS), and b) ISDU rotary selector remains OFF.	
27-02	Primary Flight Display (PFD) Secondary Airspeed Indications	C	2	1	Indications, including MACH, may be inoperative on one PFD.	
27-03	MACH/Airspeed Warnings (Audio and Visual)	B	2	1		
27-06	Heading and Guidance Displays on Primary Flight Displays (PFD)					
1)	Heading Scale	C	-	0		
2)	Selected Headings	C	-	0		
3)	Flight Path Vector	C	-	0		
4)	Flight Path Target	C	-	0		
5)	Altitude Deviation	C	-	0		
6)	Selected Altitude Index	C	-	0		
7)	Radio Altitude Information	C	-	0	May be inoperative provided approach minimums and/or operating procedures do not require its use.	
8)	ILS Reminder	C	-	0		
9)	Special Message	C	-	0		
10)	ILS DME	C	-	0		
11)	Flight Director Command Bars	C	-	0	May be inoperative provided flight director is considered inoperative.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
28-01	Nonstabilized Magnetic Compass	B	1	0	(O) May be inoperative provided: a) Any combination of three gyro or INS (IRU) stabilized compass systems operates normally, and b) AD 2005-14-01 is complied with.	
		B	1	0	(O) May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems operate normally, b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight, and c) AD 2005-14-01 is complied with.	
		C	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operate normally, and used in conjunction with approved free gyro navigation techniques.	
28-02	Navigation Display (ND) Heading Indications	C	2	1	Except for ER operations, one may be inoperative provided at least one heading card operates normally at each pilot station.	

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 A300-600, A310

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
28-03	Navigation Display (ND) Functions					
1)	Selected Headings	C	-	0	May be inoperative provided: a) HDG SEL on flight control unit (FCU) operates normally, and b) Heading Index on VOR/DME RMI operates normally.	
2)	Selected Course (Digital Value)	C	-	0		
3)	Airplane Symbol	C	-	1		
4)	Next Waypoint	C	-	1		
5)	FMC Message	C	-	1		
6)	Trajectory Deviation Mode	C	-	0		
7)	Ground Speed	C	-	0		
8)	True Airspeed	C	-	1		
9)	Wind	C	-	0		
28-04	Navigation Display (ND) ARC Modes	C	2	1		
28-05	Navigation Display (ND) Map Modes	C	2	1		
28-06	Navigation Display (ND) Plan Modes	C	2	1		

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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
29-06 ***	VOR RMI Indicator					
1)	Compass Cards	C	2	0	Both may be inoperative provided heading information from separate independent sources is available at each pilot station.	
2)	Pointers	C	4	-	As required by 14 CFR.	
29-07 ***	ADF RMI Indicator					
1)	Compass Cards	C	2	0	Both may be inoperative provided heading information from separate independent sources is available at each pilot station.	
2)	Pointers	C	-	-	As required by 14 CFR.	
29-08 ***	ADF/VOR RMI Indicator					
1)	Compass Cards	C	2	0	Both may be inoperative provided heading information from separate independent sources is available at each pilot station.	
2)	VOR/ADF Pointers	C	4	-	As required by 14 CFR.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
32-01 ***	Multi-Mode Receiver (MMR)	C	2	1	One may be inoperative provided: a) Not powered by an emergency bus, and b) Approach minimums do not require its use.	
1)	Instrument Landing System Functions	C	2	-	Any in excess of those required by 14 CFR may be inoperative provided: a) Not powered by an emergency bus, and b) Approach minimums do not require its use.	
2)	Global Positioning System (GPS) Functions	C	2	0	(O) May be inoperative provided: a) Alternate procedures are established, and b) Enroute or approach procedures do not require its use.	
34-01	Marker Beacon System	C	1	0	May be inoperative provided approach procedures do not require its use.	
36-01	ILS Systems	C	2	-	Any in excess of those required by 14 CFR may be inoperative provided: a) Not powered by an emergency bus, and b) Approach minimums do not require its use.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Weather Radar System	C	-	0	Except for ER operations beyond 120 minutes, may be inoperative provided system is not required by 14 CFR.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
1) ***	Windshear Detection and Avoidance System (Predictive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operators' alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear warning and guidance system (Reactive) operates normally.	
42-01	Radio Altimeter Systems					
1)	RAD ALT System 1	A	1	0	May be inoperative provided: a) Dispatch deviations for inoperative ground proximity warning system (GPWS) are observed, b) Approach minimums or operating procedures do not require its use, and c) Repairs are made within 2 flight-days.	
2) ***	RAD ALT 1 System 1 (Aircraft with Dual RAD ALT Input to GPWS)	C	1	0	May be inoperative provided approach minimums or operating procedures do not require its use.	

(Continued)

AIRCRAFT:
 A300-600, A310

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
42-01	Radio Altimeter Systems (Cont'd)					
3)	RAD ALT System 2	C	1	0	May be inoperative provided approach minimums or operating procedures do not require its use.	
4)	RAD ALT System 1 and 2	A	2	0	May be inoperative provided: a) Dispatch deviations for ground proximity warning system (GPWS) are observed, b) TCAS is considered inoperative and not used, c) EGPWS is considered inoperative and not used, d) Approach minimums or operating procedures do not require their use, and e) Repairs are made within 2 flight-days.	
43-01	Radio Altimeter Automatic Callout Function	C	1	0	(O) May be inoperative provided alternate altitude callout procedures are established and used.	
a) ***	Decision Height/Decision Altitude (DH/DA)	C	1	0	May be inoperative provided approach procedures do not require its use.	
b) ***	Kettle Feature	C	1	0		

AIRCRAFT:
 A300-600, A310

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
48-01	Class A TAWS Equipment Required					
1)	GPWS	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
2)	Modes 1-4	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
3)	Test Mode	A	-	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
4)	Glideslope Deviation Mode 5	B	-	0		
5)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
(Continued)						

AIRCRAFT:
 A300-600, A310

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
48-01	Class A TAWS Equipment Required (Cont'd)					
6) ***	Windshear Warning and Flight Guidance System (Reactive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operators' alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear warning and guidance system (predictive) operates normally.	
7)	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
8)	Terrain Displays	C	-	1		
9) ***	Runway Awareness and Advisory System (RAAS)	C	-	0		

AIRCRAFT:
 A300-600, A310

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
48-02	Class B TAWS Equipment Required					
1)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
2)	Modes 1 and 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
3)	Test Mode	A	-	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
4) ***	Modes 2, 4, and 5	C	3	0		
5)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
6) ***	Windshear Warning and Flight Guidance System (Reactive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
7)	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
8) ***	Terrain Displays	C	-	0		
9) ***	Runway Awareness and Advisory System (RAAS)	C	1	0		

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
48-03	Class C TAWS Equipment					
***	TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
51-01	Distance Measuring Equipment Systems (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
1)	DME Readout(s)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
51-02	VOR Navigation Systems	C	-	-	Any in excess of those required by 14 CFR and not powered by an emergency bus may be inoperative.	
1)	Frequency Transfer Functions	C	-	0		

2)	F/O's VOR Course Indication	C	2	1	One may be inoperative on F/O's VOR control panel provided course indication is available on F/O's ND.	
52-01	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
1)	System Selector	C	-	0		

2)	Elementary Enhanced Downlink Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	

AIRCRAFT:
 A300-600, A310

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
53-01	ADF Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
1) ***	Frequency Transfer Selectors	C	-	0		
54-01 ***	Global Positioning System (GPS)	C	2	0	(O) May be inoperative provided: a) Alternate procedures are established, and b) Enroute or approach procedures do not require its use.	
58-01 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	

(Continued)

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DATE: 04/29/2019

AIRCRAFT:
 A300-600, A310

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
58-01 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR.	
					NOTE: Any ADS-B Out function that operates normally may be used.	
(Continued)						

AIRCRAFT:
 A300-600, A310

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
58-01 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
***	ADS-B Out UAT Transmissions	C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	

AIRCRAFT:
 A300-600, A310

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
60-01	Flight Management Systems (FMS)					
1)	Flight Management Computer (FMC)	C	2	1	(O) Except for ER operations, one may be inoperative provided: <ol style="list-style-type: none"> a) Enroute/approach procedures do not require its use, and b) Alternate CGCC data entry procedures are established and used. 	
		C	2	0	(O) Except for ER operations, both may be inoperative provided: <ol style="list-style-type: none"> a) Enroute/approach procedures do not require its use, b) Trim tank remains empty or fuel therein is limited to 4,400 lb, is considered unusable, is calculated as part of zero fuel weight (ZFW), and is taken into account for CG calculations, c) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased by 1.0%, and d) Trim tank isolation valve and fuel pumps remain off. 	
2)	Lateral Navigation	C	2	0	(O) Except for ER operations, may be inoperative provided enroute/approach procedures do not require its use.	
3)	Vertical Navigation	C	2	0	(O) May be inoperative provided enroute and/or approach procedures do not require its use.	
4)	Performance Prediction	C	2	0		

AIRCRAFT:
 A300-600, A310

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
60-01	Flight Management Systems (FMS) (Cont'd)					
5)	Center of Gravity Control Computer (CGCC) Data Entry Function	C	2	1	(O) One may be inoperative provided alternative CGCC data entry procedures are established and used.	
		C	2	0	(O) Both may be inoperative provided: a) Trim tank remains empty or fuel therein is limited to 4,400 lb, is considered unusable, is calculated as part of zero fuel weight (ZFW), and is taken into account for CG calculations, b) If flight planning accounts for CGCC operation, flight planning fuel consumption is increased to 1.0%, and c) Trim tank isolation valve and fuel pumps remain OFF.	
6)	Navigation Databases	A	-	0	(O) May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO flight plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight-days.	
					NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

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DATE: 04/29/2019

AIRCRAFT:
A300-600, A310

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
65-01	FMS Control Display Unit (CDU)	C	2	0	(O) Except for ER operations, may be inoperative provided enroute/approach procedures do not require its use.	
73-01	Symbol Generator Units (SGU)	C	3	2	For ER operations, No. 2 only may be inoperative.	
		C	3	2	Except for ER operations, either No. 2 or No. 3 may be inoperative.	
73-02	Primary Electronic Flight Instrument System (EFIS) Control Panels					
1)	Switch Illumination Function	C	14	7	May be inoperative provided associated mode function(s) can be verified on PFD/ND.	
73-03	Electronic Flight Instrument System (EFIS) Switching Systems					
1)	ATT/HDG Switching	C	2	1	Except for ER operations, one may be inoperative provided: a) Associated instrument(s) operates normally from independent sources, and b) Inoperative switch is not moved during flight	
2)	ADC INST Switching	C	2	0	May be inoperative provided: a) Associated instrument(s) operates normally from independent sources, and b) Inoperative switches are not moved during flight.	
(Continued)						

AIRCRAFT:
 A300-600, A310

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
73-03	Electronic Flight Instrument System (EFIS) Switching Systems (Cont'd)					
3)	FD Switching	C	2	0	May be inoperative for an inoperative system.	
		C	2	0	May be inoperative provided: a) Associated instrument(s) operates normally from independent sources, and b) Inoperative switches are not moved during flight.	
4)	EFIS/SGU Switching	C	2	0	Except for ER operations, may be inoperative for an inoperative system.	
		C	2	1	Except for ER operations, one may be inoperative provided: a) Associated instrument(s) operates normally from independent sources, and b) Inoperative switch is not moved during flight.	
5) ***	VOR Switching	C	2	0	May be inoperative provided: a) Associated instrument(s) operates normally from independent sources, and b) Inoperative switches are not moved during flight.	

AIRCRAFT:
 A300-600, A310

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

AIRCRAFT:
A300-600, A310

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
76-01	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display Systems	C	2	1	One may be inoperative on the non-flying pilot's side provided: a) TA and RA visual display is operative on the flying pilot's side, and b) TA and RA audio function is operative on the flying pilot's side.	
2)	Resolution Advisory (RA) Display System(s)	C	2	1	One may be inoperative on the non-flying pilot's side.	
		C	-	0	(O) May be inoperative provided: a) Traffic alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
3)	Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	

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DATE: 04/29/2019

AIRCRAFT:
 A300-600, A310

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
13-01	High Pressure (HP) Indicator(s)	C	-	0	(M) May be inoperative provided before departure, adequate oxygen quantity is verified by an acceptable alternate means.	
13-02	Low Pressure (LP) Indicator(s)	C	-	0		
13-03	LO PR SUPPLY OFF Light(s)	C	-	0	May be inoperative provided flightcrew verifies low pressure supply switch is pressed in before each departure.	
13-04	Exterior Oxygen Discharge Indicator (Green Disc)	C	1	0	(O) May be damaged or missing.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Passenger Oxygen System					
1)	Automatic Presentation System	B	1	0	(M) May be inoperative provided: a) Manual deployment system is verified to operate normally, and b) Airplane remains at FL 300 or below.	
2)	Passenger Service Units	B	-	-	(M) May be inoperative without flight altitude restriction provided: a) Associated seats are blocked and placarded to prevent occupancy, and b) Units operate normally for all usable lavatory and flight attendant locations.	
		B	-	-	(O) May be inoperative provided: a) Flight is not conducted over an area where the minimum enroute altitude is above 14,000 feet MSL, b) Both air conditioning packs operate normally, c) All other components of the pressurization system operate normally, d) Airplane remains at FL 250 or below, e) Portable oxygen units are provided for 10% of the passengers, and f) Passengers are appropriately briefed.	
20-02	Lavatory Oxygen Modules					
1)	Passenger Configuration	B	-	0	May be inoperative provided associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER".	
2)	All-Cargo Configuration	C	1	0	May be inoperative provided portable oxygen bottle is available and used.	

AIRCRAFT:
 A300-600, A310

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
21-01	Passenger Oxygen SYSTEM ACTUATED Light	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
30-01 ***	Portable Oxygen Dispensing Units (Or Equivalent) (Bottle and Mask)					
1)	Passenger Configuration	C	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: <ol style="list-style-type: none"> a) The inoperative unit is tagged inoperative so it cannot be mistaken for a functional unit, b) Required distribution is maintained, c) Location placard is obscured or removed, and d) Bottles not properly serviced are replaced, serviced, and removed at the next available maintenance facility. 	
2)	All-Cargo Configuration	C	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: <ol style="list-style-type: none"> a) The inoperative unit is tagged inoperative so it cannot be mistaken for a functional unit, b) Location placard is obscured or removed, c) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility, and d) Courier/handler(s) does not enter main cargo area. 	

AIRCRAFT:
A300-600, A310

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
30-02	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) 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.	
31-01 ***	Quick Donning Courier/Supernumerary Oxygen Mask(s)	C	-	-	Individual masks may be inoperative provided associated courier/supernumerary seat(s) remains unoccupied in flight.	
31-02 ***	Courier/Supernumerary Oxygen Supply Valve	C	1	0	(M) May be inoperative provided: a) Valve is deactivated closed, and b) Courier/supernumerary area remains unoccupied in flight.	
31-03 ***	Oxygen Cylinder Pressure Regulators (Head Mounted)	C	4	2	(M)(O) Two may be inoperative provided: a) No oxygen leakage is detected, b) Head valve is manually closed, c) Electrical connector associated with the inoperative pressure regulator is disconnected and stowed, and d) Prior to each departure, oxygen requirements are verified to be adequate for the intended route of flight.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
31-04 ***	Courier/Supernumerary Oxygen Cylinder Pressure Regulator (B/E Aerospace, FSI Freighter) STC #ST01941SE	C	1	0	(M)(O) May be inoperative provided: a) No oxygen leakage is detected, b) Head valve is manually closed, c) Electrical connector is disconnected, and d) Courier/supernumerary area remains unoccupied in flight.	
31-05	Courier/Supernumerary Oxygen System (B/E Aerospace, FSI Freighter) (STC #ST01941SE)					
1)	Automatic Presentation System	B	1	0	(M)(O) May be inoperative provided: a) Manual deployment system is verified to operate normally, and b) Aircraft remains at FL 300 or below.	
2)	Supernumerary Service Units	B	3	2	(M)(O) One may be inoperative provided: a) Associated seat is blocked and placarded to prevent occupancy, b) The service unit above the emergency oxygen override switch is operative, c) The associated service unit door is taped shut, and d) The mask manifold spuds within the service unit are toggled shut.	
		C	3	0	May be inoperative provided the courier/supernumerary area is not occupied.	

AIRCRAFT:
 A300-600, A310

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
11-01	Engine Bleed Air Supply Systems	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated BLEED VALVE switch remains OFF, b) Associated bleed valve is verified CLOSED on ECAM, c) X-FEED valve is positioned as required, d) Airplane is not operated in known or forecast icing conditions, and e) Airplane remains at FL 310 (or metric equivalent FL 311) or below. 	
		C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated BLEED VALVE switch remains OFF, b) Associated bleed valve is verified CLOSED on ECAM, c) X-FEED switch is in MAN/Open position, d) APU bleed air supply system operates normally, e) When wing anti-icing is used or engine power is above max climb, one pack valve is closed, f) For flight planning purposes, fuel consumption is based on operations conducted at 15,000 feet (A300-600) or FL 200 (A310) on those flight segments where icing may be encountered or expected, and g) Airplane remains at FL 310 (or metric equivalent FL 311) or below. 	

AIRCRAFT:
 A300-600, A310

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

AIRCRAFT:
 A300-600, A310

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

AIRCRAFT:
 A300-600, A310

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
11-02	IP Bleed Air Check Valves (Cont'd)					
1)	GE Engines (Cont'd)	C	2	1	(M) Except for ER operations, one may be inoperative open provided: <ol style="list-style-type: none"> a) Associated high pressure (HP) valve is secured closed, b) Associated HP VAVLE switch remains OFF, c) APU bleed air system operates normally, d) At low power settings in icing conditions, X-FEED switch is selected to MAN/Open and associated engine bleed air system is not used for wing anti-ice, and e) If CF6-80C2 engines are installed, associated thrust reverser is secured in the forward thrust position. 	
2)	P&W Engines	C	4	2	One on each engine may be inoperative closed.	
		C	4	2	Except for ER operations beyond 120 minutes, two on the same engine may be inoperative in the closed position provided: <ol style="list-style-type: none"> a) Associated engine bleed air supply system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) Airplane is not operated in known or forecast icing conditions, and f) Airplane remains at FL 310 (or metric equivalent FL 311) or below. 	
(Continued)						

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DATE: 04/29/2019

AIRCRAFT:
 A300-600, A310

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

AIRCRAFT:
 A300-600, A310

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
11-02	IP Bleed Air Check Valves (Cont'd)					
2)	P&W Engines (Cont'd)	C	4	2	(M) Two on the same engine may be inoperative open provided: <ol style="list-style-type: none"> a) Associated high pressure (HP) valve is secured closed, b) Associated HP VALVE switch remains OFF, c) APU bleed air system operates normally, and d) At low power settings in icing conditions, X-FEED switch is selected to MAN/Open and associated engine bleed air system is not used for wing anti-ice. 	
11-03	High Pressure (HP) Bleed Air Valves	C	2	1	(M) One may be inoperative provided: <ol style="list-style-type: none"> a) Associated HP valve is secured closed, b) Associated HP valve switch remains OFF, c) At low power settings in icing conditions, X-FEED switch is selected to MAN/Open and associated engine bleed air system is not used for wing anti-ice, and d) If CF6-80C2 engines are installed, associated thrust reverser is secured in the forward thrust position. 	

AIRCRAFT:
 A300-600, A310

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
11-04	Bleed Air HP Fault Lights	C	2	1	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> a) Associated HP VALVE switch is selected OFF, except for descent and landing, b) At low power settings in icing conditions, X-FEED switch is selected to MAN/Open and associated engine bleed air system is not used for wing anti-ice, and c) If CF6-80C2 engines are installed, associated thrust reverser is secured in the forward thrust position. 	
		C	2	1	One may be inoperative provided HP valve position indications are available on ECAM.	
		C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated engine bleed air supply system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) Airplane is not operated in known or forecast icing conditions, and f) Airplane remains at FL 310 (or metric equivalent FL 311) or below. 	
(Continued)						

AIRCRAFT:
 A300-600, A310

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
11-04	Bleed Air HP Fault Lights (Cont'd)	C	2	1	Except for ER operations, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated engine bleed air supply system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) APU bleed air supply system operates normally, f) When wing anti-icing is used or engine power is above max climb, one pack valve is closed, g) For flight planning purposes, fuel consumption is based on operations conducted at 15,000 feet (A300-600) or FL 200 (A310) on those flight segments where icing may be encountered or expected, and h) Airplane remains at FL 310 (or metric equivalent FL 311) or below. 	
11-05	Bleed Air High Pressure (HP) Temperature Limit Sensor	C	2	1	(M) One may be inoperative provided: <ol style="list-style-type: none"> a) Affected sensor is disconnected, b) Except as required for anti-icing, HP valve switch remains ON and associated FAULT light is disregarded, and c) During anti-icing use, associated HP VALVE switch is selected OFF and X-FEED switch is selected to MAN/Open. 	

AIRCRAFT:
 A300-600, A310

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
11-06	Bleed Air Valves	C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is secured closed, d) X-FEED switch is in MAN/Open position, e) Airplane is not operated in known or forecast icing conditions, and f) Airplane remains at FL 310 (or metric equivalent FL 311) or below. 	
		C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is secured closed on ECAM, d) X-FEED switch is in MAN/Open position, e) APU bleed air supply system operates normally, f) When wing anti-icing is used or engine power is above max climb, one pack valve is closed, g) For flight planning purposes, fuel consumption is based on operations conducted at 15,000 feet (A300-600) or FL 200 (A310) on those flight segments where icing may be encountered or expected, and h) Airplane remains at FL 310 (or metric equivalent FL 311) or below. 	

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DATE: 04/29/2019

AIRCRAFT:
 A300-600, A310

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
11-07	Bleed Air Valve Switch Flow Bars	C	2	0		
11-08	Bleed Air FAULT Lights	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) Airplane is not operated in known or forecast icing conditions, and f) Airplane remains at FL 310 (or metric equivalent FL 311) or below. 	
(Continued)						

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PAGE NO. 36-11

DATE: 04/29/2019

AIRCRAFT:
 A300-600, A310

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

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-09	Overpressure Valves (CF6-80A3 Engines)	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: <ul style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) Airplane is not operated in known or forecast icing conditions, and f) Airplane remains at FL 310 (or metric equivalent FL 311) or below. 	
		C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: <ul style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) APU bleed air supply system operates normally, f) When wing anti-icing is used or engine power is above max climb, one pack valve is closed, g) For flight planning purposes, fuel consumption is based on operations conducted at 15,000 feet (A300-600) or FL 200 (A310) on those flight segments where icing may be encountered or expected, and h) Airplane remains at FL 310 (or metric equivalent FL 311) or below. 	

AIRCRAFT:
 A300-600, A310

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
11-10	Fan Air Valves	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) Airplane is not operated in known or forecast icing conditions, and f) Airplane remains at FL 310 (or metric equivalent FL 311) or below. 	
		C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) APU bleed air supply system operates normally, f) When wing anti-icing is used or engine power is above max climb, one pack valve is closed, g) For flight planning purposes, fuel consumption is based on operations conducted at 15,000 feet (A300-600) or FL 200 (A310) on those flight segments where icing may be encountered or expected, and h) Airplane remains at FL 310 (or metric equivalent FL 311) or below. 	

AIRCRAFT:
 A300-600, A310

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
11-11	Precooler Systems	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) Airplane is not operated in known or forecast icing conditions, and f) Airplane remains at FL 310 (or metric equivalent FL 311) or below. 	
		C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated bleed air system is considered inoperative, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in MAN/Open position, e) APU bleed air supply system operates normally, f) When wing anti-icing is used or engine power is above max climb, one pack valve is closed, g) For flight planning purposes, fuel consumption is based on operations conducted at 15,000 feet (A300-600) or FL 200 (A310) on those flight segments where icing may be encountered or expected, and h) Airplane remains at FL 310 (or metric equivalent FL 311) or below. 	

AIRCRAFT:
 A300-600, A310

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

AIRCRAFT:
 A300-600, A310

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
12-05	APU Bleed Air Valve	C	1	0	(M) May be inoperative provided: a) Valve is secured closed, b) APU bleed air system is not used, and c) APU bleed valve switch remains OFF.	
		C	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative open provided: a) APU bleed valve is secured open, b) No. 1 engine BLEED VALVE switch remains OFF, c) X-FEED switch remains in MAN/Closed position, d) APU bleed air is available and is used throughout the flight to supply the left pack, and in icing conditions, left wing anti-ice, and e) Airplane is limited to a maximum of FL 200 (A310), or 15,000 feet (A300-600).	
		C	1	0	Except for ER operations, may be inoperative provided: a) APU is not used, b) APU check valve operates normally, and c) APU master switch remains OFF.	
12-06	APU BLEED Valve Switch Flow Bar	C	1	0		

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
12-07	APU Bleed Air Check Valve	C	1	0	May be inoperative closed provided: a) APU bleed air system is not used, and b) APU bleed valve switch remains OFF.	
		C	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative open provided: a) No. 1 engine BLEED VALVE switch remains OFF, b) X-FEED switch remains in MAN/Closed position, c) APU bleed air is available and is used throughout the flight to supply the left pack, and in icing conditions, left wing anti-ice, and d) Airplane is limited to a maximum of FL 200 (A310), or 15,000 feet. (A300-600).	
22-01	LEAK Lights (AIR BLEED Panel)					
1)	Wing/Pylon	C	2	1	(M) One may be inoperative provided associated ECAM warnings are verified to operate normally once each flight-day.	
2)	APU	C	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided: a) APU bleed air system is considered inoperative and operations do not require its use, and b) APU bleed valve switch remains OFF.	

AIRCRAFT:
 A300-600, A310

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
22-02	Pylon Air Leak Detection Loop Systems	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated bleed air system is not used, b) Associated BLEED VALVE switch remains OFF, c) Bleed valve is verified closed on ECAM, d) X-FEED switch is in CLOSED position, e) Airplane is not operated in known or forecast icing conditions, f) Airplane remains at FL 310 (or metric equivalent FL 311) or below, g) When left pylon leak detection loop is inoperative, APU bleed air should not be used, and h) Associated bleed manifold may be pressurized for engine start only. 	
22-03	Wing Air Leak Detection Loops	C	4	2	(M) Either loop A or B may be inoperative provided: <ol style="list-style-type: none"> a) Remaining wing air leak detection loop is verified to operate normally, and b) Maintenance panel (47 VU) WING LOOP SEL switch is selected to the operative loop. 	
22-04	APU Air Leak Detection Loop	C	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided APU bleed valve switch remains OFF.	
23-01	ECAM Pneumatic System Indications	C	-	-	May be inoperative provided other MMEL items do not require use of associated ECAM indications.	

AIRCRAFT:
 A300-600, A310

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
11-01	Potable Water System(s)	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
11-02	Lavatory Waste System(s)	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door(s) is secured closed and placarded "INOPERATIVE - DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

AIRCRAFT:
 A300-600, A310

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
13-01 ***	Onboard Network System (STC #ST01477CH)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
1)	Airborne File Server	C	1	0	May be inoperative provided alternate procedures are established and used.	
2)	Access Terminal Cradles	C	3	1	Any two may be inoperative provided one pilot station cradle operates normally.	
		C	3	0	(O) May be inoperative provided alternate procedures are established and used.	
3)	Gatelink Radio System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
4)	Maintenance Terminal Printer	C	1	0		
13-02	Performance Computers	C	-	0	(O) May be inoperative provided alternate procedures are developed and used to obtain performance data.	
		D	-	0	May be inoperative provided procedures do not require its use.	
31-03 ***	Electronic Flight Bag System (STC #ST02504CH)	C	-	0	(O) May be inoperative provided alternate procedures are developed and used to obtain performance data.	
					NOTE: Any function, program, or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

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PAGE NO. 46-2

DATE: 04/29/2019

AIRCRAFT:
 A300-600, A310

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
32-01	Wireless Data Loader (STC #ST04372AT)	D	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Alternate procedures for navigation database loading are established and used.	
32-02	Cabin Wireless Antenna/CG 300 Wireless Radio (STC #ST04372AT)	D	1	0	(O) May be inoperative provided alternate procedures for data loading functions are established and used.	

AIRCRAFT:
 A300-600, A310

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
10-01	Auxiliary Power Unit (APU)	C	1	0	Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Procedures do not require its use, and b) Master switch remains OFF. 	
		A	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: <ol style="list-style-type: none"> a) APU master switch remains OFF, b) Standby generator is installed, c) Both engine driven generators and the standby generator are verified to operate normally, and d) ER operations are limited to not more than 3 flight-days before repairs are made. 	
16-01	Air Intake Flap	C	1	0	(M) May be inoperative and APU used provided flap is secured open.	
		C	1	0	Except for ER operations, may be inoperative provided APU is considered inoperative.	
		A	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative closed provided: <ol style="list-style-type: none"> a) APU is considered inoperative, b) APU master switch remains OFF, c) Standby generator is installed, d) Both engine driven generators and the standby generator are verified to operate normally, and e) Repairs are made within 3 flight-days. 	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
16-02	AVAIL Light	C	1	0	May be inoperative provided "N" indication is available on ECAM.	
16-03	FAULT Light	C	1	0	May be inoperative provided "N" and EGT indications are available on ECAM.	
16-04	ACCEL Light	C	1	0		
16-05	ON Light	C	1	0		
32-01	LP Fuel Pump	C	1	0	May be inoperative provided any inner tank pump(s) is used to pressurize the X-FEED manifold during APU ground operation.	
		C	1	0	Except for ER operations, may be inoperative provided: a) APU is considered inoperative, b) Procedures do not require APU use, and c) APU master switch remains OFF.	
		A	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) APU master switch remains OFF, b) Standby generator is installed, c) Both engine driven generators and the standby generator are verified to operate normally, and d) Repairs are made within 3 flight-days.	
32-02	Fuel Pump AUTO Mode	C	1	0	May be inoperative provided APU fuel pump switch remains in OVRD.	
32-03	Fuel Pump LO PR Light	C	1	0	May be inoperative provided low pressure fuel pump operates normally.	

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
32-04	OVRD Light	C	1	0		
33-01	ECAM APU Indications	C	-	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.	
33-02	APU Fuel Isolation Valve	C	1	0	(M) Except for ER operations, may be inoperative deactivated closed provided: a) APU is considered inoperative, b) Procedures do not require APU use, and c) APU master switch remains OFF.	
		A	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) APU master switch remains OFF, b) Standby generator is installed, c) Both engine driven generators are verified to operate normally, and d) ER operations are limited to not more than 3 flight-days before repairs are made.	

AIRCRAFT:
 A300-600, A310

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
33-12	APU LP Fire Shutoff Valve	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Valve is deactivated closed, b) Procedures do not require its use, and c) APU master switch remains OFF.	
		A	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Valve is deactivated closed, b) APU master switch remains OFF, c) Standby generator is installed, d) Both engine driven generators are the standby generator are verified to operate normally, and e) Repairs are made within 3 flight-days.	
73-12 ***	APU Hour Meter	C	1	0	May be inoperative provided alternate procedures for tracking APU usage are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
73-13 ***	Events Counter	D	1	0	May be inoperative provided procedures do not require its use.	
93-00	APU Oil Quantity Indication	C	1	0	(M) May be inoperative provided: a) Adequate oil quantity is verified once each flight-day, and b) There is no evidence of abnormal oil consumption or leakage.	

AIRCRAFT:
 A300-600, A310

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
10-02	Cabin Door Exit Stop Fittings	C	-	-	(O) One per exit doorframe may be inoperative provided flight is conducted unpressurized.	
10-03	Cabin Door Cylinder Damper Function	C	-	0		
11-01	Main Cabin Door/Slides					
1)	A300-600 Passenger Configuration	C	-	1	(M)(O) May be missing or inoperative provided: <ol style="list-style-type: none"> a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, c) Each person has unobstructed access from their seat to an operative exit, either regular or emergency, d) Inoperative exits are conspicuously identified as inoperative, e) Any Emergency Exit sign and floor proximity lights associated only with the inoperative exits are covered to obscure the sign and lights, f) Safety briefing includes the location of the inoperative exit(s) and instructions not to use the inoperative exit(s), and g) Alternate procedures are established and used. 	

(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
11-01	Main Cabin Door/Slides (Cont'd)					
2)	Main Cabin Doorslides All-Cargo Configuration (Except Model A300-F4-622R)					
	L1 Door Slide	C	-	2	L1 slide may be inoperative provided R1 operates normally.	
	R1 Door Slide	C	-	2	R1 Slide may be inoperative provided L1 operates normally.	
3)	Main Cabin L1 and R1 Doors All-Cargo Configuration (Except Model A300-F4-622R)					
	L1 Door	C	-	1	L1 may be inoperative provided R1 operates normally.	
	R1 Door	C	-	1	R1 may be inoperative provided L1 operates normally.	
(Continued)						

AIRCRAFT:
 A300-600, A310

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

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

AIRCRAFT:
A300-600, A310

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

AIRCRAFT: A300-600, A310	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
35-00	Cargo Door Opening/Closing Electrical Control System	C	-	0		
1)	Lower Cargo Doors	C	2	0	(M) May be inoperative provided: a) Alternate opening/closing procedures are established and used, and b) Positive door closed and locked indication is verified.	
2) ***	Main Deck Cargo (MDC) Door	C	1	0	(M) May be inoperative provided: a) Alternate opening/closing procedures are established and used, and b) Positive door closed and locked indication is verified. NOTE: Any function of the MDC system that operates normally can be used.	
50-01	Cockpit Door Locking System (Mod 12558, 12715, or 12683) 14 CFR Part 25, § 25.795 Compliant (Freighter Only)	C	1	0	(M)(O) May be inoperative provided: a) Alternate security procedures per 14 CFRs are established and used, b) Door locking system is deactivated, and c) Door remains closed for flight.	

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A300-600, A310

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
50-02	Cockpit Door Locking System (Mods 12557 and 12641) 14 CFR Part 25, § 25.795 Compliant					
1)	Cockpit Door Toggle Switch					
a)	UNLOCK Function	B	1	0	(O) May be inoperative provided: a) LOCK and NORM functions are verified to operate normally, and b) Alternate procedures are established and used.	
b)	LOCK Function	B	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, b) UNLOCK and NORM functions are verified to operate normally, and c) Alternate procedures are established and used.	
2)	OPEN Light	B	1	0	(O) May be inoperative provided: a) Door buzzer is considered inoperative, and b) Alternate procedures are established and used.	
3)	FAULT Light	C	1	0	(O) May be inoperative provided: a) NORM and LOCK functions are verified to operate normally, b) Control unit LEDs operate normally, and c) Alternate procedures are established and used.	
4)	Buzzer	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
(Continued)						

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 A300-600, A310

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
50-02	Cockpit Door Locking System (Mods 12557 and 12641) 14 CFR Part 25, § 25.795 Compliant (Cont'd)					
5)	Keypad	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
a)	Green and Red LEDs	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
6)	Pressure Rate Sensors	C	2	1		
		A	2	0	May be inoperative provided repairs are made within 2 flight-days.	
7)	Door Release Strikes (Catch Spring, Solenoid, Bolt)	C	3	2	(M) May be inoperative provided associated door release strike is removed. NOTE: Application of maintenance is only necessary when the inoperative door release strike is failed in the locked position.	
8)	Control Unit LEDs	C	5	0	(O) May be inoperative provided associated FAULT light is verified to operate normally.	
50-03	Cockpit Door Locking System	C	-	0	May be inoperative provided supplemental cockpit door security device is installed and operates normally. NOTE: This relief applies only to SFAR 92 compliant doors.	

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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
50-04 ***	Phase II Intrusion Resistant Cockpit Door (STC #ST01883CH)	C	1	0	(M)(O) May be inoperative provided: a) Alternate security procedures per 14 CFRs are established and used, and b) Door must be secured open prior to departure.	
1)	Door Locking Solenoid	C	1	0	(M)(O) May be inoperative provided: a) Door can be locked and unlocked manually, and b) Alternate procedures are established and used.	
2)	Door WARN Light	C	1	0	(M)(O) May be inoperative provided: a) Normal lock functions are verified to operate normally, and b) Door buzzer operates normally.	
3)	Door Bell Switch	C	1	0	(M)(O) May be inoperative provided: a) Door electronic control system is deactivated, b) Door can be locked and unlocked manually, and c) Alternate procedures are established and used.	
4)	Door Buzzer	C	1	0		

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-----------------------------	--

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
71-01	Door Closed and Locked Indication on ECAM	C	1	0	(M)(O) May be inoperative provided: a) Alternate procedures for verifying door(s) closed and locked are established and used before each departure, and b) Associated T/O configuration audio and visual warnings are verified to operate normally before each departure.	
73-01	Evacuation Slide or Slide Raft Release Warning System					
1)	Lights	C	-	0	May be inoperative provided associated warning buzzer(s) is installed and operates normally.	
2) ***	Buzzers	C	-	0	May be inoperative provided associated warning light(s) operates normally.	
73-02 ***	Cabin/Cargo Door Residual Pressure Warning System	C	1	0	(O) May be inoperative provided alternate procedures to ensure cabin is depressurized before door opening are established and used.	

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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
23-01	Engine Power Management Systems (PMC/EEC/FADEC)					
1)	Power Management Control (PMC) (CF6-80C2 Engines)	C	2	0	(O) May be inoperative provided: a) Autothrottle system (ATS) operates normally, b) ENG TRIM switch remains OFF, and c) Alternate procedures for setting takeoff power and use of ATS are established and used.	
2)	Power Management Control (PMC) (CF6-80A3 Engines)	C	2	0	(O) May be inoperative provided: a) ENG TRIM switch remains OFF, b) Appropriate AFM Limitations, procedures, and performance adjustments are applied, and c) Alternate procedures for setting takeoff power are established and used.	
3)	Electronic Engine Control (EEC) (JT9D-7R4 Engines)	C	2	0	(O) May be inoperative provided: a) ENG TRIM switch remains OFF, b) Appropriate AFM Limitations, procedures, and performance adjustments are applied, and c) Alternate procedures for setting takeoff power are established and used.	
NOTE: Active rotor clearance control system (ARCCS) will be inoperative.						

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Engine Power Management Systems (PMC/EEC/FADEC) (Cont'd)					
4)	Full Authority Digital Engine Controls (FADEC) (P&W 4000 Engines)					
a)	Normal Mode (EPR Mode)	C	2	0	(O) May be inoperative provided: a) Both engines mode selector switches remain in N ₁ mode, b) Autothrottle system (ATS) is considered inoperative, c) Flex takeoff (FLX TO) is not used, d) Alternate takeoff thrust setting procedures are established and used, and e) Appropriate AFM Limitations, procedures, and performance adjustments are applied.	
b)	FADEC MINOR FAULTs	A	-	-	FADEC systems may be dispatched with Level B faults provided: a) Faults as indicated by message "FADEC MINOR FAULT" on ECAM are repaired within a period of time not to exceed 20 days as specified in P&W Type Certificate Data Sheet (TCDS) No. E24NE, Note 19, and b) Reliability monitoring data is submitted to the manufacturer in accordance with P&W TCDS No. E24NE, Note 19.	
(Continued)						

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 A300-600, A310

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
23-01	Engine Power Management Systems (PMC/EEC/FADEC) (Cont'd)					
4)	Full Authority Digital Engine Controls (FADEC) (P&W 4000 Engines) (Cont'd)					
b)	FADEC MINOR FAULTs (Cont'd)	A	-	-	FADEC systems may be dispatched with Level C faults provided: <ul style="list-style-type: none"> a) Faults that are discovered during maintenance inspection with no ECAM message are repaired within a period of time not to exceed 1,000 operating hours as specified in P&W Type Certificate Data Sheet (TCDS) No. E24NE, Note 19, and b) Reliability monitoring data is submitted to the manufacturer in accordance with P&W TCDS No. E24NE, Note 19. 	
c)	Fault Lights (EPR Mode pb sw)	C	2	0	May be inoperative provided associated EPR MODE FAULT message is available on ECAM.	
		C	2	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Both engines mode selector switches remain in N₁ mode. b) Autothrottle system (ATS) is considered inoperative, c) Flex takeoff (FLX TO) is not used, d) alternate takeoff thrust setting procedures are established and used, and e) Appropriate AFM Limitations, procedures, and performance adjustments are applied. 	
(Continued)						

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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
23-01	Engine Power Management Systems (PMC/EEC/FADEC) (Cont'd)					
4)	Full Authority Digital Engine Controls (FADEC) (P&W 4000 Engines) (Cont'd)					
d)	N ₁ Lights (EPR Mode pb sw)	C	2	0	May be inoperative provided associated ECAM warning(s) operates normally.	
5)	Full Authority Digital Engine Controls (FADEC) (CF6-80C2A5F Engines)					
a)	N ₁ Normal Mode	C	2	0	(O) May be inoperative provided: a) Both engines mode selector switches remain in ALTN mode, b) Autothrottle system (ATS) is considered inoperative, c) Flex takeoff (FLX TO) is not used, and d) Alternate takeoff thrust setting procedures are established and used.	
(Continued)						

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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
23-01	Engine Power Management Systems (PMC/EEC/FADEC) (Cont'd)					
5)	Full Authority Digital Engine Controls (FADEC) (CF6-80C2A5F Engines) (Cont'd)					
b)	FADEC MINOR FAULTs	A	-	-	FADEC systems may be dispatched with electronic control unit (ECU) Category 2 faults provided: a) Faults as indicated by "FADEC MINOR FAULT" Message on ECAM are repaired within a specified period of time not to exceed 150 flight-hours as specified in GE Type Certificate Data Sheet (TCDS) No. E13NE, Note 18, and b) Reliability monitoring data is submitted to the manufacturer in accordance with GE TCDS No. E13NE, Note 18.	
		A	-	-	FADEC systems may be dispatched with electronic control unit (ECU) Category 3 faults provided: a) Faults that are discovered during maintenance inspection with no ECAM message are repaired within a period of time not to exceed 1,000 hours as specified in GE Type Certificate Data Sheet (TCDS) No. E13NE, Note 18, and b) Reliability monitoring data is submitted to the manufacturer in accordance with GE TCDS No. E13NE, Note 18.	

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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
23-01	Engine Power Management Systems (PMC/EEC/FADEC) (Cont'd)					
5)	Full Authority Digital Engine Controls (FADEC) (CF6-80C2A5F Engines) (Cont'd)					
c)	FAULT Lights (N ₁ Mode pb sw)	C	2	0	May be inoperative provided associated N ₁ FAULT MODE message is available on ECAM.	
		C	2	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Associated N₁ normal mode is considered inoperative, b) Both engines mode selector switches remain in ALTN mode, c) Autothrottle system (ATS) is considered inoperative, d) Flex takeoff (FLX TO) is not used, and e) Alternate takeoff thrust setting procedures are established and used. 	
d)	ALTN Light (N ₁ Mode pb sw)	C	2	0	May be inoperative provided associated ECAM message(s) operates normally.	

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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
30-02	Flight/Ground Idle System					
1)	Ground Idle Mode	C	2	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Brake temperatures are monitored on the ECAM to prevent brake overheating, b) Flight planning descent fuel consumption is increased by 550 lb (GE CF6-80C2), 220 lb (GE CF6-80A), 330 lb (GE CF6-80C2AF5F), 1,550 lb (P&W JT9D), 550 lb (P&W 4000) engines, and c) Appropriate AFM Limitations, procedures, and performance adjustments are applied. <p>NOTE: On P&W JT9D engines without Mod 4770 incorporated, if the CTL ENG IDLE circuit breaker has been tripped, the both thrust reversers will be rendered inoperative and dispatch is not allowed.</p>	
31-01	Fuel Flow (FF) Indications	B	2	1	May be inoperative provided: <ol style="list-style-type: none"> a) Associated EPR (P&W engines only), N₁, and N₂ indicators operates normally, and b) Associated fuel tank quantity indications operate normally. 	
31-02	Fuel Used Counters	C	2	0	May be inoperative provided fuel tank fuel quantity indications for tank containing fuel operate normally.	
31-03	Fuel Used Reset	C	1	0		

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
35-01	Fuel Temperature Indicators (P&W JT9D Engines)	C	2	1	One may be inoperative provided: a) Associated Fuel HEAT light operates normally, and b) Associated Fuel FILTER light operates normally.	
		C	2	0	May be inoperative provided associated fuel temperature indications are available on ECAM.	
36-01	Fuel Heater Systems (P&W JT9D-7R4 Engines)	C	2	1	(M) One may be inoperative provided: a) Associated fuel temperature indication is available, b) Inoperative system is deactivated, and c) Operations are not conducted with fuel temperatures at +41 °F (+5 °C) or below.	
1)	AUTO Mode	C	2	0	(O) May be inoperative provided: a) Fuel heat manual mode operates normally, b) Fuel heater light operates normally, c) VALVE CTL switch remains in MAN, and d) Alternate fuel temperature monitoring procedures are established and used.	
36-02	Fuel Heat Lights (P&W JT9D Engines)	C	2	0		

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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
36-03	Fuel Filter Contamination Lights					
1)	FUEL CLOG Lights (GE and P&W 4000 Engines)	C	2	0	(M) May be inoperative provided associated filter is replaced daily.	
2)	FILTER Lights (P&W JT9D Engines)	C	2	0	(M) May be inoperative provided associated filter is replaced daily.	
37-01	ECAM Engine Fuel and Control Page Indications					
1)	Fuel Pressure	C	2	0		
2)	Fuel Temperature (P&W JT9D-7R4 Engines)	C	2	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.	
3)	Other Indications	C	-	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.	
37-02	ECAM CRUISE Page ENGINE FUEL FLOW (FF) Indications					
		B	2	1	May be inoperative provided: a) Associated EPR (P&W engines only), N ₁ , and N ₂ indicators operate normally, and b) Associated fuel tank quantity indications operate normally.	
		C	2	0	May be inoperative provided associated fuel flow (FF) indications operate normally.	

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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
00-01	Ignition Systems					
1)	Power Transfer Not Installed	C	4	2	Except for ER operations, may be inoperative provided operative ignition system is powered by the AC EMER BUS.	
		A	4	3	Except for ER operations, one B system may be inoperative provided: <ol style="list-style-type: none"> a) APU generator system operates normally and APU is operated during flight, and b) Repairs are made within 2 flight-days. 	
2)	Power Transfer Installed					
a)	Ignition System Normally Powered by AC NORM BUS	C	2	0	Except for ER operations, may be inoperative provided operative ignition system is powered by the AC EMER BUS.	
b)	Ignition System Normally Powered by AC EMER BUS	C	2	0	(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Ignition exciter power transfer system operates normally, and b) Operative ignition system is powered by the AC EMER BUS. 	
00-02 ***	Ignition Exciter Power Transfer Systems	C	2	0		

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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
23-01	Turbine Active Clearance Control (TACC) System (GE Engines)					
1)	High Pressure Turbine (HPT) Systems (CF6-80C2A5F Engines)	C	2	0	(M)(O) May be inoperative provided: a) Associated HPT ACC valve(s) is deactivated closed, and b) Appropriate fuel consumption penalties are applied.	
2)	Low Pressure Turbine (LPT) (CF6-80C2A5F and CF6-80A3 Engines)	C	2	0	(M)(O) May be inoperative provided: a) Associated LPT ACC valve(s) is deactivated closed, and b) Appropriate fuel consumption penalties are applied.	
3)	High/Low Pressure Turbine (HPT/LPT) Systems (All CF6-80C2 Engines Except C2A5F)	C	2	0	(M)(O) May be inoperative provided: c) Associated HPT/LPT ACC valve is deactivated closed, and d) Appropriate fuel consumption penalties are applied.	
23-08	Bore Cooling Systems (GE Engines with FADEC)	C	2	0	(M)(O) May be inoperative provided: a) Affected bore cooling valve(s) is deactivated open, and b) Appropriate fuel consumption penalties are applied.	
23-14	Core Compartment Cooling Systems (GE Engines with FADEC)	C	2	0	(M)(O) May be inoperative provided: a) Signal air line to affected core compartment cooling valve(s) is disconnected, b) Affected core compartment cooling valve(s) is secured open, and c) Appropriate fuel consumption penalties are applied.	

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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
24-01	Turbine Case Cooling Systems (P&W Engines)					
1)	Non-FADEC Engines	C	2	0	(M)(O) May be inoperative provided: a) Turbine case cooling valves are confirmed closed, and b) Appropriate fuel consumption penalties are applied.	
2)	FADEC Engines	A	2	0	(M)(O) FADEC engines may be dispatched with Level B as indicated by "FADEC MINOR FAULT" Message on ECAM or Level C turbine case cooling faults provided: a) Turbine case cooling valves are secured in closed position, b) Appropriate fuel consumption penalties are applied, c) Repairs are made within a period of time not to exceed 20 days as specified in the P&W Type Certificate Data Sheet (TCDS) No. E24NE, Note 19, and d) Reliability monitoring data is submitted to the manufacturer in accordance with P&W TCDS No. E24NE, Note 19.	
24-02	Integrated Drive Generator (IDG) Air Cooling Valves	C	2	0	(M)(O) May be inoperative provided: a) Affected valve(s) is verified open, and b) Appropriate fuel consumption penalties and maximum takeoff weight limits are applied.	

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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
41-00 ***	Nacelle Temperature Indication Systems	C	2	0		
43-01 ***	TURB CASE COOL Lights	C	2	0		
44-01	ECAM NAC Temperature Indications	C	2	0	May be inoperative provided other MMEL items do not require use of associated ECAM indications.	
46-01 ***	Nacelle Core Compartment Cooling Systems (P&W Engines)					
1)	NAC COOL VALVE OPEN Lights					
a)	Pre-SB PW4NAC 78-80	C	2	0	(M) May be inoperative provided affected nacelle cooling valves are verified closed before engine start.	
b)	Post-SB PW4NAC 78-80	D	2	0	May be inoperative, as these lights are not used with this Mod.	
2)	Nacelle Cooling Valves (Spray Bar and/or Poppet Valves Configuration)	C	-	0	(M) May be inoperative provided valves are secured closed.	

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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
10-01	Engine Pressure Ratio (EPR) Indicating System(s) (P&W Engines)	C	2	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Appropriate AFM Limitations, procedures, and performance adjustments are applied, b) Both N₁ and associated N₂ and fuel flow indicators operate normally, and c) Enroute/approach procedures do not require their use. <p>NOTE: Alpha floor protection is not available.</p>	
1)	Lower Digital Counters	C	2	0	May be inoperative, but may not be used as a substitute for analog pointers.	
2)	Upper Digital Counters	C	2	0	May be inoperative provided automatic EPR limit index mode operates normally.	
3)	EPR Command Pointers	C	2	0		
4)	EPR Limit Index	C	2	0	(O) May be inoperative provided alternate procedures for determining and setting EPR limits are established and used.	
11-01	N ₁ Indication Systems					
1)	Digital Indications	B	2	0		
2)	Other Indications (GE Engines) (Command Pointers, Limit Indexes, Limit Digital Counters)	B	6	0		
3)	N ₁ Indicator (P&W Engines)	B	2	1	Except for ER operations, one N ₁ indicator may be inoperative provided: <ol style="list-style-type: none"> a) Associated EPR, N₂ and FF indicators operate normally. b) N₁ rotation is verified during engine start. 	

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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
11-02	N ₂ Indication Systems (P&W Engines)	C	2	1	(O) May be inoperative provided: a) Associated N ₁ and fuel flow indicators operate normally, and b) Alternate engine starting procedures are established and used. NOTE: Starter cutout circuit may be inoperative.	
11-03	N ₂ Digital Indications					
1)	GE Engines	B	2	0		
2)	P&W Engines	C	2	0		
14-01	MAX Exceedance (Overspeed, Overtemperature, Overpressure) Pointers					
1)	N ₁ , N ₂ , EGT	C	-	0		
2) ***	EPR	C	-	0		
21-01	EGT Digital Indications	C	2	0		
21-02	EGT Warning Lights	C	2	0		
32-02	Engine Vibration Monitoring Systems					
1)	N ₁ Systems	C	2	1		
2)	N ₂ Systems	C	2	1		
40-01	ECAM Engine Indications	C	-	2	All except oil temperature, and for P&W JT9D-7R4 engines, oil pressure, may be inoperative provided other MMEL items do not require use of associated ECAM indications.	

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TABLE KEY

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Thrust Reversers	C	2	1	(M) One may be inoperative provided inoperative reverser is secured in the forward thrust position.	
31-01	REV UNLK Lights	C	2	1	(M) One may be inoperative provided inoperative reverser is secured in the forward thrust position.	
31-02	REV Lights	C	2	1	(M) One may be inoperative provided inoperative reverser is secured in the forward thrust position.	
		C	2	0	(M) May be inoperative provided: a) Associated REV UNLK light is verified to operate normally, and b) Associated interlock system is verified to operate normally.	

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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
31-01	OIL QUANTITY Indications	B	2	0	May be inoperative provided associated indications are available on ECAM.	
		B	2	1	(M) Except for ER operations, one may be inoperative provided: <ol style="list-style-type: none"> a) Adequate oil quantity is verified before each departure, b) There is no evidence of abnormal oil consumption or leakage, and c) Associated oil temperature indication operates normally. 	
33-01	Oil Pressure Indications					
1)	Oil Pressure Indicators (GE and P&W 4000 Engines)	B	2	0	May be inoperative provided associated indication(s) is available on ECAM.	
2)	OIL HI PRESS Lights (P&W JT9D-7R4 Engines)	B	2	0	May be inoperative provided associated indications are available on ECAM.	
34-01	OIL LO PRESS Lights	B	2	0	May be inoperative provided associated indications are available on ECAM.	
35-01	OIL CLOG Lights	B	2	1	(M) One may be inoperative provided a check is made for oil filter contamination once each flight-day.	

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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
35-04 ***	Oil Filter Clog Differential Pressure Indications (P&W JT9D-7R4 Engines)	C	2	0	(M) One may be inoperative provided oil filter(s) is checked for contamination once each flight-day.	
36-01	ECAM Oil Indications	C	-	-	May be inoperative provided: a) On P&W JT9D-7R4 engines, oil pressure indications operate normally, b) Main oil temperature indications operate normally, and c) Other MMEL items do not require use of associated ECAM indications.	
1)	Oil Delta Temperature Indication (P&W 4000 Engines Only)	C	2	0	May be inoperative provided: a) Oil pressure indications operate normally, b) Main oil temperature indications operate normally, and c) Other MMEL items do not require use of associated ECAM indications.	

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80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Start Valve OPEN Lights	C	2	0	(M) May be inoperative provided procedures are established and used to verify associated start valve(s) is closed after each engine start.	
11-02	Start Valve ARM Lights	C	2	0	(O) May be inoperative provided: a) Associated starter valve system operates normally, b) Associated start valve OPEN light operates normally, and c) Alternate engine starting procedures are established and used.	
11-03	ENGINE START Switch Holding/Cutout Functions	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
13-01	Starter Valve Systems	C	2	1	(M)(O) One may be inoperative provided: a) Associated start valve OPEN light operates normally, b) Manual engine start procedures are established and used, and c) Start valve is verified closed after each engine start.	
		C	2	1	(M)(O) One may be inoperative provided: a) Manual engine start procedures are established and used, and b) Start valve is secured closed after each engine start.	
13-02	Automatic Pack Valve Shutoff Feature	C	1	0	(O) May be inoperative provided alternate engine starting procedures are established and used.	