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DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C.

MASTER MINIMUM EQUIPMENT LIST

AIRBUS A-380-800

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Highlights of Change

EFFECTIVE ABOVE DATE, the Airbus A-380 Master Minimum Equipment List is issued as an original.

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Definitions

1. System Definitions.

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

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column. Repair interval categories (A, B, C, and D) are listed on right side of column 1. Repair intervals are described in definition 22.

b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

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

d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

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

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

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

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless

otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. . As used in MMELs, "ER" refers to Extended Operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

12. ”Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. ”Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and

authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

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

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

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

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

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

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

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

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

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL. For time intervals specified in "flight days," the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (flights, flight legs, cycles,

hours, etc), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

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

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

An operator who has the authorization to use an MEL also has the authority to approve extensions to the maximum repair interval for category B and C items provided the responsible Flight Standards District Office (FSDO) is notified within 24 hours of the MEL extension. The operator is not authorized to extend A and D items in the MEL. Misuse of the MEL extension authority may result in the operators OpSpecs/Mspecs being amended by removing the authority for the operator to use the MEL extension authority and/or use an MEL.

23. Electronic fault alerting system – General

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

a. BOEING (747-400, 757, 767, 777, 787)

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

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

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

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

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

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

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

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

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

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

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

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

d. FOKKER (FK-100)

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority

levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affect aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

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

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

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

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

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

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

g. GULFSTREAM (G-IV, G-V, GV-SP,GIV-X, G-150 and G-200)

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

Definitions

Gulfstream mid-cabin airplanes (G-150, G-200) equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY (green), and STATUS (white). The Airplane Flight Manual prohibits take off with any WARNING message displayed. CAUTION, ADVISORY and STATUS messages may affect airplane dispatch status and requires the Airplane Flight Manual or the MEL be used to determine dispatch capability. The airplane may dispatch with CAUTION, ADVISORY and STATUS messages that indicate proper system operation and are not illuminated due to a system failure (i.e. FUEL STBY PUMP ON when the pump is selected ON, GND A/B OUT with LAND selected on the ground, or APU GEN OFF with the switch OFF). MAINTENANCE and MAINTENANCE DATA STATUS messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be retrieved from the Maintenance Diagnostics Computer. In all cases, the Airplane Flight Manual must be referenced and procedures compiled with for the displayed message prior to applying MEL dispatch relief.

h. De-HAVILLAND (DASH 8 SERIES 400)

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

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

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

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

Definitions

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

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

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

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

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

30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original type certification, supplemental type certificate, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft’s ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance

with any operational rule. Operator’s NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer’s maintenance manual or operator’s approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator’s NEF process.

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Preamble

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

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

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

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Preamble

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

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

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

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

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

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

AIRCRAFT: A-380	REVISION NO : ORIGINAL DATE: 08/31/2009	PAGE: 21-1

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
01-01	PACK Pb-Sw FAULT Light	C	2	0	
01-02	PACK Pb-Sw OFF Light	C	2	0	
01-03	HOT AIR Pb-Sw FAULT Light	C	2	0	
01-04	HOT AIR Pb-Sw OFF Light	C	2	0	
01-05	CABIN AIR EXTRACT Pb-Sw OVRD Light	C	1	0	(O)May be inoperative.
02-01	CABIN ALT MODE Pb-Sw MAN Light	C	1	0	(O)May be inoperative.
02-02	CABIN V/S MODE Pb-Sw MAN Light	C	1	0	(O)May be inoperative.
02-03	DITCHING Pb-Sw ON Light	C	1	0	(O)May be inoperative.
02-04	CABIN ALT TRGT Selector	C	1	0	
02-05	CABIN V/S TRGT Selector	C	1	0	
03-01	BULK Cargo ISOL VALVES Pb-Sw FAULT Light	C	1	0	
03-02	BULK Cargo ISOL VALVES Pb-Sw OFF Light	C	1	0	
03-03	BULK Cargo HEATER Pb-Sw FAULT Light	C	1	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
03-04	BULK Cargo HEATER Pb-Sw OFF Light	C	1	0	
03-05 ***	AFT Cargo ISOL VALVES Pb-Sw FAULT Light	C	1	0	
03-06 ***	AFT Cargo ISOL VALVES Pb-Sw OFF Light	C	1	0	
03-07 ***	FWD Cargo ISOL VALVES Pb-Sw FAULT Light	C	1	0	
03-08 ***	FWD Cargo ISOL VALVES Pb-Sw OFF Light	C	1	0	(O)May be inoperative.
04-01	CAB FANS Pb-Sw OFF Light	C	1	0	(O)May be inoperative.
04-02	VENT EXTRACT Pb-Sw FAULT Light	C	1	0	
04-03	VENT EXTRACT Pb-Sw OVRD Light	C	1	0	(O)May be inoperative.
04-04	COOLG Pb-Sw FAULT Light	C	1	0	
04-05	COOLG Pb-Sw OFF Light	C	1	0	
21-01	Primary Cabin Fan	C	4	3	(O)One may be inoperative.
		C	4	2	(O)Two may be inoperative provided both packs are operative.
21-02	Secondary Cabin Fans	C	-	-	(O)One or two may be inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
21-03	Forward Ventilation Controller Channel	C	2	1	(O)One may be inoperative.
21-04	Aft Ventilation Controller Channel	C	2	1	(O)One may be inoperative.
21-05	Forward Ventilation Control Redundancy Function	C	1	0	(O)May be inoperative.
21-06	Aft Ventilation Control Redundancy Function	C	1	0	(O)May be inoperative.
21-07	Lavatories and Galleys Extraction	C	1	0	(O)May be inoperative on ground provided one lavatories and galleys air extraction isolation valve is checked operative.
		C	1	0	(M)(O)May be inoperative on ground provided one lavatories and galleys air extraction isolation valve is deactivated in open position.
25-01	Pack Bay Ventilation	C	2	0	(O)May be inoperative.
25-02	THS Bay Ventilation	C	1	0	(M)May be inoperative provided the absence of fuel leak in the THS bay is checked before each flight.
26-01	Avionics Ventilation Blowing Fan	C	2	1	(O)One may be inoperative provided the associated backup mode is checked operative.
		C	2	1	(M)(O)One may be inoperative provided: a) Associated backup valve is deactivated open, and b) Associated backup mode is checked operative.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
26-02	Avionics Ventilation Filter	C	2	1	(M)(O)One may be clogged provided: a) Associated blowing fan is deactivated, b) Associated backup mode is checked operative, and c) The opposite blowing fan is operative.
		C	2	1	(M)(O)One may be clogged provided: a) Associated blowing fan is deactivated, b) Associated backup valve is deactivated open, c) Associated backup mode is checked operative, and d) The opposite blowing fan is operative.
		B	2	0	(M)(O)Both may be clogged provided: a) One filter is removed and the associated blowing fan is checked operative, b) The opposite blowing fan is deactivated, and c) The backup mode is checked operative
		B	2	0	(M)(O)Both may be clogged provided: a) One filter is removed and the associated blowing fan is checked operative, b) The opposite blowing fan and backup valve are deactivated, and c) The backup mode is checked operative

1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
26-03	Avionics Cooling Effect Detector	C	2	0	(M)May be inoperative provided: a) Associated cooling effect detector is deactivated, b) Associated blowing fan is checked operative before each flight c) Associated ventilation air flow is checked through the avionics racks before each flight, and d) Associated air filter is checked operative.
26-04	Avionics Extraction Auto Mode	C	1	0	(O)May be inoperative provided: a) The EXTRACT pb-sw is set to OVRD, and b) The overboard valve is indicated green partially open on ECAM COND page.
		C	1	0	(M)(O)May be inoperative provided: a) The EXTRACT pb-sw is set to OVRD, and b) The overboard valve is deactivated partially open.
26-05	Avionics Overboard Valve Control on Ground	C	1	0	(O)May be inoperative provided the caution **VENT AVNCS EXTRACT FAULT** is not displayed on ECAM EWD after engine start.
27-01 ***	Lower Deck Cabin Crew Rest Compartment Ventilation	D	1	0	May be inoperative provided the lower deck cabin crew rest compartment is locked closed and placarded inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
27-02 ***	Lower Deck Cabin Crew Rest Compartment Isolation	D	1	0	(M)May be inoperative provided: a) Both isolation valves are deactivated in closed position, and b) The lower deck cabin crew rest compartment is locked closed and placarded inoperative.
28-01	BULK Cargo Ventilation	C	1	0	(O)May be inoperative provided the BULK VALVES pb-sw is set to OFF.
28-02	BULK Cargo Isolation	C	1	0	(O)May be inoperative provided procedures are established and used to ensure the aft and bulk cargo compartments remain empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
		C	1	0	(M)(O)May be inoperative provided the affected isolation valve is deactivated in closed position.
28-03 ***	Aft Cargo Ventilation	D	1	0	(O)May be inoperative provided the AFT ISOL VALVES pb-sw is set to OFF.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
28-04 *** Aft Cargo Isolation	D	1	0	(O)May be inoperative provided procedures are established and used to ensure the aft and bulk cargo compartments remain empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs 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)(O)May be inoperative provided the affected isolation valve is deactivated in closed position.
28-05 *** Forward Cargo Ventilation	D	1	0	(O)May be inoperative provided the FWD ISOL VALVES pb-sw is set to OFF.
28-06 *** Forward Cargo Isolation	D	1	0	(O)May be inoperative provided procedures are established and used to ensure the forward 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.
	D	1	0	(M)(O)May be inoperative provided the affected isolation valve is deactivated in closed position.

1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
29-01 ***	IFE Bay Ventilation	D	1	0	(O)May be inoperative provided the IFEC pb-sw is set to OFF.
29-02 ***	IFE Bay Isolation	C	1	0	(M)May be inoperative provided: a) The IFE backup valve is deactivated in closed position, and b) The IFE bay ventilation is operative.
		D	1	0	(M)(O)May be inoperative provided: a) The IFE backup valve is deactivated in closed position, and b) The IFEC pb-sw is set to OFF.
30-01	Cabin Altitude Manual Control	C	1	0	(O)May be inoperative.
30-02	Cabin Vertical Speed Manual Control	C	1	0	(O)May be inoperative.
30-03	Outflow Valve Automatic Control	C	4	2	(O)One or two may be inoperative.
		C	4	1	(O)Three may be inoperative provided the caution **CAB PRESS MAN CTL FAULT** is not displayed on ECAM EWD.
30-04	Outflow Valve Automatic Control Redundancy Function	C	1	0	
30-05	Outflow Valve	C	4	3	(O)One may be inoperative provided it is indicated closed on ECAM CAB PRESS page.
		C	4	3	(M)One may be inoperative provided it is deactivated in closed position.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
30-06	Negative Relief Valves	C	2	1	One may be inoperative in closed position.
30-07	Cabin Pressure Landing Elevation	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
50-01	Pack	C	2	1	(O)One may be inoperative provided: a) Associated PACK pb-sw is set to OFF, b) Both associated pack valves are checked closed on ECAM BLEED page, and c) A check is made before each flight that, for the remaining pack, none of the cautions listed in the operational procedure are displayed on ECAM EWD.
		C	2	1	(M)(O)One may be inoperative provided: a) Associated PACK pb-sw is set to OFF, b) Both associated pack valves are deactivated and secured in closed position, and c) A check is made before each flight that, for the remaining pack, none of the cautions listed in the operational procedure are displayed on ECAM EWD.
		C	2	0	(M)(O)Both may be inoperative provided: a) The flight is not pressurized, b) Both PACK pb-sw are set to OFF, and c) Both pack 1 and both pack 2 valves are deactivated and secured in closed position

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
50-02 Pack 1 Valve	C	2	1	(O)One may be inoperative provided it is indicated amber closed on ECAM BLEED page.
	C	2	1	(M)(O)One may be inoperative provided it is deactivated and secured in closed position.
	C	2	0	(M)(O)Both may be inoperative provided: a) The PACK 1 pb-sw is set to OFF, b) Both pack 1 valves are deactivated and secured in closed position, and c) A check is made before each flight that, for the pack 2, none of the cautions listed in the operational procedure are displayed on ECAM EWD.
50-03 Pack 2 Valve	C	2	1	(O)One may be inoperative provided it is indicated amber closed on ECAM BLEED page.
	C	2	1	(M)(O)One may be inoperative provided it is deactivated and secured in closed position.
	C	2	0	(M)(O)Both may be inoperative provided: a) The PACK 2 pb-sw is set to OFF, b) Both pack 2 valves are deactivated and secured in closed position, and c) A check is made before each flight that, for the pack 1, none of the cautions listed in the operational procedure are displayed on ECAM EWD.

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1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
50-04 Pack 1 Flow Sensor	C	2	1	(M)(O)One may be inoperative provided it is deactivated.
	C	2	0	(M)(O)Both may be inoperative provided: a) They are deactivated, and b) A check is made before each flight that, for the pack 2, none of the cautions listed in the operational procedure are displayed on ECAM EWD.
50-05 Pack 2 Flow Sensor	C	2	1	(M)(O)One may be inoperative provided it is deactivated.
	C	2	0	(M)(O)Both may be inoperative provided: a) They are deactivated, and b) A check is made before each flight that, for the pack 1, none of the cautions listed in the operational procedure are displayed on ECAM EWD.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
50-06	Pack Temperature Regulation	C	2	1	(O)One pack may operate with degraded temperature regulation provided a check is made before each flight that, for the remaining pack, none of the cautions listed in the operational procedure are displayed on ECAM EWD.
		C	2	1	(O)One pack may operate with degraded temperature regulation provided: a) Associated PACK pb-sw is set to OFF when flying at or below FL 290, and b) A check is made before each flight that, for the remaining pack , none of the cautions listed in the operational procedure are displayed on ECAM EWD.
50-07	Pack 1+2 Temperature Regulation Redundancy Function	C	1	0	(O)May be inoperative provided a check is made before each flight that none of the cautions listed in the operational procedure are displayed on ECAM EWD.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
50-08	Pack Altitude Valve	C	2	1	(O)One may be inoperative provided: a) Associated PACK pb-sw is set to OFF when flying at or below FL 290, and b) A check is made before each flight that, for the remaining pack , none of the cautions listed in the operational procedure are displayed on ECAM EWD.
		A	2	0	(M)May be inoperative for 50 consecutive calendar days provided the associated pack altitude valve is deactivated in closed position.
50-09	Pack Turbine Bypass Valve	A	4	2	(M)One on each pack may be inoperative for 50 consecutive calendar days provided the associated turbine bypass valve is deactivated and secured in closed position.
		C	4	2	(O)One or both on the same pack may be inoperative provided: a) Associated PACK pb-sw is set to OFF when flying at or below FL 290, and b) A check is made before each flight that, for the remaining pack , none of the cautions listed in the operational procedure are displayed on ECAM EWD.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
50-10	Pack Turbine Isolation Valve	C	2	1	(M)(O)One may be inoperative provided: a) Associated valve is deactivated in required position as described in the Aircraft Maintenance Manual, and b) A check is made before each flight that, for the remaining pack , none of the cautions listed in the operational procedure are displayed on ECAM EWD.
		C	2	1	One may be inoperative provided the associated pack is considered inoperative.
50-11	Pack Ram Air Inlet Door Actuation	C	2	1	(M)(O)One may be inoperative provided: a) Associated ram air inlet door is deactivated and secured in open position, and b) A check is made before each flight that, for the remaining pack , none of the cautions listed in the operational procedure are displayed on ECAM EWD.
		C	2	1	One may be inoperative provided the associated pack is considered inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
50-12	Pack Ram Air Outlet Door Actuation	C	4	0	(M)(O)May be inoperative provided the associated ram air outlet door is deactivated and secured in open position
		C	4	0	May be inoperative provided the associated pack is considered inoperative.
50-13	Pack 1 Controller Channel	C	2	1	(M)(O)One may be inoperative provided the associated ram air outlet door is deactivated and secured in open position
		C	2	0	May be inoperative provided pack 1 is considered inoperative.
50-14	Pack 2 Controller Channel	C	2	1	(M)(O)One may be inoperative provided the associated ram air outlet door is deactivated and secured in open position
		C	2	0	May be inoperative provided pack 2 is considered inoperative.
50-15	Pack 1 Control Redundancy Function	C	1	0	(O)May be inoperative.
50-16	Pack 2 Control Redundancy Function	C	1	0	(O)May be inoperative.
50-17	Pack Airflow Selection	C	1	0	(O)May be inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
59-01	Supplemental Cooling System	C	2	0	(O)May operate with degraded cooling performance.
		D	2	1	(M)(O)One may be inoperative provided it is deactivated.
		D	2	0	Both may be inoperative provided the COOLG pb-sw is set to OFF.
59-02	Supplemental Cooling System Overheat Protection	D	2	0	(M)(O)May be inoperative provided the affected supplemental cooling system is deactivated.
60-01	Cabin Temperature Controller Channel	C	2	1	
60-02	Cabin Temperature Control Redundancy Function	C	1	0	
60-03	Cabin Temperature Control	C	1	1	(O)May operate in degraded mode.
60-04	Hot Air Valve	C	2	0	(O)May be inoperative provided the closure of both associated pack valves is checked operative on ECAM BLEED page.
60-05	Cabin/Cockpit Trim Air Valve	C	16	0	(O)May be inoperative provided the closure of all pack valves is checked operative on ECAM BLEED page.

SYSTEM & SEQUENCE NUMBER / 1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
60-06 Hot Air System	C	1	0	(M)(O)May be inoperative provided: a) Both trim air shut off valves are deactivated in closed position, b) Both hot air valves are deactivated in closed position, c) Both HOT AIR pb-sw are set to OFF, d) Both pack 1 valves are deactivated and secured in closed position, e) PACK 1 pb-sw is set to OFF, and f) A check is made before each flight that, for pack 2 , none of the cautions listed in the operational procedure are displayed on ECAM EWD.
	C	1	0	(M)(O)May be inoperative provided: a) Both trim air shut off valves are deactivated in closed position, b) Both hot air valves are deactivated in closed position, c) Both HOT AIR pb-sw are set to OFF, d) Both pack 2 valves are deactivated and secured in closed position, e) PACK 2 pb-sw is set to OFF, and f) A check is made before each flight that, for pack 1 , none of the cautions listed in the operational procedure are displayed on ECAM EWD.

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1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
60-07 *** Lower Deck Crew Rest Trim Air Valve	D	1	0	(M)May be inoperative provided: a) It is deactivated in closed position, and b) The lower deck crew rest compartment is locked closed and placarded inoperative.
	C	1	0	(O)May be inoperative provided: a) The closure of both hot air valves is checked operative on ECAM COND page, and b) The lower deck crew rest compartment is locked closed and placarded inoperative.
60-08 Cabin Temperature Selection on FAP	C	1	0	(O)May be inoperative.
60-09 Cabin Temperature Selection on AIR Overhead Panel	C	1	0	(O)May be inoperative.
60-10 Cockpit Temperature Selection	C	1	0	May be inoperative provided cockpit temperature selection is suitable to flight crew.
60-11 Bulk Cargo Heater	C	1	0	(O)May be inoperative provided the BULK HEATER pb-sw is set to OFF.
60-12 *** Aft Cargo Temperature Regulation	D	1	0	(O)May be inoperative.
60-13 *** Aft Cargo Trim Air Valve	D	1	0	(M)(O)May be inoperative provided it is deactivated in closed position
	C	1	0	(O)May be inoperative provided the closure of both hot air valves is checked operative on ECAM COND page.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
60-14 ***	Aft Cargo Hot Air System	C	1	0	(M)(O)May be inoperative provided: a) The aft cargo trim air valve is deactivated in closed position, b) The trim air shut off valve 2 is deactivated in closed position, and c) The hot air valve 1 is deactivated in closed position.
60-15 ***	Forward Cargo Temperature Regulation	D	1	0	(O)May be inoperative.
60-16 ***	Forward Cargo Trim Air Valve	D	2	0	(M)(O)May be inoperative provided both forward Cargo trim air valves are deactivated in closed position
		C	2	0	(O)May be inoperative provided the closure of both hot air valves is checked operative on ECAM COND page.
60-17 ***	Forward Cargo Hot Air System	C	1	0	(M)(O)May be inoperative provided: a) Both forward cargo trim air valves are deactivated in closed position, b) The trim air shut off valve 1 is deactivated in closed position, and c) The hot air valve 1 is deactivated in closed position.

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FEDERAL AVIATION ADMINISTRATION

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SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
10-01	Autopilot System	C	2	1	(O)One may be inoperative provided approach minimums do not require its use.
		B	2	0	(O)May be inoperative provided: a) Approach minimums do not require their use, b) Enroute operations do not require their use, and c) Number of flight segments and segment duration is acceptable to flight crew.
10-02	Flight Director System	C	2	0	(O)May be inoperative provided operations or procedures do not require their use.
10-03	AUTOLAND Light	C	2	0	(O)May be inoperative provided approach minimums do not require use of autoland.
10-04	Automatic Roll Out Function	C	1	0	(O)May be inoperative provided approach minimums do not require its use.
10-05	Sidestick AP Locking Device	C	2	1	(O)One may be inoperative unlocked provided: a) The rudder pedals AP locking device is operative, and b) No autoland is performed.
		C	2	0	(O)Both may be inoperative unlocked provided AP is not used.
10-06	Rudder Pedals AP Locking Device	C	1	0	(O)May be inoperative unlocked provided: a) Both sidestick AP locking devices are operative, and b) No autoland is performed.
		C	1	0	(O)May be inoperative unlocked provided AP is not used.

1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
10-07	CAT 3 Dual Approach Capability	C	1	0	(O)May be inoperative.
10-08	CAT 2 Approach Capability	C	1	0	(O)May be inoperative.
30-01	Autothrust	C	4	0	(O)May be inoperative on all engines provided: a) Thrust lever position sensors are checked operative, and b) Approach minimums do not require use of autothrust.
30-02	Autothrust Instinctive Disconnect Pb	C	2	1	(O)One may be inoperative provided the other autothrust instinctive disconnect pb is checked operative.
		B	2	0	(O)Both may be inoperative provided autothrust disconnection is checked operative when thrust levers are set to idle.
70-01	Flight Management Computer	C	3	2	FMC-B or FMC-C may be inoperative.
		C	3	2	FMC-A may be inoperative provided both ISIS are operative.
		A	3	1	(O)Two may be inoperative provided: a) Both ISIS are operative, b) The FM selector is operative, c) Operations do not require its use, and d) Repairs are made within three flight legs.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTO FLIGHT				
70-02 FM Selector	C	1	0	(O)May be inoperative provided: a) All FMCs are operative, and b) Procedures do not require its use.
	B	1	0	(O)May be inoperative provided: a) Two FMCs are operative, b) Both ISIS are operative, and c) Procedures do not require its use.
70-03 FM Navigation Database	C	-	-	(O)May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
80-01 AFS Control Panel	A	1	0	(O)May be inoperative for three flights provided one TCAS is operative.
80-02 AFS Control Panel and CAPT MFD FCU Backup	A	2	0	(O)Both may be inoperative for three flights provided: a) The F/O EFIS control panel is operative, b) The F/O MFD FCU backup is operative, and c) One TCAS is operative.
80-03 AFS Control Panel and F/O MFD FCU Backup	A	2	0	(O)Both may be inoperative for three flights provided: a) The CAPT EFIS control panel is operative, b) The CAPT MFD FCU backup is operative, and c) One TCAS is operative.

1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTO FLIGHT					
80-04	AFS Control Panel AP Pb	C	2	0	(O)May be inoperative.
80-05	AFS Control Panel A/THR Pb	C	1	0	(O)May be inoperative.
80-06	AFS Control Panel FD Pb	C	1	0	(O)May be inoperative.
80-07	AFS Control Panel LOC Pb	C	1	0	(O)May be inoperative.
80-08	AFS Control Panel ALT Pb	C	1	0	(O)May be inoperative.
80-09	AFS Control Panel APPR Pb	C	1	0	(O)May be inoperative.
80-10	AFS Control Panel Speed Selection Knob	B	1	0	(O)May be inoperative provided one MFD FCU backup is operative.
80-11	AFS Control Panel Heading/Track Selection Knob	B	1	0	(O)May be inoperative provided one MFD FCU backup is operative.
80-12	AFS Control Panel Altitude Selection Knob	A	1	0	(O)May be inoperative for three flights provided a) One MFD FCU backup is operative, and b) One TCAS is operative.
80-13	AFS Control Panel V/S FPA Selection Knob	C	1	0	(O)May be inoperative provided one MFD FCU backup is operative.
		C	1	0	May be inoperative provided operations do not require its use.
80-14	AFS Control Panel Selection Window	C	4	0	(O)All may be inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTO FLIGHT					
80-15	AFS Control Panel HDG-V/S/TRK-FPA Pb	C	1	0	(O)May be inoperative provided one MFD FCU backup is operative.
		C	1	0	May be inoperative provided the HDG-V/S selection is operative.
80-16	AFS Control Panel MACH/SPD Pb	C	1	0	(O)May be inoperative provided one MFD FCU backup is operative.
		C	1	0	May be inoperative provided the SPD selection is operative.
80-17	AFS Control Panel METER Pb	C	1	0	(O)May be inoperative.
80-18	AFS Control Panel TRUE/MAG Pb	C	1	0	(O)May be inoperative provided one MFD FCU backup is operative.
		C	1	0	May be inoperative provided the MAG selection is operative.
80-19	AFS Control Panel Pb Light	C	7	0	
80-20	MFD FCU Backup	C	2	1	
		C	2	0	Both may be inoperative provided the AFS control panel is operative.
81-01	EFIS Control Panel	C	2	1	(O)One may be inoperative provided the associated MFD FCU backup is operative.
		B	2	0	(O)Both may be inoperative provided both MFD FCU backups are operative.
81-02	EFIS Control Panel Barometric Reference Display Window	C	2	0	(O)May be inoperative.

1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
81-03	EFIS Control Panel Barometric Reference Selector Outer Ring (in Hg/hPa)	C	2	0	(O)May be inoperative provided the associated MFD FCU backup is operative.
		C	2	0	(O)May be inoperative provided the required barometric reference unit for the intended flight is available on both EFIS control panels.
81-04	EFIS Control Panel Barometric Reference Selector Inner Knob	C	2	1	(O)One may be inoperative provided the associated MFD FCU backup is operative.
		B	2	0	(O)Both may be inoperative provided both MFD FCU backups are operative.
81-05	EFIS Control Panel V V Pb	C	2	0	(O)May be inoperative.
81-06	EFIS Control Panel LS Pb	C	2	0	(O)May be inoperative.
81-07	EFIS Control Panel ND Mode Key	C	20	0	(O)May be inoperative.
81-08	EFIS Control Panel ND Mode Window	C	-	0	(O)May be inoperative.
81-09	EFIS Control Panel ND Range Selector	C	2	1	(O)One may be inoperative.
		B	2	0	(O)Both may be inoperative provided one MFD FCU backup is operative.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTO FLIGHT				
81-10 EFIS Control Panel ND Mode Selector	C	2	1	(O)One may be inoperative.
	B	2	0	(O)Both may be inoperative provided one MFD FCU backups is operative.
81-11 EFIS Control Panel TAXI Pb	C	2	0	(O)May be inoperative.
81-12 EFIS Control Panel Pb Light	C	-	0	

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FEDERAL AVIATION ADMINISTRATION

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1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
10-01 HF System	D	2	-	Any in excess of those required by FAR may be inoperative.
	C	2	1	(O)One may be inoperative while conducting operations that require two Long Range Communication Systems (LRCS) provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If Inmarsat codes are not available while using SATCOM voice, prior coordination with the appropriate ATS facility is required. NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by appropriate ATS facilities.
10-02 VHF System	D	3	-	Any in excess of those required by FAR may be inoperative provided it is not powered by an Essential Bus and not required for emergency procedures.
10-03 SATCOM System	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
	D	1	0	(O)May be inoperative provided operations or procedures do not require its use.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
10-04	SATCOM Voice Mode	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
		D	1	0	(O)May be inoperative provided operations or procedures do not require its use.
20-01	Datalink Function	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
		D	1	0	(O)May be inoperative provided operations or procedures do not require its use.
20-02	VHF 3 Datalink Function	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
		D	1	0	(O)May be inoperative provided operations or procedures do not require its use.
20-03	HF Datalink Function	C	2	0	(O)May be inoperative provided alternate procedures are established and used.
		D	2	0	(O)May be inoperative provided operations or procedures do not require its use.
20-04	SATCOM Datalink Function	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
		D	1	0	(O)May be inoperative provided operations or procedures do not require its use.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
51-01 SELCAL Function	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided operations or procedures do not require its use.
51-02 MECH Interphone Function	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
51-03 Ground External Horn	C	1	0	(O)All functions may be inoperative provided alternate procedures are established and used.
51-04 First Officer Audio Function	C	1	0	(O)May be inoperative provided RMP 3 is operative and used for reconfiguration.
51-06 Cockpit Loudspeaker	C	4	1	
51-07 Boomset	D	-	-	Any in excess of those required by FAR may be inoperative.
51-08 Hand Microphone	C	-	0	May be inoperative provided associated boom microphone operates normally.
51-09 Sidestick PTT Sw	C	2	0	May be inoperative in open position provided the INT/RAD sw on the associated RMP operates normally.
	C	2	0	(M)May be inoperative provided: a) The INT/RAD sw on the associated RMP operates normally, and b) Associated sidestick PTT sw is deactivated in open position.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
51-12 ***	ACP in Avionics Bay	D	1	0	
52-01	RMP	C	3	2	(O)RMP 2 or RMP 3 may be inoperative.
52-02	RMP Key	C	-	1	May be inoperative provided VHF 1 key and HF 1 key (if required) are operative on RMP 1.
52-03	RMP Reception Knob	C	-	1	May be inoperative provided VHF 1 reception knob and HF 1 reception knob (if required) are operative on RMP 1.
71-01	CVR	A	1	0	May be inoperative for three flight days provided the Digital Flight Data Recorder is operative.
75-01	ETACS	C	1	0	
75-02	Belly Taxi Aid Camera	C	1	0	
75-03	Fin Taxi Aid Camera	C	1	0	
75-04 ***	Nose Taxi Aid Camera	D	1	0	

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SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL					
01-01	BAT Pb-Sw FAULT Light	C	4	0	
01-02	BAT Pb-Sw OFF Light	C	4	0	
01-03	GEN Pb-Sw FAULT Light	C	4	0	
01-04	GEN Pb-Sw OFF/R Light	C	4	0	
01-05	DRIVE Pb FAULT Light	C	4	0	
01-06	DRIVE Pb DISC Light	C	4	0	
01-07	APU GEN Pb-Sw FAULT Light	C	2	0	
01-08	APU GEN Pb-Sw OFF/R Light	C	2	0	
01-09	AC ESS FEED Pb-Sw FAULT Light	C	1	0	
01-10	AC ESS FEED Pb-Sw ALTN Light	C	1	0	
01-11	EXT Pb AVAIL Light	C	4	0	(O)All may be inoperative.
01-12	EXT Pb ON Light	C	4	0	(O)All may be inoperative.
01-13	ELMU Pb-Sw FAULT Light	C	1	0	
01-14	ELMU Pb-Sw OFF Light	C	1	0	
01-15	PAX SYS Pb-Sw OFF Light	C	1	0	

1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL				
01-16	GALLEY Pb-Sw OFF Light	C	1	0	
01-17	COMMERCIAL Pb-Sw OFF Light	C	2	0	
01-18	BUSE TIE Pb-Sw OFF Light	C	1	0	
02-01	Overhead Battery Voltage Indication	C	4	0	May be inoperative provided the associated voltage indication is operative on ECAM ELEC DC page.
03-01	EMER GEN FAULT Light	C	1	0	
21-01	Engine Electrical Generator	C	4	3	(M)(O)One may be inoperative provided: a) It is not disconnected, b) All busses can be powered and c) Approach minimums do not require its use.
		A	4	3	(M)(O)One may be inoperative for three flights provided: a) All busses can be powered, and b) Approach minimums do not require its use.
23-01	APU Electrical Generator	C	2	0	(O)May be inoperative provided the associated APU GEN pb-sw is set to OFF.
		D	2	0	(M)(O)May be inoperative provided the associated APU electrical generator is removed.
32-01	TR 2A	C	1	0	May be inoperative provided the DC bus 2 is indicated powered by TR 2B on ECAM ELEC DC page.

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1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL				
32-02	APU TR	C	1	0	(O)May be inoperative.
38-01	APU BAT	C	1	0	(O)May be inoperative provided the APU TR is operative.
		C	1	0	(O)May be inoperative provided the APU is not used.
41-01	External Power Control	C	4	0	(O)May be inoperative.
50-01	Electrical Load Management Function	C	1	0	(O)May be inoperative.
50-02	Electrical Network Management Side 1	C	1	0	(M)May be inoperative on the APU GEN A and on EXT power generations 1 provided.: a) AC and DC transfer functions are checked operative, b) The electrical network management side 2 is operative, and c) All engine electrical generators are operative.
50-03	Electrical Network Management Side 2	C	1	0	(M)May be inoperative on the APU GEN B and on EXT power generations 3 provided.: a) AC and DC transfer functions are checked operative, b) The electrical network management side 1 is operative, and c) All engine electrical generators are operative.

1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL				
50-04	C/B Monitoring in Electrical Supply Centers	C	1	0	(M)(O)May be inoperative provided.: a) The caution **ELEC SECONDARY SUPPLY CTR 1 REDUND LOST** is not displayed on ECAM EWD, b) The caution **ELEC SECONDARY SUPPLY CTR 2 REDUND LOST** is not displayed on ECAM EWD, and c) It is checked before each flight that no circuit breaker is tripped in all electrical supply centers.
		B	1	0	(M)(O)May be inoperative provided.: a) The aircraft electrical network remains powered, and b) It is checked before each flight that no circuit breaker is tripped in all electrical supply centers.
50-05	C/B Monitoring in Emergency Electrical Supply Center	C	1	0	(M)(O)May be inoperative provided it is checked before each flight that no circuit breaker is tripped in the emergency supply center.
70-01	Secondary Electrical Supply Center 1 Fan	C	1	0	(O)May be inoperative.
70-02	Secondary Electrical Supply Center 2 Fan	C	1	0	(O)May be inoperative.
70-03	Secondary Electrical Supply Center 1 Redundancy Function	C	1	0	(O)May be inoperative.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL				
70-04 Secondary Electrical Supply Center 2 Redundancy Function	C	1	0	(O)May be inoperative.
70-05 Secondary Electrical Supply Center 1	C	1	1	(M)(O)The printed circuit board with FIN 3007XZ may be inoperative provided.: a) It is removed, b) The secondary electrical supply center 1 is checked operative before each flight, and c) Remaining printed circuit boards in electrical supply center 1 are operative.
	C	1	1	(M)(O)The printed circuit board with FIN 3014XZ may be inoperative provided.: a) It is removed, b) The secondary electrical supply center 1 is checked operative before each flight, and c) Remaining printed circuit boards in electrical supply center 1 are operative.
	C	1	1	(M)(O)The printed circuit board with FIN 3128XZ may be inoperative provided.: a) It is removed, b) The secondary electrical supply center 1 is checked operative before each flight, and c) Remaining printed circuit boards in electrical supply center 1 are operative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL					
70-06	Secondary Electrical Supply Center 2	C	1	1	(M)(O)The printed circuit board with FIN 4008XZ may be inoperative provided.: a) It is removed, b) The secondary electrical supply center 1 is checked operative before each flight, and c) Remaining printed circuit boards in electrical supply center 2 are operative.
		C	1	1	(M)(O)The printed circuit board with FIN 4025XZ may be inoperative provided.: a) It is removed, b) The secondary electrical supply center 1 is checked operative before each flight, and c) Remaining printed circuit boards in electrical supply center 2 are operative.
		C	1	1	(M)(O)The printed circuit board with FIN 4133XZ may be inoperative provided.: a) It is removed, b) The secondary electrical supply center 1 is checked operative before each flight, and c) Remaining printed circuit boards in electrical supply center 2 are operative.
70-07	Cabin Left Supply Centers Overheat Detection	A	1	0	(O)May be inoperative for three flights.

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL				
70-08	Cabin Right Supply Centers Overheat Detection A	1	0	(O)May be inoperative for three flights.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
11-01	Pilot Seat Manual Vertical Adjustments	C	2	0	May be inoperative provided the associated electrical control is operative.
		C	2	0	May be inoperative provided the seating position is acceptable to the affected crewmember.
11-02	Pilot Seat Lumbar Rest Adjustment	C	4	0	May be inoperative provided the seating position is acceptable to the affected crewmember.
11-03	Pilot Seat Back Rest Adjustment	A	2	0	May be inoperative for two flight days provided the seating position is acceptable to the affected crewmember.
11-04	Pilot Seat Electrical Adjustment	C	2	0	(M)May be inoperative provided the electrical control of the associated seat is deactivated.
11-05	Pilot Seat Headrest	C	2	0	(M)May be inoperative provided the headrest position is acceptable to the affected crewmember or the headrest is removed.
11-07	Pilot Sidestick Armrest Height Adjustment	C	2	0	May be inoperative provided the armrest position is acceptable to the affected crewmember.
11-08	Pilot Sidestick Armrest Pitch Adjustment	C	2	0	May be inoperative provided the armrest position is acceptable to the affected crewmember.
11-09	Pilot Sidestick Armrest Memory Position Display	C	2	0	

1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
11-10	Pilot Sidestick Armrest Stowage Adjustment	C	2	0	May be inoperative provided the armrest position is acceptable to the affected crewmember.
		C	2	0	(M)May be inoperative provided: a) The affected armrest is removed, and b) Armrest removal is acceptable to the affected crewmember.
11-11	Pilot Inboard Armrest Pitch Adjustment	C	2	0	May be inoperative provided the armrest position is acceptable to the affected crewmember.
11-12	Pilot Inboard Armrest Translation Adjustment	C	2	0	May be inoperative provided the armrest position is acceptable to the affected crewmember.
11-13	Pilot Inboard Armrest Stowage Adjustment	C	2	0	May be inoperative provided the armrest position is acceptable to affected crewmember.
		C	2	0	(M)May be inoperative provided the affected armrest is removed.
12-01	Third Occupant Seat Angular Adjustment	C	1	0	May be inoperative provided the seat is facing forward.
12-02	Third Occupant Seat Horizontal Adjustment	C	1	0	May be inoperative in locked position.
12-03	Third Occupant Seat Vertical Adjustment	C	1	0	May be inoperative provided the seating position is acceptable to the occupant.
12-04	Third Occupant Seat Lumbar Rest Adjustment	C	2	0	May be inoperative provided the seating position is acceptable to the occupant.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
12-05	Third Occupant Seat Lumbar Rest Adjustment	C	1	0	May be inoperative provided the seating position is acceptable to the occupant.
12-06	Third Occupant Seat Headrest	C	1	0	(M)May be inoperative provided the headrest position is acceptable to the occupant or the headrest is removed.
12-07	Third Occupant Seat Shoulder Harness	A	1	0	May be inoperative for two flight days provided the seat is not occupied at takeoff and landing.
12-08	Third Occupant Seat Armrest	C	2	0	May be inoperative provided the armrest position is acceptable to the occupant.
		C	2	0	(M)May be inoperative provided the affected armrest is removed.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
12-09 Third Occupant Seat	A	1	0	May be inoperative for two flight days provided a passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties.
	A	1	0	May be inoperative for two flight days provided a remaining cockpit occupant seat is available and acceptable to an FAA inspector for the performance of official duties.
	A	1	0	May be inoperative for two flight days provided: a) Required minimum safety equipment (safety belt and oxygen) is available, and b) The seat is acceptable to an FAA inspector for the performance of official duties. NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
13-01	Fourth Occupant Seat	D	1	0	NOTE: The Pilot-in-Command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
13-02	Fourth Occupant Seat Shoulder Harness	D	1	0	May be inoperative provided the seat is not occupied at takeoff and landing.
14-01 ***	Fifth Occupant Seat	D	1	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).
14-02 ***	Fifth Occupant Seat Shoulder Harness	D	1	0	May be inoperative provided the seat is not occupied at takeoff and landing.
15-01	Pilot Sliding Table	C	2	0	(M)(O)May be inoperative in stowed position or removed provided alternate procedures are established and used.
15-02	Pilot Retractable Footrest	C	4	0	May be inoperative provided the affected footrest is in stowed position.
		C	4	0	(M)May be inoperative provided the affected footrest is removed.
15-03 ***	Pilot Foot Warmer	D	2	0	

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
20-01 Passenger Seat	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
20-01-01 Passenger Seat Recline Mechanism	D	-	-	(M)May be inoperative and seat occupied provided seat is secured in the full upright position.
	D	-	-	May be inoperative and seat occupied provided seat back is immoveable in full upright position.
20-01-02 Passenger Seat Underseat Baggage Restraining Bar	C	-	-	(O)May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
20-01-03	Passenger Seat Armrest (with Recline Mechanism)	D	-	-	(M)May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.
20-01-03	Passenger Seat Armrest (without Recline Mechanism)	D	-	-	(May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
20-02	Required Flight Attendant Seat B	-	-	(M)(O)One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY". NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
20-02	Required Flight Attendant Seat (Cont'd)			NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable FAR are met. NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.
20-03	Excess Flight Attendant Seat C	-	-	(M)May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.

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

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1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
22-06	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/ Closet	C	-	-	(M)May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Any emergency equipment located in affected compartment is considered inoperative, and c) Affected compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: If no partitions are installed, the entire overhead storage compartment is considered one bin.
30-01 ***	Galley Waste Compartment Flapper Door	C	-	-	(M)(O)May be inoperative provided: a) The galley waste compartment is empty and associated access is secured to prevent waste introduction, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.
50-01 ***	Crew Bunk Bed	D	-	-	May be inoperative provided the affected bunk bed is not occupied.

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SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
50-02 ***	Flight CRC Decompression Panel	C	8	7	(M)One may be inoperative provided the Aircraft Maintenance Manual allows its deactivation.
		C	8	5	(M)(O)Two or three may be inoperative provided: a) The Aircraft Maintenance Manual allows its deactivation, b) The affected sub-compartment is closed, not used and placarded inoperative, and c) A procedure is used to check periodically absence of smoke in affected sub-compartment.
50-03 ***	Flight CRC Door	D	2	0	May be inoperative in closed and unlocked position provided the affected sub-compartment is not used and placarded inoperative.
		C	2	0	(M)(O)May be inoperative provided: a) The affected door is secured open or removed, b) The affected sub-compartment not used and placarded inoperative, and c) A procedure is used to check periodically absence of smoke in affected sub-compartment.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
50-04 *** Main Deck CRC Door	D	2	0	May be inoperative in closed and unlocked position provided the affected sub-compartment is not used and placarded inoperative.
	C	2	0	(M)(O)May be inoperative provided: a) The affected door is secured open or removed, b) The affected sub-compartment not used and placarded inoperative, and c) A procedure is used to check periodically absence of smoke in affected sub-compartment.
50-05 *** Upper Deck Cabin CRC Decompression Panel	C	8	7	One may be missing or damaged.
	C	8	0	(O)May be inoperative provided: a) The upper deck cabin crew rest compartment is closed, not used and placarded inoperative, and b) A procedure is used to check periodically absence of smoke in the upper deck cabin crew rest compartment.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
50-06 ***	Upper Deck Cabin CRC Door	D	2	1	One may be inoperative in closed and unlocked position provided the affected door is placarded inoperative.
		D	2	0	May be inoperative in closed and unlocked position provided the upper deck cabin crew rest compartment is not used and placarded inoperative.
		C	2	0	(M)(O)May be inoperative provided: a) The affected door is secured in open position or removed, b) The upper deck cabin crew rest compartment not used and placarded inoperative, and c) A procedure is used to check periodically absence of smoke in affected sub-compartment.
50-07 ***	Lower Deck Cabin CRC Decompression Panel	C	15	0	(O)May be inoperative provided: a) The lower deck cabin crew rest compartment is closed, not used and placarded inoperative, b) A procedure is used to check periodically absence of smoke in the lower deck cabin crew rest compartment, and c) An operative portable fire extinguisher and a protective breathing equipment, in excess of those required for the cabin, are carried in the main deck.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
50-08 ***	Lower Deck Cabin CRC Staircase Door	D	1	0	May be inoperative in closed and unlocked position provided the lower deck cabin crew rest compartment is not used and placarded inoperative.
		D	1	0	(M)May be inoperative provided: a) The affected door is secured open or removed, b) The lower deck cabin crew rest compartment main exit hatch is closed, and c) The lower deck cabin crew rest compartment is not used and placarded inoperative.
50-09 ***	Lower Deck Cabin CRC Main Exit Hatch	D	1	0	May be inoperative in closed position provided the lower deck cabin crew rest compartment is not used and placarded inoperative.
60-01	Slide	A	16	14	(O)One per deck may be inoperative for one flight day provided: a) Associated door is closed from the inside only, and b) Associated door is considered inoperative.
		A	16	14	(M)(O)One per deck may be inoperative for one flight day provided: a) It is removed, b) Associated door is closed from the inside only, and c) Associated door is considered inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
60-02	Slide Inflation Protection	A	16	14	(M)One per deck may be inoperative for one flight day provided: a) Associated slide is deactivated, and b) Associated door is considered inoperative.
60-03	Slide Extension	C	2	1	
60-04	SLIDE ARMED Light	C	16	0	
60-05	Megaphone	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative megaphone is removed from passenger cabin, and b) Required distribution is maintained.
60-06	Cockpit Flashlight	C	-	-	May be inoperative or missing provided the captain and first officer have a flashlight with equivalent characteristics readily available.
60-07	Cabin Flashlight	C	-	-	May be inoperative or missing provided the crewmember assigned to the associated seat has a flashlight with equivalent characteristics readily available.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
60-08 ***	Emergency Locator Transmitter	D	-	-	Any survival type ELT in excess of those required by FAR may be inoperative or missing.
		A	-	0	(M)Any fixed ELT may be inoperative provided: a) System is deactivated, and b) repairs are made within 90 days.
		A	-	0	Any fixed ELT in excess of those required by FAR may be inoperative or missing.
		D	-	-	(M)Any fixed ELT in excess of those required by FAR may be inoperative provided system is deactivated.
		D	-	-	Any fixed ELT in excess of those required by FAR may be missing.
60-09	First Aid Kit	A	-	-	(O)If more than one is required by FAR, only one of the required first aid kits may be incomplete, missing or inoperative for 3 flight cycles provided FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit.
		D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
60-10	Crash Axe/Crow Bar	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
60-11	Life Jacket	D	-	-	Any in excess of that required by FAR may be inoperative or missing.

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SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
60-12	Survival Kit	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
60-13	Emergency Medical Kit (EMK)	A	-	0	(O)May be incomplete, missing or inoperative for 3 flight cycles provided EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit.
		D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
60-14	Automatic External Defibrillator (AED)	A	-	0	(O)May be incomplete, missing or inoperative for 3 flight cycles provided AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit.
		D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
60-15 ***	Fire Gloves	D	-	0	All may be inoperative or missing.
60-16	Baby Survival Raft	D	-	-	Any in excess of that required by FAR may be inoperative or missing.
60-17	"Fasten Seat Belt While Seated" Signs or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.

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SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE AND SMOKE PROTECTION				
01-01	LED in ENG FIRE Pb-Sw	C	32	16	Up to four LEDs in each push pb-sw may be inoperative.
01-02	Engine AGENT Pb SQUIB Light	C	8	0	(M)(O)May be inoperative provided the integrity of the squib circuit is checked not to be affected before the first flight under present MMEL item.
01-03	Engine AGENT Pb DISCH Light	C	8	0	(M)(O)May be inoperative provided associated bottle is verified properly charged before the first flight of each day.
01-04	Test on ENG FIRE Overhead Panel	C	1	0	(M)(O)May be inoperative provided the maintenance fire test is performed before each flight.
01-05	LED in APU FIRE Pb-Sw	C	8	4	Up to four LEDs may be inoperative.
01-06	APU AGENT Pb SQUIB Light	C	1	0	(M)(O)May be inoperative provided the integrity of the squib circuit is checked not to be affected before the first flight under present MMEL item.
		C	1	0	(O)May be inoperative provided the APU is not used.
01-07	APU AGENT Pb DISCH Light	C	1	0	(M)(O)May be inoperative provided associated bottle is verified properly charged before the first flight of each day.
		C	1	0	(O)May be inoperative provided the APU is not used.
02-01	Cargo BTL 1(2) Light	C	2	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE AND SMOKE PROTECTION					
02-02	SMOKE Light on AGENT TO FWD(AFT) Pb-Sw	C	2	0	
02-03	DISCH Light on AGENT TO FWD(AFT) Pb-Sw	C	2	0	
02-04	Test on CARGO SMOKE Panel	C	1	0	
03-01	FIRE Light on ENG MASTER Lever	C	4	0	
04-01 ***	IFEC Pb-Sw SMOKE Light	C	1	0	
04-02 ***	IFEC Pb-Sw OFF Light	C	1	0	
04-03	AVNCS SMOKE Light	C	1	0	
04-04	NSS MASTER SW Pb-Sw SMOKE Light	C	1	0	
04-05	NSS MASTER SW Pb-Sw OFF Light	C	1	0	
10-01	Landing Gear Bay Fire Detection Loop	C	2	1	(O)One may be inoperative provided the fire test is performed before each flight.
		C	2	0	(M)(O)May be inoperative provided: a) Brakes temperature monitoring is operative, b) Main landing gear brakes temperature is monitored, and c) The affected landing gear bay is inspected before each flight.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE AND SMOKE PROTECTION				
10-02	Engine Fire Detection Loop	C	8	4	(O)One may be inoperative on each engine provided the fire test is performed before each flight.
10-03	APU Fire Detection Loop	C	2	1	(O)One may be inoperative provided the fire test is performed before APU start.
		C	2	0	(O)May be inoperative provided the APU is not used.
11-01 ***	IFE Bay Smoke Detection	D	1	0	(O)May be inoperative provided IFEC is switched OFF.
12-01	Fwd Cargo Smoke Detection	C	1	0	(O)May be inoperative provided procedures are established and used to ensure the forward 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.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE AND SMOKE PROTECTION				
12-02	Aft/Bulk Cargo Smoke Detection C	1	0	(O)May be inoperative provided procedures are established and used to ensure the aft and bulk cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
13-01	Main/Upper Deck Lavatory Smoke Detection C	-	-	(M)(O)For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: Lavatory smoke detection system is not required for all-cargo operations.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE AND SMOKE PROTECTION				
14-01 ***	FCRC Smoke Detection	C	1	0	(O)May be inoperative provided: a) The affected sub-compartment is locked closed and placarded inoperative, b) The affected sub-compartment is not used for storage or for any other purpose, and c) A procedure is used to periodically check for absence of smoke in the affected sub-compartment.
14-02 ***	Main Deck FCRC Smoke Detection (Door 5L)	C	1	0	(O)May be inoperative provided: a) The main deck flight crew rest compartment is locked closed and placarded inoperative, b) The main deck flight crew rest compartment is not used for storage or for any other purpose, and c) A procedure is used to periodically check for absence of smoke in the main deck flight crew rest compartment.
14-03 ***	Main Deck CCRC Smoke Detection (Door 5L)	C	1	0	(O)May be inoperative provided: a) The main deck cabin crew rest compartment is locked closed and placarded inoperative, b) The main deck cabin crew rest compartment is not used for storage or for any other purpose, and c) A procedure is used to periodically check for absence of smoke in the main deck cabin crew rest compartment.
14-04 ***	Main Deck CWS Smoke Detection (Door 1L)	D	1	0	(M)(O)May be inoperative provided the affected cabin workstation is deactivated.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE AND SMOKE PROTECTION					
14-05 ***	Main Deck CWS Smoke Detection (Door 2L)	D	1	0	(M)(O)May be inoperative provided the affected cabin workstation is deactivated.
14-06 ***	Main Deck Dressing Room Smoke Detection (Door 1R)	C	1	0	(O)May be inoperative provided: a) The dressing room is locked closed and placarded inoperative, b) The dressing room is not used for storage or for any other purpose, and c) A procedure is used to periodically check for absence of smoke in the dressing room.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE AND SMOKE PROTECTION				
14-07 ***	Fwd Lower Deck CCRC Smoke Detection			
	A	1	0	(M)(O)May be inoperative for 10 consecutive calendar days provided: a) The forward lower deck cabin crew rest compartment fire extinguishing system is checked operative before each flight, and b) A procedure is used to periodically check for absence of smoke in the forward lower deck cabin crew rest compartment.
	C	1	0	(O)May be inoperative provided: a) The forward lower deck cabin crew rest compartment is locked closed and placarded inoperative, b) The forward lower deck cabin crew rest compartment is not used for storage or for any other purpose, c) A procedure is used to periodically check for absence of smoke in the forward lower deck cabin crew rest compartment, and d) An operative portable fire extinguisher and a protective breathing equipment, in excess of those required for the cabin, are carried in the main deck.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE AND SMOKE PROTECTION				
14-08 *** Aft Lower Deck CCRC Smoke Detection	A	1	0	(M)(O)May be inoperative for 10 consecutive calendar provided: a) The aft lower deck cabin crew rest compartment fire extinguishing system is checked operative before each flight, and b) A procedure is used to periodically check for absence of smoke in the aft lower deck cabin crew rest compartment.
	C	1	0	(O)May be inoperative provided: a) The aft lower deck cabin crew rest compartment is locked closed and placarded inoperative, b) The aft lower deck cabin crew rest compartment is not used for storage or for any other purpose, c) A procedure is used to periodically check for absence of smoke in the aft lower deck cabin crew rest compartment, and d) An operative portable fire extinguisher and a protective breathing equipment, in excess of those required for the cabin, are carried in the main deck.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE AND SMOKE PROTECTION					
14-09 ***	Upper Deck CCRC Smoke Detection (Door 3L)	C	1	0	(O)May be inoperative provided: a) The upper deck cabin crew rest compartment is locked closed and placarded inoperative, b) The upper deck cabin crew rest compartment is not used for storage or for any other purpose, and c) A procedure is used to periodically check for absence of smoke in the upper deck cabin crew rest compartment.
14-10 ***	Upper Deck CWS Smoke Detection (Door 1L)	D	1	0	(M)(O)May be inoperative provided the affected cabin workstation is deactivated.
14-11 ***	Upper Deck CWS Smoke Detection (Door 3R)	D	1	0	(M)(O)May be inoperative provided the affected cabin workstation is deactivated.
14-12 ***	Upper Deck Shower Smoke Detection (Door 1L)	C	1	0	(O)May be inoperative provided: a) The shower is locked closed and placarded inoperative, b) The shower is not used for storage or for any other purpose, and c) A procedure is used to periodically check for absence of smoke in the shower.
14-13 ***	Upper Deck Shower Smoke Detection (Door 1R)	C	1	0	(O)May be inoperative provided: a) The shower is locked closed and placarded inoperative, b) The shower is not used for storage or for any other purpose, and c) A procedure is used to periodically check for absence of smoke in the shower.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE AND SMOKE PROTECTION					
14-14 ***	Upper Deck Social Area Smoke Detection	C	1	0	(O)May be inoperative provided: a) The social area is not used for any purpose, and b) A procedure is used to periodically check for absence of smoke in the social area.
14-15 ***	Crew Stowage Smoke Detection	C	1	0	(O)May be inoperative provided: a) The crew stowage is locked closed and placarded inoperative, b) The crew stowage is not used for storage or for any other purpose, and c) A procedure is used to periodically check for absence of smoke in the crew stowage.
21-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE AND SMOKE PROTECTION				
22-01	Fwd and Aft Cargos Fire Extinguishing Bottle 1	C	1	0	(O)May be inoperative provided procedures are established and used to ensure the forward, aft and bulk cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
22-02	Fwd and Aft Cargos Fire Extinguishing Bottle 2	C	1	0	May be inoperative provided routes to be flown allow a landing within 1.5 hours.
		C	1	0	(O)May be inoperative provided procedures are established and used to ensure the forward, aft and bulk cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE AND SMOKE PROTECTION				
22-03	Fwd Cargo Fire Extinguishing Function C	1	0	(O)May be inoperative provided procedures are established and used to ensure the forward 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.
22-04	Aft Cargo Fire Extinguishing Function C	1	0	(O)May be inoperative provided procedures are established and used to ensure the aft and bulk cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs 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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SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE AND SMOKE PROTECTION				
22-05	Fwd and Aft Cargos Fire Extinguishing Function	C	1	0	(O)May be inoperative provided procedures are established and used to ensure the forward, aft and bulk cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
23-01	Lavatory Fire Extinguisher System	C	-	-	For each lavatory, the lavatory fire extinguisher system may be inoperative provided lavatory smoke detection system operates normally.
		C	-	-	(M)(O)For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.

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SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE AND SMOKE PROTECTION					
24-01 ***	Aft Lower Deck CCRC Fire Extinguishing Bottle 1	D	1	0	(O)May be inoperative provided: a) The aft lower deck cabin crew rest compartment is locked closed and placarded inoperative, b) The aft lower deck cabin crew rest compartment is not used for storage or for any other purpose, and c) An operative portable fire extinguisher and a protective breathing equipment, in excess of those required for the cabin, are carried in the main deck.
24-02 ***	Aft Lower Deck CCRC Fire Extinguishing Bottle 2	C	1	0	(O)May be inoperative provided: a) The aft lower cabin crew rest fire extinguishing bottle 1 is operative, and b) Flight routes to be flown allow a landing within two hours.
		D	1	0	(O)May be inoperative provided: a) The aft lower deck cabin crew rest compartment is locked closed and placarded inoperative, b) The aft lower deck cabin crew rest compartment is not used for storage or for any other purpose, and c) An operative portable fire extinguisher and a protective breathing equipment, in excess of those required for the cabin, are carried in the main deck.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE AND SMOKE PROTECTION					
24-03 ***	Fwd Lower Deck CCRC Fire Extinguishing Bottle 1	D	1	0	(O)May be inoperative provided: a) The forward lower deck cabin crew rest compartment is locked closed and placarded inoperative, b) The forward lower deck cabin crew rest compartment is not used for storage or for any other purpose, and c) An operative portable fire extinguisher and a protective breathing equipment, in excess of those required for the cabin, are carried in the main deck.
24-04 ***	Fwd Lower Deck CCRC Fire Extinguishing Bottle 2	C	1	0	(O)May be inoperative provided: a) The forward lower cabin crew rest fire extinguishing bottle 1 is operative, and b) Flight routes to be flown allow a landing within two hours.
		D	1	0	(O)May be inoperative provided: a) The forward lower deck cabin crew rest compartment is locked closed and placarded inoperative, b) The forward lower deck cabin crew rest compartment is not used for storage or for any other purpose, and c) An operative portable fire extinguisher and a protective breathing equipment, in excess of those required for the cabin, are carried in the main deck.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
01-01	PRIM Pb-Sw FAULT Light	C	3	0	(O)May be inoperative provided the associated PRIM indication is operative on ECAM F/CTL page.
01-02	PRIM Pb-Sw OFF Light	C	3	0	(O)May be inoperative provided the associated PRIM indication is operative on ECAM F/CTL page.
01-03	SEC Pb-Sw FAULT Light	C	3	0	(O)May be inoperative provided the associated SEC indication is operative on ECAM F/CTL page.
01-04	SEC Pb-Sw OFF Light	C	3	0	(O)May be inoperative provided the associated SEC indication is operative on ECAM F/CTL page.
02-01	Manual Rudder Trim RESET Pb	C	1	0	(O)May be inoperative provided the manual rudder trim selector is operative.
02-02	Manual Rudder Trim Position Indication	C	1	0	(O)May be inoperative.
02-03	Manual Rudder Trim Selector	C	1	0	(O)May be inoperative provided: a) One AP is operative, and b) The manual rudder trim RESET pb is operative.
14-01	Aileron Hydraulic Actuator	C	8	7	(O)One may be inoperative provided all aileron EHAs are operative.
		C	8	6	(O)Two outboard hydraulic actuators may be inoperative provided: a) They are all associated with the same hydraulic system, and b) All aileron EHAs are operative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
14-02	Aileron Electro-Hydostatic Actuator	C	4	3	(M)(O)One may be inoperative provided: a) It is electrically deactivated, and b) All aileron hydraulic actuators are operative.
22-01	Manual Rudder Trim	C	2	1	(M)(O)One may be inoperative provided it is electrically deactivated.
		C	2	0	(M)(O)Both may be inoperative provided: a) One AP is operative, b) They are electrically deactivated, and c) Approach minimums do not require their use.
24-01	Rudder Actuator Electrical Part	C	4	3	(M)(O)One may be inoperative provided it is electrically deactivated.
24-02	Rudder Double Pressure Function	C	2	1	(O)One may be inoperative.
34-01	Elevator Electro-Hydostatic Actuator	C	4	3	(M)(O)One electrical part may be inoperative provided: a) It is electrically deactivated, and b) All remaining EHAs are checked operative.
		C	4	3	(M)(O)One actuator may be inoperative provided: a) Associated damping function is checked operative, b) It is electrically deactivated, and c) All remaining EHAs are checked operative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
44-01	Stabilizer Electrical Motor	C	1	0	(M)(O)May be inoperative provided it is electrically deactivated.
50-01	Flap Control 1	A	1	0	(M)(O)May be inoperative for 9 consecutive calendar days provided: a) It is electrically deactivated, b) Flap control 2 and flap system 2 are operative, c) Slat control 1 and slat system 1 are operative, d) Slat control 2 and slat system 2 are operative, and e) Approach minimums do not require its use.
50-02	Flap Control 2	C	1	0	(M)(O)May be inoperative provided: a) It is electrically deactivated, b) Flap control 1 and flap system 1 are operative, c) Slat control 1 and slat system 1 are operative, d) Slat control 2 and slat system 2 are operative, and e) Approach minimums do not require its use.
50-03	Flap System 1	A	1	0	(M)(O)May be inoperative for 9 consecutive calendar days provided: a) Flap control 1 is electrically deactivated, b) Flap control 2 and flap system 2 are operative, c) Slat control 1 and slat system 1 are operative, d) Slat control 2 and slat system 2 are operative, and e) Approach minimums do not require its use.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS				
50-04 Flap System 2	C	1	0	(M)(O)May be inoperative provided: a) Flap control 2 is electrically deactivated, b) Flap control 1 and flap system 1 are operative, c) Slat control 1 and slat system 1 are operative, d) Slat control 2 and slat system 2 are operative, and e) Approach minimums do not require its use.
64-01 Spoiler Hydraulic Actuator (1, 2, 3, 4, 7, and 8)	C	12	10	(O)One spoiler or one pair of symmetrical spoilers (except pair 5 and 6) may be inoperative in the retracted position when hydraulic systems are pressurized provided: a) Flight Manual performance penalties are applied, and b) Aircraft remains at or below FL 400.
	C	12	8	(O)Two pairs of symmetrical spoilers ((1+8) or (2+7)) may be inoperative in the retracted position when hydraulic systems are pressurized provided: a) Flight Manual performance penalties are applied, and b) Aircraft remains at or below FL 400.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS				
64-02 Spoiler EBHA (5 and 6)	C	4	3	(M)(O)One spoiler (5 or 6) may be inoperative in the retracted position when hydraulic systems are pressurized provided: a) It is electrically deactivated, b) Flight Manual performance penalties are applied, and c) Aircraft remains at or below FL 400.
	C	4	2	(M)(O)One pair of symmetrical spoilers (pair 5 or 6) may be inoperative in the retracted position when hydraulic systems are pressurized provided: a) They are electrically deactivated, b) Flight Manual performance penalties are applied, and c) Aircraft remains at or below FL 400.
64-03 Spoiler Indication on ECAM	C	16	12	(M)(O)Up to four may be inoperative provided affected spoilers are checked in the retracted position before the first flight under present MMEL item.
64-04 Speed Brake Function	C	1	0	(O)May be inoperative provided aircraft remains at or below FL 400.
64-05 Ground Spoiler Function	C	1	0	(O)May be inoperative provided: a) Flight Manual performance penalties are applied, and b) Approach minimums do not require its use.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS				
80-01 Slat Control 2	C	1	0	(M)(O)May be inoperative provided: a) It is electrically deactivated, b) Slat control 1 and slat system 1 are operative, c) Flap control 1 and flap system 1 are operative, d) Flap control 2 and flap system 2 are operative, and e) Approach minimums do not require its use.
80-02 Slat System 2	C	1	0	(M)(O)May be inoperative provided: a) Slat control 2 is electrically deactivated, b) Slat control 1 and slat system 1 are operative, c) Flap control 1 and flap system 1 are operative, d) Flap control 2 and flap system 2 are operative, and e) Approach minimums do not require its use.
91-01 Gyrometer	B	6	4	(O)Two may be inoperative provided: a) All IRs are operative, b) Both manual pitch trim sw are checked operative, and c) Approach minimums do not require its use.

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1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS				
92-01 Sidestick Priority CAPT and F/O Green Light	C	2	0	(O)May be inoperative provided aural warnings are checked operative.
92-02 Sidestick Sensors	C	52	44	(M)(O)Up to eight may be inoperative provided: a) They are associated with one PRIM only, b) Associated PRIM pb-sw is set to OFF, c) The caution **F/CTL SIDESTICK SENSOR FAULT** is not displayed on ECAM EWD after associated PRIM OFF selection, d) All remaining PRIMs and all SECs are checked operative, e) All flap/slat controls and systems, both landing gear controls, and all ADIRS are operative, f) When associated with PRIM 2, the sidestick priority function is checked operative on both sides, and g) Flight Manual performance penalties for one pair of spoilers inoperative are applied.
93-01 PRIM 1	C	1	0	(M)(O)May be inoperative provided: a) PRIM 1 pb-sw is set to OFF, b) All remaining PRIMs and all SECs are checked operative, c) All flap/slat controls and systems, both landing gear controls, and all ADIRS are operative, and d) Flight Manual performance penalties for one pair of spoilers inoperative are applied.

SYSTEM & SEQUENCE NUMBER / 1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS			
93-02 PRIM 2 C	1	0	(M)(O)May be inoperative provided: a) PRIM 2 pb-sw is set to OFF, b) All remaining PRIMs and all SECs are checked operative, c) All flap/slat controls and systems, both landing gear controls, and all ADIRS are operative, d) Sidestick priority function is checked operative on both sides, and e) Flight Manual performance penalties for one pair of spoilers inoperative are applied.
93-03 PRIM 3 C	1	0	(M)(O)May be inoperative provided: a) PRIM 3 pb-sw is set to OFF, b) All remaining PRIMs and all SECs are checked operative, c) All flap/slat controls and systems, both landing gear controls, and all ADIRS are operative, and d) Flight Manual performance penalties for one pair of spoilers inoperative are applied.
94-01 SEC 1 C	1	0	(M)(O)May be inoperative provided: a) SEC 1 pb-sw is set to OFF, b) All remaining SECs and all PRIMs are checked operative, c) All flap/slat controls and systems, both landing gear controls, and all ADIRS are operative, and d) Flight Manual performance penalties for one pair of spoilers inoperative are applied.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
94-02	SEC 2	C	1	0	(M)(O)May be inoperative provided: a) SEC 2 pb-sw is set to OFF, b) All remaining SECs and all PRIMs are checked operative, c) All flap/slat controls and systems, both landing gear controls, and all ADIRS are operative, and d) Flight Manual performance penalties for one pair of spoilers inoperative are applied.
94-03	SEC 3	C	1	0	(M)(O)May be inoperative provided: a) SEC 3 pb-sw is set to OFF, b) All remaining SECs and all PRIMs are checked operative, c) All flap/slat controls and systems, both landing gear controls, and all ADIRS are operative, and d) Flight Manual performance penalties for one pair of spoilers inoperative are applied.
96-01	FCDC 2	C	1	0	(O)May be inoperative.
99-01	Backup Power Supply	C	2	1	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
01-01	FEED TK 1(2)(3)(4) MAIN/STBY Pb-Sw FAULT Light	C	8	0	May be inoperative provided the associated pump indication is operative on ECAM FUEL page.
01-02	FEED TK 1(2)(3)(4) MAIN/STBY Pb-Sw OFF Light	C	8	0	May be inoperative provided the associated pump indication is operative on ECAM FUEL page.
01-03	L(R) OUTR TK PMP Pb-Sw FAULT Light	C	2	0	May be inoperative provided the associated pump indication is operative on ECAM FUEL page.
01-04	L(R) OUTR TK PMP Pb-Sw OFF Light	C	2	0	May be inoperative provided the associated pump indication is operative on ECAM FUEL page.
01-05	L(R) MID TK FWD(AFT) Pb-Sw FAULT Light	C	4	0	May be inoperative provided the associated pump indication is operative on ECAM FUEL page.
01-06	L(R) MID TK FWD(AFT) Pb-Sw OFF Light	C	4	0	May be inoperative provided the associated pump indication is operative on ECAM FUEL page.
01-07	L(R) INR TK FWD(AFT) Pb-Sw FAULT Light	C	4	0	May be inoperative provided the associated pump indication is operative on ECAM FUEL page.
01-08	L(R) INR TK FWD(AFT) Pb-Sw OFF Light	C	4	0	May be inoperative provided the associated pump indication is operative on ECAM FUEL page.
01-09	TRIM TK L(R) Pb-Sw FAULT Light	C	2	0	May be inoperative provided the associated pump indication is operative on ECAM FUEL page.
01-10	TRIM TK L(R) Pb-Sw OFF Light	C	2	0	May be inoperative provided the associated pump indication is operative on ECAM FUEL page.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
01-11	OUTR TK XFR Pb-Sw FAULT Light	C	1	0	
01-12	OUTR TK XFR Pb-Sw MAN Light	C	1	0	
01-13	MID TK XFR Pb-Sw FAULT Light	C	1	0	
01-14	MID TK XFR Pb-Sw MAN Light	C	1	0	
01-15	INR TK XFR Pb-Sw FAULT Light	C	1	0	
01-16	INR TK XFR Pb-Sw MAN Light	C	1	0	
01-17	TRIM TK XFR Pb-Sw FAULT Light	C	1	0	
01-18	TRIM TK XFR Pb-Sw FWD Light	C	1	0	
01-19	CROSSFEED 1(2)(3)(4) Pb-Sw OPEN Light	C	4	0	May be inoperative provided the associated valve indication is operative on ECAM FUEL page.
01-20	CROSSFEED 1(2)(3)(4) Pb-Sw ON Light	C	4	0	
01-21	FUEL JETTISON ARM Pb-Sw ON Light	C	1	0	
01-22	FUEL JETTISON ACTIVE Pb-Sw OPEN Light	C	1	0	May be inoperative provided the jettison indications are operative on ECAM FUEL page.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
01-23	FUEL JETTISON ACTIVE Pb-Sw ON Light	C	1	0	
01-24	REFUEL Pb-Sw ON Light	C	1	0	
01-25	REFUEL Pb-Sw END Light	C	1	0	(O)May be inoperative.
01-26	AUTO GND XFR Pb-Sw ON Light	C	1	0	
01-27	AUTO GND XFR Pb-Sw END Light	C	1	0	(O)May be inoperative.
01-28	EMER OUTR TK XFR Pb-Sw ON Light	C	1	0	
12-01	Fuel Ventilation Overpressure Disc	C	3	0	May be broken or missing.
20-01	External Refuel Panel Indication	C	28	0	May be inoperative provided fuel quantity is continuously monitored on the flight deck during refueling and defueling.
20-02	External Refuel Panel REFUEL/DEFUEL VALVES Switch	C	11	0	May be inoperative provided manual refueling/defueling procedures are not predicated on its use.
20-03	External Refuel Panel MODE SELECT Selector	C	1	0	
20-04	External Refuel Panel PRESELECT Switch	C	1	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
20-05	External Refuel Panel POWER SUPPLY Switch	C	1	0	
20-06	External Refuel Panel SHUTOFF TEST Switch	C	1	0	
25-01	Auxiliary Refuel Valve	C	2	1	(M)(O)May be inoperative provided: a) It is deactivated and locked in closed position, b) All inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative, and d) The outer tank pump and both jettison valves are operative.
25-02	Transfer/Defuel Valve	C	1	0	(M)(O)May be inoperative provided it is deactivated and locked in closed position.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
25-03 Jettison Valve	C	2	1	(O)One may be inoperative provided: a) All inlet valves and all forward and aft pumps are operative, b) All valves and pumps in the trim tank are operative, c) The outer tank pump and auxiliary refuel valves are operative, and d) The caution **FUEL JETTISON VLV NOT CLOSED** in not displayed on ECAM EWD.
	C	2	1	(M)(O)One may be inoperative provided: a) The associated valve is deactivated and secured in closed position, b) All inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative, and d) The outer tank pump and auxiliary refuel valves are operative.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
25-04	Feed Tank 1(4) Aft Inlet Valve A	2	1	(M)(O)One may be inoperative for 150 flight hours or 20 flights, whichever occurs first, provided: a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative, d) FWS 2 is operative, and e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.
25-05	Feed Tank 1(4) Fwd Inlet Valve A	2	1	(M)(O)One may be inoperative for 20 flights provided: a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative d) FWS 2 is operative, e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative, f) Manual transfer from outer tanks is carried out as soon as one feed tank fuel quantity reaches 28,660 lb (13,000 kg), and g) Mid tanks fuel quantity is monitored on ECAM FUEL page.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
25-06	Feed Tank 2(3) Aft Inlet Valve A	2	1	(M)(O)One may be inoperative for 150 flight hours or 20 flights, whichever occurs first, provided: a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative, d) FWS 2 is operative, and e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.
25-07	Feed Tank 2(3) Fwd Inlet Valve A	2	1	(M)(O)One may be inoperative for 20 flights provided: a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative, d) FWS 2 is operative, e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative, f) Manual transfer from outer tanks is carried out as soon as one feed tank fuel quantity reaches 28,660 lb (13,000 kg), and g) Mid tanks fuel quantity is monitored on ECAM FUEL page.

1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
25-08	Outer Tank Aft Inlet Valve	A	2	1	(M)(O)One may be inoperative for 150 flight hours provided: a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative, d) FWS 2 is operative, and e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.
25-09	Outer Tank Fwd Inlet Valve	A	2	1	(M)(O)One may be inoperative for 20 flights provided: a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative, d) FWS 2 is operative, e) Outer tanks are full, and f) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
25-10	Mid Tank Aft Inlet Valve A	2	1	(M)(O)One may be inoperative for 20 flights provided: a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative, d) FWS 2 is operative, and e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.
25-11	Mid Tank Fwd Inlet Valve A	2	1	(M)(O)One may be inoperative for 20 flights provided: a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative, d) FWS 2 is operative, and e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.
25-12	Inner Tank Aft Inlet Valve A	2	1	(M)(O)One may be inoperative for 20 flights provided: a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative, d) FWS 2 is operative, and e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
25-13	Inner Tank Fwd Inlet Valve A	2	1	(M)(O)One may be inoperative for 20 flights provided: a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative, d) FWS 2 is operative, and e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
25-14 Trim Tank Inlet Valve	C	2	1	(M)(O)One may be inoperative provided: a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All remaining valves and pumps in the trim tank are operative, d) FWS 2 is operative, e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative, and f) Manual forward transfer from the trim tank is carried out as soon as the inner tanks are emptied.
	A	2	0	(M)(O)May be inoperative for three flights provided: a) They are deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All remaining valves and pumps in the trim tank are operative, d) FWS 2 is operative, e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative, f) The trim tank is empty and isolated, and g) Manual transfer from outer tanks is carried out in flight as soon as one feed tank fuel quantity reaches 28,660 lb (13,000 kg).

1. SYSTEM & SEQUENCE NUMBER / ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL			
25-15 Trim Tank Isolation Valve C	1	0	(M)(O)May be inoperative provided: a) It is deactivated and locked in closed position, b) All inlet valves and all forward and aft pumps are operative, c) All remaining valves and pumps in the trim tank are operative, d) FWS 2 is operative, e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative, and f) Extra fuel is uplifted.
C	1	0	(M)(O)May be inoperative provided: a) It is deactivated and locked in closed position, b) All inlet valves and all forward and aft pumps are operative, c) All remaining valves and pumps in the trim tank are operative, d) FWS 2 is operative, e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative, and f) The trim tank is empty and isolated.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
25-16	Trim Line Right Isolation Valve A	1	0	(M)May be inoperative for 150 flight hours or 20 flights, whichever occurs first, provided: a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All remaining valves and pumps in the trim tank are operative, d) FWS 2 is operative, and e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
25-17	Trim Line Left Isolation Valve C	1	0	(M)(O)May be inoperative provided: a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All remaining valves and pumps in the trim tank are operative, d) FWS 2 is operative, e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative, and f) Manual forward transfer from the trim tank is carried out as soon as the inner tanks are emptied.
	A	1	0	(M)May be inoperative for 150 flight hours provided: a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All remaining valves and pumps in the trim tank are operative, d) FWS 2 is operative, and e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
25-18	Refuel Isolation Valve	C	2	1	One may be inoperative in closed position.
		C	2	0	Both may be inoperative in closed position provided at least one can be operated manually.
		C	2	0	(M)One or both may be inoperative in open position provided the associated check valves are operative.
25-19	Outer Tank Emergency Transfer Valve	C	2	1	(M)(O)One may be inoperative provided: a) It is deactivated and locked in closed position, b) FWS 2 is operative, and c) Manual transfer from outer tanks is carried out in flight as soon as one feed tank fuel quantity reaches 28,660 lb (13,000 kg).
26-01	Outer Tank Pump	C	2	1	(M)(O)One may be inoperative provided: a) All inlet valves and all forward and aft pumps are operative, b) All valves and pumps in the trim tank are operative, c) The auxiliary refuel valves and both jettison valves are operative, d) FWS 2 is operative, e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative, and f) Manual transfer from outer tanks is carried out in flight as soon as one feed tank fuel quantity reaches 28,660 lb (13,000 kg).

1. SYSTEM & SEQUENCE NUMBER / ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL			
26-02 Mid Tank Aft Pump A	2	1	(M)(O)One may be inoperative for 150 flight hours provided: a) All inlet valves and all remaining forward and aft pumps are operative, b) All valves and pumps in the trim tank are operative, c) FWS 2 is operative, and d) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.
26-03 Mid Tank Fwd Pump A	2	1	(M)(O)One may be inoperative for 150 flight hours provided: a) All inlet valves and all remaining forward and aft pumps are operative, b) All valves and pumps in the trim tank are operative, c) FWS 2 is operative, d) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative, and e) Mid tanks fuel quantity is monitored on ECAM FUEL page.
26-04 Inner Tank Aft Pump A	2	1	(M)(O)One may be inoperative for 150 flight hours provided: a) All inlet valves and all remaining forward and aft pumps are operative, b) All valves and pumps in the trim tank are operative, c) FWS 2 is operative, and d) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
26-05	Inner Tank Fwd Pump A	2	1	(M)(O)One may be inoperative for 150 flight hours or 20 flights, whichever occurs first, provided: a) All inlet valves and all remaining forward and aft pumps are operative, b) All valves and pumps in the trim tank are operative, c) FWS 2 is operative, d) Outer tanks are full if fuel required for the flight is above 103,617 lb (47,000 kg), and e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.
26-06	Feed Tank 1(3)(4) Main Pump A	3	2	(O)One may be inoperative for 150 flight hours provided all feed tank standby pumps are operative.
26-07	Feed Tank 1(2)(4) Standby Pump A	3	2	(O)One may be inoperative for 150 flight hours provided all feed tank main pumps are operative.
26-08	Trim Tank Left Pump A	1	0	(M)(O)May be inoperative for 150 flight hours provided: a) All inlet valves and all forward and aft pumps are operative, b) All valves and the remaining pump in the trim tank are operative, c) FWS 2 is operative, and d) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
26-09 Trim Tank Right Pump	C	1	0	(M)(O)May be inoperative provided: a) All inlet valves and all forward and aft pumps are operative, b) All valves and the remaining pump in the trim tank are operative, c) FWS 2 is operative, and d) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.
42-01 Outer Tank Gauging	A	2	2	(O)One or both may be in low degradation for 150 flight hours provided: a) Specific manual refuel procedure is applied, and b) All FU indications are operative on ECAM FUEL page.
	A	2	2	(O)One or both may be in low degradation for 150 flight hours provided: a) Loss of associated fuel gauging accuracy is taken into account for fuel planning, and b) All FU indications are operative on ECAM FUEL page.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
42-02 Mid Tank Gauging	A	2	2	(O)One or both may be in low degradation for 150 flight hours provided: a) Specific manual refuel procedure is applied, and b) All FU indications are operative on ECAM FUEL page.
	A	2	2	(O)One or both may be in low degradation for 150 flight hours provided: a) Loss of associated fuel gauging accuracy is taken into account for fuel planning, and b) All FU indications are operative on ECAM FUEL page.
42-03 Inner Tank Gauging	A	2	2	(O)One or both may be in low degradation for 150 flight hours provided: a) Specific manual refuel procedure is applied, and b) All FU indications are operative on ECAM FUEL page.
	A	2	2	(O)One or both may be in low degradation for 150 flight hours provided: a) Loss of associated fuel gauging accuracy is taken into account for fuel planning, and b) All FU indications are operative on ECAM FUEL page.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
42-04	Feed Tank Gauging	A	4	4	(O)One or more may be in low degradation for 150 flight hours provided: a) Specific manual refuel procedure is applied, and b) All FU indications are operative on ECAM FUEL page.
		A	4	4	(O)One or more may be in low degradation for 150 flight hours provided: a) Loss of associated fuel gauging accuracy is taken into account for fuel planning, and b) All FU indications are operative on ECAM FUEL page.
42-05	Trim Tank Gauging	A	1	1	(O)May be in low degradation for 150 flight hours provided: a) Specific manual refuel procedure is applied, and b) All FU indications are operative on ECAM FUEL page.
		A	1	1	(O)May be in low degradation for 150 flight hours provided: a) Loss of associated fuel gauging accuracy is taken into account for fuel planning, and b) All FU indications are operative on ECAM FUEL page.
46-01	Tank High Level Detection	C	11	0	May be in inoperative provided fuel quantity is continuously monitored on the external refuel panel during refueling for the affected tank.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
46-02	Overflow Detection in Wing Surge Tank	C	2	0	(O)May be inoperative provided: a) Associated vent tank overflow detection system on the same wing is operative, and b) The caution **FUEL WING TK OVERFLOW** is not displayed on ECAM EWD.
46-03	Overflow Detection in Wing Vent Tank	C	2	0	(O)May be inoperative provided: a) Associated surge tank overflow detection system on the same wing is operative, and b) The caution **FUEL WING TK OVERFLOW** is not displayed on ECAM EWD.
46-04	Overflow Detection in Trim Vent Tank	C	1	0	(O)May be inoperative provided: a) The fuel leak detection is operative, b) There is less than 37,479 lb (17,000 kg) of fuel in the trim tank, and c) Manual forward transfer from the trim tank is carried out as soon as the inner tanks have emptied.
		C	1	0	(O)May be inoperative provided the trim tank is empty and isolated.
49-01	Feed Tank 1 Fuel Temperature Monitoring	A	1	0	(O)May be inoperative for 150 flight hours provided: a) Associated symmetrical feed tank temperature on other wing is operative, b) The caution **HYD G SYS COOLING FAULT** is not displayed on ECAM EWD, and c) The Total Air Temperature (TAT) is monitored before takeoff.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
49-02	Feed Tank 2 Fuel Temperature Monitoring	A	1	0	(O)May be inoperative for 150 flight hours provided: a) Associated symmetrical feed tank temperature on other wing is operative, and b) The Total Air Temperature (TAT) is monitored before takeoff.
49-03	Feed Tank 3 Fuel Temperature Monitoring	A	1	0	(O)May be inoperative for 150 flight hours provided: a) Associated symmetrical feed tank temperature on other wing is operative, and b) The Total Air Temperature (TAT) is monitored before takeoff.
49-04	Feed Tank 4 Fuel Temperature Monitoring	A	1	0	(O)May be inoperative for 150 flight hours provided: a) Associated symmetrical feed tank temperature on other wing is operative, b) The caution **HYD Y SYS COOLING FAULT** is not displayed on ECAM EWD, and c) The Total Air Temperature (TAT) is monitored before takeoff.
49-05	Outer Tank Fuel Temperature Monitoring	A	2	1	(O)One may be in inoperative for 150 flight hours.
		A	2	0	(O)May be in inoperative for 150 flight hours provided the Total Air Temperature (TAT) is monitored in flight.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
49-06	Trim Tank Fuel Temperature Monitoring	A	1	0	(O)May be in inoperative for 150 flight hours provided one outer tank fuel temperature indication is operative on ECAM FUEL page.
		A	1	0	(O)May be in inoperative for 150 flight hours provided the Total Air Temperature (TAT) is monitored in flight.
		A	1	0	(O)May be in inoperative for 150 flight hours provided the trim tank is empty and isolated.
51-01	FQMS 2	A	1	0	(O)May be inoperative for 150 flight hours provided: a) All FU indications are operative on ECAM FUEL page, b) FWS 2 is operative, c) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative, d) The caution **FUEL SYS COMPONENT FAULT** is not displayed on ECAM EWD, and e) The caution **FUEL GAUGING FAULT** is not displayed on ECAM EWD.
51-02	AGP in FQDC 2	A	1	0	(O)May be inoperative for 150 flight hours provided: a) All FU indications are operative on ECAM FUEL page, b) FQMS 2 is operative, c) FWS 2 is operative, d) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative, and e) The caution **FUEL GAUGING FAULT** is not displayed on ECAM EWD.
51-03	Fuel Leak Detection	C	1	0	(O)May be in inoperative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULIC				
01-01	ENG EDP A(B) Pb-Sw FAULT Light C	8	0	
01-02	ENG EDP A(B) Pb-Sw OFF Light C	8	0	
01-03	ENG EDP A+B Pb-Sw FAULT Light C	4	0	
01-04	ENG EDP A+B Pb-Sw DISC Light C	4	0	
01-05	GREEN ELEC PMP A(B) Pb ON Light C	2	0	
01-06	YELLOW ELEC PMP A(B) Pb ON Light C	2	0	
01-07	GREEN ELEC PMP A(B) Pb-Sw FAULT Light C	2	0	
01-08	YELLOW ELEC PMP A(B) Pb-Sw FAULT Light C	2	0	
01-09	GREEN ELEC PMP A(B) Pb-Sw OFF Light C	2	0	
01-10	YELLOW ELEC PMP A(B) Pb-Sw OFF Light C	2	0	
10-01	Green Engine Driven Pump (EDP) C	4	3	(M)(O)One may be inoperative provided: a) Associated EDP is deactivated, b) All yellow EDP are operative, and c) Associated caution **HYD G ENG 1(2) PUMP A(B) PRESS LO** is checked to be displayed on ECAM EWD before each flight.

1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULIC					
10-02	Yellow Engine Driven Pump (EDP)	C	4	3	(M)(O)One may be inoperative provided: a) Associated EDP is deactivated, b) All green EDP are operative, and c) Associated caution **HYD Y ENG 3(4) PUMP A(B) PRESS LO** is checked to be displayed on ECAM EWD before each flight.
10-03	Green EDP Depressurization Function	C	4	3	(M)(O)One may be inoperative provided: a) Associated EDP is deactivated, b) All yellow EDP depressurization functions are operative, c) All EDP are operative, and d) Associated caution **HYD G ENG 1(2) PUMP A(B) PRESS LO** is checked to be displayed on ECAM EWD before each flight.
10-04	Yellow EDP Depressurization Function	C	4	3	(M)(O)One may be inoperative provided: a) Associated EDP is deactivated, b) All green EDP depressurization functions are operative, c) All EDP are operative, and d) Associated caution **HYD Y ENG 3(4) PUMP A(B) PRESS LO** is checked to be displayed on ECAM EWD before each flight.
10-05	EDP Disconnection Function	C	8	7	(O)One may be inoperative provided the associated ECP depressurization function is checked operative before each flight.
10-06	Green EDP Pressure Monitoring	C	4	2	(O)May be inoperative provided the associated EDP is checked operative before each flight.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULIC					
10-07	Yellow EDP Pressure Monitoring	C	4	2	(O)May be inoperative provided the associated EDP is checked operative before each flight.
10-08	G(Y) Reservoir Air Pressure Monitoring	C	2	0	(M)(O)May be inoperative provided the associated reservoir air pressure is checked before each flight.
10-09	G(Y) Reservoir Level Monitoring	C	2	0	(M)(O)May be inoperative provided the associated reservoir level is checked before each flight.
10-10	G(Y) Hydraulic Monitoring System	C	2	0	(M)(O)One or both may be partially inoperative provided: a) Associated air heat exchangers fans are deactivated in permanent running mode, b) Associated excessive temperature test is performed before each flight, and c) Associated overheat test is performed before each flight.
10-11	Green Hydraulic Overheat Detection Channel	C	2	1	
10-12	Yellow Hydraulic Overheat Detection Channel	C	2	1	
11-01	Green Hydraulic Fuel Heat Exchanger	C	1	0	(O)May be inoperative provided the caution **HYD G SYS COOLING FAULT** is not displayed on ECAM EWD.
11-02	Yellow Hydraulic Fuel Heat Exchanger	C	1	0	(O)May be inoperative provided the caution **HYD Y SYS COOLING FAULT** is not displayed on ECAM EWD.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULIC					
11-03	Green Hydraulic Fuel Heat Exchanger Valve	C	1	0	(M)(O)May be inoperative provided: a) It is deactivated and locked in closed position, and b) The caution **HYD G SYS COOLING FAULT** is not displayed on ECAM EWD.
11-04	Yellow Hydraulic Fuel Heat Exchanger Valve	C	1	0	(M)(O)May be inoperative provided: a) It is deactivated and locked in closed position, and b) The caution **HYD Y SYS COOLING FAULT** is not displayed on ECAM EWD.
21-01	Green Electrical Pump	D	2	1	(O)One may be inoperative.
		D	2	0	(O)Both may be inoperative.
21-02	Yellow Electrical Pump	D	2	1	(O)One may be inoperative.
		C	2	0	(O)Both may be inoperative.
31-01	Reservoir Quantity Indication on ECAM	C	2	0	(M)May be inoperative provided the associated reservoir quantity is checked before each flight.
31-02	Fire Shut-Off Valves Indication on ECAM	C	4	0	(M)May be inoperative provided the associated reservoir fire shut-off valve is checked in open position.
31-03	RSVR Moveable Index Indication on ECAM	C	2	0	(M)May be inoperative provided the associated reservoir level is checked before each flight.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULIC				
41-01	Green Hydraulic Air Heat Exchanger C	2	1	(M)(O)One may be inoperative provided: a) The caution **HYD Y SYS COOLING FAULT** is not displayed on ECAM EWD, b) The green hydraulic fuel heat exchanger is operative, c) The left blow-in door is checked open, and d) The fan of the other green hydraulic air heat exchanger is checked operative before each flight.
41-02	Yellow Hydraulic Air Heat Exchanger C	2	1	(M)(O)One may be inoperative provided: a) The caution **HYD G SYS COOLING FAULT** is not displayed on ECAM EWD, b) The yellow hydraulic fuel heat exchanger is operative, c) The right blow-in door is checked open, and d) The fan of the other Yellow hydraulic air heat exchanger is checked operative before each flight.
41-03	G(Y) Hydraulic Air Heat Exchanger Hot Air Leak Detection C	2	0	

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SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
01-01	WING ANTI-ICE Pb FAULT Light	C	1	0	
01-02	WING ANTI-ICE Pb ON Light	C	1	0	
01-03	ENG 1(2)(3)(4) ANTI-ICE Pb FAULT Light	C	4	0	
01-04	ENG 1(2)(3)(4) ANTI-ICE Pb ON Light	C	4	0	
02-01	Wiper High Speed Function (FAST Position)	C	2	0	May be inoperative provided the associated slow speed function is operative.
02-02	Wiper Slow Speed Function (SLOW Position)	C	2	0	
02-03 ***	Wiper Intermittent Function (INTMT Positions)	D	6	0	
11-01	Left Wing Anti-Ice Valve	C	2	1	(M)One may be inoperative in locked closed position.
		C	2	0	(M)May be inoperative in locked closed position provided the aircraft is not operated in known or forecast icing conditions.
11-02	Right Wing Anti-Ice Valve	C	2	1	(M)One may be inoperative in locked closed position.
		C	2	0	(M)May be inoperative in locked closed position provided the aircraft is not operated in known or forecast icing conditions.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
12-01	WING A-ICE Indication on ECAM	C	2	0	
12-02	Arrow Indication on ECAM	C	2	0	
21-01	ENG 1(2)(3)(4) Anti-Ice (Aircraft with RR Engines only)	C	4	3	(M)One may be inoperative provided: a) The anti-ice pressure regulating valve on the affected engine is deactivated in closed position, and b) The aircraft is not operated in known or forecast icing conditions.
		C	4	0	(M)(O)May be inoperative provided: a) The anti-ice pressure regulating valve on the affected engine is deactivated in open position b) The anti-ice shut off valve on the affected engine is deactivated in open position, and c) Flight Manual performance penalties are applied.
21-01	Engine Anti-ice Valve in Closed Position (Aircraft with EA Engines only)	C	4	3	(M)One may be inoperative in locked closed position provided the aircraft is not operated in known or forecast icing conditions.
21-02	Engine Anti-ice Valve in Open Position (Aircraft with EA Engines only)	C	4	0	(M)(O)May be inoperative in locked open position provided Flight Manual performance penalties are applied.
42-01	Fixed Window Heating	C	2	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
42-02	Sliding Window Heating	C	2	0	
42-03	Front Windshield Heating	C	2	1	(O)One may be inoperative provided the aircraft is not operated in known or forecast icing conditions.
45-01	Windshields Wiper	B	2	1	One may be inoperative provided associated rain repellant system is installed and operative.
		C	2	0	(O)May be inoperative provided: a) Airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing, and b) Approach minimums do not require its use.
45-02 ***	Rain Repellant	D	2	0	
45-03 ***	Rain Repellant Indication on ECAM DOOR/OXYGEN Page	D	1	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION				
51-01	Anti-Ice Control System Channel 1A (Aircraft with RR Engines only) C	1	0	(M)(O)May be inoperative provided: a) Anti-ice control system channels 1B, 2A, and 2B are operative, b) The anti-ice pressure regulating valve is deactivated in open position on engines 2 and 4, c) The anti-ice shut off valve is deactivated in open position on engines 2 and 4, and d) Flight Manual performance penalties are applied.
	C	1	0	(M)(O)May be inoperative provided: a) Anti-ice control system channel 1B or 2B is operative, b) The aircraft is not operated in known or forecast icing conditions, c) The anti-ice pressure regulating valve is deactivated in open position on engines 2 and 4, d) The anti-ice shut off valve is deactivated in open position on engines 2 and 4, e) All wing anti-ice valves are locked in closed position, and f) Flight Manual performance penalties are applied.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION				
51-01	Anti-Ice Control System Channel 1A (Aircraft with EA Engines only) C	1	0	(M)(O)May be inoperative provided: a) Anti-ice control system channels 1B, 2A, and 2B are operative, b) The anti-ice valve is deactivated in open position on engines 2 and 4, and c) Flight Manual performance penalties are applied.
	C	1	0	(M)(O)May be inoperative provided: a) Anti-ice control system channel 1B or 2B is operative, b) The aircraft is not operated in known or forecast icing conditions, c) The anti-ice valve is deactivated in open position on engines 2 and 4, d) All wing anti-ice valves are locked in closed position, and e) Flight Manual performance penalties are applied.
51-02	Anti-Ice Control System Channel 1B (Aircraft with RR Engines only) C	1	0	(M)(O)May be inoperative provided: a) The aircraft is not operated in known or forecast icing conditions, b) Anti-ice control system channel 2B is operative, c) The anti-ice pressure regulating valve is deactivated in open position on engines 2 and 4, d) The anti-ice shut off valve is deactivated in open position on engines 2 and 4, and e) Flight Manual performance penalties are applied.

1. SYSTEM & SEQUENCE NUMBER / ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION			
51-02 Anti-Ice Control System Channel 1B (Aircraft with EA Engines only) C	1	0	(M)(O)May be inoperative provided: a) Anti-ice control system channel 2B is operative, b) The aircraft is not operated in known or forecast icing conditions, c) The anti-ice valve is deactivated in open position on engines 2 and 4, and d) Flight Manual performance penalties are applied.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
51-03	Anti-Ice Control System Channel 2A (Aircraft with RR Engines only)	C	1	0	(M)(O)May be inoperative provided: a) Anti-ice control system channels 1A, 1B, and 2B are operative, b) The anti-ice pressure regulating valve is deactivated in open position on engines 1 and 3, c) The anti-ice shut off valve is deactivated in open position on engines 1 and 3, and d) Flight Manual performance penalties are applied.
		C	1	0	(M)(O)May be inoperative provided: a) Anti-ice control system channel 1B or 2B is operative, b) The aircraft is not operated in known or forecast icing conditions, c) The anti-ice pressure regulating valve is deactivated in open position on engines 1 and 3, d) The anti-ice shut off valve is deactivated in open position on engines 1 and 3, e) All wing anti-ice valves are locked in closed position, and f) Flight Manual performance penalties are applied.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
51-03	Anti-Ice Control System Channel 2A (Aircraft with EA Engines only)	C	1	0	(M)(O)May be inoperative provided: a) Anti-ice control system channels 1A, 1B, and 2B are operative, b) The anti-ice valve is deactivated in open position on engines 1 and 3, and c) Flight Manual performance penalties are applied.
		C	1	0	(M)(O)May be inoperative provided: a) Anti-ice control system channel 1B or 2B is operative, b) The aircraft is not operated in known or forecast icing conditions, c) The anti-ice valve is deactivated in open position on engines 1 and 3, d) All wing anti-ice valves are locked in closed position, and e) Flight Manual performance penalties are applied.
51-04	Anti-Ice Control System Channel 2B (Aircraft with RR Engines only)	C	1	0	(M)(O)May be inoperative provided: a) The aircraft is not operated in known or forecast icing conditions, b) Anti-ice control system channel 1B is operative, c) The anti-ice pressure regulating valve is deactivated in open position on engines 1 and 3, d) The anti-ice shut off valve is deactivated in open position on engines 1 and 3, and e) Flight Manual performance penalties are applied.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION			
51-04	Anti-Ice Control System Channel 2B (Aircraft with EA Engines only) C	1	0	(M)(O)May be inoperative provided: a) Anti-ice control system channel 1B is operative, b) The aircraft is not operated in known or forecast icing conditions, c) The anti-ice valve is deactivated in open position on engines 1 and 3, and d) Flight Manual performance penalties are applied.
71-01	Drain Mast Heating System C	1	0	(M)May be inoperative provided: a) The associated galleys and lavatories are placarded inoperative and not used, and b) The associated lavatory water supplies and associated galleys water supplies are closed.
81-01	Ice Detection System C	1	0	
81-03	External Visual Icing Indicator Lighting C	1	0	

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SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING					
19-02	ECAM Control Panel System Page Manual Key	C	14	0	
19-04	ECAM Control Panel CLEAR Key	C	2	1	
19-06	ECAM Control Panel C/L Key	C	1	0	(O)May be inoperative.
19-07	ECAM Control Panel Tick Key	C	2	1	
19-08	ECAM Control Panel RCL LAST Key	C	1	0	
19-09	ECAM Control Panel MORE Key	C	1	0	
21-01	Clock	C	1	0	(O)May be inoperative provided: a) UTC time is displayed on SD, and b) A chronometer is checked operative on one ND.
28-01	Tail Strike Detection	C	1	0	(O)May be inoperative.

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1. SYSTEM & SEQUENCE NUMBER / ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING			
33-01 Recorder System A	1	0	(O)May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: (1) The FDR failure occurs after pushback but prior to takeoff, or (2) The FDR repair was attempted but was not successful, c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.

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1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING				
33-02 Digital Flight Data Recorder (DFDR) System	C	-	-	(O)Any in excess of those required by FAR may be inoperative.
	A	-	0	(O)May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: (1) The FDR failure occurs after pushback but prior to takeoff, or (2) The FDR repair was attempted but was not successful, c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.
33-02-01 DFDR Recording Parameters required by FAR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
33-02-02 DFDR Recording Parameters not required by FAR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.
33-03 Recorder Accelerometer	A	1	0	(O)May be inoperative for 20 calendar days provided the Cockpit Voice Recorder (CVR) is operative.

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SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING					
33-04	Recorder Control on Ground	A	1	0	(O)May be inoperative for 3 flight days.
33-05	DFDR EVENT Pb	C	1	0	
33-06 ***	QAR	D	1	0	May be inoperative provided operations do not require its use.
33-07 ***	VQAR	D	1	0	May be inoperative provided operations do not require its use.
53-01	FWS 2	C	1	0	(O)May be inoperative provided: a) The annunciator light test is performed before each flight, and b) Approach minimums do not require its use.
53-02	MASTER WARN Light	C	2	1	
53-03	Master Warning Cancel Function	C	2	1	
53-04	MASTER CAUT Light	C	2	1	
53-05	Master Caution Cancel Function	C	2	1	
60-02	F/O PFD DU	C	1	0	(O)May be inoperative provided: a) The F/O RECONF pb is checked operative, b) The EWD DU is operative, c) The CAPT MFD DU is operative, d) The F/O ND DU is operative, e) The F/O MFD DU is operative, f) The CAPT PFD DU is operative, and g) The CAPT ND DU is operative.

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1. SYSTEM & SEQUENCE NUMBER / ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING			
60-03 CAPT ND DU C	1	0	(O)May be inoperative provided: a) The CAPT RECONF pb is checked operative, b) The EWD DU is operative, c) The CAPT MFD DU is operative, d) The CAPT PFD DU is operative, e) The F/O PFD DU is operative, f) The F/O ND DU is operative, and g) The F/O MFD DU or the SD DU is operative.
60-04 F/O ND DU C	1	0	(O)May be inoperative provided: a) The F/O RECONF pb is checked operative, b) The EWD DU is operative, c) The CAPT MFD DU is operative, d) The F/O PFD DU is operative, e) The F/O MFD DU is operative, f) The CAPT PFD DU is operative, and g) The CAPT ND DU is operative.
60-05 F/O MFD DU C	1	0	(O)May be inoperative provided: a) The F/O RECONF pb is checked operative, b) The EWD DU is operative, c) The CAPT MFD DU is operative, d) The F/O PFD DU is operative, e) The F/O ND DU is operative, f) The SD DU is operative, and g) The CAPT PFD DU is operative.

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1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING				
60-06 SD DU	C	1	0	(O)May be inoperative provided: a) The CAPT RECONF pb and the F/O RECONF are checked operative, b) The EWD DU is operative, c) The CAPT MFD DU is operative, d) The F/O MFD DU is operative, e) The F/O PFD DU is operative, f) The F/O ND DU is operative, and g) The CAPT PFD DU is operative.
	C	1	0	(O)May be inoperative provided: a) The CAPT RECONF pb and the F/O RECONF are checked operative, b) The EWD DU is operative, c) The CAPT MFD DU is operative, d) The F/O MFD DU is operative, e) The CAPT PFD DU is operative, f) The CAPT ND DU is operative, and g) The F/O PFD DU or the F/O ND DU is operative.
60-08 F/O PFD DU Monitoring	C	1	0	(O)May be inoperative provided: a) The F/O ND DU monitoring is operative, and b) The F/O PFD is permanently displayed on the F/O ND DU.
60-09 CAPT ND DU Monitoring	C	1	0	(O)May be inoperative provided: a) The CAPT PFD DU monitoring is operative, and b) The CAPT PFD is permanently displayed on the CAPT PFD DU.
60-10 F/O ND DU Monitoring	C	1	0	(O)May be inoperative provided: a) The F/O PFD DU monitoring is operative, and b) The F/O PFD is permanently displayed on the F/O PFD DU.

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1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING				
60-11	CAPT and F/O Mailbox Access	C	2	1	
		C	2	0	(O)May be inoperative provided alternate procedures are established and used.
60-12	DU RECONF Pb	C	2	0	
60-13	PFD/ND Pb	C	2	0	
62-01	Cursor Control Device	C	2	0	(M)(O)May be inoperative provided: a) Associated cursor control device is set to OFF, and b) Associated keyboard is checked operative.
62-02	Keyboard	C	2	1	(M)(O)May be inoperative provided: a) Associated keyboard is set to OFF, and b) Associated cursor control device is checked operative.
		B	2	0	(M)(O)May be inoperative provided: a) They are set to OFF, and b) Both cursor control device are checked operative.
81-01	Video Multiplexer	C	1	0	(O)May be inoperative.

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1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
01-01	L/G Lever DOWN Red Arrow Light	B	1	0	
01-02	Downlock Green Triangle Light on L/G Panel	C	5	4	One may be inoperative provided all gear position indications are operative on ECAM WHEEL page.
01-03	UNLKD Light on L/G Panel	C	5	0	
01-04	BODY ACCU PRESS on Triple Indicator	C	1	0	(O)May be inoperative.
01-05	BRK Pressure on Triple Indicator	C	2	0	May be inoperative provided: a) The caution **BRAKES CLT 1 FAULT** is not displayed on ECAM EWD, and b) The caution **BRAKES CLT 2 FAULT** is not displayed on ECAM EWD.
01-06	AUTO BRK RTO ARM Light on T.O Pb-Sw	C	1	0	(O)May be inoperative.
01-07 ***	BRK FAN Pb-Sw HOT Light	D	1	0	
01-08 ***	BRK FAN Pb-Sw ON Light	D	1	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
10-01	Wing Brake Rod Safety Lanyard	C	16	15	(M)One may be missing provided the associated brake rod ends are visually checked before the first flight under present MMEL item.
		C	16	15	(M)One may be damaged provided: a) It is removed, and b) The associated brake rod ends are visually checked before the first flight under present MMEL item.
		C	16	0	(M)All may be missing provided the associated brake rod ends are visually checked before each flight.
		C	16	0	(M)All may be damaged provided: a) They are removed, and b) The associated brake rod ends are visually checked before each flight.
10-02	Wing Landing Gear Downlock Spring	C	4	2	(M)One per wing landing gear may be inoperative provided it is removed.
30-01	L/G Extension and Retraction System	A	1	0	(M)(O)May be inoperative for three flights provided: a) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down, and b) Landing gear is secured in down position.
30-02	Landing Gear Control	A	2	1	(M)One may be inoperative for 150 flight hours provided the remaining landing gear control is checked operative.

1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
30-03	L/G Gravity Extension	A	1	0	(M)(O)May be inoperative for three flights provided: a) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down, and b) Landing gear is secured in down position.
34-01	L/G Ground Door Opening System	C	1	0	(M)May be inoperative provided: a) Landing gear doors are checked closed and locked before each flight, and b) Ground door opening handles are checked stowed in flight position before each flight.
42-01	Left Side Brakes in Released Configuration (Wing and Body)	C	8	6	(O)Two body brakes may be inoperative in released configuration provided: a) The remaining brakes on the left side are operative, and b) Flight Manual performance penalties are applied.
		C	8	6	(O)Two wing brakes may be inoperative in released configuration provided: a) The remaining brakes on the left side are operative, and b) Flight Manual performance penalties are applied.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR				
42-02 Right Side Brakes in Released Configuration (Wing and Body)	C	8	6	(O)Two body brakes may be inoperative in released configuration provided: a) The remaining brakes on the right side are operative, and b) Flight Manual performance penalties are applied.
	C	8	6	(O)Two wing brakes may be inoperative in released configuration provided: a) The remaining brakes on the right side are operative, and b) Flight Manual performance penalties are applied.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR				
42-03 Left Side Brake (Wing and Body)	C	8	7	(M)(O)One body brake may be inoperative provided: a) The affected brake is deactivated or removed, and b) Flight Manual performance penalties are applied.
	C	8	7	(M)(O)One wing brake may be inoperative provided: a) The affected brake is deactivated or removed, and b) Flight Manual performance penalties are applied.
	C	8	6	(M)(O)Two body brakes may be inoperative provided: a) The affected brakes are deactivated or removed, and b) Flight Manual performance penalties are applied.
	C	8	6	(M)(O)Two wing brakes may be inoperative provided: a) The affected brakes are deactivated or removed, and b) Flight Manual performance penalties are applied.
	C	8	6	(M)(O)One body and one wing brake may be inoperative provided: a) The affected brakes are deactivated or removed, and b) Flight Manual performance penalties are applied.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR				
42-04	Right Side Brake (Wing and Body) C	8	7	(M)(O)One body brake may be inoperative provided: a) The affected brake is deactivated or removed, and b) Flight Manual performance penalties are applied.
	C	8	7	(M)(O)One wing brake may be inoperative provided: a) The affected brake is deactivated or removed, and b) Flight Manual performance penalties are applied.
	C	8	6	(M)(O)Two body brakes may be inoperative provided: a) The affected brakes are deactivated or removed, and b) Flight Manual performance penalties are applied.
	C	8	6	(M)(O)Two wing brakes may be inoperative provided: a) The affected brakes are deactivated or removed, and b) Flight Manual performance penalties are applied.
	C	8	6	(M)(O)One body and one wing brake may be inoperative provided: a) The affected brakes are deactivated or removed, and b) Flight Manual performance penalties are applied.
42-05	Auto Brake C	1	0	(O)May be inoperative provided: a) No auto brake mode is selected, and b) Approach minimums do not require its use.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
42-06	Brakes Control 2	B	1	0	
42-07	Normal Braking Pressure Monitoring	C	1	0	(O)May be inoperative provided: a) The caution **BRAKES NORM BRK FAULT** is not displayed on ECAM EWD, b) A check of all brakes temperature monitoring is performed before each flight, and c) For each inoperative brake temperature monitoring, the associated brake is considered inoperative.
42-08	Alternate Braking Pressure Monitoring	C	1	0	(O)May be inoperative provided the caution **BRAKES ALTN BRK FAULT** is not displayed on ECAM EWD.
45-01	Left Body Parking Brake Motor	D	2	1	
45-02	Right Body Parking Brake Motor	D	2	1	
47-01	Brakes Temperature Monitoring	C	16	8	(M)(O)May be inoperative provided: a) The associated sensor is deactivated if it triggers the caution **BRAKES BRAKES HOT** on ECAM EWD, b) At least one brake temperature indication per body/wing gear is operative, c) A ground brake cooling time is applied, and d) At least one landing gear bay fire detection loop is operative.
48-01 ***	Brake Fan	D	16	0	(M)May be inoperative provided it is deactivated.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
49-01 ***	Tire Pressure Monitoring	C	22	0	(M)(O)May be inoperative provided the tire pressure on the affected wheel is manually checked to be within limits every 36 hours.
50-01	Steering Control	C	2	1	
50-02	CAPT Steering Tiller Hand Wheel	C	1	0	(M)(O)May be inoperative provided: a) It is deactivated, and b) The F/O steering tiller hand wheel is operative.
50-03	F/O Steering Tiller Hand Wheel	C	1	0	(M)(O)May be inoperative provided: a) It is deactivated, and b) The CAPT steering tiller hand wheel is operative.
50-04	Alternate N/W Steering	C	1	0	
50-05	NWS Disconnection Function	C	1	0	(O)May be inoperative.
		C	1	0	(M)(O)May be inoperative provided the tow switch on the steering nose gear panel is deactivated.
50-06	PEDAL DISC Pb	C	2	0	(O)May be inoperative provided the caution **STEEER PEDAL STEER CTL FAULT** is not displayed on ECAM EWD.
50-07	B/W Steering	C	1	0	(O)May be inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
50-08	B/W Steering Locking Mechanism	C	1	0	(M)(O)May be inoperative provided: a) The bay mounted selector valve is deactivated in closed position, b) Body landing gear aft axles are visually confirmed centered and locked, and c) The caution **STEER B/W STEER LOCKING FAULT** is not displayed on ECAM EWD after maintenance action.
		A	1	0	(M)(O)May be inoperative for three flights provided: a) The bay mounted selector valve is deactivated in closed position, b) The landing gear is secured in down position, and c) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down.
91-01	Oleo Pressure Monitoring System	C	1	0	(M)May be inoperative provided the oleo pressure on the affected gear is checked to be within limits before the first flight of each day.
		C	1	0	(M)May be inoperative provided the oleo pressure on all gears is checked to be within limits before the first flight of each day.
91-02	Nose Gear Oleo Mounted Visual Pressure Gauge	C	1	0	
91-03	Wing/Body Gear Oleo Mounted Visual Pressure Gauge	C	4	0	

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS				
10-01	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System C	-	-	(O)Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crewmembers' eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) The right or left ceiling strip light is checked operative.
10-02	Annunciator Light Test Function C	1	0	May be inoperative provided both FWS are operative.
10-03	Annunciator Light Dim Function C	1	0	May be inoperative provided annunciator light bright function is operative.
10-04	Annunciator Light Bright Function C	1	0	May be inoperative for night operations.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
20-01	Cabin Lighted Signs(No Smoking/ Fasten Seat Belt/ No Portable Electronic Devices (PED))	C	-	-	(M)May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory must be blocked and placarded - DO NOT OCCUPY. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
		C	-	-	(O)May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.
20-02	Seat Belt Signs Auto Function	D	1	0	(O)May be inoperative.
20-03 ***	NO SMOKING Sign AUTO Function	D	1	0	(O)May be inoperative.
20-03 ***	NO PORTABLE EQPT Sign AUTO Function	D	1	0	(O)May be inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
20-04	Lavatory Lighted Sign (Return To Seat)	C	-	-	(M)May be inoperative provided: a) Associated lavatory is not occupied, and b) Associated lavatory is blocked and placarded - DO NOT OCCUPY. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
		C	-	-	(O)May be inoperative and associated lavatory may be occupied provided: a) PA system operates normally and can be clearly heard throughout the cabin during the flight, and b) PA system is used to alert passengers when passengers should return to seats.
20-05	Cabin Lighting	C	-	-	Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.
20-06	Cockpit Stairs Understep Lighting	C	1	0	All lights may be inoperative.
20-07	Cockpit Stairs Ceiling Lighting	C	1	0	May be inoperative provided cockpit stairs understep lighting ensures sufficient lighting to access the cockpit.
20-08	Aft/Forward Stairs Understep Lighting	C	-	-	Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
20-09 ***	Aft/Forward Stairs Ceiling Lighting	C	-	-	Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.
20-10	Lavatory Lighting	D	-	-	One or more lights may be inoperative provided remaining lighting is sufficient.
		C	-	-	(M)May be inoperative provided associated lavatory locked closed and placarded inoperative. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
21-01 ***	Crew Rest Compartment Lighted Sign	C	-	0	(O)All may be inoperative provided alternate procedure is established and used.
		D	-	0	All may be inoperative provided the affected compartment is closed and placarded inoperative.
21-02 ***	Crew Rest Compartment Lighting	C	-	0	May be inoperative provided lighting is sufficient for the flight crew to access their bunk.
		D	-	0	May be inoperative provided the affected compartment is closed and placarded inoperative.
30-01	Cargo and Service Compartment Lighting	C	1	0	
40-01	Wing Navigation Light	C	2	0	May be inoperative for day operations.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
40-02	Tail Navigation Light	C	1	0	May be inoperative for day operations.
		C	1	0	(O)May be inoperative provided: a) One upper and one lower anti-collision beacon lights are operative, b) The tail strobe light is operative for flight operations and c) Both obstruction lights are operative for ground operations.
40-03	Obstruction Light	C	2	0	
40-04	Landing Light	C	4	0	All may be inoperative for day operations.
		C	4	3	(O)One may be inoperative provided the left or right takeoff light is operative.
		C	4	2	(O)Two may be inoperative provided the left and right takeoff lights are operative.
40-05	Left/Right Takeoff Light	C	2	0	
40-06	Center Takeoff Light	C	1	0	(O)May be inoperative.
40-07	Left/Right Taxi Light	C	2	0	May be inoperative for day operations.
		C	2	0	(O)May be inoperative provided the runway turnoff light on the affected side is operative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
40-08	Runway Turnoff Light	C	2	0	
40-09	Beacon Light	C	3	1	(O)May be inoperative provided all strobe lights are operative.
		C	3	0	(O)May be inoperative for day operations provided all strobe lights are operative.
40-10	Strobe Light	C	3	0	
40-11	Wing and Engine Scan Light	C	4	0	(O)May be inoperative provided ground de-icing procedures do not require their use.
40-12	Taxi Aid Camera Light	C	4	0	
40-13	Logo Light	D	4	0	
50-01	Cabin Ceiling Emergency LED Light	C	-	-	A maximum of 25 per cent of LEDs may be inoperative provided: a) No more than two adjacent LEDs are inoperative, and b) If two adjacent LEDs are inoperative, at least the three LEDs forward and the three LEDs aft must be operative.
50-02	Cabin Emergency Spotlight	C	-	-	One may be inoperative in each cross aisle between RH and LH door.
50-03	Cockpit Stairs Emergency Spotlight	C	1	0	May be inoperative provided all cockpit stairs emergency understep LED lightings are operative.
50-04	Cockpit Stairs Emergency Understep Lighting	C	4	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
50-05	Forward Stairs Emergency Understep Lighting	C	-	-	Up to 18 non-adjacent LEDs per step may be inoperative.
50-06	Aft Stairs Emergency Understep Lighting	C	-	-	Up to 12 non-adjacent LEDs per step may be inoperative.
50-07	Floor Path Marking Light	C	-	-	Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are maintained: a) FAA engineering approval letter, b) FAA approved report of the Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.
50-08	Floor Path Marking EXIT Identifier	A	-	-	One on each deck may be inoperative for one flight day provided associated door is considered inoperative.
50-09	Cabin EXIT Sign (EXIT Marker, EXIT Location)	C	-	-	Up to three non-adjacent LEDs may be inoperative in one or more signs.
		A	-	-	One on each deck may be inoperative for one flight day provided associated door is considered inoperative.
50-10	Lavatory Emergency Light	C	-	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
50-11	Slide Lighting	C	16	0	May be inoperative for day operations.
		A	16	14	One on each deck may be inoperative for one flight day provided associated door is considered inoperative.
50-12	Overwing Emergency Door Lighting	C	2	0	May be inoperative for day operations.
		A	2	1	One may be inoperative for one flight day provided associated overwing door is considered inoperative.
50-13 ***	Crew Rest Compartment Emergency Light	C	-	1	May be inoperative provided at least one is operative in the affected compartment.
		C	-	0	All may be inoperative provided an operative flashlight is available in the affected compartment.
		D	-	0	All may be inoperative provided the affected compartment is closed and placarded inoperative.
50-14 ***	Cabin Crew Rest Compartment EXIT Sign	C	-	-	Up to three non-adjacent LEDs per EXIT sign may be inoperative.
		C	-	0	All may be inoperative provided an operative flashlight is available in the affected compartment.
		D	-	0	All may be inoperative provided the affected compartment is closed and placarded inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
50-15 ***	Flight Crew Rest Compartment Door Handle Light	C	2	0	May be inoperative provided an operative flashlight is available in the affected sub-compartment.
		D	2	0	May be inoperative provided the affected sub-compartment is closed and placarded inoperative.
50-16 ***	Lower Deck Crew Rest Compartment Emergency Power Supply Unit (EPSU)	C	-	0	(O)May be inoperative provided sufficient operative flashlights are available in the affected compartment.
		D	-	0	May be inoperative provided the affected compartment is closed and placarded inoperative.

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SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
01-01	IR Mode Selector	C	3	2	
01-02	ADR Pb-Sw FAULT Light	C	3	0	
01-03	ADR Pb-Sw OFF Light	C	3	0	
01-04	IR Pb-Sw FAULT Light	C	3	0	
01-05	IR Pb-Sw OFF Light	C	3	0	
02-01	ATT HDG Selector	C	1	0	(O)May be inoperative provided: a) It is in the NORM position, and b) IR 1 and IR 2 are operative.
		C	1	0	(O)May be inoperative provided: a) It is in the CAPT ON 3 position, and b) IR 2 and IR 3 are operative.
		C	1	0	(O)May be inoperative provided: a) It is in the F/O ON 3 position, and b) IR 1 and IR 3 are operative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
02-02	AIR DATA Selector	C	1	0	(O)May be inoperative provided: a) It is in the NORM position, and b) ADR 1 and ADR 2 are operative.
		C	1	0	(O)May be inoperative provided: a) It is in the CAPT ON 3 position, and b) ADR 2 and ADR 3 are operative.
		C	1	0	(O)May be inoperative provided: a) It is in the F/O ON 3 position, and b) ADR 1 and ADR 3 are operative.
11-01	Multi Function Probe	C	3	2	(O)May be inoperative provided the associated ADR pb-sw is set to OFF and associated ADR is not used.
11-02	Static Probe	C	6	4	(O)One or two may be inoperative on the same ADR provided the associated ADR pb-sw is set to OFF and associated ADR is not used.
11-03	Sideslip Probe	C	3	2	(O)May be inoperative provided approach minimums do not require its use.
11-04	OAT Probe	C	2	1	(O)May be inoperative provided the TAT indication is operative on ECAM SD permanent data.
11-05	Multi Function Probe Heating Function	C	3	2	(O)One may be inoperative.
11-06	Static Probe Heating Function	C	6	4	(O)One or two may be inoperative on the same ADR.
11-07	Sideslip Probe Heating Function	C	3	2	(O)One may be inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
11-08	Automatic ADR Probe Heating Function	C	3	2	(O)One may be inoperative provided both non-affected ADRs, their associated probes, and their associated heating function are operative.
12-01	ADR	C	3	2	(O)One may be inoperative provided: a) The associated ADR pb-sw is set to OFF, and b) Approach minimums do not require its use.
12-02	IR	C	3	2	(O)One may be inoperative provided: a) The associated IR pb-sw is set to OFF, and b) Approach minimums do not require its use.
13-01	True Airspeed Indication on ND	C	2	0	(O)May be inoperative provided the TAT indication is operative on ECAM SD permanent data.
20-01	ISIS	C	2	1	(O)One may be inoperative.
		B	2	0	(O)May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
20-02	Airspeed Indication on SFD	C	1	0	(O)May be inoperative provided: a) The attitude indication on SFD is operative, b) The three ADRs are operative, and c) The AIR DATA selector is operative.

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1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
20-03 Altitude Indication on SFD	B	1	0	(O)May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
20-04 Attitude Indication on SFD	C	1	0	May be inoperative provided it is not required by FAR.
	B	1	0	(O)May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
20-05 Mach Number Indication on SFD	C	1	0	(O)May be inoperative.
20-06 LS Indication on SFD	C	1	0	(O)May be inoperative.
20-07 Position Indication on SFD and SND	C	2	0	(O)May be inoperative.
20-08 Heading Indication on SFD and SND	C	2	0	(O)May be inoperative.
20-09 Track Indication on SFD and SND	C	2	0	(O)May be inoperative.
20-10 Ground Speed Indication on SND	C	1	0	(O)May be inoperative.
20-11 Bugs Function on SFD	C	1	0	(O)May be inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
21-01	Standby Pitot Probe	C	1	0	(O)May be inoperative provided: a) The attitude indication on SFD is operative, b) The three ADRs are operative, and c) The AIR DATA selector is operative.
21-02	Standby Static Probe	B	2	0	(O)May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
22-01	Standby Compass Indicator	B	1	0	May be inoperative provided: a) All three IRs are operative, and b) The ATT HDG selector is operative.
		B	1	0	May be inoperative provided: a) All three IRs are operative, and b) The heading indication is operative on one ISIS.
22-02	Standby Compass Lighting	C	1	0	
36-01	ILS	C	2	-	(O)As required by FAR.
36-02	FLS	C	2	0	(O)May be inoperative provided approach minimums do not require its use.
36-03 ***	GLS	D	2	0	(O)May be inoperative.
38-01 ***	Airport Navigation System	D	1	0	(O)May be inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
38-02	Airport Database	C	-	0	(O)May be out of date provided airport maps required for the flight have not been amended in current database.
		D	-	0	May be out of date provided the airport navigation system is not used.
42-01	Radio Altimeter	C	3	2	(O)One may be inoperative.
		A	3	1	(O)Two may be inoperative for three flights provided approach minimums do not require their use.
50-01	GPS	C	2	0	(O)May be inoperative provided alternate procedures are established and used.
		D	2	0	May be inoperative provided procedures do not require its use.
50-02	DME	D	2	-	Any in excess of those required by FAR May be inoperative.
50-03	VOR	C	2	0	May be inoperative provided procedures do not require its use.
50-04	Marker	C	1	0	May be inoperative provided approach minimums do not require its use.
50-05 ***	ADF	D	-	0	May be inoperative provided the ADF is not required for the planned route to be flown.
71-01	AESS	C	2	1	(O)One may be inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
71-02	Weather Radar Function	D	2	1	(O)One may be inoperative.
		D	2	-	(O)Any in excess of those required by FAR May be inoperative.
71-03	Predictive Windshear Function	C	2	1	(O)One may be inoperative.
		B	2	0	(O)May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedure should include reviewing windshear avoidance and recovery procedures.
		C	2	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) The Reactive Windshear Detection Function is operative.
71-04	Reactive Windshear Detection Function	B	1	0	(O)May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedure should include reviewing windshear avoidance and recovery procedures.
		C	1	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) At least one Predictive Windshear Function is operative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
71-05	Weather Turbulence Function	C	2	0	(O)May be inoperative.
71-06	TCAS	C	2	1	(O)May be inoperative.
		B	2	0	May be inoperative provided enroute or approach procedures do not require its use.
		C	2	0	(O)May be inoperative provided: a) Not required by FAR, and b) Enroute or approach procedures do not require its use.
71-07	TAWS	C	2	1	(O)May be inoperative.
		A	2	0	(O)May be inoperative for two flight days provided alternate procedures are established and used
71-08	Terrain Surveillance System	C	2	1	(O)May be inoperative.
		B	2	0	(O)May be inoperative provided alternate procedures are established and used
71-09	GPWS	C	2	1	(O)May be inoperative.
		A	2	0	(O)May be inoperative for two flight days provided alternate procedures are established and used

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
71-10 Transponder	D	2	1	(O)One may be inoperative.
	B	2	0	(O)May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by FAR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
2) ADS-B Squitter Transmissions	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.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
01-01	Pax MASK MAN ON Pb (Manual Control)	C	1	0	May be inoperative provided the operating altitude is limited to FL 300.
01-02	CREW SUPPLY Pb-SW OFF Light	C	1	0	
01-03	PAX SYS ON Light	C	1	0	
10-01	Crew Oxygen Bottles				
***	1) Two Bottle System	C	2	1	(M)One may be inoperative provided: a) The caution **OXY CKPT BOTTLE PRESS LO** is not displayed on ECAM EWD, b) The associated manual isolation valve is selected closed, and c) No oxygen leakage is detected on the associated bottle.
***	2) Four Bottle System	C	4	1	(M)May be inoperative provided: a) The caution **OXY CKPT BOTTLE PRESS LO** is not displayed on ECAM EWD, b) The associated manual isolation valve is selected closed, and c) No oxygen leakage is detected on the associated bottle.
10-04	LP Supply Solenoid Valve	C	1	0	(M)May be inoperative provided it is deactivated in open position.
10-05	Cockpit Bottle Pressure Monitoring	B	1	0	(M)(O)May be inoperative provided the oxygen pressure is checked by direct reading before each flight.

1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
10-06	Cockpit Oxygen REGUL PR LO Monitoring	B	1	0	(M)(O)May be inoperative provided the oxygen pressure is checked before each flight.
10-07	Exterior Crew Oxygen Discharge Indicator (Green Disc)	C	1	0	May be missing or damaged.
10-08	Crew Rest Compartment Oxygen Module	D	-	0	All may be inoperative provided the associated bunk bed, seat, or changing area is not occupied and is placarded inoperative.
		C	-	0	All may be inoperative and the associated bunk bed, seat, or changing area may be occupied provided the operating altitude is limited to FL 250.
		C	-	0	All may be inoperative and the associated bunk bed, seat, or changing area may be occupied provided a portable oxygen bottle and masks are available for each associated bunk bed, seat, or changing area occupant.
20-01	Cabin Oxygen Bottle	C	-	-	(M)May be inoperative provided: d) The associated manual isolation valve is selected closed, and e) No oxygen leakage is detected on the associated bottle.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN					
20-02	Cabin Individual Oxygen Module	C	-	-	One or more may be inoperative provided the associated seats are not occupied and are placarded inoperative.
		C	-	-	One or more may be inoperative and associated seats be occupied provided the operating altitude is limited to FL 250.
20-03	Lavatories Oxygen Module	C	-	-	One or more may be inoperative provided the associated lavatory is not used and is placarded inoperative.
20-04	Galley Oxygen Module	C	-	-	One or more may be inoperative provided the associated galley area is not occupied.
		C	-	-	One or more may be inoperative and associated galley area be occupied provided the operating altitude is limited to FL 250.
		C	-	-	One or more may be inoperative and the associated galley area may be occupied provided a portable oxygen bottle and masks are available for the associated galley area occupants.
20-05	Manual Release Tool	D	-	8	One must be operative at each pair of exit doors.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
20-06	OSCU	C	1	0	(M)(O)May be inoperative provided: a) The cockpit and cabin oxygen pressure are checked by direct reading before each flight, and b) The altitude pressure switch is operative.
		C	1	0	(M)(O)May be inoperative provided: a) The cockpit and cabin oxygen pressure are checked by direct reading before each flight, and b) The operating altitude is limited to FL 250.
20-07	Cabin Bottle Pressure Monitoring	C	1	0	(M)(O)May be inoperative provided the oxygen pressure is checked by direct reading before each flight.
20-08	Cabin Oxygen REGUL PR LO Pressure Monitoring	C	1	0	(O)May be inoperative.
20-09	Exterior Pax Oxygen Discharge Indicator (Green Disc)	C	1	0	May be missing or damaged.
20-10	Altitude Pressure Switch	C	1	0	(M)May be inoperative provided the OSCU is operative.
		C	1	0	May be inoperative provided the operating altitude is limited to FL 250.
30-01	Flight Crew Protective Breathing Equipment	D	-	-	Any in excess of those required by FAR may be inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN				
30-02	Cabin Crew Protective Breathing Equipment D	-	-	Any in excess of those required by FAR may be inoperative.

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SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC					
01-01	ENG BLEED Pb-Sw FAULT Light	C	4	0	All may be inoperative provided associated engine bleed valve and engine high pressure valve indications are operative on ECAM BLEED page.
01-02	ENG BLEED Pb-Sw OFF Light	C	4	0	All may be inoperative provided associated engine bleed valve and engine high pressure valve indications are operative on ECAM BLEED page.
01-03	APU BLEED Pb-Sw FAULT Light	C	1	0	May be inoperative provided APU bleed indications are operative on ECAM BLEED page.
01-04	APU BLEED Pb-Sw ON Light	C	1	0	May be inoperative provided APU bleed indications are operative on ECAM BLEED page.
11-01	Engine Bleed System	C	4	3	(O)One may be inoperative provided the associated ENG BLEED pb-sw is set to OFF.
11-02	Engine Bleed Valve	C	4	3	(M)(O)One may be inoperative provided: c) It is deactivated in closed position, d) The associated ENG BLEED pb-sw is set to OFF, e) The engine bleed system is operative on the three other engines, f) The engine bleed intermediate pressure check valve is operative on the three other engines, and g) The engine bleed high pressure valve is operative on the three other engines.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC				
11-03	Engine Bleed Overpressure Valve C	4	3	(M)One may be inoperative provided it is deactivated in open position.
11-04	Engine Bleed Intermediate Pressure Check Valve C	4	3	(M)(O)One may be inoperative provided: a) Associated engine bleed high pressure valve is deactivated in closed position, b) The engine bleed system is operative on the three other engines, c) The engine bleed valve is operative on the three other engines, and d) The engine bleed high pressure valve is operative on the three other engines.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC				
11-05 Engine Bleed High Pressure Valve	C	4	3	(O)One may be inoperative provided: a) The engine bleed system is operative on the three other engines, b) The engine bleed valve is operative on the three other engines, and c) The engine bleed intermediate pressure check valve is operative on the three other engines.
	C	4	3	(M)(O)One may be inoperative provided: a) It is deactivated in closed position, b) The engine bleed system is operative on the three other engines, c) The engine bleed valve is operative on the three other engines, and d) The engine bleed intermediate pressure check valve is operative on the three other engines.
12-01 APU Bleed Valve	C	1	0	(M)May be inoperative provided: a) It is deactivated in closed position, and b) The APU BLEED pb-sw is set to OFF.
	C	1	0	(M)May be inoperative provided: a) The APU bleed isolation valve is deactivated in closed position, and b) The APU BLEED pb-sw is set to OFF.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC					
12-02	APU Bleed Isolation Valve	C	1	0	(M)(O)May be inoperative provided: a) It is deactivated in open position, and b) The APU bleed valve is checked operative.
		C	1	0	(M)May be inoperative provided: a) It is deactivated in closed position, and b) The APU BLEED pb-sw is set to OFF.
13-01	Center X Bleed	C	1	0	(O)The automatic control may be inoperative provided the manual control is checked operative.
		C	1	0	(O)The manual control may be inoperative provided the automatic control is checked operative.
		C	1	0	(M)(O)The center crossbleed valve may be inoperative provided: a) It is manually opened before engine start, and b) It is manually closed after engine start.
13-02	Left and Right X Bleed	C	2	2	(O)One or both automatic controls may be inoperative provided the manual control is checked operative.
		C	2	2	(O)One or both manual controls may be inoperative provided the automatic control is checked operative.
		C	2	0	(M)One or both crossfeed valves may be inoperative provided the associated valve is deactivated in open position.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
21-01	Engine Bleed Pressure Indication on ECAM BLEED Page	C	4	3	(O)One may be inoperative provided: a) Associated engine bleed overpressure valve is operative, and b) All engine bleed systems are operative.
		C	4	3	(O)One may be inoperative provided: a) Associated ENG BLEED pb-sw is set to OFF b) The engine bleed system is operative on the three other engines, c) The engine bleed valve is operative on the three other engines, d) The engine bleed intermediate pressure check valve is operative on the three other engines, and e) The engine bleed high pressure valve is operative on the three other engines.
21-02	Engine Bleed Temperature Indication on ECAM	C	4	2	(O)One or two may be inoperative.
21-03	Engine Bleed Valve Indication on ECAM	C	4	0	(O)All may be inoperative.
21-04	Engine Bleed High Pressure Valve Indication on ECAM	C	4	0	(O)All may be inoperative.
21-05	APU Bleed Valve Indication on ECAM	C	1	0	(O)May be inoperative.
21-06	APU Bleed Isolation Valve Indication on ECAM	C	1	0	(O)May be inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC				
21-07	X Bleed Valve Indication on ECAM C	3	0	(O)All may be inoperative.

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

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38 WATER/WASTE				
30-01	Lavatory Waste System (Including Wheelchair Accessible Lavatories) C	-	-	(M)Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.
	C	-	-	(M)Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, b) The Pilot-in-Command will determine if flight duration is acceptable with a FWD Deck lavatory unusable, and c) Associated lavatory door(s) is secured closed and placarded, "INOPERATIVE - DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.

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1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
42	AVIONICS NETWORK				
11-01	CPIOM-B1 and CPIOM-B3	C	2	1	(O)One may be inoperative provided the caution **VENT AVNCS VENT CTL FAULT** is not displayed on ECAM EWD.
11-02	CPIOM-B2 and CPIOM-B4	C	2	1	(O)One may be inoperative provided the caution **VENT AVNCS VENT CTL FAULT** is not displayed on ECAM EWD.
11-03	CPIOM-C2	C	1	0	(O)May be inoperative provided: a) The annunciator light test is performed before each flight, and b) Approach minimums do not require its use.
11-04	CPIOM-G2 and CPIOM-G4	B	2	0	(O)May be inoperative.
12-01	IOM	B	8	6	(O)May be inoperative provided: a) The caution **AVIONICS NETWORK MULTIPLE IOM FAULT (NETWORK DEGRADED)** is not displayed on ECAM EWD, and b) The caution **AVIONICS NETWORK MULTIPLE IOM FAULT (REDUNDANCY DEGRADED)** is not displayed on ECAM EWD.
30-01	Network Switch	B	16	14	(O)May be inoperative provided: a) The caution **AVIONICS NETWORK MULTIPLE SWITCH FAULT (REDUNDANCY DEGRADED)** is not displayed on ECAM EWD, and b) The caution **AVIONICS NETWORK MULTIPLE SWITCH FAULT (NETWORK DEGRADED)** is not displayed on ECAM EWD.

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44	CABIN SYSTEMS				
01-01	ALL Pb	C	1	0	(O)May be inoperative.
01-02	PURS Pb	C	1	0	(O)May be inoperative.
01-03	EMER Pb	C	1	0	(O)May be inoperative.
01-04	FWD PILOT REST Pb	C	1	0	(O)May be inoperative.
01-05	MAIN PILOT REST Pb	C	1	0	(O)May be inoperative.
01-06	UPPER DECK Pb	C	1	0	(O)May be inoperative.
01-07	MAIN DECK Pb	C	1	0	(O)May be inoperative.
01-08	LOWER DECK Pb	C	1	0	(O)May be inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
44 CABIN SYSTEMS					
11-01	Passenger Address in Cabin	B	1	0	(O)May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, b) Cabin interphone is operative, c) Associated passenger seat is not occupied from which a No Smoking/Fasten Seat Belt/No Portable Electronic Devices sign is not readily legible, and d) Associated seat must be blocked and placarded - DO NOT OCCUPY.
		C	1	0	(O)May be inoperative provided: a) PA not required by FAR, b) Alternate, normal and emergency procedures and/or operating restrictions are established and used, e) Associated passenger seat is not occupied from which a No Smoking/Fasten Seat Belt/No Portable Electronic Devices sign is not readily legible, and c) Associated seat must be blocked and placarded - DO NOT OCCUPY.
11-02	Passenger Address in Lavatory	C	1	0	May be inoperative provided the associated lavatory is locked closed and placarded inoperative.
11-03	Passenger Address in Crew Rest Compartment	D	1	0	May be inoperative provided the associated crew rest compartment is locked closed and placarded inoperative.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
44 CABIN SYSTEMS				
11-04 Cabin Interphone	B	-	-	(O)May be inoperative in one or more crew stations provided: a) At least fifty percent of the cabin handsets are operative, b) Alternate procedures to contact the affected cabin crew stations are established and used, c) Passenger Address in the affected crew station is operative, and d) One loudspeaker is operative in the associated crew rest compartment. NOTE: Any station function which operates normally may be used.
	B	-	-	(O)May be inoperative in one or more crew stations provided: a) At least fifty percent of the cabin handsets are operative, b) Alternate procedures to contact the affected cabin crew stations are established and used, c) Passenger Address in the affected crew station is operative, and d) Associated crew rest compartment is closed and placarded inoperative. NOTE: Any station function which operates normally may be used.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
44 CABIN SYSTEMS					
12-01	Cabin Loudspeaker	C	-	-	One or more may be inoperative provided they are not adjacent to each other.
		C	-	-	One or more may be inoperative provided seats from which a passenger announcement cannot be clearly heard are not occupied and are placarded inoperative.
12-02	Lavatory Loudspeaker	C	-	0	(O)All may be inoperative provided alternate procedures are established and used.
12-03	Crew Rest Compartment Loudspeaker	C	-	0	(O)All may be inoperative.
13-01	Cabin Handset	B	-	-	(O)One or more may be inoperative provided: a) Fifty percent of cabin handsets operate normally, b) One handset must operate normally at each pair of exit doors, and c) Alternate communications procedures between the affected Flight Attendants station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement. NOTE 2: Any handset function(s) that operate normally may be used.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
44	CABIN SYSTEMS				
13-02	Cockpit Handset	C	1	0	May be inoperative provided cockpit to cabin communication is performed via the RMP.
		D	1	0	May be inoperative provided procedures do not require its use.
13-03	Crew Rest Compartment Handset	C	-	0	All may be inoperative provided one loudspeaker is operative in the associated crew rest compartment.
		D	1	0	All may be inoperative provided the associated crew rest compartment is closed and placarded inoperative..
14-01	FAP Screen	C	-	0	
14-02	FAP Sub-Panel EMER Pb	C	-	1	
14-03	FAP Sub-Panel Other Control	D	-	0	
14-04	Cabin Assignment Module	D	1	0	
14-05	Integrated Pre-Recorded Announcement and Music Recorder	D	1	0	(O)May be inoperative.

1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
44	CABIN SYSTEMS				
14-06	Area Call Panel	C	-	0	(O)May be inoperative provided the associated Attendant Information Panel is operative.
		B	-	0	(O)All may be inoperative provided: a) Passenger Address in the associated cabin crew station is operative and b) Alternate procedures to contact the affected cabin crew station are established and used.
14-07	Attendant Information Panel	C	-	0	(O)May be inoperative provided the associated Area Call Panel is operative.
		B	-	0	(O)All may be inoperative provided: a) Passenger Address in the affected cabin crew station is operative and b) Alternate procedures to contact the affected cabin crew station are established and used.
14-08 ***	Additional Attendant Panel	D	-	0	
14-09 ***	Mini FAP	D	-	0	
15-01	Emergency Evacuation Signaling System	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
15-02 ***	Emergency Crew Alerting System	D	1	0	
19-01	Service Interphone Jack	C	16	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
44	CABIN SYSTEMS				
19-02	Service Interphone System	C	1	0	
19-03	Service Interphone Overriding System	D	1	0	
50-01 ***	Cabin Video Monitoring System	D	1	0	
50-02	Cockpit Door Surveillance Systems				
***	1) Electronic System	A	1	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
		C	1	0	(O)May be inoperative provided: a) A flight deck door viewing port operates normally, and b) Alternate procedures are established and used.
		D	1	0	May be inoperative provided operations do not require its use.
	2) Viewing Ports	A	1	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
		C	1	0	(O)May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used.

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45 MAINTENANCE				
10-01	OMS Maintenance Application C	-	0	
10-02	Maintenance Time Limited Item C	-	-	(O)One or more may be inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
46	INFORMATION SYSTEMS				
10-01	NSS AVNCS Side (on CAPT & F/O OITs)	C	1	0	(O)May be inoperative on one or both OITs (OIT cannot display information from NSS AVCS side) provided alternate operational procedure is established and used.
10-02	NSS FLT OPS Side (on CAPT & F/O OITs)	C	1	0	(O)May be inoperative on one or both OITs (OIT cannot display information from NSS FLT OPS side) provided alternate operational procedure is established and used.
10-03	Data Communication from NSS AVNCS Side to NSS FLT OPS Side	C	1	0	(O)May be inoperative provided alternate operational procedure is established and used.
10-04	Data Transfer between NSS and Aircraft Avionics	B	1	0	(O)May be inoperative provided: a) The Aircraft electrical network remains powered, and b) Alternate operational procedure is established and used.
10-05	NSS FLT OPS Server	C	1	0	(O)May be inoperative provided alternate operational procedure is established and used.
10-06	NSS AVNCS Server	C	2	1	(O)One may be inoperative.
		C	2	0	(O)May be inoperative provided alternate operational procedure is established and used.
10-07 ***	NSS FLT OPS Gatelink Function	C	1	0	
10-08 ***	NSS FLT OPS SATCOM Function	C	1	0	

1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
46	INFORMATION SYSTEMS				
20-01	ATC Datalink Communication Function	C	1	0	(O)May be inoperative.
20-02	ATC Datalink Surveillance Function	C	1	0	(O)May be inoperative.
25-01	OIS Flight Operations Application	C	-	-	(O)May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document which operates normally may be used.
		D	-	0	May be inoperative provided procedures do not require its use.
40-01	OIS Cabin Application	C	-	0	(O)May be inoperative provided alternate operational procedure is established and used.
50-01	Cockpit CAPT and F/O Laptop	C	2	0	(O)May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document which operates normally may be used.
		D	2	0	May be inoperative provided procedures do not require its use.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
46	INFORMATION SYSTEMS				
50-02	Cockpit Backup Laptop	C	1	0	(O)May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document which operates normally may be used.
		D	1	0	May be inoperative provided procedures do not require its use.
50-03	OIT	C	2	0	(O)May be inoperative provided alternate operational procedure is established and used.
50-04	OIT Keyboard	C	2	0	(O)May be inoperative provided alternate operational procedure is established and used.
50-05	OIT Additional Control Device	C	2	0	(O)May be inoperative provided alternate operational procedure is established and used.
50-06	OMT	C	1	0	
50-07	Center Pedestal Printer	C	1	0	(O)May be inoperative provided alternate operational procedure is established and used.
50-08	Captain Lateral Console Printer	C	1	0	(O)May be inoperative provided alternate operational procedure is established and used.

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1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49 AUXILIARY POWER UNIT				
01-01 APU MASTER Pb-Sw FAULT Light	C	1	0	
01-02 APU MASTER Pb-Sw ON Light	C	1	0	May be inoperative provided N1, N2, and EGT indications are operative on ECAM APU page.
01-03 APU START Pb ON Light	C	1	0	
01-04 APU START Pb AVAIL Light	C	1	0	(O)May be inoperative provided N1 or AVAIL indication is operative on ECAM APU page.
10-01 APU	C	1	0	(O)May be inoperative provided the APU MASTER SW is set to OFF.
	D	1	0	(M)(O)May be inoperative provided APU is deactivated or removed.
10-02 APU Flap	C	1	0	(O)May be inoperative in open position.
	C	1	0	(M)(O)May be inoperative provided the APU flap is deactivated in open position.
	C	1	0	(O)May be inoperative provided the APU is not used.
20-01 APU Fuel Pump	C	1	0	(O)May be inoperative in open position.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49 AUXILIARY POWER UNIT				
20-02 APU Fuel Feed System	C	1	0	(O)May be inoperative provided: a) The caution **FUEL APU FEED VLV NOT CLOSED** is not displayed on ECAM EWD, and b) The APU is not used.
	C	1	0	(M)(O)May be inoperative provided: a) The APU fuel feed system is isolated, and b) The APU is not used.
30-01 APU Indication on ECAM	C	4	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
50 CARGO COMPARTMENTS				
10-01	Forward Cargo Compartment Decompression Panel C	-	0	(O)All may be damaged or missing provided procedures are established and used to ensure the forward 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.
10-02	Aft/Bulk Cargo Compartment Decompression Panel C	-	0	(O) All may be damaged or missing provided procedures are established and used to ensure the aft and bulk cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
50 CARGO COMPARTMENTS					
10-03	Forward Cargo Compartment Lining Panel	C	-	0	(O) All may be damaged or missing provided procedures are established and used to ensure the forward 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.
		C	-	0	All may be missing provided the forward cargo compartment remains empty.
10-04	Aft/Bulk Cargo Compartment Lining Panel	C	-	0	(O) All may be damaged or missing provided procedures are established and used to ensure the aft and bulk cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
		C	-	0	All may be missing provided the aft and bulk cargo compartments remain empty.
10-05	Forward Cargo Compartment Latch	C	-	-	Refer to WBM / WEGHT AND BALANCE CONTROL / LIMITATIONS / LIMITATIONS FORWARD CARGO HOLD

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
50 CARGO COMPARTMENTS				
10-06	Aft Cargo Compartment Latch C	-	-	Refer to WBM / WEGHT AND BALANCE CONTROL / LIMITATIONS / LIMITATIONS AFT LOWER CARGO HOLD
10-07	Bulk Cargo Compartment Net C	-	-	Refer to WBM / WEGHT AND BALANCE CONTROL / LIMITATIONS / LIMITATIONS LOWER BULK CARGO HOLD

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1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
01-01	LED on CKPT DOOR CONT Panel	C	5	0	(O)All may be inoperative provided the CKPT DOOR FAULT Light is checked operative.
02-01	CKPT DOOR OPEN Light	C	1	0	
02-02	CKPT DOOR FAULT Light	C	1	0	May be inoperative provided all LEDs on CKPT DOOR CONT Panel are operative.
		A	1	0	(M)(O)May be inoperative for two flight days provided: a) The cockpit door locking system is deactivated, b) Deadbolt operates normally and is used to lock the cockpit door, and c) Alternate procedures are established and used for locking and unlocking the cockpit door using the deadbolt.
02-03	CKPT DOOR Toggle Switch UNLOCK Function	C	1	0	(O)All may be inoperative provided alternate procedures are established and used.
02-04	CKPT DOOR Toggle Switch LOCK Function	C	1	0	(M)(O)May be inoperative provided: a) The cockpit door locking system keypad is deactivated, and b) Alternate procedures are established and used.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS				
10-01	Cabin Door/ Emergency Exit	A	16	14	(M)(O) One door on each deck may be inoperative or one slide on each deck may be missing provided: a) All other main entry doors are fully operational, b) Affected door is not used for passenger loading, c) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door, d) Emergency exit signs and floor proximity lights associated with the inoperative exit must be covered to obscure the signs and lights, e) Passengers must be briefed not to use the affected door, and f) All passenger seats halfway to the next exit in each direction from the inoperative door, across the entire width of the airplane, shall be blocked-off with conspicuous tapes or ropes that contrast with the interior prior to loading passengers. Only the seats in these areas shall be blocked; main passenger aisles, cross aisles, and exit areas must not be blocked. (For an inoperative forward door/slide, the blocked seating area shall extend from the forward cabin end, rearward to a line halfway between the inoperative forward door and the next set of doors aft of the inoperative one. (Continued)

1. SYSTEM & SEQUENCE NUMBER ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS			
10-01 Cabin Door /Emergency Exit (Cont'd)			For an inoperative rear door/slide, the blocked seating area shall extend forward from the aft cabin end to a line halfway between the inoperative door and the next set of doors forward of the inoperative one.), g) Conspicuous signs and placards shall be placed in appropriate locations indicating these seats are not to be occupied by passengers, h) Seating capacity must not exceed the rated capacity of the remaining pairs of exits, i) For extended range/overwater operations, occupancy shall not exceed the normal rated capacity of the slide/rafts, or the remaining slide/rafts, or the rated overload capacity of the slide/rafts remaining after loss of one additional slide/raft of greatest capacity, whichever is least, j) Blocked seating layouts and evacuation procedures must be developed and approved by the FAA Certificate Holding District Office for inclusion in the operator's manual, and k) Repairs are made within one flight day. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
10-01	Cabin Door /Emergency Exit (Cont'd)				NOTE 1: Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed. NOTE 2: Cabin attendants may be stationed in the vicinity of each door within blocked areas.
10-02	Cabin Door Stop Fitting	C	408	392	(O)One per door may be inoperative provided the flight is not pressurized.
10-03	Cabin Door Locked/Unlocked Flag Indicator	C	32	0	(O)All may be inoperative provided: a) Associated caution **DOOR MAIN(UPPER) 1(2)(3)(4)(5) L(R) LATCH MONITORING FAULT** is not displayed on ECAM EWD, b) Associated caution **DOOR MAIN(UPPER) 1(2)(3)(4)(5) L(R) NOT CLOSED** is not displayed on ECAM EWD, and c) Associated door is indicated closed on ECAM DOOR/OXYGEN page.
10-04	Cabin Door Buzzer	C	16	0	(O)All may be inoperative.
10-05	Cabin Door DSIP	A	16	0	(O)All may be inoperative for 1150 flight hours provided the associated DSIP is placarded inoperative.
10-06	Cabin Door De-arrest Actuator	A	16	0	(O)All may be inoperative for 1150 flight hours.
10-07	Cabin Door Manual Inflation Pb	A	16	0	All may be inoperative for 1150 flight hours.
10-08	Cabin Door Outside Open/Close Pb	C	16	0	(O)All may be inoperative for 1150 flight hours.

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1. SYSTEM & SEQUENCE NUMBER	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS				
10-09	Cabin Door Portability Slide Connector C	4	0	
30-01	Cargo Door C	3	0	(M)All may be inoperative in closed position provided: a) Associated cargo door is checked locked after each attempt to open it, and b) Cargo doors are indicated closed on the ECAM DOOR/OXYGEN page.
30-02	Fwd and Aft Cargo Door Actuation C	2	0	(M)May be inoperative provided the associated door is manually closed, latched, and locked before each flight.
30-03	Fwd and Aft Cargo Door Latching and Locking Mechanism C	-	-	(M)One or more elements may be damaged for pressurized flights provided damages are in accordance with the Aircraft Maintenance Manual.
	C	-	-	(M)(O)One or more elements may be damaged for non-pressurized flights provided damages are in accordance with the Aircraft Maintenance Manual.
30-04	Bulk Cargo Door Stay and Latching Mechanism C	-	-	(M)The stay mechanism may be inoperative for pressurized flights.
	C	-	-	(M)(O)The latching mechanism may be damaged for non-pressurized flights provided damages are in accordance with the Aircraft Maintenance Manual.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
50-01	Cockpit Door Locking System	A	1	0	(M)(O)May be inoperative for two flight days provided: a) It is deactivated, b) Deadbolt operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking the cockpit door using the deadbolt.
50-02	Cockpit Door Locking System Aural Alert	C	1	0	(M)(O)May be inoperative provided: a) The cockpit door locking system keypad is deactivated, and b) Alternate procedures are established and used.
50-03	Cockpit Door Locking System Keypad	C	1	0	(M)(O)May be inoperative provided: a) It is deactivated, and b) Alternate procedures are established and used.
50-04	Cockpit Door Locking System Keypad LED	C	3	0	(O)May be inoperative provided alternate procedures are established and used.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
50-05	Cockpit Door Release Strike	C	3	2	(M)One may be inoperative provided it is deactivated. NOTE: Application of the maintenance procedure is only necessary when the inoperative door release strike is failed in locked position.
		A	3	0	(M)(O)Two or three may be inoperative for two flight days provided: a) It is deactivated, b) Deadbolt operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking the cockpit door using the deadbolt.
50-06	Cockpit Door Pressure Rate Sensor	C	2	1	
		A	2	0	Both may be inoperative for two flight days.
50-07	Cockpit Door Deadbolt	C	1	0	
50-08	Cockpit Door Decompression Deceleration Device	C	1	0	
70-01	Door Position Detection Function	C	1	0	(M)(O)May be inoperative provided: a) Associated doors are checked closed, latched, and locked before each flight, and b) Flight is not pressurized.

1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
70-02	Cargo Door Position Monitoring	C	3	0	(M)(O)All may be inoperative provided: a) Associated cargo door is checked closed, latched, and locked before each flight, and b) Flight is not pressurized.
70-03	Avionics Door Position Monitoring	C	1	0	(M)(O)May be inoperative provided it is checked closed, latched, and locked before each flight.
70-04	Internal Avionics Door Position Monitoring	C	4	0	(O)All may be inoperative provided the associated internal avionics door is checked closed.
70-05	Cabin Door Position Detection	A	16	14	(O)One may be inoperative on each deck for one flight day provided: a) Flight is not pressurized, b) Associated door is checked closed, latched, and locked, and c) Associated door is considered inoperative.
70-06	Cabin Door Latch Monitoring	C	16	0	(O)All may be inoperative provided the associated door is checked closed, latched, and locked.
70-07	Cabin Door Flight Lock	C	16	0	(O)All may be inoperative in the not engaged position.
80-01	Door Residual Differential Pressure Detection	C	1	0	(O)May be inoperative provided cabin differential pressure is checked on ECAM CAB PRESS page before cabin or cargo door opening.
80-02	CABIN PRESSURE Light on Cabin Door/Emergency Exit	C	16	0	(O)All may be inoperative provided cabin differential pressure is checked on ECAM CAB PRESS page before cabin door opening.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS				
80-03 CABIN PRESSURE Light on Fwd and Aft Cargo Doors	C	2	0	(O)May be inoperative provided cabin differential pressure is checked on ECAM CAB PRESS page before cargo door opening.
90-01 Cockpit Sliding Window Position Monitoring	C	2	0	(O)May be inoperative provided the associated cockpit window is checked closed before takeoff.

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
56 WINDOWS				
30-02	Cabin Door Window Lens A	16	14	May be inoperative for one flight day provided the associated door is considered inoperative.

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SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE CONTROL AND FUEL					
20-01	Engine Flex Takeoff Mode	D	1	0	(O)May be inoperative provided derated takeoff mode or maximum thrust is used for takeoff.
20-02	Engine Derated Takeoff Mode	D	1	0	(O)May be inoperative provided flex takeoff mode or maximum thrust is used for takeoff.
25-01	Engine Minor Fault	A	4	2	(O)One or two engines may have a minor fault for 300 flight hours, or for 20 consecutive calendar days, whichever occurs first.
25-02	Engine Overthrust Protection System	B	4	2	(O)One or two may be inoperative.
25-03	Engine Sensors System (RR only)	C	4	3	(O)One may be inoperative.
25-04	Engine 1 EIPM Board	C	1	0	(O)May be inoperative provided at least two engine EIPM boards are operative.
25-05	Engine 2 EIMP Board	C	1	0	(O)May be inoperative provided: a) At least two engine EIPM boards are operative, b) Associated thrust reverser is not taken into account for takeoff and landing performance, and c) Engine 3 EIMP board is operative.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE CONTROL AND FUEL				
25-06 Engine 3 EIMP Board	C	1	0	(O)May be inoperative provided: a) At least two engine EIPM boards are operative, and b) Associated thrust reverser is not taken into account for takeoff and landing performance.
25-07 Engine 4 EIMP Board	C	1	0	(O)May be inoperative provided at least two engines EIPM boards are operative.
25-08 Engine FADEC Identification	C	4	0	(M)(O)All may be inoperative provided there is no disagreement between the associate engine identification contained in the FADEC and the identification written on the engine plate.
25-09 Engine Time Limited Item	A	-	-	(O)May be inoperative on all engines for 50 flight hours.
25-10 Engine Normal Mode (RR only)	C	4	0	(O)All may be inoperative provided Flight Manual performance penalties are applied.
25-11 Engine LP Shaft Protection System (RR only)	B	4	3	(O)One may be inoperative.
	A	4	2	(O)Two may be inoperative for three flights.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE CONTROL AND FUEL					
30-01	Engine Fuel Filter (RR only)	A	4	3	(O)One may be clogged for 20 flight hours.
		C	4	3	(M)(O)One may be clogged provided the associated filter is replaced before the first dispatch under present MMEL item and once every 50 flight hours.
30-01	Engine Fuel Filter (EA only)	A	4	3	(O)One may be clogged for three flights provided the associated caution **ENG 1(2)(3)(4) FUEL FILTER MONITORING FAULT** is not displayed on ECAM EWD.
30-02	Engine Fuel Filter Monitoring (EA only)	A	4	3	(O)One may be inoperative for three flights.
30-03	Engine Fuel Strainer (EA only)	C	4	2	(O)Two may be clogged provided the associated cautions **ENG 1(2)(3)(4) FUEL FILTER MONITORING FAULT** are not displayed on ECAM EWD.
40-01	Engine Burst Duct Detection (RR only)	B	4	2	(O)One or two may be inoperative.

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
74 IGNITION				
31-01 Engine Ignition System A	C	4	2	(O)One or two may be inoperative provided associated ignition system B is operative.
31-02 Engine Ignition System B	C	4	2	(O)One or two may be inoperative provided associated ignition system A is operative.
31-03 Engine Ignition Monitoring System	C	4	3	(O)One may be inoperative provided: a) Associated engine can be started, b) Engine Ignition System A is operative on at least two other engines, and c) Engine Ignition System B is operative on at least two other engines.

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
75 ENGINE COOLING				
20-01	Engine HP Turbine Valve (HPTACC Valve) (EA only) C	4	2	(O)One or two may be inoperative.
20-02	Engine Compressor Discharge Valve (SBV) (EA only) C	4	3	(O)One may be inoperative in closed position.
20-03	Engine Cooling Valve (CCC Valve) (EA only) C	4	2	(M)One or two may be inoperative provided it is deactivated in open position.

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1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 ENGINE INDICATING				
01-01 FAULT Light on ENG MASTER Lever	C	4	0	
20-01 Engine Nacelle Temperature Indication on ECAM	C	4	0	(O)All may be inoperative.
20-02 Engine Oil Quantity Indication on ECAM	C	4	3	(M)(O)One may be inoperative provided: a) Associated oil quantity is visually checked before each flight, and b) There is no evidence of abnormal consumption or leakage.
	B	4	2	(M)(O)Two may be inoperative provided: a) Associated oil quantity is visually checked before each flight, and b) There is no evidence of abnormal consumption or leakage.
20-03 Engine Start Valve Position Indication on ECAM	C	4	0	(M)(O)All may be inoperative provided associated start valve is checked closed after engine start.
20-04 Engine Fuel Flow Indication on ECAM	C	4	3	(O)One may be dashed.

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 ENGINE INDICATING				
20-05 Engine Bleed Pressure Indication on ECAM ENGINE Page	C	4	3	(O)One may be inoperative provided: a) Associated engine bleed overpressure valve is operative, and b) All engine bleed systems are operative.
	C	4	3	(O)One may be inoperative provided: a) Associated ENG BLEED pb-sw is set to OFF, b) The engine bleed system is operative on the three other engines, c) The engine bleed valve is operative on the three other engines, d) The engine bleed intermediate pressure check valve is operative on the three other engines, and e) The engine bleed high pressure valve is operative on the three other engines.
20-06 Engine N1 Vibration Indication on ECAM	C	4	3	(O)One may be inoperative.
	B	4	2	(O)Two may be inoperative
20-07 Engine N2 Vibration Indication on ECAM	C	4	3	(O)One may be inoperative.
	B	4	2	(O)Two may be inoperative
20-08 Engine N3 Vibration Indication on ECAM (RR only)	C	4	3	(O)One may be inoperative.
	B	4	2	(O)Two may be inoperative

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78 ENGINE REVERSERS					
30-01	Thrust Reverser System	C	2	1	(M)(O)One may be inoperative provided: a) Associated thrust reverser is deactivated and secured in the stowed position, b) Associated caution **ENG 2(3) REVERSER INHIBITED** is displayed on ECAM EWD after deactivation, c) Associated caution **ENG 2(3) REVERSER UNLOCKED** is not displayed on ECAM EWD after deactivation, d) Associated caution **ENG 2(3) REVERSER ENERGIZED** is not displayed on ECAM EWD after deactivation, and e) Associated thrust reverser is not taken into account for takeoff and landing performance.
30-02	Thrust Reverser Cowl	C	4	2	(M)(O)Both may be inoperative on one thrust reverser provided: a) Associated thrust reverser cowls are replaced by fan exhaust cowls, b) Associated caution **ENG 2(3) REVERSER INHIBITED** is displayed on ECAM EWD after fan exhaust cowls installation, and c) Associated thrust reverser is not taken into account for takeoff and landing performance.
30-03	Thrust Reverser Control	C	2	1	(O)One may be inoperative provided associated thrust reverser is not taken into account for takeoff and landing performance.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78 ENGINE REVERSERS					
30-04	Thrust Reverser Lock	C	6	4	(M)(O)One may be inoperative on each thrust reverser provided: a) Associated lock is secured in unlocked position, b) Associated thrust reverser is checked operative, c) Associated caution **ENG 2(3) REVERSER LOCKED** is not displayed on ECAM EWD after maintenance action, and d) Associated caution **ENG 2(3) REVERSER MINOR FAULT** is displayed on ECAM EWD after maintenance action.
		C	6	3	(O)Up to three may be inoperative in locked position on one thrust reverser provided associated thrust reverser is not taken into account for takeoff and landing performance.
30-05	Thrust Reverser Minor Fault	C	2	0	(O)One or both thrust reverser may have a minor fault.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL				
35-01	Engine Oil Chip Detection (RR only)	A	4	3	(O)The caution **ENG 1(2)(3)(4) OIL CHIP DETECTED** may be displayed on ECAM EWD on one engine for three consecutive calendar days or 50 flight hours, whichever occurs first.
35-01	Engine Oil Chip Detection (EA only)	A	4	3	(O)The caution **ENG 1(2)(3)(4) OIL CHIP DETECTED** may be displayed on ECAM EWD on one engine for three flights.
35-02	Engine Oil Filter Clogged Indication System (RR only)	C	4	2	(M)(O)One or two may be inoperative provided: a) Associated filter is replaced before the first flight under present MMEL item and once every 20 flight hours, b) Associated electrical master chip detector is checked operative when the filter is replaced, and c) Associated caution **ENG 1(2)(3)(4) OIL CHIP DETECTED** was not displayed on ECAM EWD before each flight.
		C	4	2	(M)(O)One or two may be inoperative provided: a) Associated filter is replaced before the first flight under present MMEL item and once every 20 flight hours, and b) Associated electrical master magnetic chip detector is manually inspected when the filter is replaced.

1. SYSTEM & SEQUENCE NUMBER / ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79 ENGINE OIL			
35-02 Engine Oil Filter Clogged (EA only) A	4	3	(O)One may be clogged for three flights provided the associated caution **ENG 1(2)(3)(4) OIL FILTER MONITORING FAULT** is not displayed on ECAM EWD.
35-03 Engine Oil Filter Monitoring (EA only) A	4	3	(O)One may be inoperative for 10 flights.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
80	ENGINE START			
11-01	Engine Start Valve C	4	3	(M)(O)One may be inoperative provided it is manually closed after engine start.
11-02	Engine Manual Start System C	4	0	