



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

Master Minimum Equipment List (MMEL)

Revision: 22
Date: 11/16/2022

Airbus SAS **A330-200 Series, A330-200 Freighter Series, A330-300 Series,** **A330-800 Series, A330-900 Series** **All Models**

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AIRCRAFT:

Airbus A330

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75	Bleed Air	75-1 thru 4	20	08/04/2020
77	Engine Indicating	77-1 thru 2	22	11/16/2022
78	Engine Exhaust	78-1 thru 7	19	05/06/2019
79	Engine Oil	79-1 thru 5	22	11/16/2022
80	Starting	80-1 thru 2	22	11/16/2022

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REV NO.	DATE
Original	12/23/1997
0a	02/09/1999
1	12/21/1999
1a	03/14/2000
2	02/21/2001
3	06/05/2001
4	10/17/2002
5	07/09/2003
5a	07/31/2003
6	04/26/2004
7	10/22/2004
8	05/20/2005
9	09/26/2007
10	07/28/2008
11	08/14/2009
12	10/14/2009
12a	06/18/2010
12b	03/07/2011
12c	06/27/2011
12d	11/23/2011
12e	03/07/2012
13	06/11/2012
13a	09/10/2012
13b	11/13/2012

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REV NO.	DATE
14	05/31/2013
14a	11/28/2013
15	04/07/2014
16	07/01/2014
16a	03/26/2015
16b	02/22/2016
17	04/05/2017
17a	08/15/2017
18	04/11/2018
19	05/06/2019
19a	01/10/2020
20	08/04/2020
21	10/01/2021
22	11/16/2022

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT: Airbus A330	HIGHLIGHTS OF CHANGE

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

ITEM NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections and formatting changes were made throughout the document, indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
General	Corrected ETOPS references throughout document (changed ER operations to ETOPS). Changes are indicated with change bars, but are not listed hereafter in these Highlights of Change.
General	Added dispatch condition statements to all Remarks and Exceptions fields throughout document where there are no provisos (blank). Changes are indicated with change bars, but are not listed hereafter in these Highlights of Change.
ATA 21 Air Conditioning	
21-27-01	Updated item with provisos and additional dispatch condition.
21-27-02	Deleted item.
21-28-02	Added sub-sub-items for passenger and cargo configurations and extraneous word 'the' removed.
21-28-03	Added sub-sub-items for passenger and cargo configurations and extraneous word 'the' removed.
21-28-04	Updated proviso and extraneous word 'the' removed.
21-43-01	Extraneous word 'the' removed.
21-43-02	Added sub-items for passenger and cargo configurations.
21-52-01	Added new proviso for HPV.
21-63-02	Number required for dispatch updated.
ATA 22 Autoflight	
22-10-03	Updated item title.
22-30-01	Added dispatch condition for Mod applicability.
22-72-01	Included relief from items 22-72-02, 22-72-03, 22-73-01, and 22-73-02 as sub-items. Updated item with additional provisos, Mod applicability and dispatch conditions.
22-72-02	Relief combined with Item 22-72-01, Flight Management System (FMS).
22-72-03	Relief combined with Item 22-72-01, Flight Management System (FMS).

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AIRCRAFT: Airbus A330		HIGHLIGHTS OF CHANGE
ITEM NO.	EXPLANATION OF CHANGE	
22-73-01	Relief combined with Item 22-72-01, Flight Management System (FMS).	
22-73-02	Relief combined with Item 22-72-01, Flight Management System (FMS).	
22-73-05	Removed “relief moved” reference.	
22-82-01	Removed sub-item deletion statements and re-sequenced remaining sub-item numbers.	
22-83-01	Updated item by reformatting with sub-items and removing the word ‘one’ as redundant.	
ATA 23 Communications		
23-12-01	Updated item in accordance with FAA MMEL Policy Letter PL-95 R2. Added (O) procedure indicator and updated proviso.	
23-28-01	Added (O) procedure indicator.	
23-51-04	Updated item in accordance with FAA MMEL Policy Letter PL-58 R4.	
23-72-01	Updated item in accordance with FAA MMEL Policy Letter PL-122 R1.	
23-73-01	Added (O) procedure indicator.	
23-73-02	Added dispatch conditions and updated provisos.	
ATA 24 Electrical Power		
24-41-01	Added provisos.	
24-41-02	Updated item title.	
24-41-03	Updated item title.	
ATA 25 Equipment/Furnishings		
25-21-01	Deleted dispatch condition.	
25-22-01	Updated item in accordance with FAA MMEL Policy Letter PL-97 R4.	
25-22-06	Updated item in accordance with FAA MMEL Policy Letter PL-104 R7. Added new sub-items.	
25-50-01	Updated item title. Added (O) procedure indicator and note.	
25-50-02	Updated item title. Added (O) procedure indicator and notes.	
25-50-03	New item.	

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AIRCRAFT: Airbus A330		HIGHLIGHTS OF CHANGE
ITEM NO.	EXPLANATION OF CHANGE	
25-51-01	Updated item in accordance with FAA MMEL Policy Letter PL-100 R3.	
25-51-02	Updated item in accordance with FAA MMEL Policy Letter PL-100 R3.	
25-65-01	Updated item in accordance with FAA MMEL Policy Letter PL-132 R0.	
25-75-03	Removed first proviso.	
ATA 26 Fire Protection		
26-11-01	New item.	
26-11-02	New item.	
26-17-01	Updated item in accordance with FAA MMEL Policy Letter PL-24 R5.	
26-19-01	Updated item in accordance with FAA MMEL Policy Letter PL-102 R2.	
26-24-01	Updated item in accordance with FAA MMEL Policy Letter PL-132 R0.	
26-25-01	Updated item in accordance with FAA MMEL Policy Letter PL-24 R5.	
ATA 27 Flight Controls		
27-95-01	Added dispatch condition for Mod applicability.	
ATA 31 Indicating/Recording Systems		
31-66-02	Added proviso and corrected spelling error.	
ATA 32 Landing Gear		
32-31-03	Updated provisos and Mod applicability.	
32-33-01	Updated provisos and Mod applicability.	
ATA 33 Lights		
33-21-01	Added dispatch conditions for Mod applicability.	
33-42-01	Updated proviso.	
33-43-01	Rephrased proviso and added Mod applicability.	
33-46-01	Updated item title and rephrased proviso.	
33-50-04	Updated number installed.	

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HIGHLIGHTS OF CHANGE

ITEM NO.	EXPLANATION OF CHANGE
ATA 34 Navigation	
34-12-01	Updated repair category.
34-12-02	Updated repair category and proviso.
34-12-03	Updated repair category.
34-14-01	Added dispatch conditions.
34-41-01	Updated item with new dispatch conditions and sub-items and spelling error.
34-42-03	Removed deletion statement and item reference.
34-48-01	Added sub-item and rephrased proviso.
34-48-02	New item.
34-48-03	New item.
34-48-04	New item.
34-48-05	New item.
34-48-06	New item.
34-48-07	New item.
34-49-02	New item.
34-49-03	New item.
34-49-04	New item.
34-57-02	Updated item in accordance with FAA MMEL Policy Letter PL-105 R4.
ATA 35 Oxygen	
35-31-01	Updated item in accordance with FAA MMEL Policy Letter PL-132 R0.
35-32-01	Updated item in accordance with FAA MMEL Policy Letter PL-132 R0.
35-32-02	Updated item in accordance with FAA MMEL Policy Letter PL-132 R0.

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AIRCRAFT: Airbus A330		HIGHLIGHTS OF CHANGE
ITEM NO.	EXPLANATION OF CHANGE	
ATA 36 Pneumatic		
36-11-01	Added new proviso for HPV.	
36-11-06	Added new proviso for HPV.	
36-11-07	Added new proviso for HPV.	
36-22-03	Updated provisos.	
ATA 46 Information Systems		
46-11-01	Updated item in accordance with FAA MMEL Policy Letter PL-121 R1.	
ATA 52 Doors		
52-50-02	Updated item in accordance with FAA MMEL Policy Letter PL-112 R2.	
52-50-03	Updated item in accordance with FAA MMEL Policy Letter PL-112 R2.	
52-70-01	Updated item in accordance with FAA MMEL Policy Letter PL-69 R2.	
52-71-01	Added provisos and new sub-item. Updated item in accordance with FAA MMEL Policy Letter PL-69 R2	
ATA 56 Windows		
System Chapter 56	Removed System Chapter 56 from MMEL.	
ATA 73 Engine Fuel and Control		
73-25-01	Updated engine applicability with new sub-sub-item.	
73-30-01	Updated provisos and added notes.	
ATA 79 Engine Oil		
79-35-02	Updated sub-item titles and proviso format.	

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AIRCRAFT: Airbus A330		FAA MMEL POLICY APPLICATION RECORD

With this MMEL **Revision 22**, stated policy from the following list of FAA MMEL Policy Letters (PL) has been applied to the appropriate items listed on this MMEL, as applicable. Any PL, either new or revised, with an issue date later than **08/19/2021** (most recent listing on this record) has not been considered for application in this revision.

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-001	Wide-Body Passenger Airplane Door/Slide Relief	Revision 4 02/27/2010	52-10-01
PL-002	Aural and Visual Speed Warning Policy	Revision 1 08/15/1997	N/A
PL-003	DME Systems MMEL Policy	Revision 1 08/15/1997	34-51-01
PL-005	Takeoff Warning Systems	Revision 1 08/15/1997	N/A
PL-009	Public Address System, Crewmember Interphone and Alerting Systems	Revision 12 10/23/2015	23-31-01 23-43-01
PL-013	Oil Temperature and Pressure Instrument MEL Policy	Revision 1 08/15/1997	N/A
PL-024	Lavatory Fire Protection	Revision 5 10/23/2015	26-17-01 26-25-01
PL-025	MMEL and MEL Definitions	Revision 22 08/19/2021	As Applicable
PL-026	Thrust Reversers on Small Turbojet Airplanes	Revision 1 08/15/1997	N/A
PL-029	Master Minimum Equipment List (MMEL) Requirements for Cockpit Voice Recorder (CVR)	Revision 5 08/10/2010	23-71-01 31-33-03
PL-031	MMEL Format Specification	Revision 3 01/20/2011	As Applicable
PL-032	Traffic Alert and Collision Avoidance System (TCAS)	Revision 7 07/07/2006	34-43-01
PL-034	MMEL and MEL Preamble	Revision 4 08/15/1997	As Applicable

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FAA MMEL POLICY APPLICATION RECORD

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-036	FAR Part 91 MEL Approval & Preamble	Revision 3 06/16/2020	N/A
PL-038	Policy Regarding MMEL Relief for Primary Thrust Setting Instruments on Two-Engine Airplanes	Revision 1 08/15/1997	73-25-01
PL-039	Altitude Alerting Systems	Revision 5 01/29/2010	31-53-03
PL-040	ETOPS and Polar Operations	Revision 3 11/10/2020	23-28-01 24-22-01 24-22-02 24-23-01 26-12-01 26-13-01 26-13-02 26-13-03 30-11-01 30-21-01 30-21-03 30-31-01 30-31-02 30-31-03 30-31-04 30-31-05 30-42-01 30-42-03 34-41-01 36-11-01 36-11-02 36-11-03 36-11-04 36-11-05 36-11-06 36-11-07 36-11-08 36-12-01 36-12-02 36-12-03 36-22-03 36-23-01 49-11-01 49-70-01

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FAA MMEL POLICY APPLICATION RECORD

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-045	Time Limited Dispatch (TLD) Authorization for Full Authority Digital Electronic Control (FADEC) Engines	Revision 2 03/04/2004	73-25-01 73-30-03 78-30-05
PL-054	Terrain Awareness and Warning System (TAWS)	Revision 10 10-31-2005	34-48-01
PL-056	Flight Deck FWD Observer Seat	Revision 5 01/01/2012	23-51-02 23-51-05 25-11-06
PL-058	Flight Deck Headsets and Hand Microphones	Revision 4 03/24/2012	23-51-04 23-51-05
PL-063	Instrument and Equipment Items Required for Emergency Procedures	Revision 4 07/05/2012	As Applicable
PL-064	Electrical Power MMEL Policy - Four Engine Cargo Airplanes	Revision 1 08/15/1997	N/A
PL-065	Policy Regarding Cargo Provisions in the MMEL for Cargo Operations	Revision 1 08/15/1997	As Applicable
PL-067	Windshear Warning and flight Guidance System (RWS) Windshear Detection and Avoidance System (PWS)	Revision 4 01/15/2012	22-66-03 34-41-01
PL-069	External Door Indication System	Revision 2 09/24/2003	52-70-01 52-71-01
PL-072	Wing Icing Detection Lights	Revision 4 03/12/2012	33-49-01
PL-076	ATC Transponders and Automatic Altitude Reporting Systems	Revision 7 12/04/2017	34-52-01
PL-077	Cockpit and Instrument Lighting Systems	Revision 4 12/17/2012	33-12-01
PL-079	Passenger Seat Relief	Revision 9 12/05/2017	25-21-01
PL-083	Water and Waste Systems on Air Carrier Aircraft	Revision 8 05/11/2015	38-10-01 38-30-01

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FAA MMEL POLICY APPLICATION RECORD

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-084	Master Minimum Equipment List (MMEL) for Reduced Separation Minimum (RVSM) Operations	Revision 1 08/15/1997	31-53-03
PL-087	Flight Data Recorder (FDR)	Revision 10 08/10/2010	31-33-01
PL-089	FASTEN SEAT BELT WHILE SEATED Signs or Placards	Revision 2 01/31/2009	25-60-07
PL-090	Pitot Heat Indicating System	Revision 1 09/20/2001	30-31-02
PL-093	Autopilot Disconnect MMEL Policy	Revision 1 09/11/2006	22-10-03
PL-094	Liquid or Paste Propeller Deicer	Revision 1 10/08/2004	N/A
PL-095	VHF Communications MMEL Requirements	Revision 2 01/15/2012	23-12-01
PL-096	Galley/Cabin Waste Receptacles Access Doors/Covers	Revision 2 01/29/2010	25-45-01
PL-097	Flight Attendant Seat(s)	Revision 4 09/06/2007	25-22-01
PL-098	Navigation Databases	Revision 1 06/01/2017	34-61-01
PL-099	Door/Slide Relief Policy	Revision 2 02/26/2010	52-10-01
PL-100	MMEL/MEL Relief for Cargo Restraint Components	Revision 3 10/02/2020	25-51-01 25-51-02
PL-101	Autopilot Relief	Revision 2 12/15/2011	22-10-01
PL-102	Cargo Compartment Smoke Detection and Fire Suppression Systems	Revision 2 12/17/2012	26-16-01 26-16-02 26-23-01

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FAA MMEL POLICY APPLICATION RECORD

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-104	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/Closets	Revision 7 06/24/2020	25-22-06
PL-105	Automatic Dependent Surveillance-Broadcast (ADS-B) System	Revision 4 02/08/2021	34-57-02
PL-106	High Frequency (HF) Communications	Revision 5 06/06/2014	23-11-01
PL-107	MMEL Relief for Inoperative APU Generator	Revision 1 05/22/2001	24-23-01
PL-108	Carriage of Empty Cargo Handling Equipment	Revision 1 10/17/2011	26-16-01 26-16-02 26-23-01
PL-109	Supplemental Type Certificate (STC) MMEL/MEL Relief Process	Revision 1 11/07/2019	N/A
PL-111	MMEL Policy for Inoperative Standby Attitude Indicator	Revision 1 01/29/2004	34-22-03
PL-112	Relief for 14 CFR 25.795 Compliant Flight Deck Doors	Revision 2 01/18/2012	52-50-02 52-50-03
PL-113	MMEL Relief for Anti-Skid Inoperative	Revision 0 12/20/2002	N/A
PL-114	Nose Gear Steering Systems	Revision 1 10/09/2012	N/A
PL-117	Selective Call System (SELCAL)	Revision 0 10/07/2005	23-51-01
PL-119	Two-Section MMELs (Parts 91, 125, and 135)	Revision 4 12/04/2017	N/A
PL-120	Emergency Locator Transmitters (ELT)	Revision 3 04/12/2019	25-65-01
PL-121	(EFB) Electronic Flight Bag	Revision 1 05/03/2021	46-11-01
PL-122	Flight Deck Door Surveillance Systems	Revision 1 10/09/2012	23-72-01

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FAA MMEL POLICY APPLICATION RECORD

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-123	Passenger Notice System (Lighted Information Signs)	Revision 1 04/30/2010	33-20-01
PL-124	Damaged Window/Windshield Relief	Revision 0 01/20/2009	N/A
PL-125	Equipment Relief without Passengers	Revision 1 11/27/2012	As Applicable
PL-126	Chelton FlightLogic Electronic Flight Instrument Systems (EFIS)	Revision 0 05/28/2010	N/A
PL-127	Night Vision Imaging Systems (NVIS)	Revision 0 06/07/2010	N/A
PL-129	Cockpit Smoke Vision Systems (CSVS)	Revision 0 03/12/2012	N/A
PL-130	Flightcrew Rest Facilities (FCRF)	Revision 2 03/12/2021	As Applicable
PL-131	Radar (Radio) Altimeters for Rotorcraft	Revision 0 10/23/2019	N/A
PL-132	Portable Emergency Equipment	Revision 0 05/03/2021	25-65-01 26-24-01 35-31-01 35-32-01

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AIRCRAFT: Airbus A330	DEFINITIONS AND PREAMBLE

DEFINITIONS

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

PREAMBLE

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

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LIST OF ACRONYMS

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

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LIST OF ACRONYMS

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

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LIST OF ACRONYMS

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

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LIST OF ACRONYMS

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

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT: Airbus A330		LIST OF ACRONYMS
ACRONYM	DEFINITION	
F		
F/O	First Officer	
FADEC	Full Authority Digital Engine Control	
FANS	Future Air Navigation System	
FAP	Flight/Forward Attendant Panel	
FAK	First Aid Kit	
FC	Failure Condition	
FCDC	Flight Control Data Concentrator	
FCGS	Flight Control and Guidance System	
FCOM	Flightcrew Operating Manual	
FCRC	Flightcrew Rest Compartment	
FCRM	Flight Control Remote Module	
FCTM	Flightcrew Technique Manual	
FCU	Flight Control Unit	
FCV	Flow Control Valve	
FD	Flight Director	
FDIU	Flight Data Interface Unit	
FDU	Fire Detection Unit	
FDR	Flight Data Recorder	
FE	Flight Envelope	
FEDC	Fire Extinguisher Data Converter	
FES	Fire Extinguishing System	
FESRA	Fire, Explosion, and Smoke Risk Analysis	
FG	Flight Guidance	
FL	Flight Level	
FLS	FMS Landing System	
FM	Flight Management	
FMA	Flight Mode Annunciator	
FMB	Flow Metered Bottle	
FMC	Flight Management Computer	
FME	Flow Metering Equipment	
FMS	Flight Management System	
F/O	First Officer	
FOB	Fuel on Board	
FOD	Foreign Object Damage	
FOHE	Fuel/Oil Heat Exchanger	
FPEEPMS	Floor-Proximity Emergency-Escape Path-Marking System	
F-PLN	Flight Plan	
FPMS	Floor Path Marking System	
FQ	Fuel Quantity	
FQI	Fuel Quantity Indication	
FQMS	Fuel Quantity and Management System	
FSN	Fleet Serial Number	
FSOV	Fire Shutoff Valve	
FTIS	Fuel Tank Inerting System	
FWD	Forward	

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AIRCRAFT:
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LIST OF ACRONYMS

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

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AIRCRAFT:

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LIST OF ACRONYMS

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

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LIST OF ACRONYMS

ACRONYM	DEFINITION
MMEL	Master Minimum Equipment List
M _{MO}	Maximum Operating Mach
MMR	Multi-Mode Receiver
MNPS	Minimum Navigation Performance Specification
MOD	Modification
MON	Monitoring
MORA	Minimum On-Route Altitude
MP	Modification Proposal
MPC	Maximum Passenger Capacity
MPZC	Maximum Permitted Zone Capacity
MSA	Minimum Safe Altitude
MTS	Mixer Temperature Sensor
N	
N ₁	Engine Low Pressure Rotor Speed
N ₂	Engine Intermediate Pressure Rotor Speed
N ₃	Engine High Pressure Rotor Speed
N/A	Not Applicable
NAA	National Aviation Authority
NAV	Navigation
NAVAIDS	Navigation Aids
NBSELV	Normal Brake Selector Valve
NEF	Nonessential Equipment and Furnishings
ND	Navigation Display
NDU	Navigation Display Unit
NLG	Nose Landing Gear
NRV	Negative Relief Valve
NSV	Normal Servo Valve
NWS	Nose Wheel Steering
O	
OAT	Outside Air Temperature
OCL	Oceanic Clearance
OCU	Outflow Valve Control Unit
ODMS	Oil Debris Monitoring System
OEI	One Engine Inoperative
OFV	Outflow Valve
OHDC	Over Heat Detection Card
OIS	Onboard Information System
OMT	Onboard Maintenance Terminal
OPS	Operations
ORV	Overpressure Relief Valve
OSFC	Open-World Server Function Cabinet
OVRD	Override

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AIRCRAFT:

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LIST OF ACRONYMS

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

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LIST OF ACRONYMS

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

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LIST OF ACRONYMS

ACRONYM	DEFINITION
THR	Thrust
THS	Trimmable Horizontal Stabilizer
TOC	Table of Contents
TOGA	Takeoff/Go Around
TOS	Takeoff Securing
TOW	Takeoff Weight
TPIC	Tire Pressure Indicating Computer
TPIS	Tire Pressure Indicating System
TR	Transformer Rectifier Unit
TSM	Trouble Shooting Manual
TTL	Taxi, Takeoff, and Landing
TWDC	Tank Wall Data Concentrator
U	
UCV	Unpressurized Compartment Ventilation
UERF	Uncontained Engine Rotor Failure
ULD	Unit Load Device
ULR	Ultra Long Range
UTC	Universal Coordinated Time
V	
V ₁	Critical Engine Failure Speed
V ₂	Takeoff Safety Speed
V/S	Vertical Speed
VAC	Voltage Alternating Current
VAPP	Approach Speed
VC	Variable Camber
VCC	Video Control Center
VCRU	Vapor Cycle Refrigeration Unit
VCS	Ventilation Control System
VD	Vertical Display
VENT	Ventilation
V _{FE}	Maximum Speed for each Flap Configuration
VFG	Variable Frequency Generator
VFR	Visual Flight Rules
VHF	Very High Frequency
VIGV	Variable Inlet Guide Vane
V _{LE}	Max Landing Gear Extended Speed
VMC	Visual Meteorological Conditions
V _{MCA}	Minimum Control Speed in Flight
VMCG	Minimum Control Speed on Ground
V _{MO}	Maximum Operating Speed
V _{MU}	Minimum Unstick Speed
VOZC	Volatile Organic Compound and Ozone Converter
VOR	VHF Omnidirectional Range
VQAR	Virtual Quick Access Recorder
V _R	Rotation Speed
V _S	Reference Stalling Speed
VTP	Vertical Tail Plane

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LIST OF ACRONYMS

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

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-21-01	Cabin Fans (Recirculation Fans)					
1)	Passenger Configuration	C	2	1	(M)(O) One may be inoperative provided: a) Both air conditioning packs operate normally, and b) HI Flow is selected. NOTE: Apply maintenance procedure only in case of continuous operation of the affected cabin fan, or in case of "burning smell" associated with the inoperative cabin fan.	
2)	Cargo Configuration	D	2	1	(M)(O) One may be inoperative provided both air conditioning packs operate normally. NOTE: Apply maintenance procedure only in case of continuous operation of the affected cabin fan, or in case of "burning smell" associated with the inoperative cabin fan.	
		C	2	0	(M)(O) Both may be inoperative provided: a) Both air conditioning packs operate normally, and b) HI Flow is selected. NOTE: Apply maintenance procedure only in case of continuous operation of the affected cabin fan, or in case of "burning smell" associated with the inoperative cabin fan.	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-21-02	Recirculation Valves (Passenger Configuration)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
21-21-03	CAB FANS pb-sw					
	OFF Light	C	1	0	May be inoperative.	
21-21-04 ***	Lower Deck Cabin Crew Rest Compartment Ventilation (Passenger Configuration)	D	1	0	(M) May be inoperative provided: a) Isolation valve is closed, and b) Lower deck cabin crew rest compartment is secured closed and not used.	
1)	Low Flow Buzzer	C	1	0	(O) May be inoperative provided a procedure is used to periodically check that the operative LEAVE MCR sign or the LOW FLOW lamp are not illuminated when the lower deck cabin crew rest compartment is used.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-21-05	Indications on ECAM COND Page					
1)	Cabin FAN	C	2	0	One or more may be inoperative.	
21-21-06 ***	Bulk Crew Rest Compartment Ventilation (With STC No. ST11686SE-T)	D	1	0	(M)(O) May be inoperative provided: a) Isolation valve is closed, and b) Bulk Crew Rest Compartment is secured closed, not used, and considered inoperative.	
1)	LOW FLOW Lighted Signs	D	3	1	May be inoperative provided the LOW FLOW aural alert is operational.	
		D	3	0	(M)(O) May be inoperative provided the Bulk Crew Rest Compartment is secured closed, not used, and considered inoperative.	
2)	LOW FLOW Aural Alert	D	1	0	(M)(O) May be inoperative provided the Bulk Crew Rest Compartment is secured closed, not used, and considered inoperative.	
3)	LOW PRESSURE Lighted Indication/ Aural Warning	D	1	0	(M)(O) May be inoperative provided the Bulk Crew Rest Compartment is secured closed, not used, and considered inoperative.	
21-21-07	Flightcrew Rest Compartment (FCRC) Heater System	C	1	0	(O) May be inoperative provided FCRC use is acceptable to crewmembers.	
		C	1	0	(O) May be inoperative provided a passenger seat in the cabin is made available for the crewmember(s).	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-21-08	Lower-Deck Mobile Crew Rest Area (LD-MCR) Heater System	C	1	0	(O) May be inoperative provided LD-MCR use is acceptable to crewmembers.	
		D	1	0	(O) May be inoperative provided LD-MCR is secured closed and not used.	
21-21-09	Bulk Crew Rest Compartment Heater System (With STC No. ST11686SE-T)	C	1	0	(M)(O) May be inoperative provided: a) The heaters are deactivated, and b) Bulk Crew Rest Compartment use is acceptable to crewmembers.	
		D	1	0	(M)(O) May be inoperative provided the Bulk Crew Rest Compartment is secured closed, not used, and considered inoperative.	
1)	Electric Heaters	C	3	1	(M) May be inoperative provided affected heater(s) is deactivated.	
21-21-10	Bulk Crew Rest Compartment Temperature Sensor (With STC No. ST11686SE-T)	C	2	0	May be inoperative provided the Bulk Crew Rest Compartment heater system is considered inoperative.	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-21-11	Main Deck Cargo Isolation Valve (FWD and AFT) (A330-200F)					
1)	Isolation Valve	C	4	2	(M)(O) May be inoperative provided: a) Affected isolation valves are deactivated in the closed position, b) Associated trim air valves are deactivated in the closed position, and c) Access to the main deck cargo compartment is not authorized during flight.	
		B	4	0	(M)(O) May be inoperative provided: a) All the isolation valves are deactivated in the closed position, b) Associated trim air valves are deactivated in the closed position, c) The total air temperature (TAT) is monitored in flight and remains above -15 °C, and d) Access to the main deck cargo compartment is not authorized during flight.	
		C	4	0	May be inoperative in the open position provided the main deck cargo compartment is empty or does not contain flammable or combustible materials.	
2)	ISOL VALVES pb-sw					
a)	FAULT Light	D	1	0	May be inoperative.	
b)	OFF Light	D	1	0	May be inoperative.	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-21-12 ***	Lower Deck Mobile Crew Rest Compartment Ventilation (With STC No. ST02440SE)	D	1	0	(M)(O) May be inoperative provided: a) The isolation valve is closed, and b) The Lower Deck Mobile Crew Rest is secured closed and not used.	
1)	LOW FLOW Lighted Signs	D	3	1	One may be inoperative provided LOW FLOW aural alert is operational.	
		D	3	0	May be inoperative provided the Lower Deck Mobile Crew Rest is secured closed and not used.	
2)	LOW FLOW Aural Alert	D	1	0	May be inoperative provided Lower Deck Mobile Crew Rest is secured closed and not used.	
21-21-13	Lower Deck Mobile Crew Rest Heater System (With STC No. ST02440SE)	D	1	0	(M)(O) May be inoperative provided the Lower Deck Mobile Crew Rest is secured closed and not used.	
1)	Electric Heaters	C	2	0	(M)(O) May be inoperative provided: a) The heaters are deactivated, and b) Lower Deck Mobile Crew Rest is acceptable to crewmembers.	
2)	Electric Heater	C	2	1	(M)(O) One may be inoperative provided: a) The heater is deactivated, and b) Lower Deck Mobile Crew Rest is acceptable to crewmembers.	
(Continued)						

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-21-13	Lower Deck Mobile Crew Rest Heater System (With STC No. ST02440SE) (Cont'd)					
3)	Temperature Sensor	C	4	0	(M)(O) May be inoperative provided: a) The heater controller(s) is in safe mode, and b) Lower Deck Mobile Crew Rest is acceptable to crewmembers.	
		D	4	0	May be inoperative provided the Lower Deck Mobile Crew Rest is secured closed and not used.	
4)	Heater Controllers	C	2	0	(M)(O) May be inoperative provided: a) The heater controller(s) is in safe mode, and b) Lower Deck Mobile Crew Rest is acceptable to crewmembers.	
21-21-14 ***	Lower Deck Mobile Crew Rest Ventilation (With STC No. ST13371SE-T)					
1)	Low Air Flow Condition	C	0	0	(M) Condition may exist provided there is no dry ice in the cargo bay. NOTE: These provisions are not intended to prohibit LDMCR inspections by crewmembers.	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-21-15 ***	Lower Deck Mobile Crew Rest Heater System (With STC No. ST13371SE-T)				(M)(O) May be inoperative provided the Lower Deck Mobile Crew Rest (LDMCR) is secured closed and not used.	
		C	1	0	(M) May be inoperative deactivated.	
					NOTE: The LDMCR can still be occupied with the heater system inoperative, but will not be considered a Class 1 rest facility.	
1)	Temperature Sensors	C	4	0	(O) May be inoperative provided alternate procedures are developed and used.	
2)	Electric Heater	C	2	0	(M) May be inoperative provided: a) Associated heater system is deactivated, and b) Breaker collar is pulled.	
		C	2	0	(M) One or two maybe inoperative provided: a) Associated heater system is deactivated, and b) Cannon plugs are disconnected, capped and stowed.	
					NOTE: These provisions are not intended to prohibit LDMCR inspections by crewmembers.	
21-21-42	Aft Galley Area Heater System	D	1	0	(M) May be inoperative provided it is deactivated.	
21-23-01	Lavatory and Galley Extraction Fan	C	1	0	(O) May be inoperative.	
21-23-02	Lavatory and Galley Differential Pressure Switch	C	1	0	May be inoperative.	

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-23-05 ***	In-Flight Entertainment Center Bay Ventilation (Passenger Configuration)	D	1	0	(M) May be inoperative provided the In-Flight Entertainment System is deactivated.	
21-23-06	GALY & LAV FAN pb-sw (Cargo Configuration)					
1)	OFF Light	D	1	0	May be inoperative.	
21-25-01	Air Conditioning Compartment Ventilation Turbofan	C	1	0	(M)(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Turbofan is deactivated.	
21-25-02	Air Conditioning Compartment Turbofan Supply Valve	C	1	0	(M)(O) May be inoperative closed provided alternate procedures are established and used. NOTE: Failure of the turbofan supply valve in open position is indicated by a MAINTENANCE STATUS message.	
21-25-03	Air Conditioning Compartment Turbofan Pressure Switch	C	1	0	(M) May be inoperative provided turbofan operates normally.	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-26-01	Avionics Equipment Ventilation Extract Fan	C	1	0	(M)(O) May be inoperative provided: a) Both cabin fans operate normally, b) EXTRACT pb-sw is selected to OVRD, and c) Airplane remains at or below FL 290 if dispatch is also combined with one air conditioning pack inoperative.	
21-26-02	Avionics Equipment Ventilation Overboard Extract Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is manually set in full open position for ground operations with engines not running, b) Valve is manually set in partially open position just prior to engine start, c) EXTRACT pb-sw is selected to OVRD just prior to engine start, and d) Airplane remains at or below FL 290 if dispatch is also combined with one air conditioning pack inoperative.	
21-26-03	Avionics Equipment Ventilation Underfloor Extract Valve	C	1	0	(M)(O) May be inoperative in closed position provided: a) EXTRACT pb-sw is selected to OVRD just prior to engine start, and b) Airplane remains at or below FL 290 if dispatch is also combined with one air conditioning pack inoperative.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-26-04	Avionics Equipment Ventilation Controller (AEVC)	C	1	0	(M) May be inoperative provided: a) Overboard valve is manually set in full open position, without deactivation, for ground operations with engines not running, b) OVRD function of the EXTRACT pb-sw operates normally, c) Underfloor extract valve is manually set in open position, without deactivation, and d) Overboard valve is manually set in closed position, without deactivation, before engine start.	
21-26-05	Cooling Effect Detector (CED)	C	1	0	(M) May be inoperative provided: a) Both cabin fans and both air conditioning packs operate normally, and b) Ventilation airflow through avionics racks is verified before each departure.	
21-26-06	EXTRACT pb-sw					
1)	FAULT Light	C	1	0	May be inoperative.	
2)	OVRD Light	C	1	0	May be inoperative.	
21-26-07	Indications on ECAM CAB PRESS Page					
1)	EXTRACT (Valve Position)	C	1	0	May be inoperative.	

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Airbus A330

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-26-08	Warning and Caution on ECAM E/WD					
1)	VENT BLOWING FAULT	C	1	0	(M) May be inoperative provided: a) Both cabin fans and both air conditioning packs operate normally, and b) Ventilation airflow through avionics racks is verified before each departure.	
21-27-01 ***	Avionics Equipment Ground Cooling System	D	1	0	(O) May be inoperative provided: a) GND COOL pb-sw is set to OFF, and b) Associated skin valve is checked closed on CAB PR SD page.	
		D	1	0	(M) May be inoperative provided associated skin valve is secured closed.	
21-27-02	Avionics Equipment Ground Cooling Skin Valve				Deleted, Revision 22.	
21-28-01	Cargo Compartment Ventilation Controller				Deleted, Revision 17.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28-02 ***	FWD Lower Deck Cargo Compartment Ventilation and Cooling					
1)	Extraction Fan					
a)	Passenger Configuration	C	1	0	(O) May be inoperative provided FWD ISOL VALVES pb-sw is set to OFF. NOTE: For live animal transportation, refer to Live Animal Transportation Calculation (LATC) tool.	
b)	Cargo Configuration	C	1	0	(O) May be inoperative provided LD FWD ISOL VALVES pb-sw is set to OFF. NOTE: For live animal transportation, refer to LATC tool.	
2)	Isolation Valves					
a)	Passenger Configuration	C	3	0	(O) May be inoperative provided: a) All FWD cargo isolation valves are verified closed, and b) FWD ISOL VALVES pb-sw FAULT light is verified operative. NOTE: For live animal transportation, refer to LATC tool.	
		D	3	0	(M)(O) May be inoperative provided all FWD cargo isolation valves are deactivated in the closed position. NOTE: For live animal transportation, refer to LATC tool.	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28-02 ***	FWD Lower Deck Cargo Compartment Ventilation and Cooling (Cont'd)					
2)	Isolation Valves (Cont'd)					
a)	Passenger Configuration (Cont'd)	C	3	0	(O) May be inoperative in open position provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
b)	Cargo Configuration	D	3	0	(O) May be inoperative provided: a) All FWD cargo isolation valves are verified closed, and b) FWD ISOL VALVES pb-sw FAULT light is verified operative. NOTE: For live animal transportation, refer to LATC tool.	
(Continued)						

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28-02 ***	FWD Lower Deck Cargo Compartment Ventilation and Cooling (Cont'd)					
2)	Isolation Valves (Cont'd)					
b)	Cargo Configuration (Cont'd)	D	3	0	(M)(O) May be inoperative provided all FWD cargo isolation valves are deactivated in the closed position. NOTE: For live animal transportation, refer to LATC tool.	
		C	3	0	(O) May be inoperative in open position provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
3)	ISOL VALVES pb-sw					
a)	FAULT Light	C	1	0	May be inoperative.	
b)	OFF Light	C	1	0	May be inoperative.	
(Continued)						

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28-02 ***	FWD Lower Deck Cargo Compartment Ventilation and Cooling (Cont'd)					
4)	Cargo Cooling System	D	1	0	(O) May be inoperative provided: a) COOLING selector is positioned OFF, and b) FWD CRG ISOL FAULT caution is not displayed on the EWD.	
		D	1	0	(M)(O) May be inoperative provided: a) COOLING selector is positioned OFF, and b) The cold air valve of the FWD LDCC is deactivated in the closed position.	
					NOTE: For live animal transportation, refer to LATC tool.	
21-28-03 ***	AFT Lower Deck Cargo Compartment Ventilation and Cooling					
1)	Extraction Fan					
a)	Passenger Configuration	C	1	0	(O) May be inoperative provided AFT ISOL VALVES pb-sw is set to OFF.	
					NOTE: For live animal transportation, refer to Live Animal Transportation Calculation (LATC) tool.	
b)	Cargo Configuration	C	1	0	(O) May be inoperative provided LD AFT ISOL VALVES pb-sw is set to OFF.	
					NOTE: For live animal transportation, refer to LATC.	
(Continued)						

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28-03 ***	AFT Lower Deck Cargo Compartment Ventilation and Cooling (Cont'd)					
2)	Isolation Valves					
a)	Passenger Configuration	C	3	0	(O) May be inoperative provided: a) All AFT cargo isolation valves are verified closed, and b) AFT ISOL VALVES pb-sw FAULT light is verified operative. NOTE: For live animal transportation, refer to LATC tool.	
		D	3	0	(M)(O) May be inoperative provided all AFT cargo isolation valves are deactivated in the closed position. NOTE: For live animal transportation, refer to LATC tool.	
		C	3	0	(O) May be inoperative in open position provided procedures are established and used to ensure the AFT and BULK lower deck 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 Fly Away Kits and which materials can be used as ballast.	
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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28-03 ***	AFT Lower Deck Cargo Compartment Ventilation and Cooling (Cont'd)					
2)	Isolation Valves (Cont'd)					
b)	A330-200 With Bulk Crew Rest Compartment (STC No. ST11686SE-T)	C	3	0	(O) May be inoperative provided: a) All AFT cargo isolation valves are verified closed, and b) AFT ISOL VALVES pb-sw FAULT light is verified operative. NOTE: For live animal transportation, refer to LATC tool.	
		D	3	0	(M)(O) May be inoperative provided all AFT cargo isolation valves are deactivated in the closed position. NOTE: For live animal transportation, refer to LATC tool.	
		C	3	0	(O) May be inoperative in open position provided procedures are established and used to ensure the AFT and BULK lower deck 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 Fly Away Kits and which materials can be used as ballast.	
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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28-03 ***	AFT Lower Deck Cargo Compartment Ventilation and Cooling (Cont'd)					
2)	Isolation Valves (Cont'd)					
c)	Cargo Configuration	D	2	0	(O) May be inoperative provided: a) All AFT cargo isolation valves are verified closed, and b) AFT ISOL VALVES pb-sw FAULT light is verified operative. NOTE: For live animal transportation, refer to LATC tool.	
		D	2	0	(M)(O) May be inoperative provided both AFT cargo isolation valves are deactivated in the closed position. NOTE: For live animal transportation, refer to LATC tool.	
		C	2	0	(O) May be inoperative in open position provided procedures are established and used to ensure 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 Fly Away Kits and which materials can be used as ballast.	
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<p>AIRCRAFT: Airbus A330</p>	<p>TABLE KEY</p> <p>1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS</p>
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28-03 ***	AFT Lower Deck Cargo Compartment Ventilation and Cooling (Cont'd)					
3)	ISOL VALVES pb-sw					
a)	FAULT Light	C	1	0	May be inoperative.	
b)	OFF Light	C	1	0	May be inoperative.	
21-28-04	BULK Cargo Compartment Ventilation					
1)	Extraction Fan	C	1	0	(O) May be inoperative provided BULK ISOL VALVES pb-sw is set to OFF.	
					NOTE: For live animal transportation, refer to Live Animal Transportation Calculation (LATC) tool.	
					(Continued)	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28-04	BULK Cargo Compartment Ventilation (Cont'd)					
2)	Isolation Valves					
a)	Passenger Configuration	C	2	0	(O) May be inoperative provided: a) Both BULK cargo isolation valves are verified closed, and b) BULK ISOL VALVES pb-sw FAULT light is verified operative. NOTE: For live animal transportation, refer to LATC tool.	
		D	2	0	(M)(O) May be inoperative provided both BULK cargo isolation valves are deactivated in the closed position. NOTE: For live animal transportation, refer to LATC tool.	
		C	2	0	(O) May be inoperative in open position provided procedures are established and used to ensure the AFT and the BULK lower deck 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 Fly Away Kits and which materials can be used as ballast.	
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28-04	BULK Cargo Compartment Ventilation (Cont'd)					
2)	Isolation Valves (Cont'd)					
b)	Cargo Configuration	D	2	0	(O) May be inoperative provided: a) Both BULK cargo isolation valves are verified closed, and b) BULK ISOL VALVES pb-sw FAULT light is verified operative. NOTE: Only apply the maintenance procedure when the valve is failed in open position.	
		D	2	0	(M)(O) May be inoperative provided both BULK cargo isolation valves are deactivated in the closed position. NOTE: For live animal transportation, refer to LATC tool.	
		C	2	0	(O) May be inoperative in open position provided procedures are established and used to ensure the AFT and the BULK lower deck 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 Fly Away Kits and which materials can be used as ballast.	
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TABLE KEY

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-28-04	BULK Cargo Compartment Ventilation (Cont'd)					
3)	ISOL VALVES pb-sw					
a)	FAULT Light	C	1	0	May be inoperative.	
b)	OFF Light	C	1	0	May be inoperative.	
21-31-01	Automatic Cabin Pressure Control Systems (CPC, Outflow Valve AUTO Channels)					
1)	Without Mod. 53145/MP D44784	C	2	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, and b) Extended overwater flight is prohibited. 	
a)	System 1	C	1	0	(O) Except for ETOPS, may be inoperative provided: <ul style="list-style-type: none"> a) Cabin pressure indications are available on ECAM CAB PRESS in manual mode, b) System 2 operates normally, and c) Extended overwater flight is prohibited. 	
b)	System 2	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Cabin pressure indications are available on ECAM CAB PRESS in manual mode, and b) System 1 operates normally. 	
(Continued)						

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-31-01	Automatic Cabin Pressure Control Systems (CPC, Outflow Valve AUTO Channels) (Cont'd)					
2)	With Mod. 53145/MP D44784	C	2	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Extended overwater flight is prohibited.	
a)	System 1	C	1	0	(M) Except for ETOPS, may be inoperative provided: a) Manual Cabin Pressure Control System is verified to operate normally, b) System 2 operates normally, and c) Extended overwater flight is prohibited.	
b)	System 2	C	1	0	(M) May be inoperative provided: a) Manual Cabin Pressure Control System is verified to operate normally, and b) System 1 operates normally.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-31-02	Manual Cabin Pressure Control System (Outflow Valve MAN Channel. MAN V/S CTL Sel)					
1)	Passenger Configuration	C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
		C	1	0	(M) May be inoperative provided both automatic cabin pressure control systems are verified to operate normally before each flight.	
2)	Cargo Configuration	C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
		C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Both automatic cabin pressure control systems are verified to operate normally before each flight, and b) The Main Deck Cargo Compartment is empty or does not contain flammable or combustible materials. 	
21-31-03	Outflow Valves Automatic Motors	C	4	0	Relief combined with Item 21-31-01, Automatic Cabin Pressure Control Systems, Revision 9.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-31-04	Safety Valves	C	2	1	(M) One may be inoperative in closed position provided: a) Both automatic cabin pressure control systems operate normally, and b) The three motors on each outflow valve operate normally.	
1)	With Mod. 48980	C	3	2	(M) One may be inoperative in closed position provided: a) Both automatic cabin pressure control systems operate normally, and b) The three motors on each outflow valve operate normally.	
21-31-05	Landing Elevation Selection					
1)	Auto Function	C	1	0	(O) May be inoperative provided LDG ELEV is set manually.	
21-31-06	MODE SEL pb-sw FAULT Light	C	1	0	May be inoperative.	
21-31-07	Negative Relief Valve	C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-43-01 ***	Forward Cargo Compartment Heating	D	1	0	(O) May be inoperative provided: a) FWD temperature selector is positioned COLD, and b) On the COND SD page, the FWD trim air valve arrow indicates C. NOTE: For live animal transportation, refer to Live Animal Transportation Calculation (LATC) tool.	
		D	1	0	(M)(O) May be inoperative provided: a) FWD temperature selector is positioned COLD, and b) The FWD trim air valve is deactivated in the closed position. NOTE: For live animal transportation, refer to Live Animal Transportation Calculation (LATC) tool.	
21-43-02 ***	Bulk Cargo Compartment Heating					
1)	Passenger Configuration	C	1	0	(O) May be inoperative provided BULK HOT AIR pb-sw is selected OFF. NOTE: For live animal transportation, refer to Live Animal Transportation Calculation (LATC) tool.	
		D	1	0	(M)(O) May be inoperative provided fan heater is deactivated. NOTE: For live animal transportation, refer to LATC tool.	
(Continued)						

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-43-02 ***	Bulk Cargo Compartment Heating (Cont'd)					
2)	Cargo Configuration	C	1	0	(O) May be inoperative provided BULK HEATER pb-sw is selected OFF.	
					NOTE: For live animal transportation, refer to LATC tool.	
		D	1	0	(M)(O) May be inoperative provided fan heater is deactivated.	
					NOTE: For live animal transportation, refer to LATC tool.	
21-43-03 ***	AFT Lower Deck Cargo Heating System (A330-200F)	D	1	0	(M)(O) May be inoperative provided that the associated trim air valve is deactivated in the closed position.	
21-43-04 ***	Fwd/Aft/Bulk Cargo Compartment Heating Indications on ECAM Page					
1)	CRUISE Page (Passenger Configuration)	D	-	0	May be inoperative provided the associated cargo compartment heating is considered inoperative.	
2)	COND Page (Cargo Configuration)	D	-	0	May be inoperative provided the associated cargo compartment heating is considered inoperative.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-51-01	Pack Flow Control Valves	C	2	1	(M) One may be inoperative provided: a) Valve is secured closed, and b) Associated air conditioning pack is considered inoperative.	
		C	2	0	(M)(O) May be inoperative provided: a) Valve is secured closed, b) Flight is conducted in an unpressurized configuration, and c) Flight is conducted with no passengers on board.	
21-51-02	Pack Flow Selection					
1)	Manual Selection (Aircraft with PW 4000 Engines, RR TRENT Engines, and GE CF6-80E1 Series Engines with Mod. 56554)	C	1	0	May be inoperative.	
2)	Manual Selection (Aircraft with GE CF6-80E1 Series Engines without Mod. 56554)	C	1	0	Except for ETOPS, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
21-51-03	PACK 1(2) pb-sw					
1)	FAULT Lights	C	2	0	May be inoperative.	
2)	OFF Lights	C	2	0	May be inoperative.	
21-51-04	Indications on ECAM					
1)	BLEED Page	C	-	-	Pack related indications may be inoperative.	
2)	CAB PRESS Page	C	-	-	Pack 1 and 2 indications may be inoperative.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-52-01	Air Conditioning Packs					
1)	A330-200, A330-200F, A330-300	C	2	1	(M)(O) Except for ETOPS, one may be inoperative provided: a) Airplane remains at or below FL 350 (A330-200, A330-200F) or FL 370 (A330-300), b) Pack controller associated with the non-affected air conditioning pack operates normally on both channels, c) Affected PACK pb-sw is selected OFF and associated pack flow control valve is verified closed on ECAM BLEED or CAB PRESS page, and d) Speedbrakes operate normally.	
		C	2	1	(M)(O) Except for ETOPS, one may be inoperative provided: a) Airplane remains at or below FL 310, b) Pack controller associated with the non-affected air conditioning pack operates normally on both channels, and c) Affected PACK pb-sw is selected OFF and associated pack flow control valve is verified closed on ECAM BLEED or CAB PRESS page.	
		C	2	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Flight is conducted with no passengers on board.	
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-52-01	Air Conditioning Packs (Cont'd)					
2)	A330-800, A330-900	C	2	1	(M)(O) Except for ETOPS, one may be inoperative provided: a) Airplane remains at or below FL 350 (A330-800) or FL 370 (A330-900), b) Pack controller associated with the non-affected air conditioning pack operates normally on both channels, c) Affected PACK pb-sw is selected OFF and associated pack flow control valve is verified closed on ECAM BLEED or CAB PRESS page, d) Speedbrakes operate normally, and e) Integrity of associated HP valve seal is checked before each flight.	
		C	2	1	(M)(O) Except for ETOPS, one may be inoperative provided: a) Airplane remains at or below FL 310, b) Pack controller associated with the non-affected air conditioning pack operates normally on both channels, c) Affected PACK pb-sw is selected OFF and associated pack flow control valve is verified closed on ECAM BLEED or CAB PRESS page, and d) Integrity of associated HP valve seal is checked before each flight.	
(Continued)						

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-52-01	Air Conditioning Packs (Cont'd)					
2)	A330-800, A330-900 (Cont'd)	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Flight is conducted with no passengers on board, and c) Integrity of associated HP valve seal is checked before each flight.	
3)	Air Cycle Machine	C	2	1	(O) One pack may be operated on heat exchanger cooling only (PACK 1(2) IN BY-PASS MODE) provided: a) Affected air conditioning pack is not operated until airborne and the TAT is below 12 °C, and b) Affected pack outlet temp indication is available on ECAM BLEED page.	
21-53-01	Pack Controllers					
1)	Channels	C	4	2	One may be inoperative on each pack controller.	
		C	4	2	Both may be inoperative on one pack controller provided the associated air conditioning pack is considered inoperative.	
21-53-02	Bypass Valves (Without Mod. 55313 or Mod. 55514)	C	2	0	(M) May be inoperative in closed position provided air cycle machine of associated air conditioning pack operates normally.	
21-53-03	Temperature Control Valves	C	2	1	May be inoperative provided pack controller of other air conditioning pack operates normally.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-53-04	Air Conditioning RAM Air Inlet/Outlet Flaps	C	4	0	(M)(O) May be inoperative in open position.	
		C	4	2	(O) One or two flaps may be inoperative on the same side provided the associated air conditioning pack is considered inoperative.	
		C	4	0	(O) May be inoperative on both sides provided: <ol style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, and b) Flight is conducted with no passengers on board. 	
21-53-05	Indications on ECAM BLEED page					
1)	Temperature Control Valve Position	C	2	0	One or both may be inoperative.	
21-55-02	Indications on ECAM BLEED Page					
1)	RAM AIR	C	1	0	May be inoperative.	
21-63-01	Zone Controller					
1)	Channels	C	2	1	One may be inoperative.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-63-02	Trim Air Valves					
1)	Passenger Configuration	C	7	0	(O) May be inoperative provided the closure function of the associated pack flow control valve is checked to operate normally on the ECAM BLEED page before each flight.	
		C	7	0	May be inoperative provided the associated pack flow control valve is considered inoperative.	
		C	7	0	(M) Trim air valves associated with the temperature control of the economy class may be inoperative provided it is deactivated in the closed position.	
2)	Cargo Configuration	C	6	0	(O) May be inoperative provided the closure function of the associated pack flow control valve is checked to operate normally on the ECAM BLEED page before each flight.	
		C	6	0	May be inoperative provided the associated pack flow control valve is considered inoperative.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-63-03	Hot Air Valves	C	2	0	(O) May be inoperative provided the closure function of the associated pack flow control valve is verified to operate normally on the ECAM BLEED page before each flight.	
		C	2	0	May be inoperative provided the associated pack flow control valve is considered inoperative.	
21-63-04	Hot Air X Valve	C	1	0	May be inoperative.	
21-63-05	HOT AIR 1(2) pb-sw					
1)	FAULT Lights	C	2	0	May be inoperative provided zone duct temperature indications are available on ECAM.	
2)	OFF Lights	C	2	0	One or both may be inoperative.	
21-63-06	Cabin and Cockpit Zone Indications on ECAM					
1)	COND Page	C	-	0	One or more may be inoperative.	
2)	CRUISE Page	C	-	0	One or more may be inoperative.	
21-63-07	Main Deck Cargo Cooling System (A330-200F)	D	1	0	(O) May be inoperative.	
21-63-08	Cockpit Heater (With Mod. 40412/MP S10245)	D	2	0	(O) May be inoperative.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-10-01	Autopilot Systems	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 and approach procedures do not require their use, and c) Number of flight segments and segment duration is acceptable to flightcrew. NOTE: Any mode which operates normally may be used.	
22-10-02	Flight Director Systems	C	2	0	(O) May be inoperative provided operations or procedures do not require their use.	
22-10-03	Take Over pb					
1)	AP Disconnect Function Only	C	2	1	One may be inoperative provided: a) Autopilots are not utilized below 1,500 ft. AGL, b) Approach minimums do not require the use of the autopilot, and c) Priority function is verified to operate normally before each departure.	
		B	2	0	(O) May be inoperative provided: a) Both autopilots are not used, and b) Priority function is verified to operate normally before each departure, and c) Approach procedures do not require the use of autopilots.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-10-04	AUTO LAND Lights	C	2	0	May be inoperative provided approach minimums do not require use of autoland.	
22-10-05	AP Disengagement Warning System	B	1	0	(O) May be inoperative provided: a) Both autopilots are not used, and b) Approach procedures do not require their use.	
22-10-06	Sticks and Rudder Pedals Locking Solenoids in AP Mode	C	3	2	One may be inoperative unlocked provided: a) Approach minimums do not require its use, and b) No autoland is performed.	
22-10-07	Soft Go-Around Function (With Mod. 205322/MP S32096)	C	1	0	(O) May be inoperative.	
22-10-08 ***	AP/FD TCAS Mode	D	1	0	(O) May be inoperative.	
22-30-01	Autothrust Function					
1)	Without Soft Go-Around function Mod. 205322/MP S32096	C	1	0	(M) Except for ETOPS beyond 180 minutes, may be inoperative provided: a) All thrust lever sensors are verified to operate normally, and b) Approach minimums do not require its use. NOTE: Alpha floor is not available with autothrust function inoperative.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-30-01	Autothrust Function (Cont'd)					
2)	With Soft Go-Around function Mod. 205322/MP S32096	C	1	0	(M) Except for ETOPS beyond 180 minutes, may be inoperative provided: a) All thrust lever sensors are verified to operate normally, b) Approach minimums do not require its use, and c) Soft Go-Around function is considered inoperative. NOTE: Alpha floor is not available with autothrust function inoperative.	
22-30-02	Autothrust Instinctive Disconnect Switches	B	2	1	(M) One may be inoperative provided ability to disconnect A/THR by means of remaining Instinctive Disconnect Pb and by FCU A/THR Pb is verified prior to each departure.	
22-30-03	Autothrust Disengagement Warning System	C	1	0	(O) May be inoperative provided autothrust is disconnected and considered inoperative.	
22-66-03	Windshear Warning and Flight Guidance System (Reactive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-72-01	Flight Management System (FMS)					
1)	FMS 1					
a)	(With Mod. 53919/MP S15891)	C	1	0	(O) Except for ETOPS, may be inoperative provided: <ol style="list-style-type: none"> a) FMS 2 is operative, b) Operations or procedures do not require its use, and c) One NAV B/UP function is verified to operate normally. 	
b)	(Without Mod. 53919/MP S15891)	C	1	0	(O) Except for ETOPS, may be inoperative provided: <ol style="list-style-type: none"> a) FMS 2 is operative, b) Operations or procedures do not require its use, c) One NAV B/UP function is verified to operate normally, and d) GPWS Terrain System is considered inoperative. 	
2)	FMS 2	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) FMS 1 is operative, b) Operations or procedures do not require its use, and c) One NAV B/UP function is verified to operate normally. 	
3)	IRS (and GPS) Initialization	C	2	1	One may be inoperative.	
4)	Nav aids Selection and Tuning	C	2	1	One may be inoperative.	
5)	Performance Information	C	2	0	(O) May be inoperative provided operations or procedures do not require their use.	
6)	Fuel/Time Prediction	C	2	0	(O) May be inoperative provided operations or procedures do not require their use.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-72-02	IRS (and GPS) Initialization				Relief combined with Item 22-72-01, Flight Management System (FMS), Revision 22.	
22-72-03	Nav aids Selection and Tuning				Relief combined with Item 22-72-01, Flight Management System (FMS), Revision 22.	
22-73-01	Performance Information and Vertical Navigation				Relief combined with Item 22-72-01, Flight Management System (FMS), Revision 22.	
22-73-02	Fuel/Time Prediction				Relief combined with Item 22-72-01, Flight Management System (FMS), Revision 22.	
22-75-01	SWITCHING Panel					
1)	FM Selector					
a)	NORM Position	C	1	0	May be inoperative provided: a) The intended flight does not require dual FM capability or NAV B/UP function, and b) Lateral navigation can be displayed on at least one ND unit.	
b)	BOTH ON 1, BOTH ON 2 Positions	C	2	0	May be inoperative provided: a) Selector operates normally in NORM position, and b) Lateral navigation can be displayed on at least one ND unit.	
22-75-02	MCDU Switching Function of BRT Knob	C	2	0	May be inoperative provided other functions of MCDU 1 and MCDU 2 operate normally.	

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-76-01	T.O. SURV pb-sw (With Mod. 206531/ MP S33911)	C	1	0	(O) May be inoperative.	
22-76-02	T.O. SURV pb-sw OFF Light (With Mod. 206531/ MP S33911)	D	1	0	May be inoperative.	
22-81-01	Autoflight Control Panel					
1)	Mode Engagement pb					
a)	LOC	C	1	0	May be inoperative provided approach minimums do not require its use.	
b)	ALT	C	1	0	May be inoperative provided crew procedures do not require its use.	
c)	APPR	C	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Approach procedures do not require its use.	
2)	Selection Windows	C	4	0	May be inoperative provided: a) Associated indications operate normally on both PFDs and both NDs, and b) Inoperative windows are blank or masked.	
3)	HDG-V/S TRK-FPA Change Over pb	C	1	0	May be inoperative provided: a) HDG-V/S selection operates normally, and b) Crew procedures do not require its use.	
4)	SPD/MACH Change Over pb	C	1	0	May be inoperative provided SPD selection operates normally.	
(Continued)						

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-81-01	Autoflight Control Panel (Cont'd)					
5)	METRIC ALT pb	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
6)	Engagement pb Light Bars	D	6	0	May be inoperative provided associated indication is available on both PFDs.	
7)	V/S FPA Selection Knob	C	1	0	May be inoperative provided procedures do not require its use.	
8)	V/S FPA Push To Level Off Function	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
22-81-02	EFIS Control Panel					
1)	Baro Reference Display Windows	C	2	0	May be inoperative provided associated indications operate normally on both PFDs.	
2)	Baro Reference Sel					
a)	Outer Ring (in Hg/hPa)	C	2	0	May be inoperative provided required units for the intended flight is available on both EFIS control panels.	
3)	LS pb	C	2	0	May be inoperative provided the associated ILS, FLS, GLS are considered inoperative.	
4)	Optional Data (ARPT, NDB, VOR.D, WPT, CSTR) Display pb	C	10	2	May be inoperative provided: a) Operations or procedures do not require their use, and b) One ARPT and one CSRT pb are available on either side.	
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TABLE KEY

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-81-02	EFIS Control Panel (Cont'd)					
5)	ND Range Sel	C	2	1	(O) One may be inoperative provided: a) Off side ND unit operates normally, and b) Enroute operations and approach procedures do not require its use.	
6)	ND Mode Sel	C	2	1	(O) One may be inoperative provided: a) Off side ND unit operates normally, and b) Enroute operations and approach procedures do not require its use.	
7)	ADF/VOR Sel	C	4	-	As required by 14 CFR.	
8)	Display pb Light Bars	D	14	0	May be inoperative provided associated indication is available on associated PFD or ND.	
22-81-03	Automatic Landing System (AUTOLAND)	C	1	0	May inoperative provided approach minimums do not require its use.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-82-01	Multipurpose Control and Display Units (MCDU)					
1)	MCDU (With Mod. 47457/ MP S14273 or Mod. 47462/ MP S14275 or Mod. 48765/ MP S14270 or Mod. 48766/ MP S14271 or Mod. 51138/ MP S16696 or Mod. 51139/ MP S16697)	C	3	2	(O) MCDU 2 or 3 may be inoperative provided operations or procedures do not require its use.	
		C	3	1	(O) MCDU 2 and 3 may be inoperative provided: <ol style="list-style-type: none"> a) Operations and procedures do not require two MCDUs, or b) Flight remains within radio navaid coverage. 	
2)	NAV B/UP Function	C	2	0	One or both may be inoperative.	
3)	ATC COMM Page Keys	D	3	0	One or more may be inoperative.	

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-83-01	Flight Management Guidance and Envelope Computers (FMGEC)					
1)	FMGEC 1	A	1	0	(M)(O) Except for ETOPS, may be inoperative provided: <ul style="list-style-type: none"> a) FMGEC 1 is deactivated, b) FMGEC 2 is operative, c) Alternate procedures are established and used, d) Departure and destination airport weather is at and forecast to remain within VFR minimums for proposed departure and arrival times, e) AP and FD are considered inoperative on the affected side, f) Repairs are made within 3 flight-legs, and g) Enroute operations and approach procedures do not require its use. <p>NOTE: Without Mod. 53919/MP S15891, GPWS Terrain System is considered inoperative.</p>	
					(Continued)	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-83-01	Flight Management Guidance and Envelope Computers (FMGEC) (Cont'd)					
2)	FMGEC 2	A	1	0	(M)(O) May be inoperative provided: a) FMGEC 2 is deactivated, b) FMGEC 1 is operative, c) Alternate procedures are established and used, d) Departure and destination airport weather is at and forecast to remain within VFR minimums for proposed departure and arrival times, e) AP and FD are considered inoperative on the affected side, f) Repairs are made within 3 flight-legs, and g) Enroute operations and approach procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-83-02	FMA Indications on PFD					
1)	AP/FD Related Indications	C	-	-	(O) Indications may be inoperative on PNF side FMA provided that approach procedures do not require their use.	
		C	-	0	(O) Indications may be inoperative on both FMAs provided: a) Autopilot and Flight Director are not used, and b) Enroute operations and approach procedures do not require their use.	
2)	A/THR Related Indications	A	-	-	Indications may be inoperative on PNF side FMA provided repairs are made within 3 flight-days.	
		C	-	0	(O) Indications may be inoperative on both FMAs provided autothrust is disconnected and considered inoperative.	
3)	Approach and Landing Capabilities	C	-	-	(O) Indications may be inoperative on PNF side FMA provided: a) Approach minimums do not require their use, and b) Alternate procedures are developed and used.	
		C	-	0	Indications may be inoperative on both FMAs provided approach minimums, operations, or procedures do not require their use.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-11-01	High Frequency (HF) Communication Systems					
1)	Voice	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	2	1	(O) One may be inoperative while conducting operations that require two LRCS provided that: <ol style="list-style-type: none"> a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used. 	
2) ***	Datalink	D	1	0		
3) ***	GND HF DATALINK pb-sw	D	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) All HF's are set to VOICE mode on ground, and b) No HF is used during refuel, defuel or ground fuel transfer. 	
4) ***	GND HF DATALINK pb-sw OVRD Light	D	1	0	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-12-01	VHF Systems					
1)	Voice	D	3	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.	
2) ***	Datalink					
a)	Without ATSU, with ACARS	D	1	0	May be inoperative provided ACARS is considered inoperative.	
b)	With ATSU	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ATC communication.	
		D	1	0	(O) May be inoperative provided operations and procedures do not require ATC datalink.	
23-24-01 ***	ACARS	D	1	0	May be inoperative provided operations or procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-28-01 ***	Satellite Communication (SATCOM) System	C	1	0	(O) Except for ETOPS beyond 180 minutes, may be inoperative provided alternate procedures are established and used.	
		D	1	0	Except for ETOPS beyond 180 minutes, may be inoperative provided operations or procedures do not require its use.	
1)	Voice Channels	C	-	0	(O) Except for ETOPS beyond 180 minutes, may be inoperative provided alternate procedures are established and used.	
		D	-	0	Except for ETOPS beyond 180 minutes, may be inoperative provided operations or procedures do not require its use.	
2)	Data Channel	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	(O) May be inoperative provided operations or procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-31-01	Passenger/ Supernumerary Address System (PA)					
1)	Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. NOTE: Any station function(s) that operates normally may be used.	
		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operates normally may be used.	
a)	Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-31-01	Passenger/ Supernumerary Address System (PA) (Cont'd)					
2)	Cargo Configuration	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
a)	Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
23-32-01 ***	Prerecorded Announcement and Music Reproducer (PRAM)	C	1	0	(O) May be inoperative provided alternate procedures are developed and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-42-01	Cockpit to Ground Crew Call System					
1)	MECH Call/ COCKPIT Call	C	1	0	(O) Cockpit to ground or ground to cockpit calls may be inoperative provided alternate procedures are developed and used.	
2)	Ground External Horn	C	1	0	(O) May be inoperative provided: a) Personnel are available to monitor APU, and b) The ventilation of the pack bay and avionics compartment is monitored from the cockpit when the aircraft is powered on ground.	
		C	1	0	(O) May be inoperative provided: a) The ventilation of the pack bay and avionics compartment is monitored from the cockpit when the aircraft is powered on ground, and b) Alternate procedures are developed and used.	

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

Sequence No.	Item	1	2	3	4	Change Bar
23-43-01	Crewmember Interphone System(s)					
1)	Flight Deck to Ground, Ground to Flight Deck Functions					
a)	Flight Interphone	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Service interphone jack at external power panel location operates normally.	
		B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
b)	Service Interphone Jacks	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Flight interphone jack at external power panel location operates normally.	
		B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
					(Continued)	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-43-01	Crewmember Interphone System(s) (Cont'd)					
2)	Flight Deck to Cabin/Supernumerary Compartment, Cabin/Supernumerary Compartment to Flight Deck Functions					
a)	Passenger Configuration	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, b) Flight deck to cabin and cabin to flight deck interphone function operates normally at one door for each pair of exit doors, and c) Alternate communication procedures between the affected flight attendant stations are established and used. NOTE: Any station function(s) that operates normally may be used.	
		C	1	0	(O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operates normally may be used.	
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-43-01	Crewmember Interphone System(s) (Cont'd)					
2)	Flight Deck to Cabin/Supernumerary Compartment, Cabin/Supernumerary Compartment to Flight Deck Functions (Cont'd)					
b)	Cargo Configuration	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
3)	Cabin to Cabin Function (Passenger Configuration)	B	-	-	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Cabin to cabin interphone functions operate normally on at least 50% of the cabin handsets, b) Cabin to cabin interphone function operates normally at one door for each pair of exit doors, and c) Alternate communication procedures between the affected flight attendant stations are established and used. <p>NOTE: Any station function(s) that operates normally may be used.</p>	
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-43-01	Crewmember Interphone System(s) (Cont'd)					
4)	Bulk Crew Rest Compartment Cabin Interphone Function (With STC No. ST11686SE-T)	C	1	0	(O) May be inoperative provided alternate procedures are developed and used.	
		D	1	0	(M)(O) May be inoperative provided the Bulk Crew Rest Compartment is considered inoperative.	
5)	Lower Deck Mobile Crew Rest Interphone Function (With STC No. ST13371SE-T)	B	1	0	(O) May be inoperative provided alternate procedures are developed and used.	
					NOTE: Any interphone function that operates normally may be used.	
6)	Handset System(s)					
a)	Flight Deck Handset	D	1	0	May be inoperative provided operations/procedures do not require its use.	
i)	Passenger Configuration	C	1	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.	
ii)	Cargo Configuration	C	1	0	May be inoperative provided flight deck to supernumerary compartment communication operates normally.	
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-43-01	Crewmember Interphone System(s) (Cont'd)					
6)	Handset System(s) (Cont'd)					
b)	Cabin Attendant Handsets (Passenger Configuration)	B	-	-	(O) May be inoperative provided: a) 50% of cabin handsets operate normally, b) One handset must operate normally at each pair of exit doors, and c) Alternate communication procedures between the affected flight attendant station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the 50% requirement. NOTE 2: Any handset function(s) that operates normally may be used.	
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-43-01	Crewmember Interphone System(s) (Cont'd)					
6)	Handset System(s) (Cont'd)					
c)	Supernumerary Handset (Cargo Configuration)	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any handset function(s) that operates normally may be used.	
		D	-	0	All may be inoperative provided the supernumerary compartment remains unoccupied.	
d)	Crew Rest Compartment Handset	C	-	0	(O) May be inoperative provided: a) One loudspeaker is operative in the associated crew rest compartment, and b) Alternate procedures are established and used.	
e) ***	Lower Deck Cabin Crew Rest Compartment Handset	C	-	0	(O) May be inoperative provided alternate procedures are developed and used.	
		D	-	0	May be inoperative provided lower deck cabin crew rest compartment is considered inoperative.	
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-43-01	Crewmember Interphone System(s) (Cont'd)					
6)	Handset System(s) (Cont'd)					
f) ***	Bulk Crew Rest Compartment Handset (With STC No. ST11686SE-T)	C	5	0	(O) May be inoperative provided alternate procedures are developed and used.	
		D	5	0	May be inoperative provided lower deck cabin crew rest compartment is considered inoperative.	
i)	Pilot Area Handset	C	3	1	Two may be inoperative in the pilot area.	
ii)	Flight Attendant/ Common Area Handset	C	2	1	One may be inoperative in either the flight attendant or common area.	
g)	Lower Deck Mobile Crew Rest Handset (With STC No. ST02440SE)	C	2	0	(O) May be inoperative provided alternate procedures are developed and used.	
		D	2	0	May be inoperative provided Lower Deck Mobile Crew is secured closed and not used.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-43-01	Crewmember Interphone System(s) (Cont'd)					
h)	Lower Deck Mobile Crew Rest Handset (With STC No. ST13371SE-T)	C	2	0	(O) May be inoperative provided alternate procedures are developed and used.	
7)	Alerting System (Chime/Light)					
a)	ATT Call Lights (Flight Deck Call Lights/CAPT and F/O ACP)					
i)	Passenger Configuration	B	2	0	May be inoperative provided the flight deck buzzer is operative. NOTE: The flight deck buzzer must always be operative.	
ii)	Cargo Configuration	B	2	0	May be inoperative provided the flight deck buzzer is operative.	
		D	2	0	May be inoperative provided supernumerary compartment remains unoccupied.	
					(Continued)	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-43-01	Crewmember Interphone System(s) (Cont'd)					
7)	Alerting System (Chime/Light) (Cont'd)					
b)	Cabin Attendant/ Supernumerary Compartment Call Light System					
i)	Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Passenger address (PA) system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke alert (audio or visual) is installed and operates normally, and c) Alternate procedures are established and used. NOTE 1: Passenger to attendant call light system is considered Nonessential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used.	
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-43-01	Crewmember Interphone System(s) (Cont'd)					
7)	Alerting System (Chime/Light) (Cont'd)					
b)	Cabin Attendant/ Supernumerary Compartment Call Light System (Cont'd)					
i)	Passenger Configuration (Cont'd)	B	1	0	(O) May be inoperative provided: a) Audio alerting system operates normally, b) Audio alerting system differentiates between normal and emergency calls, c) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and d) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Nonessential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used.	
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-43-01	Crewmember Interphone System(s) (Cont'd)					
7)	Alerting System (Chime/Light) (Cont'd)					
b)	Cabin Attendant/ Supernumerary Compartment Call Light System (Cont'd)					
ii)	Cargo Configuration	B	1	0	May be inoperative provided: a) Supernumerary address (PA) system operates normally, and b) Alternate procedures are established and used. NOTE 1: Lavatory to supernumerary compartment call light system is considered Nonessential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used.	
		D	1	0	May be inoperative provided supernumerary compartment remains unoccupied.	
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-43-01	Crewmember Interphone System(s) (Cont'd)					
7)	Alerting System (Chime/Light) (Cont'd)					
c)	Cabin Attendant/ Supernumerary Compartment Chime System					
i)	Passenger Configuration	B	-	0	(O) May be inoperative provided: a) Passenger address (PA) system operates normally, b) If affected chime is used for lavatory smoke detector alerting, an alternate lavatory smoke alert (audio or visual) is installed and operates normally, and c) Alternate procedures for are established and used. NOTE 1: Passenger to attendant chime system is considered Nonessential Equipment and Furnishing (NEF). NOTE 2: Any audio alerting system function(s) that operates normally may be used.	
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-43-01	Crewmember Interphone System(s) (Cont'd)					
7)	Alerting System (Chime/Light) (Cont'd)					
c)	Cabin Attendant/ Supernumerary Compartment Chime System (Cont'd)					
i)	Passenger Configuration (Cont'd)	B	-	0	(O) May be inoperative provided: a) Visual alerting system operates normally, b) Visual alerting system differentiates between normal and emergency calls, c) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and d) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Nonessential Equipment and Furnishing (NEF). NOTE 2: Any audio alerting system function(s) that operates normally may be used.	
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-43-01	Crewmember Interphone System(s) (Cont'd)					
7)	Alerting System (Chime/Light) (Cont'd)					
c)	Cabin Attendant/ Supernumerary Compartment Chime System (Cont'd)					
ii)	Cargo Configuration	B	1	0	May be inoperative provided: a) Supernumerary address (PA) system operates normally, and b) Alternate procedures are established and used. NOTE 1: Any audio alerting system function(s) that operates normally may be used. NOTE 2: Lavatory to supernumerary compartment chime system is considered Nonessential Equipment and Furnishing (NEF).	
		D	1	0	May be inoperative provided supernumerary compartment remains unoccupied.	
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-43-01	Crewmember Interphone System(s) (Cont'd)					
7)	Alerting System (Chime/Light) (Cont'd)					
d)	Lower Deck Mobile Crew Rest Call Lights/Chimes System (With STC No. ST13371SE-T)	B	1	0	(O) May be inoperative provided: a) Associated crew rest cabin interphone handset system operates normally, and b) Alternate procedures for contacting crew rest occupants are developed and used.	
8) ***	ATTND ADV Light System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
23-51-01	SELCAL	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-51-02	Audio Control Panel (ACP)					
1)	CAPT and F/O	C	2	1	(O) One may be inoperative provided: a) ACP 3 operates normally, and b) AUDIO SWITCHING selector operates normally.	
2)	ACP 3				See Item 25-11-06 1), Primary Observer Seat, for relief.	
3) ***	Fourth Occupant	D	1	0	May be inoperative.	
4) ***	Avionics Compartment	D	1	0	May be inoperative.	
5)	Transmission Key(s)	C	-	-	One may be inoperative on each ACP provided: a) VHF 1 transmission key operates normally on either CAPT ACP or F/O ACP, and b) HF 1 transmission key (if HF is required) operates normally on either CAPT ACP or F/O ACP.	
6)	Reception Knob(s)	C	-	-	One may be inoperative on each ACP provided: a) VHF 1 reception knob operates normally on either CAPT ACP or F/O ACP, and b) HF 1 reception knob (if HF is required) operates normally on either CAPT ACP or F/O ACP.	
7)	Reception Knob Lights	C	-	0		

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-51-03	SWITCHING Panel					
1)	AUDIO Selector	C	1	0	May be inoperative.	
23-51-04	Flight Deck Headsets/ Headphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
1)	Headset Boom Microphones	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Associated hand microphone is installed and operates normally, b) Flight Data Recorder (FDR) operates normally, and c) Repairs are made within 3 flight-days. 	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2)	Headset Earphones/ Headphones	C	-	1	Either Captain's or First Officer's earphone/headphones may be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
23-51-05	Hand Microphone Systems					
1)	Captain and First Officer	C	2	0	May be inoperative provided associated boom microphone operates normally.	
2)	Observer Seats/ Avionics Compartment	D	-	0	May be inoperative provided procedures do not require their use.	
23-51-06	Cockpit Loudspeakers	C	2	1	One may be inoperative provided associated headset earphones or headphones are installed and operate normally.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-51-07	Side Stick Radio Selector (PTT)	C	2	0	May be inoperative in open position provided INT/RAD switches on CAPT ACP, F/O ACP, and ACP3 operate normally.	
		C	2	0	(M) May be inoperative provided: a) INT/RAD switches on CAPT ACP, F/O ACP, and ACP3 operate normally, and b) Affected switch is deactivated in open position.	
23-70-01 ***	Emergency Evacuation Signaling System	C	1	0	(O) May be inoperative provided alternate procedures are developed and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
23-71-01	Cockpit Voice Recorder System (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
1) ***	Independent Power Source	C	1	0	May be inoperative.	
2)	CVR TEST pb	A	1	0	May be inoperative for 3 flight-days provided CVR is considered inoperative.	
3)	CVR ERASE pb	D	1	0	May be inoperative.	
4)	CVR Headset and Boomset jacks	A	1	0	May be inoperative for 3 flight-days provided CVR is considered inoperative.	
		D	1	0	May be inoperative provided CVR Test Result Indicator operates normally.	
5) ***	CVR Test Result Indicator	D	1	0	May be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-72-01 ***	Cockpit Door Surveillance System (CDSS)	D	1	0	May be inoperative provided procedures do not require its use.	
23-73-00	Cabin Intercommunication Data System (CIDS) Director	C	2	1	(M) One may be inoperative. NOTE 1: Failure of a single CIDS director is indicated by CIDS 1(2) MAINTENANCE message on the STATUS SD page. NOTE 2: In the case of disturbance of CIDS function, the deactivation/removal of the affected CIDS director may recover normal operation of CIDS function. Refer to AMM TASK 23-73-00-040-802-A.	
23-73-01	Cabin Intercommunication Data System (CIDS)					
1)	DEU A					
a)	Loudspeakers (Cabin)	C	-	-	One or more may be inoperative and passengers may be carried provided: a) Passenger address system operates normally, and b) No seat may be occupied from which a passenger cannot clearly hear a passenger address announcement.	
		B	-	-	(O) One or more may be inoperative provided passenger address (PA) system is considered inoperative.	
b) ***	Loudspeakers (Lower Deck Cabin Crew Rest Compartment)	D	-	0	(O) May be inoperative provided alternate procedures are developed and used.	
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-73-01	Cabin Intercommunication Data System (CIDS) (Cont'd)					
1)	DEU A (Cont'd)					
c) ***	Loudspeakers (Lower Deck Facilities)	C	-	0	(O) May be inoperative provided alternate procedures are developed and used.	
d) ***	Loudspeakers (Bulk Crew Rest Compartment) (With STC No. ST11686SE-T)	D	3	1	Two speakers may be inoperative provided the speaker on the auxiliary panel is operational.	
		D	3	0	(O) May be inoperative provided: a) Flight deck to cabin communications operates normally, and b) Alternate procedures are developed and used.	
	Lower Deck Mobile Crew Rest Speakers (With STC No. ST13371SE-T)	C	5	0	(O) May be inoperative provided alternate procedures are developed and used.	
					NOTE: Any alerting system function that operates normally may be used.	
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-73-01	Cabin Intercommunication Data System (CIDS) (Cont'd)					
1)	DEU A (Cont'd)					
e)	Main Deck Cargo Loudspeaker and Indicator Box (LIB)					
i)	A330-200F without Mod. 200261 (No access to Main Deck Cargo during flight)	C	8	0	(O) One or more may be inoperative.	
ii)	A330-200F with Mod. 200261 (Access to Main Deck Cargo during flight)	C	12	11	(O) One may be inoperative provided that all MDCC Leave Compartment Signs are operative.	
		C	12	0	(O) One or more may be inoperative provided that access to the MDCC during flight is not authorized.	
f)	Loudspeakers (Lower Deck Mobile Crew Rest) (With STC No. ST02440SE)	D	2	0	(O) May be inoperative provided alternate procedures are developed and used.	
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-73-01	Cabin Intercommunication Data System (CIDS) (Cont'd)					
2)	DEU B					
a)	Cabin Attendant Stations	C	-	-	(O) One or more at stations designated as not required by 14 CFR may be inoperative provided alternate procedures are developed and used.	
b) ***	Lower Deck Cabin Crew Rest Compartment Attendant Indication Panel (AIP)	D	1	0	May be inoperative.	
c) ***	Lower Deck Facilities Cabin Attendant Station	C	-	1	One or more may be inoperative provided at least one handset is operative.	
d)	Lower Deck Mobile Crew Rest Attendant Indication Panel (AIP) (With STC No. ST02440SE)	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3)	Cabin Assignment Module (CAM)	C	1	0	May be inoperative.	
4) ***	Emergency Cockpit Alerting System (ECAS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided operations or procedures do not require its use.	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-73-01	Cabin Intercommunication Data System (CIDS) (Cont'd)					
5)	Attendant Indication Panels (AIP)					
a)	Passenger Configuration	C	-	0	May be inoperative at non-required cabin attendant stations.	
		C	-	0	(O) May be inoperative at required cabin attendant stations provided: <ul style="list-style-type: none"> a) Corresponding Area Call Panel operates normally, b) Passenger address and cabin interphone at affected station operate normally, and c) Alternate procedures are established and used. 	
b)	Cargo Configuration	C	-	0	May be inoperative.	
c)	Lower Deck Mobile Crew Rest Attendant Information Panel (AIP) (With STC No. ST13371SE-T)	D	3	1	(O) May be inoperative provided alternate procedures are developed and used.	
6)	Area Call Panel (ACP) (Passenger Configuration)	C	-	0	May be inoperative at non-required cabin attendant stations.	
		C	-	0	(O) May be inoperative at required cabin attendant stations provided: <ul style="list-style-type: none"> a) Corresponding Attendant Indication Panel operates normally, b) Passenger address and cabin interphone at affected station operate normally, and c) Alternate procedures are established and used. 	
7)	Additional Attendant Panel (AAP)	D	-	0	One or more may be inoperative.	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-73-02	Forward/Flight Attendant Panel (FAP)	C	-	0	(M)(O) May be inoperative provided: a) Associated FAP functions are considered inoperative, and b) Alternate procedures are established and used. NOTE: EMER pb must always be operative.	
1)	Cabin Lighting Control on FAP	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
2) ***	Prerecorded Announcement and Music Reproducer Control on FAP	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3) ***	Cabin Ready on FAP	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
4) ***	EVAC CMD on FAP	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
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--------------------------	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-73-02	Forward/Flight Attendant Panel (FAP) (Cont'd)					
5)	Slide Bottle Pressure Indication on FAP					
a)	Passenger Configuration	C	8	0	(O) May be inoperative provided alternate procedures are used to verify associated slide bottle pressure before first flight of each day.	
		C	8	0	(M) One or more may be inoperative provided CMS is verified and does not report any fault on associated slide bottle pressure before first flight of each day.	
		A	8	7	One may be inoperative provided: a) Associated exit is considered inoperative, and b) Repairs are made within 1 flight-day.	
b)	Cargo Configuration	C	2	0	(O) May be inoperative provided alternate procedures are used to verify associated slide bottle pressure before first flight of each day.	
		C	2	0	(M) One or both may be inoperative provided CMS is verified and does not report any fault on associated slide bottle pressure before first flight of each day.	
		C	2	1	One may be inoperative provided associated exit is considered inoperative.	
		B	2	0	One or both may be inoperative provided associated exits are considered inoperative.	
(Continued)						

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-73-02	Forward/Flight Attendant Panel (FAP) (Cont'd)					
6)	Door Bottle Pressure Indication on FAP					
a)	Passenger Configuration	C	8	0	(O) One or more may be inoperative provided bottle pressure at each affected door is verified prior to first departure of each day.	
		A	8	7	One may be inoperative provided: a) Associated exit is considered inoperative, and b) Repairs are made within 1 flight-day.	
b)	Cargo Configuration	C	2	0	(O) One or both may be inoperative provided bottle pressure at each affected door is verified prior to first departure of each day.	
		C	2	1	One may be inoperative provided associated exit is considered inoperative.	
		B	2	0	One or both may be inoperative provided associated exits are considered inoperative.	
7)	Other Indications on FAP	D	-	0	May be inoperative.	
8)	Cabin Items Indicated by FAP Related Class 1 Messages (Not listed in MMEL)	-	-	-	NOTE: CIDS/FAP messages displayed without associated Cockpit Effect that are not associated with an MMEL item do not require MEL entry.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-81-01	Radio Management Panels (RMP)					
1)	RMP 1					
a)	Radio Comm. Selection Keys	C	6	5	One key may be inoperative except HF 1 key (if required) and VHF 1 key.	
2)	RMP 2 and 3	C	2	1	One may be inoperative.	
23-82-01	Wheelchair Accessible Lavatory				Deleted, Revision 14.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-22-01	AC Main Generation (IDG, GCU, Line Contactor)	B	2	1	(M)(O) Except for ETOPS beyond 180 minutes, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) All busses can be powered, c) Indications for the remaining AC main generation and AC auxiliary generation operate normally, d) There is no ELEC IDG 1(2) OIL SYS FAULT caution associated with IDG of the operative AC main generation displayed on ECAM E/WD, e) There is no FUEL APU AFT PUMP FAULT caution displayed on ECAM E/WD, f) Automatic switching of essential electrical network power supply from AC BUS 1 to AC BUS 2 is checked operative daily when AC main generation 2 is inoperative, g) APU aft fuel pump shedding in land recovery configuration is checked operative weekly, and h) Operator ensures that APU oil quantity is adequate for the intended flight.	

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-22-02	ELEC IDG 1(2) OIL SYS FAULT Caution on ECAM EWD	C	2	1	(M) One may be displayed provided: a) Associated IDG oil circuit is verified to be operational prior to each departure, and b) Sight glass is verified to show correct oil level on associated IDG.	
		B	2	1	(M)(O) One may be displayed provided: a) Associated IDG is disconnected, b) Associated IDG is completely drained in the case of evidence of oil leakage, and c) Associated AC main generation is considered inoperative.	
24-23-01	AC Auxiliary Generation (APU Generator, GCU, Line Contactor)	C	1	0	May be inoperative provided the APU is considered inoperative.	
		C	1	0	(M) Except for ETOPS beyond 180 minutes, may be inoperative provided: a) The failure is not mechanically related, and b) The APU GEN pb-sw is selected OFF.	
		C	1	0	(M) Except for ETOPS beyond 180 minutes, may be inoperative provided the AC Auxiliary Generation is deactivated or removed.	

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-25-01	AC ESS FEED Control					
1)	Automatic Transfer to AC BUS 2	C	1	0	(O) May be inoperative provided: a) AC ESS FEED pb-sw is selected NORM, and b) The three DC tie contactors are operative.	
2)	Manual Transfer to AC BUS 2 (ALTN Function)	C	1	0	(O) Except for ETOPS, may be inoperative provided: a) AC ESS FEED pb-sw is selected NORM, and b) The three DC tie contactors are operative.	
24-26-01	Galley Supply System					
1)	Automatic	C	1	0	May be inoperative provided GALLEY pb-sw and GALLEY FAULT light in the cockpit operate normally.	
2)	Manual	C	1	0	(M)(O) May be inoperative provided commercial load system operates normally.	
3)	Automatic and Manual	C	2	0	(M) May be inoperative provided all galley loads are disconnected.	
24-26-02	COMMERCIAL Supply System	C	1	0	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-27-01	AC Generation Monitoring and Indicating System					
1)	IDG					
a)	FAULT Lights	C	2	1	One may be inoperative provided associated IDG indications are available on ECAM ELEC AC page.	
b)	OFF Light	C	2	0	One or both may be inoperative.	
2)	GEN/APU GEN					
a)	FAULT Light	C	3	1	One GEN and/or APU GEN FAULT light may be inoperative provided associated generator indications are available on ECAM ELEC AC page.	
b)	OFF Light	C	3	0	One or more may be inoperative.	
3)	AC ESS FEED					
a)	FAULT Light	C	1	0	May be inoperative provided AC ESS bus indication is available on ECAM ELEC AC page.	
b)	ALTN Light	C	1	0	May be inoperative provided AC ESS bus indication is available on ECAM ELEC AC page.	
4)	BUS TIE OFF Light	C	1	0	May be inoperative.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-27-01	AC Generation Monitoring and Indicating System (Cont'd)					
5)	GALLEY					
a)	FAULT Light	C	1	0	(M) May be inoperative provided: a) AC load indication for each generator channel is available on ECAM ELEC AC page, and b) Automatic shedding operates normally.	
b)	OFF Light	C	1	0	May be inoperative.	
6)	EMER GEN FAULT Light	C	1	0	May be inoperative.	
7)	COMMERCIAL OFF Light	C	1	0	May be inoperative.	
8)	LAND RECOVERY ON Light	C	1	0	May be inoperative.	
9)	Indications on ECAM ELEC AC Page	C	-	-	(M) One or more indications related to one AC main generation may be inoperative provided: a) ELEC GEN 1(2) FAULT caution associated with affected AC main generation operates normally, and b) Automatic shedding operates normally.	
a)	APU GEN Parameters	C	-	0	Except for ETOPS beyond 120 minutes, may be inoperative provided both AC main generators are operative.	

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-27-02	Warning and Caution on ECAM E/WD					
1)	ELEC IDG DISCONNECTED	C	2	1	(O) One may be inoperative (confirmed false indication) as displayed on ECAM E/WD.	
		B	2	1	One may be displayed on ECAM E/WD provided the associated AC main generation is considered inoperative.	
24-29-01	Electrical Contactor Management Unit (ECMU)					
1)	Indicating Functions	C	2	1	(M) One may be inoperative provided the AC and DC transfer functions are verified to operate normally.	
24-32-01	DC Main Generation (APU TR)					
1)	Without SB 27-3234 or Mod. 206264/MP S30801	C	1	0	(O) Except for ETOPS beyond 120 minutes, may be inoperative.	
					NOTE: The APU is considered inoperative for in-flight start.	
2)	With SB 27-3234 or Mod. 206264/MP S33801	A	1	0	(M)(O) Except for ETOPS beyond 120 minutes, may be inoperative for 10 consecutive calendar-days or 14 flights, whichever occurs first, provided an integrity check of upper Trimmable Horizontal Stabilizer Actuator (THSA) Primary Load Path (PLP) and Secondary Load Path (SLP) is performed before the first dispatch under present MMEL item.	
					NOTE: The APU is considered inoperative for in-flight start.	

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-35-01	DC Bus Tie Contactor 1PC2 (DC BUS 2 - DC BATT BUS)	C	1	0	May be inoperative in open position.	
24-37-01	DC Generation Monitoring and Indicating					
1)	BAT					
a)	FAULT Lights	C	3	0	May be inoperative provided ELEC DC ECAM indication operates normally.	
b)	OFF Lights	C	3	0	One or more may be inoperative.	
2)	Indications on ECAM ELEC DC Page	C	-	0	One or more may be inoperative.	
24-38-01	Battery DC Generation					
1)	Battery	C	3	2	(O) APU battery may be inoperative provided APU starting using AC power is verified to operate normally.	
		C	3	2	(O) APU battery may be inoperative provided APU is considered inoperative.	
2)	Battery Charge Limiter (BCL)	C	3	2	(O) APU battery charge limiter may be inoperative provided APU battery is considered inoperative.	
3)	Battery Voltage Indication	C	3	0	May be inoperative provided associated voltage indication is available on ECAM ELEC DC Page.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-41-01	AC External Power Control					
1)	Ground Power Control Unit (GPCU)	C	1	0	May be inoperative provided external power is not used.	
2)	Receptacles	C	2	1	(M) One may be inoperative provided: a) Affected receptacle is visually inspected and is not used, and b) Associated EXT pb is placarded inoperative.	
		C	2	0	(M) May be inoperative provided: a) Both receptacles are visually inspected, b) External power is not used, and c) Both EXT pb are placarded inoperative.	
24-41-02	EXT A pb					
1)	AVAIL Light	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	ON Light	C	1	0	May be inoperative.	
24-41-03	EXT B pb					
1)	AVAIL Light	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	AUTO Light	C	1	0	May be inoperative.	
24-41-04	External Power NOT IN USE and AVAIL Panel Lights	C	4	0	(O) May be inoperative provided alternate procedures are established and used.	
24-53-01	Circuit Breaker Management Unit (CBMU)	C	1	0	(M) May be inoperative provided alternate procedures are used to verify that no circuit breaker is tripped in electrical compartment bay (main and emergency power centers).	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-11-01	Pilot Seat Adjustments					
1)	Electrical Adjustments	C	2	0	(M) May be inoperative provided: a) Horizontal and vertical mechanical adjustments operate normally, and b) Associated electrical control is deactivated.	
2)	Vertical Mechanical Adjustment	C	2	0	May be inoperative provided vertical electrical adjustment operates normally.	
3)	Lumbar	C	2	0	May be inoperative provided seat contour is satisfactory to individual/crewmember requirements.	
4)	Recline Systems	A	2	0	(M) May be inoperative provided: a) Seat is secured in an upright position acceptable to the affected crewmember, and b) Repairs are made within 2 flight-days.	
25-11-03	CAPT and F/O Outboard Armrest Controls					
1)	Height Control	C	2	0	May be inoperative provided setting is acceptable to crewmember(s).	
2)	Pitch (Tilt) Control	C	2	0	May be inoperative provided setting is acceptable to crewmember(s).	
3)	Armrest Memory Position Display	C	2	0	One or both may be inoperative.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-11-04	CAPT and F/O Inboard Armrest Vertical Adjustment Controls	C	2	0	May be inoperative or missing.	
25-11-05	Pilot Seat Headrest	C	2	0	One or both may be inoperative.	
25-11-06	Observer Seat(s)					
1)	Primary Observer Seat (Including associated equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	
		A	1	0	May be inoperative provided: a) Second observer's seat is available and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	
		A	1	0	May be inoperative provided: a) Required minimum safety equipment (oxygen and safety belt) is available, b) Seat is acceptable to an FAA inspector for the performance of official duties, and c) Repairs are made within 2 flight-days.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-11-06	Observer Seat(s) (Cont'd)					
1)	Primary Observer Seat (Including associated equipment) (Cont'd)					
					NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.	
					NOTE 2: The pilot in command (PIC) will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
2) ***	Additional Observer Seat(s) (Including associated equipment)	D	-	0	NOTE: The PIC will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	

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<p>AIRCRAFT: Airbus A330</p>	<p>TABLE KEY</p> <p>1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS</p>
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-13-01 ***	Captain and First Officer Sliding Tables					
1)	Sliding Tables	D	2	0	(M) May be inoperative in stowed position or removed.	
2)	Table Tilt Function	D	2	0	May be inoperative provided associated table can be stowed.	
25-13-02	Captain and First Officer Retractable Foot Rests	C	4	0	(M) May be inoperative in retracted position or removed.	
25-15-01 ***	Crew Foot Warmers	D	2	0	One or both may be inoperative.	
25-21-01	Passenger/ Supernumerary Seat(s)					
1)	Passenger Configuration	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seatbelt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seats behind and/or adjacent outboard seats. NOTE 3: Inoperative seats do not affect the required number of flight attendants.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-21-01	Passenger/ Supernumerary Seat(s) (Cont'd)					
2)	Cargo Configuration	D	-	0	(M) One or more may be inoperative or not used provided the affected seat is secured in its stowed position or removed.	
					NOTE: A seat position with an inoperative or missing seatbelt or harness is considered inoperative.	
3)	Position Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in the taxi, takeoff, and landing (TTL) position.	
4)	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: <ol style="list-style-type: none"> 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 system. 	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-21-01	Passenger/ Supernumerary Seat(s) (Cont'd)					
5)	Armrest					
a)	With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
b)	Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and seat occupied provided it does not block an emergency exit, egress route, or main aisle.	
6)	Takeoff, Taxi, and Landing (TTL) Light (With STC No. ST02281SE or ST02455LA)	C	-	-	(O) May be inoperative and seat occupied provided alternate procedures are established and used.	
7)	Seat Belt/Air Bag Restraint Systems					
a)	Seat Belt/Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
b)	Seat Belt/Air Bags Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
8) ***	Passenger Mini-Suite Taxi, Takeoff, and Landing (TTL) Light	C	-	0	(O) May be inoperative and seat occupied provided that alternate procedures are established and used.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-21-01	Passenger/ Supernumerary Seat(s) (Cont'd)					
9) ***	Passenger Mini-Suite Door	D	-	0	(M) One or more may be inoperative and seat(s) occupied provided that the affected door(s) is secured in the fully open position or removed.	
10) ***	Passenger Seat Leg/Footrest (Non Lie-Flat Seat)	D	-	0	(M) May be inoperative and seat occupied provided that the affected leg/footrest is secured in the retracted/stowed position or removed.	
25-22-01	Flight Attendant Seat Assembly (Single or Dual Position)					
1)	Required Flight Attendant Seats (Passenger Configuration)	B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: <ul style="list-style-type: none"> a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s) so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY". 	
(Continued)						

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-22-01	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
1)	Required Flight Attendant Seats (Passenger Configuration) (Cont'd)				<p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable 14 CFR are met.</p> <p>NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.</p>	
(Continued)						

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-22-01	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
2)	Excess Flight Attendant Seats (Passenger Configuration)	C	-	-	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
3)	Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.	
25-22-03	Nonessential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-22-05	Exterior Lavatory Door Ashtrays					
1)	Airplanes with more than one exterior lavatory door ashtray installed	A	-	-	Up to and including 50% may be missing or inoperative for 10 calendar-days.	
		A	-	-	More than 50% may be missing or inoperative for 3 calendar-days.	
					NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.	
2)	Airplanes with only one exterior lavatory door ashtray installed	A	1	0	May be missing or inoperative for 10 calendar-days.	
25-22-06	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets	C	-	-	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed. 	
					NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.	
					(Continued)	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-22-06	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/ Closets (Cont'd)	C	-	-	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, d) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and f) Passengers are briefed that affected bin, compartment, or closet is not used. <p>NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</p> <p>NOTE 2: Any emergency equipment located in affected bin, compartment, or closet (permanently affixed) is available for use.</p>	
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-22-06	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/ Closets (Cont'd)	C	-	-	May be inoperative in closed position provided: a) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", b) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and c) Location placarding for any emergency equipment stored in affected bin, compartment, or closet is removed or obscured. NOTE: Use of this proviso may be dependent upon an operator's aircraft security program, as appropriate.	
1) ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
2)	Multi-Latch/ Quarter-Turn Lug	C	-	-	One latch/lug per compartment may be inoperative provided: a) Remaining latch(es)/lug(s) on affected compartments operates normally, and b) If affected compartment is used for a galley cart, the cart remains empty.	
3) ***	Mid-Latch Locking Assembly	D	-	0	May be inoperative provided galley half-length carts are not used at affected location. NOTE: Galley full-length carts can be used.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-27-01	Heating Function of Heated Floor Panels (Passenger/Crew Doors, Emergency Exits, and Galley Areas)	D	-	0	(M) May be inoperative provided the heating elements of the affected area heated floor panel are deactivated.	
25-45-01	Galley/Cabin Waste Receptacles Access Doors/Covers/Flapper Doors	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.	
25-45-02	Lavatory Waste Receptacle Access Doors/Covers/Flapper Doors	C	-	-	(M) May be inoperative provided: a) Associated waste container is empty, b) Affected receptacle access door/cover/flapper door is secured to prevent waste introduction into the receptacle, c) Lavatory is used only by crewmembers, and d) Lavatory door is secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-50-01	Blow In/Out Panels in Lower Deck Cargo Compartments	C	-	-	(O) May be damaged or missing provided procedures are established and used to ensure associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: When Blow In/Out Panels in AFT or BULK cargo compartments are damaged or missing, both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 2: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-50-02	Lining Panels in Lower Deck Cargo Compartments	C	-	-	<p>(O) May be damaged provided procedures are established and used to ensure associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</p> <p>NOTE 1: Lining panels covered by this MMEL item include ceiling panels, sidewall panels, partition panels (including tarpaulin), and actuator panels.</p> <p>NOTE 2: When Lining Panels in AFT or BULK cargo compartments are damaged, both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</p> <p>NOTE 3: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</p> <p>(Continued)</p>	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-50-02	Lining Panels in Lower Deck Cargo Compartments (Cont'd)	C	-	-	May be missing provided associated cargo compartment remains empty. NOTE 1: Lining panels covered by this MMEL item include ceiling panels, sidewall panels, partition panels (including tarpaulin), and actuator panels. NOTE 2: When Lining Panels in AFT or BULK cargo compartments are missing, both cargo compartments remain empty.	
25-50-03	Cargo Door Lining Panels in Lower Deck Cargo Compartments	C	-	-	(M) May be damaged provided: a) Damages of affected cargo door lining panel are verified to be within limits, b) Damages of affected cargo door lining panel are covered, c) If FWD or AFT cargo door lining panel is affected, no ULD is loaded near affected cargo door lining panel, and d) If BULK cargo door lining panel is affected, BULK cargo compartment is not loaded near affected cargo door lining panel.	
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-50-03	Cargo Door Lining Panels in Lower Deck Cargo Compartments (Cont'd)	C	-	-	(O) May be damaged provided procedures are established and used to ensure associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: When AFT or BULK cargo door lining panel is damaged, both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 2: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
		C	-	-	May be missing provided associated cargo compartment remains empty. NOTE: When AFT or BULK cargo door lining panel is missing, both cargo compartments remain empty.	

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<p>AIRCRAFT: Airbus A330</p>	<p>TABLE KEY</p> <p>1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS</p>
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-51-01	Lower Deck Cargo Loading System (CLS)					
1)	Cargo Restraint Components	A	-	-	(M) May be inoperative or missing provided: a) Approved cargo loading limits are observed. The only source documents are the Type Certificate (TC), Supplemental Type Certificate (STC), Airplane Flight Manual (AFM), Airplane Flight Manual Supplement (AFMS), Pilot's Operating Handbook (POH), or the TC/STC Weight and Balance Manual (WBM), and b) Repairs are made within 120 consecutive calendar-days.	
		A	-	-	May be inoperative or missing provided: a) Cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	
		A	-	-	Individual cargo areas may be inoperative provided: a) Aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and b) Repairs are made within 120 consecutive calendar-days.	
2)	Loading Systems	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any part of the CLS that operates normally may be used.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-51-02	Main Deck Cargo Loading Systems					
1)	Cargo Restraint Components	A	-	-	(M) May be inoperative or missing provided: a) Approved cargo loading limits are observed. The only source documents are the Type Certificate (TC)/Supplemental Type Certificate (STC)/Airplane Flight Manual (AFM)/Pilot's Handbook (POH), or the separate TC/STC Weight and Balance Manual (WBM), and b) Repairs are made within 120 consecutive calendar-days.	
		A	-	-	May be inoperative or missing provided: a) The main deck cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	
		A	-	-	Individual cargo areas may be inoperative provided: a) Aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and b) Repairs are made within 120 consecutive calendar-days.	
2)	Cargo Loading System	C	-	-	(O) May be inoperative provided alternate procedures are established and used NOTE: Any part of the cargo loading system that operates normally may be used.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-55-01	Main Deck Cargo Compartment Door and Sidewall Lining	C	-	-	May be damaged provided ULDs are utilized to contain all cargo loaded in or passing through the affected loading zone(s).	
		C	-	-	May be missing provided main deck cargo compartment remains empty.	
25-55-02	Main Deck Cargo Compartment Window Protection Cover	C	4	0	One or more may be damaged or missing provided main deck cargo compartment is empty or does not contain flammable or combustible materials.	
25-55-03	Partition Lining at the Aft Main Deck Cargo Compartment	C	1	0	May be damaged or missing provided main deck cargo compartment remains empty.	
25-60-01	SLIDE Indications on ECAM DOOR/OXY Page					
1)	Passenger Configuration	C	8	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	Cargo Configuration	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
25-60-07	"Fasten Seat Belt While Seated" Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	
25-62-01	Cabin Escape Facilities				Relief Moved to Item 23-73-02, Revision 9.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-65-01	Miscellaneous Emergency Equipment					
1)	Megaphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative megaphone remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained.	
a) ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
2)	Flashlight and Holders (Flight Deck or Cabin)	C	-	-	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-65-01	Miscellaneous Emergency Equipment (Cont'd)					
2)	Flashlight and Holders (Flight Deck or Cabin) (Cont'd)					
a) ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
3)	Emergency Locator Transmitter					
a) ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
b) ***	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	
		A	-	0	May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar-days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-65-01	Miscellaneous Emergency Equipment (Cont'd)					
4)	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided: a) FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
a) ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-65-01	Miscellaneous Emergency Equipment (Cont'd)					
5)	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete or removed provided: a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
a) ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper EMK servicing is verified at each preflight.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-65-01	Miscellaneous Emergency Equipment (Cont'd)					
6)	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, inoperative, or removed provided: <ul style="list-style-type: none"> a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. <p>NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR and inspection requirements do not apply.</p>	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
a) ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	
7)	Crash Axe/Crow Bar	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
8)	Survival Kit	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-65-01	Miscellaneous Emergency Equipment (Cont'd)					
9) ***	Fireproof Gloves	D	-	0	One or more may be inoperative.	
10)	Low Frequency - Underwater Locator Beacon (LF-ULB) (With Mod. 207095/ MP D54139)	D	1	0	May be inoperative.	
25-66-01	Floatation Equipment (Crew and Passenger)	D	-	-	Any in excess of that required by 14 CFR may be inoperative or missing.	
25-74-01 ***	Flightcrew Rest Compartment	C	1	0	May be inoperative provided procedures do not require its use and the flightcrew rest compartment is placarded inoperative.	
1)	Bed Bunks	C	-	0	May be inoperative provided operations or procedures do not require its use.	
2)	Door	C	1	0	(M) May be inoperative provided the door is deactivated closed.	
25-74-02 ***	Flightcrew Rest Compartment (With STC No. ST02193SE)					
1)	Bed Bunk	C	1	0	May be inoperative provided procedures do not require its use and the flightcrew rest compartment is placarded inoperative.	
2)	Curtain	C	1	0	(M) May be inoperative provided the curtain is removed or stowed open and the flightcrew rest compartment is placarded inoperative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-75-01 ***	Lower Deck Cabin Crew Rest Compartment (Passenger Configuration)	D	1	0	May be inoperative provided procedures do not require its use and the flightcrew rest compartment is placarded inoperative.	
1)	Bed Bunks	D	-	0	May be inoperative provided operations or procedures do not require its use.	
2)	Blow In/Out Panel	D	1	0	May be damaged or missing provided the affected compartment is secured closed and not used.	
3)	Door	D	1	0	(M) May be inoperative provided the door is deactivated closed.	
25-75-02	Bulk Crew Rest Compartment (With STC No. ST11686SE-T)	D	1	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is secured closed and not used, and b) Procedures do not require its use.	
1)	Bed Bunk	D	8	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is secured closed and not used, and b) Procedures do not require its use.	
		D	8	-	(M)(O) Individual bed bunk(s) may be inoperative provided: a) The associated bed bunk(s) is placarded "DO NOT USE", and b) Procedures do not require its use.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-75-02	Bulk Crew Rest Compartment (With STC No. ST11686SE-T) (Cont'd)					
2)	Seat	C	2	0	(M) May be inoperative provided the seat is placarded "DO NOT USE".	
		D	2	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is secured closed and not used, and b) Procedures do not require its use.	
3)	Bench	C	1	0	(M) May be inoperative provided the seat is placarded "DO NOT USE".	
		D	2	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is secured closed and not used, and b) Procedures do not require its use.	
4)	Vestibule Door/Lock	D	1	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is secured closed and not used, and b) Procedures do not require its use.	
5)	Entry Hatch	D	1	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is secured closed and not used, and b) Procedures do not require its use.	
(Continued)						

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-75-02	Bulk Crew Rest Compartment (With STC No. ST11686SE-T) (Cont'd)					
6)	Escape Hatch	D	1	0	(M)(O) May be inoperative provided: a) The escape hatch is secured closed, b) The bulk crew rest compartment is secured closed and not used, and c) Procedures do not require its use.	
25-75-03 ***	Lower Deck Mobile Crew Rest (With STC No. ST22440SE)					
1)	Bed Bunk(s)	D	6	0	(M)(O) May be inoperative provided: a) The Lower Deck Mobile Crew Rest is secured closed and not used, and b) Procedures do not require its use.	
		D	6	-	(M)(O) Individual bed bunk(s) may be inoperative provided: a) The associated bed bunk(s) is placarded "DO NOT USE", and b) Procedures do not require its use.	
2)	Pilot Bunk Curtain	C	1	0	May be inoperative provided Pilot Area Curtain is operative.	
3)	Pilot Area Curtain	C	1	0	May be inoperative provided Pilot Bunk Curtain is operative.	
(Continued)						

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PAGE NO. 25-30

DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-75-03 ***	Lower Deck Mobile Crew Rest (With STC No. ST22440SE) (Cont'd)					
4)	Bench	C	1	0	May be inoperative provided Bench is placarded "DO NOT USE".	
5)	Vestibule Door/Lock	D	1	0	(M)(O) May be inoperative provided: a) The Lower Deck Mobile Crew Rest is secured closed and not used, and b) Procedures do not require its use.	
6)	Blow In/Out Panel	D	1	0	(M)(O) May be damaged or missing provided the Lower Deck Mobile Crew Rest is secured closed and not used.	
7)	Entry Hatch	D	1	0	(M)(O) May be inoperative provided: a) The Lower Deck Mobile Crew Rest is secured closed and not used, and b) Procedures do not require its use.	
8)	Escape Hatch	D	1	0	(M)(O) May be inoperative provided: a) The Escape Hatch is secured closed, b) The Lower Deck Mobile Crew Rest is secured closed and not used, and c) Procedures do not require its use.	

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-75-04	Flightcrew Rest Cabin Seat (With STC No. ST02546SE)					
1)	Pilot Rest Seat Recline, Leg Rest and Foot Rest (Class 2 and 3 Seats)	C	-	0	(M) May be inoperative and seat occupied provided: a) Seat is in full upright position for taxi, takeoff, and landing, and b) Seat can be manually operated to lay flat position.	
2)	Pilot Rest Seat Recline, Leg Rest and Foot Rest (Class 2 and 3 Seats)	C	-	0	May be inoperative provided operations do not require its use.	
3)	Class 2 Pilot Rest Seat Curtain	C	-	0	(O) May be inoperative and seat occupied provided Pilot Rest Seat is downgraded to a Class 3 facility for flight planning purposes.	
4)	Class 2 Pilot Rest Seat Curtain Attachments (Grommets/Magnets)	C	-	0	May be missing or inoperative with no effect on crew facility provided no two attachments in a row are inoperative.	
5)	Class 2 Pilot Rest Seat Curtain Attachments (Grommets/Magnets)	C	-	0	(O) May be inoperative and seat occupied provided Pilot Rest Seat is downgraded to a Class 3 facility for flight planning purposes.	
6)	Class 2 Pilot Rest Seat Window Shade	C	-	0	(O) May be inoperative and seat occupied provided Pilot Rest Seat is downgraded to a Class 3 facility for flight planning purposes.	

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AIRCRAFT:
Airbus A330

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-75-05 ***	Lower Deck Mobile Crew Rest (With STC No. ST13371SE-T)					
1)	Bunk	D	8	0	(O)(M) May be inoperative provided: a) Bunk is not occupied, and b) Affected bunk(s) is blocked and placarded DO NOT OCCUPY. NOTE: Pilot bunks and FA bunk 1 are 14 CFR Part 117 Class 1 rest facilities. FA Bunks 2 through 6 are Class 2 rest facilities.	
2)	Seat	D	3	0	(M) May be inoperative provided: a) Seat is not occupied, and b) Affected seat is blocked and placarded DO NOT OCCUPY.	
3)	Pilot Fold-Down Table	D	2	0	(M) May be inoperative provided table is secured closed and placarded DO NOT USE.	
4)	Entry Hatch	C	1	0	(O)(M) May be inoperative provided associated LDMCR is deactivated closed. NOTE: This provision is not intended to prohibit LDMCR inspections by crewmembers.	
		C	1	0	(M) May be inoperative provided vestibule door is secured.	
(Continued)						

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AIRCRAFT:
Airbus A330

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-75-05 ***	Lower Deck Mobile Crew Rest (With STC No. ST13371SE-T) (Cont'd)					
5)	Flashlight Holder Assembly (including flashlight)	C	2	0	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	
(Continued)						

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AIRCRAFT:
Airbus A330

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-75-05 ***	Lower Deck Mobile Crew Rest (With STC No. ST13371SE-T) (Cont'd)					
6)	First Aid Kit (FAK)	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided: a) The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: The LDMCR FAK may be removed and used to replace FAK in the passenger cabin.	
25-76-01	Wheelchair Accessible Lavatory				Deleted, Revision 14.	

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Airbus A330

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-01-04	Passenger Entertainment Overhead Panel					
1) ***	BULK AVNCS pb-sw OFF Light	D	1	0	May be inoperative.	
2) ***	BULK AVNCS pb-sw SMOKE Light	D	1	0	May be inoperative.	
3) ***	IFEC pb-sw OFF Light	D	1	0	May be inoperative.	
4) ***	IFEC pb-sw SMOKE Light	D	1	0	May be inoperative.	
5) ***	PAX BBAND pb-sw OFF Light	D	1	0	May be inoperative.	
6) ***	PAX BBAND pb-sw SMOKE Light	D	1	0	May be inoperative.	
7) ***	PAX SYS pb-sw OFF Light	D	1	0	May be inoperative.	
8) ***	PAX SYS pb-sw SMOKE Light	D	1	0	May be inoperative.	
9) ***	VCC SYS pb-sw OFF Light	D	1	0	May be inoperative.	
10) ***	VCC SYS pb-sw SMOKE Light	D	1	0	May be inoperative.	
26-11-01	MLG Bay Fire Detection Loop A (With Mod. 207754/ MP S34643)	C	1	0	May be inoperative provided MLG bay fire detection loop B is operative.	
26-11-02	MLG Bay Fire Detection Loop B (With Mod. 207754/ MP S34643)	C	1	0	May be inoperative provided MLG bay fire detection loop A is operative.	

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Airbus A330

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-12-01	Engine Fire Detection System					
1)	Loops	C	4	2	(O) Except for ETOPS beyond 120 minutes, one on each engine may be inoperative provided engine fire test is performed before each departure.	
26-12-02	FIRE Light on ENG MASTER Panel	C	2	0	One or both may be inoperative.	
26-12-03	FIRE Light in ENG FIRE/PUSH pb-sw					
1)	Bulbs/LEDs	C	16	8	Four bulbs/LEDs in each push button switch may be inoperative.	
26-13-01	APU Fire Detection System					
1)	Loops	C	2	1	(O) Except for ETOPS beyond 120 minutes, one may be inoperative provided APU fire test is performed before each APU start.	
		C	2	0	May be inoperative provided APU is not used.	
26-13-02	FIRE Light in APU FIRE/PUSH pb-sw					
1)	Bulbs/LEDs	C	8	4	Four bulbs/LEDs may be inoperative.	
		C	8	0	May be inoperative provided APU is not used.	
26-13-03	APU Fire Detection Unit	C	1	0	May be inoperative provided APU is not used.	

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DATE: 11/16/2022

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Airbus A330

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-16-01	Smoke Detector System in Lower Deck FWD Cargo Compartment	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. NOTE 2: Failure of a single detector in each cavity is indicated by a MAINTENANCE STATUS message.	
26-16-02	Smoke Detector System in Lower Deck AFT and BULK Cargo Compartments	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the both compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. NOTE 2: Failure of a single detector in each cavity is indicated by a MAINTENANCE STATUS message.	

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-16-03	Smoke Detector System in BULK Cargo Compartment				Deleted, Revision 9. (Moved to Item 26-16-02.)	
26-17-01	Lavatory Smoke Detection System					
1)	Passenger Configuration	C	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: <ul style="list-style-type: none"> 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. <p>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p>	
2)	Cargo Configuration	D	-	0	Any in excess of that required by 14 CFR may be inoperative.	
26-18-01 ***	Flightcrew Rest Compartment Smoke Detection System	D	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flightcrew rest compartment is secured closed and not used, and b) Procedure is used to periodically check for absence of smoke in flightcrew rest compartment. 	

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AIRCRAFT:
Airbus A330

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-18-03 ***	Lower Deck Cabin Crew Rest Compartment Smoke Detection System (Passenger Configuration)	B	1	0	(M)(O) May be inoperative provided: a) Lower deck cabin crew rest compartment fire extinguishing system is checked operative before each departure, and b) Procedure is used to periodically check for absence of smoke in the lower deck cabin crew rest compartment.	
		D	1	0	(O) May be inoperative provided: a) Lower deck cabin crew rest compartment is secured closed and not used, b) Procedure is used to periodically check for absence of smoke in lower deck cabin crew rest compartment, and c) An operative portable fire extinguisher and protective equipment, in excess of those required for the cabin, are carried in the main deck.	
26-18-04 ***	Lower Deck Facilities Smoke Detection System (Passenger Configuration)	D	1	0	(O) May be inoperative provided: a) Lower deck facility is secured closed and not used, b) Procedure is used to periodically check for absence of smoke in lower deck facility, and c) An operative portable fire extinguisher and protective equipment, in excess of those required for the cabin, are carried in the main deck.	

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-18-05 ***	Bulk Crew Rest Compartment Smoke Detection System (With STC No. ST11686SE-T)	C	1	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is secured closed and not used, and b) Alternate procedures are developed and used.	
1)	Bunk Smoke Detectors	C	-	-	(M)(O) May be inoperative provided: a) The associated bed bunk is placarded "DO NOT USE", and b) Alternate procedures are developed and used.	
2)	Seat Smoke Detectors	C	-	-	(M)(O) May be inoperative provided: a) The associated seat is placarded "DO NOT USE", and b) Alternate procedures are developed and used.	
3)	Bench Smoke Detectors	C	-	-	May be inoperative.	
4)	Vestibule Smoke Detector	C	2	0	May be inoperative.	

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-18-06 ***	Lower Deck Stowage Smoke Detection System (Passenger Configuration)	D	1	0	(O) May be inoperative provided lower deck stowage is empty, secured closed, and not used.	
26-18-07 ***	Bulk Avionics Compartment Smoke Detection System (Passenger Configuration)	D	1	0	(M) May be inoperative provided the flight entertainment system is deactivated.	
26-18-08 ***	Video Control Center Smoke Detection System (Passenger Configuration)	D	-	0	(M) May be inoperative provided the associated Video Control Center is deactivated.	
26-18-09 ***	In-Flight Entertainment Center Smoke Detection System (Passenger Configuration)	D	1	0	(M) May be inoperative provided the In-Flight Entertainment Center is deactivated.	
26-18-10	Combined Stowage-Galley Smoke Detection System (Cargo Configuration)	D	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) The associated stowage is empty, b) The door of associated stowage is secured closed and placarded inoperative, c) The associated stowage is not used for any purpose, and d) A procedure is used to check daily absence of smoke in stowage. 	
26-18-11	CAB SMOKE Light (Cargo Configuration)	C	1	0	May be inoperative.	

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-18-12 ***	Lower Deck Mobile Crew Rest Smoke Detection System (With STC No. ST22440SE)	C	1	0	(M)(O) May be inoperative provided: a) The Lower Deck Mobile Crew Rest is secured closed and not used, and b) Alternate procedures are developed and used.	
1)	Bunk Smoke Detectors	C	-	-	(M)(O) May be inoperative provided: a) The associated bed bunk is placarded "DO NOT USE", and b) Alternate procedures are developed and used.	
2)	Main Aux Panel Area Detector	C	-	-	May be inoperative.	
3)	Bench Smoke Detector	C	-	-	May be inoperative.	
26-18-13 ***	Lower Deck Mobile Crew Rest Smoke Detection System (With STC No. ST13371SE-T)	C	-	0	(M)(O) May be inoperative provided: a) Associated Lower Deck Mobile Crew Rest smoke detection system is deactivated, and b) Lower Deck Mobile Crew Rest is deactivated closed. NOTE: These provisions are not intended to prohibit LDMCR inspections by crewmembers.	
1)	Bunk Smoke Detectors	C	7	6	(M)(O) One may be inoperative provided: a) Associated bunk is not used and personal items are removed, and b) A conspicuous barrier strap or rope is placed across the associated bunk and placarded "DO NOT USE".	
(Continued)						

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-18-13 ***	Lower Deck Mobile Crew Rest Smoke Detection System (With STC No. ST13371SE-T) (Cont'd)					
2)	Portable Fire Extinguisher	C	2	1	(M) Either the Halon Fire Extinguisher or the Water Fire Extinguisher may be inoperative or removed provided: <ol style="list-style-type: none"> a) The inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. <p>NOTE 1: These provisions are not intended to prohibit LDMCR inspections by crewmembers.</p> <p>NOTE 2: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.</p>	
26-18-14 ***	Video Control Center Standalone Smoke Detection System	C	1	0	(O) May be inoperative provided a procedure is used to check the absence of smoke in the Video Control Center (VCC) every 30 min.	
		D	1	0	(M) May be inoperative provided the VCC is deactivated.	

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DATE: 11/16/2022

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Airbus A330

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-19-01	Smoke Detector in Main Deck Cargo Compartment (Cargo Configuration)	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment or zone remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.	
					NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
26-19-02	MD SMOKE Light (Cargo Configuration)	C	1	0	May be inoperative.	
26-21-01	Engine AGENT 1(2) pb					
1)	DISCH Light	C	4	2	(M) One may be inoperative on each engine provided associated bottle is verified properly charged before first departure of each day.	
		A	4	2	(M) Both may be inoperative on one engine provided: <ol style="list-style-type: none"> a) Associated bottles are verified properly charged before each departure, and b) Repairs are made within 1 flight-day. 	
2)	SQUIB Light	C	4	0	(M) May be inoperative provided the failure is verified to be in the test circuit only.	

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Airbus A330

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-21-02	ENG FIRE TEST	C	1	0	(M) May be inoperative provided verification is made before the first departure of each day that the fault is in test circuit only.	
26-22-01	APU AGENT pb					
1)	DISCH Light	C	1	0	(M) May be inoperative provided APU fire extinguishing bottle is verified properly charged before first departure of each day.	
		C	1	0	Except for ETOPS beyond 120 minutes, may be inoperative provided APU is not used.	
2)	SQUIB Light	C	1	0	(M) May be inoperative provided the failure is verified to be in the test circuit only.	
		C	1	0	May be inoperative provided APU is not used.	
26-22-02	APU Ground Automatic Fire Extinguisher System	C	1	0	May be inoperative provided APU condition is monitored in the cockpit during all APU ground operations.	
26-22-03	APU FIRE TEST System	C	1	0	(M) May be inoperative provided verification is made before the first departure of each day that the fault is in test circuit only.	
		C	1	0	May be inoperative provided APU is not used.	
26-22-04	APU Fire Extinguisher Overpressure Indication (Red Disc)	C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Squib test is used to check squib integrity, and b) Bottle pressure switch is checked operative before the first departure of each day. 	
		C	1	0	May be inoperative provided APU is not used.	

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AIRCRAFT: Airbus A330	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-22-05	APU Fire Bottle Squibs	C	2	1	(M) One may be inoperative provided the remaining squib is verified operative before the first flight of each day.	
		C	2	0	May be inoperative provided APU is not used.	
26-22-06	APU Fire Extinguisher Bottle	C	1	0	May be inoperative provided APU is not used.	
26-23-01	Lower Deck Cargo Compartment Fire Extinguishing System (FWD/AFT/BULK)					
1)	Bottles	C	2	1	Bottle 2 may be inoperative (and cargo compartments used) provided airplane remains within 1 hour of a suitable landing airport.	
		C	2	0	(O) Bottle 1 or both may be inoperative provided procedures are established and used to ensure all compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
					(Continued)	

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Airbus A330

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-23-01	Lower Deck Cargo Compartment Fire Extinguishing System (FWD/AFT/BULK) (Cont'd)					
2)	Squib of FWD Cargo Bottle 1	C	2	0	(O) Both may be inoperative provided procedures are established and used to ensure the FWD compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. NOTE 2: Failure of a single squib in each discharge cartridge is indicated by a MAINTENANCE STATUS message.	
(Continued)						

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AIRCRAFT:
Airbus A330

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-23-01	Lower Deck Cargo Compartment Fire Extinguishing System (FWD/AFT/BULK) (Cont'd)					
3)	Squib of AFT Cargo Bottle 1	C	2	0	(O) Both may be inoperative provided procedures are established and used to ensure the AFT and BULK compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. NOTE 2: Failure of a single squib in each discharge cartridge is indicated by a MAINTENANCE STATUS message.	
(Continued)						

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-23-01	Lower Deck Cargo Compartment Fire Extinguishing System (FWD/AFT/BULK) (Cont'd)					
4)	Squib of FWD Cargo Bottle 2	C	2	0	Both may be inoperative (and FWD cargo compartment used) provided airplane remains within 1 hour of a suitable landing airport.	
		C	2	0	(O) Both may be inoperative provided procedures are established and used to ensure the FWD compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
					NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
					NOTE 2: Failure of a single squib in each discharge cartridge is indicated by a MAINTENANCE STATUS message.	
					(Continued)	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-23-01	Lower Deck Cargo Compartment Fire Extinguishing System (FWD/AFT/BULK) (Cont'd)					
5)	Squib of AFT Cargo Bottle 2	C	2	0	Both may be inoperative (and AFT and BULK cargo compartments used) provided airplane remains within 1 hour of a suitable landing airport.	
		C	2	0	(O) Both may be inoperative provided procedures are established and used to ensure the AFT and BULK compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
					NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
					NOTE 2: Failure of a single squib in each discharge cartridge is indicated by a MAINTENANCE STATUS message.	
26-23-02	FWD/AFT Cargo BTL 1 DISCH Light	C	1	0	May be inoperative.	
26-23-03	FWD/AFT Cargo BTL 2 DISCH Light	C	1	0	May be inoperative.	
26-23-05	FWD/AFT Cargo SQUIB Lights	C	2	0	One or both may be inoperative.	
26-23-06	Test on CARGO SMOKE Panel	C	1	0	May be inoperative.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-24-01	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ol style="list-style-type: none"> a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. <p>NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.</p>	
1) ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	
26-25-01	Lavatory Fire Extinguisher System					
1)	Passenger Configuration	C	-	-	For each lavatory, the lavatory fire extinguisher system may be inoperative provided lavatory smoke detection system operates normally.	
(Continued)						

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-25-01	Lavatory Fire Extinguisher System (Cont'd)					
1)	Passenger Configuration (Cont'd)	C	-	-	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: <ul style="list-style-type: none"> a) Lavatory waste receptacle is empty, b) Lavatory door is secured closed and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. 	
					NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
2)	Cargo Configuration	D	1	0	May be inoperative.	
26-28-01 ***	Lower Deck Cabin Crew Rest Compartment Fire Extinguishing System (Passenger Configuration)	D	1	0	(O) May be inoperative provided lower deck cabin crew rest compartment smoke detection system operates normally.	
		D	1	0	(O) May be inoperative provided lower deck cabin crew rest compartment is secured closed and not used.	
26-28-02 ***	Bulk Crew Rest Compartment Fire Extinguishing System				Deleted, Revision 9.	

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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-14-01	Aileron Servocontrol					
1)	Outboard	C	4	3	(M) One may be inoperative provided it remains mechanically connected and hydraulically supplied (damping function is not affected).	
		C	4	2	(M) Both associated with PRIM 3 (left yellow and right green) may be inoperative provided they remain mechanically connected and hydraulically supplied (damping function is not affected).	
27-14-02	Indication on ECAM F/CTL Page					
1)	Aileron Position Indications	C	4	0	(M) May be inoperative provided ability to move affected aileron through each servocontrol is verified visually before each departure.	
2)	Aileron Actuator Indications	C	8	0	One or more may be inoperative.	
27-21-01	Rudder Pedal Adjustment Systems	C	2	0	(O) CAPT and/or F/O systems may be inoperative provided: <ul style="list-style-type: none"> a) Rudder pedals can be adjusted to a position which is acceptable to the affected crewmember, and b) Full and unrestricted movement of rudder pedals and brake pedal deflection is possible at both pilot stations. 	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-22-01	Rudder Trim Systems	C	2	1	(M)(O) One may be inoperative provided: a) The other system is verified to operate normally before each departure, and b) Approach minimums do not require its use.	
27-22-02	Manual Trim Reset Function	C	1	0	May be inoperative provided one rudder trim position indication is available.	
27-22-03	Rudder Trim Position Indications	C	2	1	One may be inoperative.	
		B	2	0	(O) May be inoperative provided: a) Rudder trim is verified to operate normally, b) Rudder position is verified at zero before each departure, and c) Rudder pedals are verified in a neutral position.	
27-23-01	Rudder Travel Limiter System (Including Rudder and Pedals Travel Limiter Units) (Without Mod. 49144)					
1)	Channels	C	2	1	One may be inoperative provided FCDC 2 and FWC 2 operate normally.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-24-01	Indication on ECAM F/CTL Page (With Mod. 49144)					
1)	Rudder Position Indication	C	1	0	(M) May be inoperative provided: a) Visual verification of rudder movement is made, and b) The rudder trim position is verified at zero before each departure on either ECAM F/CTL page or the RUD TRIM panel on the pedestal.	
27-25-01	Indication on ECAM F/CTL Page (Without Mod. 49144)					
1)	Rudder Position Indication	C	1	0	(M) May be inoperative provided: a) Visual verification of rudder movement is made, and b) The rudder trim position is verified at zero before each departure on either ECAM F/CTL page or the RUD TRIM panel on the pedestal.	
27-25-02	Warning and Caution on ECAM E/WD					
1)	F/CTL RUD G(Y)(B) SERVO JAM (A330-300 without Mod. 49144)	C	3	0	(O) May be inoperative provided before each flight, and for each inoperative caution, rudder deflection is checked operative using only the servocontrol associated with each inoperative caution.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-25-02	Warning and Caution on ECAM E/WD (Cont'd)					
2)	F/CTL RUD Y(B) SERVO FAULT (With Mod. 49144/ MP S16279, SB A330-27-3161, and SB A330-27-3169)	C	2	1	(M)(O) F/CTL RUD B SERVO FAULT may be inoperative provided: <ul style="list-style-type: none"> a) A check is performed before each flight to ensure that the EFCS ground report indicates that only the blue rudder servocontrol sensor is at fault, b) The affected servocontrol sensor is deactivated, c) The rudder control associated with PRIM 1, PRIM 3, and SEC 1 are checked operative before each flight, d) The backup control module is checked operative before each flight, and e) The yellow electric pump is checked operative before each flight. 	
		C	2	1	(M) F/CTL RUD Y SERVO FAULT may be inoperative provided: <ul style="list-style-type: none"> a) A check is performed before each flight to ensure that the EFCS ground report indicates that only the yellow rudder servocontrol sensor is at fault, b) The backup control module is checked operative before each flight, and c) PRIM 3 is considered inoperative. 	
27-26-01	Yaw Damper System (Without Mod. 49144)	C	2	1	(M) Yaw damper system 2 may be inoperative provided: <ul style="list-style-type: none"> a) The BYDU is verified to operate normally before each departure, and b) Approach minimums do not require its use. 	

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
27-34-02	Indications on ECAM F/CTL Page					
1)	Elevator Position Indications	C	2	0	(M) May be inoperative provided a visual verification of affected elevator movement is made before each departure.	
2)	Elevator Actuator Indications	C	4	0	One or more may be inoperative.	
27-40-03	PRIM Pitch Channel (With SB 27-4136 or Mod. 55780/ MP D46390) and (SB 92-4056 or ((Mod. 52269/ MP D44449 or Mod. 52269/ MP D44450) and Mod. 56056/ MP C10650))					
1)	PRIM 1 Pitch Channel	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) A verification is performed before each flight to ensure that the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 1 is considered inoperative, and c) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative. 	
		C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) PRIM 1 is considered inoperative, and b) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative. 	
					(Continued)	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-40-03	PRIM Pitch Channel (With SB 27-4136 or Mod. 55780/ MP D46390) and (SB 92-4056 or (Mod. 52269/ MP D44449 or Mod. 52269/ MP D44450) and Mod. 56056/ MP C10650)) (Cont'd)					
2)	PRIM 2 Pitch Channel	C	1	0	(M) May be inoperative provided: a) A verification is performed before each flight to ensure that the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 2 is considered inoperative, and c) PRIM 1 Pitch Channel and PRIM 3 Pitch Channel are operative.	
3)	PRIM 3 Pitch Channel	C	1	0	May be inoperative provided stabilizer actuator electric motor 3 is considered inoperative.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-40-04	PRIM Pitch Channel (With SB 27-4136 or Mod. 55780/ MP D46390)					
1)	PRIM 1 Pitch Channel	C	1	0	(M) May be inoperative provided: a) A verification is performed before each flight to ensure that the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 1 is considered inoperative, c) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative, and d) An inspection of the THSA ballscrew and CSP (Checkable Shear Pin) is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.	
		C	1	0	(M) May be inoperative provided: a) PRIM 1 is considered inoperative, b) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative, and c) An inspection of the THSA ballscrew and CSP (Checkable Shear Pin) is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.	
(Continued)						

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<p>AIRCRAFT: Airbus A330</p>	<p>TABLE KEY</p> <p>1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS</p>
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-40-04	PRIM Pitch Channel (With SB 27-4136 or Mod. 55780/ MP D46390) (Cont'd)					
2)	PRIM 2 Pitch Channel	C	1	0	(M) May be inoperative provided: a) A verification is performed before each flight to ensure that the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 2 is considered inoperative, c) PRIM 1 Pitch Channel and PRIM 3 Pitch Channel are operative, and d) An inspection of the THSA ballscrew and CSP (Checkable Shear Pin) is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.	
3)	PRIM 3 Pitch Channel	C	1	0	(M) May be inoperative provided: a) The stabilizer actuator electric motor 3 is considered inoperative, and b) An inspection of the THSA ballscrew and CSP (Checkable Shear Pin) is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-40-05	PRIM Pitch Channel (With SB 92-4056 or (Mod. 52269/ MP D44449 or Mod. 52269/ MP D44450) and Mod. 56056/ MP C10650))					
1)	PRIM 1 Pitch Channel	C	1	0	(M) May be inoperative provided: a) A verification is performed before each flight to ensure that the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 1 is considered inoperative, c) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative, and d) An inspection of the THSA ballscrew is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.	
		C	1	0	(M) May be inoperative provided: a) PRIM 1 is considered inoperative, b) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative, and c) An inspection of the THSA ballscrew is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.	
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-40-05	PRIM Pitch Channel (With SB 92-4056 or Mod. 52269/MP D44449 or Mod. 52269/ MP D44450 and Mod. 56056/ MP C10650) (Cont'd)					
2)	PRIM 2 Pitch Channel	C	1	0	(M) May be inoperative provided: a) A verification is performed before each flight to ensure that the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 2 is considered inoperative, c) PRIM 1 Pitch Channel and PRIM 3 Pitch Channel are operative, and d) An inspection of the THSA ballscrew is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.	
3)	PRIM 3 Pitch Channel	C	1	0	(M) May be inoperative provided: a) Stabilizer actuator electric motor 3 is considered inoperative, and b) An inspection of the THSA ballscrew is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.	

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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-40-06	PRIM Pitch Channel – (With SB 27-4136 or Mod. 55780/MP D46390) and (SB 92-4056 or (Mod. 52269/ MP D44449 or Mod. 52269/MP D44450) and Mod. 56056/MP C10650) and (SB 27-3234 or Mod. 206264/ MP S33801))					
1)	PRIM 1 Pitch Channel	C	1	0	(M) May be inoperative provided: a) A verification is performed before each flight to ensure the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 1 is considered inoperative, and c) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative.	
		C	1	0	May be inoperative provided: a) PRIM 1 is considered inoperative, and b) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative.	
(Continued)						

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1. REPAIR CATEGORY
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-40-06	PRIM Pitch Channel – (With SB 27-4136 or Mod. 55780/MP D46390) and (SB 92-4056 or (Mod. 52269/ MP D44449 or Mod. 52269/MP D44450) and Mod. 56056/MP C10650) and (SB 27-3234 or Mod. 206264/ MP S33801)) (Cont'd)					
2)	PRIM 2 Pitch Channel	A	1	0	(M) May be inoperative for 10 consecutive calendar-days or 14 flights, whichever occurs first, provided: a) A verification is performed before each flight to ensure that the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 2 is considered inoperative, c) PRIM 1 Pitch Channel and PRIM 3 Pitch Channel are operative, and d) An integrity check of upper Primary Load Path (PLP) and Secondary Load Path (SLP) is performed before the first dispatch under present MMEL item.	
3)	PRIM 3 Pitch Channel	C	1	0	May be inoperative provided stabilizer actuator electric motor 3 is considered inoperative.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-40-07	PRIM Pitch Channel (With SB 27-4136 or Mod. 55780/MP D46390) and (SB 27-3234 or Mod. 206264/ MP S33801)					
1)	PRIM 1 Pitch Channel	C	1	0	(M) May be inoperative provided: a) A verification is performed before each flight to ensure that the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 1 is considered inoperative, c) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative, and d) An inspection of the THSA ballscrew and CSP (Checkable Shear Pin) is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.	
		C	1	0	(M) May be inoperative provided: a) PRIM 1 is considered inoperative, b) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative, and c) An inspection of the THSA ballscrew and CSP (Checkable Shear Pin) is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.	
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-40-07	PRIM Pitch Channel (With SB 27-4136 or Mod. 55780/MP D46390) and (SB 27-3234 or Mod. 206264/MP S33801) (Cont'd)					
2)	PRIM 2 Pitch Channel	A	1	0	(M) May be inoperative for 10 consecutive calendar-days or 14 flights, whichever occurs first, provided: a) A verification is performed before each flight to ensure that the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 2 is considered inoperative, c) PRIM 1 Pitch Channel and PRIM 3 Pitch Channel are operative, d) An inspection of the THSA ballscrew and CSP (Checkable Shear Pin) is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message, and e) An integrity check of upper Primary Load Path (PLP) and Secondary Load Path (SLP) is performed before the first dispatch under present MMEL item.	
3)	PRIM 3 Pitch Channel	C	1	0	(M) May be inoperative provided: a) The stabilizer actuator electric motor 3 is considered inoperative, and b) An inspection of the THSA ballscrew and CSP (Checkable Shear Pin) is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.	

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<p>AIRCRAFT: Airbus A330</p>	<p>TABLE KEY</p> <p>1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS</p>
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-40-08	PRIM Pitch Channel (With SB 92-4056 or (Mod. 52269/ MP D44449 or Mod. 52269/MP D44450) and Mod. 56056/MP C10650) and (SB 27-3234 or Mod. 206264/ MP S33801))					
1)	PRIM 1 Pitch Channel	C	1	0	(M) May be inoperative provided: a) A verification is performed before each flight to ensure that the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 1 is considered inoperative, c) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative, d) An inspection of the THSA ballscrew and CSP (Checkable Shear Pin) is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.	
		C	1	0	(M) May be inoperative provided: a) PRIM 1 is considered inoperative, b) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative, and c) An inspection of the THSA ballscrew and CSP (Checkable Shear Pin) is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.	
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<p>AIRCRAFT: Airbus A330</p>	<p>TABLE KEY</p> <p>1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS</p>
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-40-08	PRIM Pitch Channel (With SB 92-4056 or (Mod. 52269/ MP D44449 or Mod. 52269/MP D44450) and Mod. 56056/MP C10650) and (SB 27-3234 or Mod. 206264/ MP S33801)) (Cont'd)					
2)	PRIM 2 Pitch Channel	A	1	0	(M) May be inoperative for 10 consecutive calendar-days or 14 flights, whichever occurs first, provided: a) A verification is performed before each flight to ensure that the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 2 is considered inoperative, c) PRIM 1 Pitch Channel and PRIM 3 Pitch Channel are operative, d) An inspection of the THSA ballscrew and CSP (Checkable Shear Pin) is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message, and e) An integrity check of upper Primary Load Path (PLP) and Secondary Load Path (SLP) is performed before the first dispatch under present MMEL item.	
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-40-08	PRIM Pitch Channel (With SB 92-4056 or (Mod. 52269/ MP D44449 or Mod. 52269/MP D44450) and Mod. 56056/MP C10650) and (SB 27-3234 or Mod. 206264/ MP S33801)) (Cont'd)					
3)	PRIM 3 Pitch Channel	C	1	0	(M) May be inoperative provided: a) The stabilizer actuator electric motor 3 is considered inoperative, and b) An inspection of the THSA ballscrew and CSP (Checkable Shear Pin) is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.	
27-44-01	Stabilizer Actuator Electrical Motors	C	3	2	(M)(O) Except for ETOPS, motor 1 may be inoperative provided: a) It is deactivated, and b) Approach minimums do not require its use.	
		C	3	2	(M)(O) Motor 2 or 3 may be inoperative provided it is deactivated.	
27-45-01	Indications on ECAM F/CTL Page					
1)	Pitch Trim Position	C	1	0	(O) May be inoperative provided pitch trim handwheel and stabilizer are verified to operate synchronously before each departure.	

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AIRCRAFT:
Airbus A330

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-51-01	Flaps System					
1)	System 1					
a)	Without Mod. 204037/ MP D50824	A	1	0	(M)(O) May be inoperative provided: a) Flaps system 2 operates normally, b) Slats system 2 operates normally, c) Electrical supply to flaps system 1 is deactivated, and d) Repairs are made within 9 calendar-days.	
b)	With Mod. 204037/ MP D50824	A	1	0	(M)(O) May be inoperative provided: a) Flaps system 2 operates normally, b) Slats system 2 operates normally, c) Electrical supply to flaps system 1 is deactivated, and d) Repairs are made within 9 calendar-days.	
		A	1	0	(O) May be inoperative for one flight provided: a) Flaps system 2 operates normally, b) Slats system 2 operates normally, and c) Electrical supply to flaps system 1 is switched OFF by using the SFCC1 FLAP reset pb.	
(Continued)						

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AIRCRAFT:
Airbus A330

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-51-01	Flaps System (Cont'd)					
2)	System 2					
a)	Without Mod. 204037/ MP D50824	A	1	0	(M) May be inoperative provided: a) Electrical supply to flaps system 2 is deactivated, b) Yellow auxiliary hydraulic power (electric pump) operates normally, and c) Repairs are made within 9 calendar-days.	
b)	With Mod. 204037/ MP D50824	A	1	0	(M) May be inoperative provided: a) Electrical supply to flaps system 2 is deactivated, b) Yellow auxiliary hydraulic power (electric pump) operates normally, and c) Repairs are made within 9 calendar-days.	
		A	1	0	(O) May be inoperative for one flight provided: a) Electrical supply to flaps system 2 is switched OFF by using the SFCC 2 FLAP reset pb, and b) Yellow auxiliary hydraulic power (electric pump) operates normally.	

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Airbus A330

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-64-01	Spoilers	C	12	10	(M)(O) One pair of symmetrical surfaces may be inoperative in retracted position provided AFM performance penalties are applied.	
		C	12	8	(M)(O) Two pairs (surfaces 1 and 2) may be inoperative in retracted position provided AFM performance penalties are applied.	
27-64-02	Indications on ECAM F/CTL and WHEEL Pages					
1)	Spoilers/Speedbrake Indications	C	12	0	(M) May be inoperative provided spoilers are verified to move normally before each departure.	
27-81-01	Slats System					
1)	System 2					
a)	A330-200, A330-200F, A330-300 (Without Mod. 204037/MP D50824)	A	1	0	(M)(O) May be inoperative provided: a) Electrical supply to slats system 2 is deactivated, and b) Repairs are made within 9 calendar-days.	
b)	A330-200, A330-200F, A330-300 (With Mod. 204037/MP D50824)	A	1	0	(M)(O) May be inoperative provided: a) Electrical supply to slats system 2 is deactivated, and b) Repairs are made within 9 calendar-days.	
		A	1	0	(O) May be inoperative for one flight provided electrical supply to slats system 2 is switched OFF by using the SFCC 2 SLAT reset pb.	
(Continued)						

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AIRCRAFT:
Airbus A330

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-81-01	Slats System (Cont'd)					
1)	System 2 (Cont'd)					
c)	A330-800, A330-900 (Without Mod. 204037/MP D50824 and Without Mod. 45008/MP H13701)	A	1	0	(M)(O) May be inoperative provided: a) Electrical supply to slats system 2 is deactivated, b) Repairs are made within 9 calendar-days, and c) MTOW is limited to 485,010 lbs (220,000 kg).	
d)	A330-800, A330-900 (With Mod. 204037/MP D50824 and Without Mod. 45008/MP H13701)	A	1	0	(M)(O) May be inoperative provided: a) Electrical supply to slats system 2 is deactivated, b) Repairs are made within 9 calendar-days, and c) MTOW is limited to 485,010 lbs (220,000 kg).	
		A	1	0	(O) May be inoperative for one flight provided: a) Electrical supply to slats system 2 is switched off by using the SFCC 2 SLAT reset pb, and b) MTOW is limited to 485,010 lbs (220,000 kg).	
e)	A330-800, A330-900 (Without Mod. 204037/MP D50824 and With Mod. 45008/MP H13701)	A	1	0	(M)(O) May be inoperative provided: a) Electrical supply to slats system 2 is deactivated, b) Repairs are made within 9 calendar-days, and c) Jettison system is operative.	
		A	1	0	(M)(O) May be inoperative provided: a) Electrical supply to slats system 2 is deactivated, b) Repairs are made within 9 calendar-days, and c) MTOW is limited to 485,010 lbs (220,000 kg).	
(Continued)						

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TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-81-01	Slats System (Cont'd)					
1)	System 2 (Cont'd)					
f)	A330-800, A330-900 (With Mod. 204037/MP D50824 and With Mod. 45008/MP H13701)	A	1	0	(M)(O) May be inoperative provided: a) Electrical supply to slats system 2 is deactivated, b) Repairs are made within 9 calendar-days, and c) Jettison system is operative.	
		A	1	0	(O) May be inoperative for one flight provided: a) Electrical supply to slats system 2 is switched off by using the SFCC 2 SLAT reset pb, and b) Jettison system is operative.	
		A	1	0	(M)(O) May be inoperative provided: a) Electrical supply to slats system 2 is deactivated, b) Repairs are made within 9 calendar-days, and c) MTOW is limited to 485,010 lbs (220,000 kg).	
		A	1	0	(O) May be inoperative for one flight provided: a) Electrical supply to slats system 2 is switched off by using the SFCC 2 SLAT reset pb, and b) MTOW is limited to 485,010 lbs (220,000 kg).	

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Airbus A330

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-92-01	Speedbrake Control System	C	1	0	May be inoperative.	
27-92-02	Ground Spoiler Control System	C	1	0	(O) May be inoperative provided: a) AFM takeoff and landing performance penalties are applied, and b) The AUTO/BRK function is not used.	
27-92-05	PRIM Sidestick Potentiometers Signals	C	24	-	(M) May be inoperative provided: a) It is verified before each flight that affected PRIM Sidestick Potentiometers Signals are associated with either PRIM 1 or PRIM 3, b) It is verified before each flight that all Sidestick Priority Switch Signals associated with the two other PRIMs and both SECs are verified to operate normally, and c) Associated PRIM is considered inoperative.	
27-92-06	PRIM Sidestick Priority Switch Signals	C	12	-	(M) May be inoperative provided: a) It is verified before each flight that affected PRIM Sidestick Priority Switch Signals are associated with either PRIM 1 or PRIM 3, b) It is verified before each flight that all Sidestick Potentiometer Signals associated with the two other PRIMs and both SECs are verified to operate normally, and c) Associated PRIM is considered inoperative.	

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Airbus A330

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-93-01	PRIMs					
1)	PRIM 1 (With Mod. 44385 and without Mod. 49144)	C	1	0	(M)(O) Except for ETOPS, may be inoperative provided: a) PRIM 1 pb-sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with both SECs operate normally, c) All SECs, SFCCs, LGCIUs, RAs, ADIRS, and PRIM 3 operate normally, d) The sidestick priority function is checked operative on both sides before each departure, e) Stabilizer actuator electrical motors associated with PRIM 2 and PRIM 3 operate normally, f) Elevators controls through operative PRIMs and SECs are checked operative before each departure, g) The mode valve transducers on the elevators servocontrols are checked operative, h) The second electrical power supply of PRIM 3 is verified to operate normally, i) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and j) Approach minimums do not require its use.	
(Continued)						

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AIRCRAFT:
Airbus A330

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-93-01	PRIMs (Cont'd)					
2)	PRIM 1 (With Mod. 49144)	C	1	0	(M)(O) Except for ETOPS, may be inoperative provided: a) PRIM 1 pb-sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with both SECs operate normally, c) All SECs, SFCCs, LGCIUs, RAs, ADIRS, and PRIM 3 operate normally, d) The sidestick priority function is checked operative on both sides before each departure, e) Stabilizer actuator electrical motors associated with PRIM 2 and PRIM 3 operate normally, f) Backup control module and rudder control on SEC 1 are checked operative before each departure, g) All pedals position transducer units associated with PRIM 2, PRIM 3, and SEC 1 are checked operative before each departure, h) Elevators controls through operative PRIMs and SECs are checked operative before each departure, i) The mode valve transducers on the elevators servocontrols are checked operative, j) Blue and Yellow electric pumps are checked operative, k) The second electrical power supply of PRIM 3 is verified to operate normally,	

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AIRCRAFT:
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TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-93-01	PRIMs (Cont'd)					
2)	PRIM 1 (With Mod. 49144) (Cont'd)				l) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and m) Approach minimums do not require its use.	
3)	PRIM 1 (With Mod. 44385/ MP S13080 and Mod. 55439/MP S18649 and Mod. 55696/ MP S18546 and without Mod. 49144/MP S16279)	C	1	0	(M)(O) Except for ETOPS, may be inoperative provided: a) PRIM 1 pb-sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with both SECs operate normally, c) All SECs, SFCCs, LGCIUs, RAs, ADIRS, and PRIM 3 operate normally, d) The sidestick priority function is checked operative on both sides before each departure, e) Stabilizer actuator electrical motors associated with PRIM 2 and PRIM 3 operate normally, f) Elevators controls through operative PRIMs and SECs are verified operative before each departure, g) The second electrical power supply of PRIM 3 is verified to operate normally, h) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and i) Approach minimums do not require its use.	

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AIRCRAFT:
Airbus A330

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-93-01	PRIMs (Cont'd)					
4)	PRIM 1 (With Mod. 49144/ MP S16279 and Mod. 53468/MP S18201 and Mod. 55697/MP S18547)	C	1	0	(M)(O) Except for ETOPS, may be inoperative provided: a) PRIM 1 pb-sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with both SECs operate normally, c) All SECs, SFCCs, LGCIUs, RAs, ADIRS, and PRIM 3 operate normally, d) The sidestick priority function is checked operative on both sides before each departure, e) Stabilizer actuator electrical motors associated with PRIM 2 and PRIM 3 operate normally, f) Backup control module and rudder control on SEC 1 are verified operative before each departure, g) All pedals position transducer units associated with PRIM 2, PRIM 3, and SEC 1 are verified operative before each departure, h) Elevators controls through operative PRIMs and SECs are verified operative before each departure, i) Blue and Yellow electric pumps are checked operative, j) The second electrical power supply of PRIM 3 is verified to operate normally,	
(Continued)						

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AIRCRAFT:
Airbus A330

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-93-01	PRIMs (Cont'd)					
4)	PRIM 1 (With Mod. 49144/ MP S16279 and Mod. 53468/MP S18201 and Mod. 55697/MP S18547) (Cont'd)				k) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and l) Approach minimums do not require its use.	
5)	PRIM 1 (With Mod. 49144/ MP S16279 and Mod. 200285/ MP S19541 and Mod. 55697/MP S18547)	C	1	0	(M)(O) Except for ETOPS, may be inoperative provided: a) PRIM 1 pb-sw is selected OFF and remains OFF for the entire flight, b) All side stick transducers associated with both SECs operate normally, c) All SECs, SFCCs, LGCIUs, RAs, ADIRS, and PRIM 3 operate normally, d) The sidestick priority function is checked operative on both sides before each departure, e) Stabilizer actuator electrical motors associated with PRIM 2 and PRIM 3 operate normally, f) Backup control module and rudder control on SEC 1 are verified operative before each departure, g) All pedals position transducer units associated with PRIM 2, PRIM 3, and SEC 1 are verified operative before each departure, h) Elevators controls through operative PRIMs and SECs are verified operative before each departure,	
(Continued)						

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Airbus A330

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-93-01	PRIMs (Cont'd)					
5)	PRIM 1 (With Mod. 49144/ MP S16279 and Mod. 200285/ MP S19541 and Mod. 55697/MP S18547) (Cont'd)				i) Blue and Yellow electric pumps are checked operative, j) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and k) Approach minimums do not require its use.	
6)	PRIM 1 (With Mod. 44385/ MP S13080 and Mod. 55439/ MP S18649 and Mod. 55440/ MP S18550 and Mod. 55696/ MP S18546 and Mod. 201687/ MP S31873 and Mod. 201688/ MP S31874	C	1	0	(M)(O) Except for ETOPS, may be inoperative provided: a) PRIM 1 pb-sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with both SECs operate normally, c) All SECs, SFCCs, LGCIUs, RAs, ADIRs, and PRIM 3 operate normally, d) The sidestick priority function is checked operative on both sides before each departure, e) Stabilizer actuator electrical motors associated with PRIM 2 and PRIM 3 operate normally, f) Elevators controls through operative PRIMs and SECs are verified operative before each departure, g) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and h) Approach minimums do not require its use.	

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AIRCRAFT:
Airbus A330

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-93-01	PRIMs (Cont'd)					
7)	PRIM 3 (Without Mod. 49144	C	1	0	(M)(O) May be inoperative provided: a) PRIM 3 pb-sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with both SECs operate normally, c) All SECs, SFCCs, LGCIUs, RAs, ADIRS, and PRIM 1 operate normally, d) Stabilizer actuator electrical motors associated with PRIM 1 and PRIM 2 operate normally, and e) Performance penalties for two pairs of spoilers (Surface 1 and 2) inoperative are applied and deactivation of affected spoilers is not necessary.	
(Continued)						

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Airbus A330

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-93-01	PRIMs (Cont'd)					
8)	PRIM 3 (With Mod. 49144 and Mod. 52950 and Mod. 58118 and Mod. 200667)	C	1	0	(M)(O) May be inoperative provided: a) PRIM 3 pb-sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with both SECs operate normally, c) All SECs, SFCCs, LGCIUs, RAs, ADIRS, and PRIM 1 operate normally, d) Stabilizer actuator electrical motors associated with PRIM 1 and PRIM 2 operate normally, e) Backup control module and rudder control on SEC 1 are verified to operate normally before each departure, f) All pedals position transducer units associated with PRIM 1, PRIM 2, and SEC 1 are verified to operate normally before each departure, g) Blue electric pump operates normally, and h) Performance penalties for two pairs of spoilers (Surface 1 and 2) inoperative are applied and deactivation of affected spoilers is not necessary.	

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<p>AIRCRAFT: Airbus A330</p>	<p>TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS</p>
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-93-02	PRIM pb-sw					
1)	FAULT Lights	C	3	0	(O) May be inoperative provided associated F/CTL PRIM 1(2)(3) FAULT caution on ECAM E/WD and associated PRIM 1(2)(3) indication on ECAM F/CTL page are operative.	
2)	OFF Lights	C	3	0	One or more may be inoperative.	
27-93-03	Indications on ECAM F/CTL Page					
1)	PRIM	C	3	0	One or more may be inoperative.	
27-93-05	Turbulence Damping Function	C	1	0	May be inoperative provided TURB DAMP pb-sw is selected OFF.	
27-93-06	TURB DAMP pb-sw					
1)	OFF Light	C	1	0	May be inoperative.	

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Airbus A330

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-94-01	SECs					
1)	SEC 1 (Without Mod. 49144)	C	1	0	(M)(O) May be inoperative provided: a) SEC 1 pb-sw is selected OFF and remains OFF for the entire flight, b) All side stick transducers associated with SEC 2 operate normally, c) All PRIMs, SFCCs, LGCIUs, RAs, and ADIRS operate normally, d) FCDC 2 and FWC 2 operate normally, e) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and f) Approach minimums do not require its use.	
2)	SEC 1 (With Mod. 49144)	C	1	0	(M)(O) May be inoperative provided: a) SEC 1 pb-sw is selected OFF and remains OFF for the entire flight, b) All side stick transducers associated with SEC 2 operate normally, c) All PRIMs, SFCCs, LGCIUs, RAs, and ADIRS operate normally, d) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and e) Approach minimums do not require its use.	

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Airbus A330

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-94-02	SEC pb-sw					
1)	FAULT Lights	C	2	0	(O) May be inoperative provided associated F/CTL SEC 1(2) FAULT caution on ECAM E/WD and associated SEC 1(2) indication on ECAM F/CTL page are operative.	
2)	OFF Lights	C	2	0	One or both may be inoperative.	
27-94-03	Indications on ECAM F/CTL Page					
1)	SEC	C	2	0	One or both may be inoperative.	
27-95-01	FCDCs					
1)	Without Fly-By-Wire Rudder (Mod. 49144/MP S16279)	C	2	1	(M) FCDC 2 may be inoperative.	
2)	With Fly-By-Wire Rudder (Mod. 49144/MP S16279)	C	2	1	(O) FCDC 2 may be inoperative provided electrical supply to FCDC 2 is switched off by using the FCDC 2 reset pb.	

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TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-12-01	Overpressure Protectors					
1)	Wing Surge Tanks	C	2	0	(O) May be damaged or missing.	
2)	Trim Surge Tank	C	1	0	May be damaged or missing.	
3)	Center Tank (A330-200, A330-200F, A330-200F with Mod. 58623/ MP H16147 and Mod. 200281/ MP H16151, A330-300 with Mod. 204025/ MP H166901, A330-800, A330-900),)	B	1	0	(M)(O) May be damaged or missing provided: a) Crossfeed valve is checked operative on the ECAM <u>FUEL</u> page, b) Both center tank fuel pumps are operative, c) Center and inner tanks fuel quantity indications are operative on the ECAM <u>FUEL</u> page, d) Maximum fuel on board (FOB) is 154,322 lbs (70,000 kg), and e) Fuel distribution is performed in accordance with the maintenance procedure.	
28-21-01	Inner Tank Pumps					
1)	Main	C	4	3	(O) Except for ETOPS beyond 120 minutes, one main pump may be inoperative provided: a) The crossfeed valve operates normally, b) 4,400 lbs (2,000 kg) of fuel is considered unusable in the associated tank, and c) The inoperative main pump or its associated pump (same collector cell) are not P/N 568-1-28300-101 or 568-1-28300-103 or 568-1-28300-200.	
(Continued)						

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TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-21-01	Inner Tank Pumps (Cont'd)					
1)	Main (Cont'd)	A	4	3	(M)(O) Except for ETOPS beyond 120 minutes, one main pump may be inoperative for three flights provided: <ul style="list-style-type: none"> a) The affected fuel pump is deactivated, b) The crossfeed valve operates normally, c) 4,400 lbs (2000 kg) of fuel is considered unusable in the associated tank, d) 8,800 lbs (4000 kg) of additional fuel is loaded before dispatch, and e) The associated standby pump is not P/N 568-1-28300-101 or 568-1-28300-103 or 568-1-28300-200 or has been inspected as per AOT A28L006-17. 	

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TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-23-01	Crossfeed Valve					
1)	A330-300, A330-200F with Mod. 58623/MP H16147	B	1	0	(M)(O) Except for ETOPS, may be inoperative in the closed position provided: a) Both outer tanks inlet valves operate normally, b) Both inner tanks inlet valves operate normally, and c) All fuel quantity indications operate normally on the FUEL SD page.	
2)	A330-200, A330-200F, A330-200F with Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-300 with Mod. 204025/MP H16690, A330-800, A330-900	B	1	0	(M)(O) Except for ETOPS, may be inoperative in the closed position provided: a) Both outer tanks inlet valves operate normally, b) Both inner tanks inlet valves operate normally, c) Both center tank transfer pumps operate normally when there is fuel in the center tank, and d) All fuel quantity indications operate normally on the FUEL SD page.	
28-25-01	LOAD Fuel Preselector	C	-	0	(M) May be inoperative provided alternate procedures are developed and used.	

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AIRCRAFT: Airbus A330	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-25-02	Fuel Quantity Panel (Refueling)	C	-	0	One or more indications may be inoperative provided continuous monitoring of fuel quantity is applied during refueling or defueling.	
28-25-03	High Level Detection System					
1)	Outer Tanks	C	2	0	May be inoperative provided continuous monitoring of fuel quantity is applied during refueling.	
2)	Inner Tanks					
a)	A330-300, A330-200F with Mod. 58623/ MP H16147	C	2	0	May be inoperative provided: a) Continuous monitoring of fuel quantity is applied during refueling, and b) Inner tank fuel quantity indications are operative in the cockpit.	
b)	A330-200, A330-200F, A330-200F with Mod. 58623/ MP H16147 and Mod. 200281/ MP H16151, A330-300 with Mod. 204025/ MP H16690, A330-800, A330-900	C	2	0	May be inoperative provided: a) Continuous monitoring of fuel quantity is applied during refueling, b) Inner tank fuel quantity indications are operative in the cockpit, and c) Center tank pumps are selected OFF.	
(Continued)						

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PAGE NO. 28-5

DATE: 11/16/2022

<p>AIRCRAFT: Airbus A330</p>	<p>TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS</p>
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28. Fuel

Sequence No.	Item	1	2	3	4 <small>Change Bar</small>
28-25-03	High Level Detection System (Cont'd)				
3)	Center Tank (A330-200, A330-200F, A330-200F with Mod. 58623/ MP H16147 and Mod. 200281/ MP H16151, A330-300 with Mod. 204025/ MP H166901, A330-800, A330-900)	C	1	0	May be inoperative provided continuous monitoring of fuel quantity is applied during refueling.
4)	Trim Tank	C	1	0	(O) May be inoperative provided continuous monitoring of fuel quantity is applied during refueling.

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-25-04	Inlet Valves					
1)	Inner Tanks					
a)	A330-300, A330-200F with Mod. 58623/MP H16147	C	2	0	(M)(O) May be inoperative in closed position provided: a) There is no fuel in trim tank or fuel in trim tank is considered unusable, part of ZFW, and is taken into account for CG determination, b) Fuel in associated outer tank is considered as unusable for flight planning, and c) Associated outer to inner transfer valve operates normally.	
b)	A330-200, A330-200F with Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-300 with Mod. 204025/MP H16690, A330-800, A330-900	C	2	0	(M)(O) May be inoperative in closed position provided: a) There is no fuel in center and trim tanks or fuel in center and trim tanks is considered unusable, part of ZFW, and is taken into account for CG determination, b) Fuel in associated outer tank is considered as unusable for flight planning, and c) Associated outer to inner transfer valve operates normally.	
2)	Center Tank (A330-200, A330-200F, A330-200F with Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-300 with Mod. 204025/MP H16690, A330-800, A330-900)	C	1	0	(M)(O) May be inoperative in closed position provided manual forward transfer from trim tank to center tank is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees.	
(Continued)						

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-25-04	Inlet Valves (Cont'd)					
3)	Trim Tank	C	1	0	(M)(O) May be inoperative in closed position provided: a) Trim tank isolation valve is selected CLOSED, and b) There is no fuel in trim tank or fuel in trim tank is considered unusable, part of ZFW, and is taken into account for CG determination.	
4)	Outer Tanks	C	2	0	(M) May be inoperative in closed position provided: a) Associated tank is full, b) Fuel in associated tank is considered as unusable for flight planning, and c) Associated outer to inner transfer valve operates normally.	
a)	A330-300	A	2	0	(M)(O) May be inoperative in closed position for a maximum of three flights provided: a) MTOW is limited to 440,900 lbs (200,000 kg), b) The MZFW is limited to 361,550 lbs (164,000 kg), and c) The fuel in the associated tank, if any, is considered as not usable for flight planning purposes.	
b)	A330-200, A330-200F, A330-300 with Mod. 204025/MP H16690, A330-800, A330-900	A	2	0	(M)(O) May be inoperative in closed position for a maximum of three flights provided the fuel in the associated tank is considered as not usable for flight planning purposes.	

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-25-05	Refuel Isolation Valves					
1)	Without Mod. 40176/ MP H12051	C	1	0	(M) May be inoperative in closed position provided gravity overwing refueling into inner tanks is carried out.	
		C	1	0	(M) May be inoperative in open position provided the associated refueling coupling check valves operate normally and coupling caps are installed.	
		C	1	0	(M) May be inoperative in the closed position provided refueling is performed with the refuel isolation valve override pb.	
2)	With Mod. 40176/ MP H12051	C	2	1	One may be inoperative in closed position.	
					NOTE: Refuel the aircraft from the side of the operative refuel isolation valve.	
		C	2	0	(M) May be inoperative in closed position provided gravity overwing refueling into inner tanks is carried out.	
		C	2	0	(M) May be inoperative in open position provided the associated refueling coupling check valves operate normally and coupling caps are installed.	
		C	2	0	(M) May be inoperative in the closed position provided refueling is performed with the refuel isolation valve override pb.	
(Continued)						

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AIRCRAFT:
Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-25-05	Refuel Isolation Valves (Cont'd)					
3)	(A330-800 or A330-900) Without Mod. 40176/MP H12051	C	1	0	(M) May be inoperative in open position provided the associated refueling coupling check valves operate normally and coupling caps are installed.	
		C	1	0	(M) May be inoperative in the closed position provided refueling is performed with the refuel isolation valve override pb.	
4)	(A330-800 or A330-900) With Mod. 40176/MP H12051	C	2	1	One may be inoperative in closed position. NOTE: Refuel the aircraft from the side of the operative refuel isolation valve.	
		C	2	0	(M) May be inoperative in open position provided the associated refueling coupling check valves operate normally and coupling caps are installed.	
		C	2	0	(M) May be inoperative in the closed position provided refueling is performed with the refuel isolation valve override pb.	
28-25-06	Other Controls and Indicators (Refuel/Defuel Panel)	C	-	0	May be inoperative provided fueling and defueling procedures do not require their use.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-25-07	Refueling Coupling Check Valves					
1)	Without Mod. 40176/MP H12051	C	2	1	(M) One may be inoperative provided: a) The associated refuel isolation valve operates normally, b) Refueling is performed through the operative coupling check valve, c) The defective coupling check valve is sealed, and d) Both coupling caps are installed and no fuel leak is detected.	
2)	With Mod. 40176/MP H12051	C	4	2	(M) One or both coupling check valves on one refuel coupling may be inoperative provided: a) The associated refuel isolation valve operates normally, b) The defective coupling check valve is sealed, c) The associated refuel coupling is not used, and d) Both coupling caps are installed and no fuel leak is detected.	
28-26-01	Outer to Inner Transfer Valves	C	2	0	(M)(O) May be inoperative in closed position provided: a) Associated outer tank is full, b) Associated outer and inner tank inlet valves operate normally, and c) Fuel in associated outer tank is considered unusable for flight planning. NOTE: The (M) procedure is applicable only when the valve is not failed in the closed position.	
(Continued)						

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AIRCRAFT:
Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-26-01	Outer to Inner Transfer Valves (Cont'd)					
1)	A330-300	A	2	0	(O) May be inoperative in open position for a maximum of three flights provided: a) MTOW is limited to 440,900 lbs (200,000 kg), and b) The MZFW is limited to 361,550 lbs (164,000 kg).	
2)	A330-200, A330-200F	A	2	0	(O) May be inoperative in open position for a maximum of three flights.	
28-26-02	Center Tank Transfer Pumps (A330-200, A330-200F, A330-200F with Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-300 with Mod. 204025/MP H16690, A330-800, A330-900)	C	2	1	(M)(O) One may be inoperative provided: a) The affected fuel pump is deactivated, and b) There is no fuel in the center tank.	
		C	2	1	(M)(O) One may be inoperative provided: a) The affected fuel pump is deactivated, and b) Flight routes allow a landing at a suitable airport if the remaining center tank transfer pump fails with fuel in the center tank.	
		C	2	1	(M)(O) One may be inoperative provided: a) The affected fuel pump is deactivated, and b) 33,080 lbs (15,000 kg) are considered unusable in the center tank.	
(Continued)						

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-26-02	Center Tank Transfer Pumps (A330-200, A330-200F, A330-200F with Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-300 with Mod. 204025/MP H16690, A330-800, A330-900) (Cont'd)	C	2	0	(M)(O) May be inoperative provided: a) The affected fuel pump is deactivated, and b) There is no fuel in the center tank or fuel remaining in center tank up to 33,080 lbs (15,000 kg) is considered unusable, part of ZFW, and is taken into account for CG determination.	
28-27-01	Trim Tank Isolation Valve	C	1	0	(M)(O) May be inoperative in closed position provided: a) Trim tank inlet valve is selected CLOSED, and b) There is no fuel in trim tank or fuel in trim tank is considered unusable, part of ZFW, and is taken into account for CG determination.	
28-27-02	Aft Transfer Valves	C	2	0	(M)(O) May be inoperative in closed position. NOTE: When both aft transfer valves are inoperative in closed position, jettison from wing tanks is inoperative.	

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AIRCRAFT:
Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-27-03	Trim Pipe Isolation Valve					
1)	A330-300	C	1	0	(M)(O) May be inoperative in closed position provided: a) Auxiliary forward transfer valve operates normally, b) Manual forward transfer from trim tank to inner tanks is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees, and c) Aircraft is manually refueled if the planned FOB is more than 79,366 lbs (36,000 kg).	
		C	1	0	(M)(O) May be inoperative in closed position provided there is no fuel in trim tank or fuel in trim tank is considered as unusable, part of ZFW, and is taken into account for CG determination.	
2)	A330-200, A330-300 with Mod. 204025/MP H16690	C	1	0	(M)(O) May be inoperative in closed position provided: a) Manual forward transfer from trim tank to center tank is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees, and b) Aircraft is manually refueled if the planned FOB is more than 79,366 lbs (36,000 kg).	
3)	A330-200F With Mod. 58623/MP H16147	C	1	0	(M)(O) May be inoperative in closed position provided: a) Auxiliary forward transfer valve operates normally, b) Manual forward transfer from trim tank to inner tanks is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees, and c) Aircraft is manually refueled if the planned FOB is more than 52,690 lbs (23,900 kg).	
(Continued)						

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AIRCRAFT:
Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-27-03	Trim Pipe Isolation Valve (Cont'd)					
3)	A330-200F With Mod. 58623/MP H16147 (Cont'd)	C	1	0	(M)(O) May be inoperative in closed position provided there is no fuel in trim tank or fuel in trim tank is considered as unusable, part of ZFW, and is taken into account for CG determination.	
4)	A330-200F, A330-200F With Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-800, A330-900	C	1	0	(M)(O) May be inoperative in closed position provided: <ul style="list-style-type: none"> a) Manual forward transfer from trim tank to center tank is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees, and b) Aircraft is manually refueled if the planned FOB is more than 52,690 lbs (23,900 kg). 	
28-27-04	Auxiliary Forward Transfer Valve					
1)	A330-300, A330-200F with Mod. 58623/MP H16147	C	1	0	(M)(O) May be inoperative in closed position provided manual forward transfer from trim tank to inner tanks is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees.	
2)	A330-200, A330-200F, A330-200F with Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-300 with Mod. 204025/MP H16690, A330-800, A330-900	C	1	0	(M)(O) May be inoperative in closed position provided there is no fuel in trim tank or fuel in trim tank is considered as unusable, part of ZFW, and is taken into account for CG determination.	

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AIRCRAFT:
Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-27-05	Trim Tank Transfer Pump	C	1	0	NOTE: FWD transfers are inhibited when positive pitch angle is more than 3 degrees.	
28-27-06	Trim/APU Fuel Line					
1)	A330-200, A330-200F, A330-300 with Mod. 204025/MP H16690, A330-800, A330-900	C	1	0	(M)(O) The trim/APU fuel line may be inoperative provided: <ul style="list-style-type: none"> a) There is no structural leak from the trim tank, b) There is no fuel in the trim/APU fuel lines and in the trim tank, c) APU isolation valve is deactivated in the closed position, d) Auxiliary forward transfer valve is deactivated in the closed position, e) Trim pipe isolation valve is deactivated in the closed position, f) Trim tank is isolated, g) APU is considered inoperative, and h) Absence of fuel leak at the trim/APU drain mast is checked during each crew walk-around. 	
(Continued)						

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-27-06	Trim/APU Fuel Line (Cont'd)					
2)	A330-300	C	1	0	(M)(O) The trim/APU fuel line may be inoperative provided: <ol style="list-style-type: none"> a) There is no structural leak from the trim tank, b) Fuel leak is confirmed not originated from the center box, c) There is no fuel in the trim/APU fuel lines and in the trim tank, d) APU isolation valve is deactivated in the closed position, e) Auxiliary forward transfer valve is deactivated in the closed position, f) Trim pipe isolation valve is deactivated in the closed position, g) Trim tank is isolated, h) APU is considered inoperative, and i) Absence of fuel leak at the trim/APU drain mast is checked during each crew walk-around. 	
28-27-09	AFT XFR System (With Mod. 205159/ MP S33449 or Mod. 204344/ MP S33109)	C	1	0	(O) May be inoperative.	
28-31-01 ***	Jettison Valves (A330-200)	D	2	0	(M) May be inoperative provided jettison system is considered inoperative.	
28-31-02 ***	Jettison System (A330-200)	D	1	0	May be inoperative provided FUEL JETTISON NOT CLOSED caution is not displayed on ECAM E/WD.	

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AIRCRAFT:
Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-40-01	INR TANK pb-sw					
1)	FAULT Lights	C	6	0	May be inoperative provided associated pump indication operates normally on ECAM FUEL page.	
2)	OFF Lights	C	6	0	One or more may be inoperative.	
28-40-02	CTR TANK L(R) Pump pb-sw (A330-200, A330-200F, A330-200F with Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-300 with Mod. 204025/MP H16690, A330-800, A330-900)					
1)	FAULT Lights	C	2	0	May be inoperative provided associated pump indication operates normally on ECAM FUEL page.	
2)	OFF Lights	C	2	0	One or both may be inoperative.	
28-40-03	T. TANK MODE pb-sw					
1)	FAULT Light	C	1	0	May be inoperative.	
2)	FWD Light	C	1	0	May be inoperative.	
28-40-04	CTR TANK XFR pb-sw (A330-200, A330-200F, A330-200F with Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-300 with Mod. 204025/MP H16690, A330-800, A330-900)					
1)	FAULT Light	C	1	0	May be inoperative.	
2)	MAN Light	C	1	0	May be inoperative.	

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AIRCRAFT:
Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-40-06	OUTR TK XFR pb-sw					
1)	FAULT Light	C	1	0	May be inoperative.	
2)	ON Light	C	1	0	May be inoperative.	
28-40-07	INR TK SPLIT pb-sw					
1)	SHUT Lights	C	2	0	(M) May be inoperative provided associated emergency inner tank isolation valve closure function is verified to operate normally prior to each departure.	
2)	ON Lights	C	2	0	One or both may be inoperative.	
28-40-08 ***	JETTISON ARM pb-sw (A330-200)					
1)	ON Light	C	1	0	May be inoperative.	
28-40-09 ***	JETTISON ACTIVE pb-sw (A330-200)					
1)	OPEN Light	C	1	0	May be inoperative provided both jettison indications operate normally on ECAM FUEL page.	
2)	ON Light	C	1	0	May be inoperative.	
28-40-10	X FEED pb-sw					
1)	OPEN Light	C	1	0	May be inoperative provided X FEED VALVE indication operates normally on ECAM FUEL page.	
2)	ON Light	C	1	0	May be inoperative.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-40-15	Indications on ECAM FUEL Page					
1)	Pumps					
a)	Wing Tanks	C	6	0	One or more may be inoperative.	
b)	Center Tank (A330-200, A330-200F, A330-200F with Mod. 58623/ MP H16147 and Mod. 200281/ MP H16151, A330-300 with Mod. 204025/ MP H16690, A330-800, A330-900)	C	2	0	One or both may be inoperative.	
2)	APU LP Valve	C	1	0	May be inoperative provided APU LP valve is considered inoperative.	
3)	Crossfeed	C	1	0	May be inoperative.	
					(Continued)	

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Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-40-15	Indications on ECAM FUEL Page (Cont'd)					
4)	Transfer Indications					
a)	A330-300, A330-200F with Mod. 58623/ MP H16147	C	6	0	May be inoperative provided: a) Associated tanks fuel quantity indications (for tanks containing usable fuel) are operative on ECAM FUEL page, and b) Transfer operation is monitored through fuel quantity indications.	
b)	A330-200, A330-200F, A330-200F with Mod. 58623/ MP H16147 and Mod. 200281/ MP H16147, A330-300 with Mod. 204025/ MP H16690, A330-800, A330-900)	C	10	0	May be inoperative provided: a) Associated tanks fuel quantity indications (for tanks containing usable fuel) are operative on ECAM FUEL page, and b) Transfer operation is monitored through fuel quantity indications.	
5)	Fuel On Board (FOB)	C	1	0	Except for ETOPS beyond 180 minutes, may be inoperative.	
6) ***	Jettison (A330-200)					
a)	Valve	C	2	0	One or both may be inoperative.	
b)	JETTISON	C	2	0	One or both may be inoperative.	
28-40-16	Indication on ECAM EWD					
1)	Fuel on Board (FOB)	C	1	0	Except for ETOPS beyond 180 minutes, may be inoperative.	

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AIRCRAFT:
Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-40-17	Warning and Caution on ECAM EWD					
1)	FUEL EXCESS AFT CG	C	1	0	(M)(O) May be inoperative provided there is no fuel in trim tank or fuel in trim tank is considered unusable, part of ZFW, and is taken into account for CG determination.	
28-42-01	Quantity Indications on ECAM FUEL Page					
1)	Fuel Quantity Indications (All Tanks)	D	-	-	(O) The last two digits may be displayed dashed (degraded mode) provided the loss of accuracy is accounted for in fuel planning. NOTE: Fuel quantity is considered operative.	
(Continued)						

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Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-42-01	Quantity Indications on ECAM FUEL Page (Cont'd)					
2)	Outer Tanks					
a)	A330-300, A330-200F with Mod. 58623/MP H16147	C	2	1	(M)(O) Except for ETOPS beyond 180 minutes, one may be inoperative provided: <ul style="list-style-type: none"> a) Fuel quantity in associated tank is checked after each refueling by an acceptable alternate means, b) Associated fuel used indication operates normally, c) Associated inner tank fuel quantity indication is operative, and d) Manual forward transfer from trim tank to inner tanks is carried out as soon as possible after takeoff when positive pitch angle is less than 3 degrees. 	
b)	A330-200, A330-200F, A330-200F with Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-300 with Mod. 204025/MP H16690, A330-800, A330-900	C	2	1	(M)(O) Except for ETOPS beyond 180 minutes, one may be inoperative provided: <ul style="list-style-type: none"> a) Fuel quantity in associated tank is checked after each refueling by an acceptable alternate means, b) Associated fuel used indication operates normally, c) Associated inner tank fuel quantity indication is operative, and d) Manual forward transfer from trim tank to center tank is carried out as soon as possible after takeoff when positive pitch angle is less than 3 degrees. 	
(Continued)						

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-42-01	Quantity Indications on ECAM FUEL Page (Cont'd)					
3)	Inner Tanks					
a)	A330-300, A330-200F with Mod. 58623/MP H16147	C	2	1	(M)(O) Except for ETOPS beyond 180 minutes, one may be inoperative provided: <ul style="list-style-type: none"> a) Fuel quantity in associated tank is verified after each refueling by an acceptable alternate means, b) All Fuel Used indications operate normally on ECAM FUEL Page, c) Both outer to inner transfer valves are deactivated in the closed position, d) Both outer tanks are full and fuel in these tanks is considered unusable, and e) Manual forward transfer from trim tank to inner tanks is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees. 	
(Continued)						

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-42-01	Quantity Indications on ECAM FUEL Page (Cont'd)					
3)	Inner Tanks (Cont'd)					
b)	A330-200, A330-200F with Mod. 58623/ MP H16147 and Mod. 200281/ MP H16151, A330-300 with Mod. 204025/ MP H16690, A330-800, A330-900	C	2	1	(M)(O) Except for ETOPS beyond 180 minutes, one may be inoperative provided: <ul style="list-style-type: none"> a) Fuel quantity in associated tank is verified after each refueling by an acceptable alternate means, b) All Fuel Used indications operate normally on ECAM FUEL Page, c) Both outer to inner transfer valves are deactivated in the closed position, d) Both outer tanks are full and fuel in these tanks is considered unusable, and e) Manual forward transfer from trim tank to center tank is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees. 	

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-42-01	Quantity Indications on ECAM FUEL Page (Cont'd)					
4)	Center Tank (A330-200, A330-200F with Mod. 58623/ MP H16147 and Mod. 200281/ MP H16151, A330-300 with Mod. 204025/ MP H16690, A330-800, A330-900)	C	1	0	(M)(O) Except for ETOPS beyond 180 minutes, may be inoperative provided: a) Fuel quantity in associated tank is checked after each refueling by an acceptable alternate means, b) All wing tanks fuel quantity indications are operative on ECAM FUEL Page, c) All Fuel Used indications operate normally on ECAM FUEL Page, and d) Manual forward transfer from trim tank to center tank is carried out as soon as possible after takeoff when positive pitch angle is less than 3 degrees.	
5)	Trim Tank	C	1	0	(M)(O) Except for ETOPS beyond 180 minutes, may be inoperative provided there is no fuel in trim tank.	
6)	Collector Cells	C	2	0	Except for ETOPS beyond 180 minutes, may be inoperative.	
28-43-01	Manual Magnetic Indicators	C	-	0	May be inoperative provided associated fuel quantity indication is checked by an acceptable alternate means.	

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AIRCRAFT:
Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-43-02	Fuel Quantity Attitude Monitor(s)	D	-	0	(M) May be inoperative provided fueling or defueling procedures are not predicated on their use.	
28-46-02	Low Level Detection System					
1)	Inner Tank					
a)	With Jettison System	C	2	1	One may be inoperative provided: <ul style="list-style-type: none"> a) Inner tank fuel quantity indications are operative, b) Fuel quantity in affected inner tank is monitored during flight, and c) The jettison system is not used. 	
b)	Without Jettison System	C	2	1	One may be inoperative provided: <ul style="list-style-type: none"> a) Inner tank fuel quantity indications are operative, and b) Fuel quantity in affected inner tank is monitored during flight. 	
2)	Center Tank (A330-200, A330-200F, A330-200F with Mod. 58623/ MP H16147 and Mod. 200281/ MP H16151, A330-300 with Mod. 204025/ MP H16690, A330-800, A330-900)	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Both center tank pumps operate normally, b) Manual transfer from center tank to inner tanks operates normally, and c) Manual transfer from trim tank to center tank operates normally. 	

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<p>AIRCRAFT: Airbus A330</p>	<p>TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS</p>
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28. Fuel

Sequence No.	Item	1	2	3	4 Change Bar
28-46-03	Overflow Sensors in Wing and Trim Tanks	C	3	0	May be inoperative provided fuel level is monitored in flight.
28-46-04	Warning and Caution on ECAM E/WD				
1)	FUEL L(R) WING TK LO LVL	C	2	1	One may be inoperative in one inner tank provided associated inner tank low level detection system is considered inoperative.
2)	FUEL WING TK OVERFLOW	C	1	0	May be inoperative (confirmed false indication) as displayed on ECAM E/WD provided fuel level is monitored in flight.

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Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-49-01	Temperature Indications on ECAM FUEL Page					
1)	Inner Tanks	C	2	1	One may be inoperative.	
2)	Outer Tank	C	1	0	May be inoperative provided ADR 1 and ADR 2 operate normally.	
		C	1	0	(O) May be inoperative provided total air temperature is monitored in flight.	
3)	Trim Tank	C	1	0	(O) May be inoperative provided left outer tank fuel temperature indication operates normally on ECAM FUEL page.	
		C	1	0	May be inoperative provided ADR 1 and ADR 2 operate normally.	
		C	1	0	(O) May be inoperative provided total air temperature is monitored in flight.	
28-49-02	Warning and Caution on ECAM E/WD					
1)	FUEL FUEL LO TEMP Caution Associated with Inner Tanks	C	2	1	One may be inoperative provided associated inner tank fuel temperature indication is considered inoperative.	
2)	FUEL FUEL LO TEMP Caution Associated with Left Outer Tank	C	1	0	May be inoperative provided left outer tank fuel temperature indication is considered inoperative.	
3)	FUEL FUEL LO TEMP Caution Associated with Trim Tank	C	1	0	May be inoperative provided trim tank fuel temperature indication is considered inoperative.	

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Airbus A330

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-51-01	FCMC System					
1)	FCMC 2	C	1	0	(M) May be inoperative provided: a) Associated fuel level sensing portion is powered, b) All Fuel Used indications operate normally on ECAM FUEL page, and c) The trim tank fuel temperature indication is considered inoperative. NOTE: When FCMC 2 is inoperative, fuel quantity indication can have dashes on the two last digits.	
2)	FCMC Initialization (ZFW, ZFCG)	C	2	1	One may be inoperative.	
		C	2	0	(M)(O) May be inoperative provided there is no fuel in trim tank or fuel in trim tank is considered unusable, part of ZFW, and is taken into account for CG determination.	
a)	A330-300, A330-200F with Mod. 58623/ MP H16147	C	2	0	(O) May be inoperative provided manual forward transfer from trim tank to inner tanks is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees.	
b)	A330-200, A330-200F, A330-200F with Mod. 58623/ MP H16147 and Mod. 200281/ MP H16151, A330-300 with Mod. 204025/ MP H16690, A330-800, A330-900	C	2	0	(O) May be inoperative provided manual forward transfer from trim tank to center tank is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees.	

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Airbus A330

TABLE KEY

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-10-01	Engine Driven Pumps					
1)	Depressurization Function	C	4	3	(O) One may be inoperative.	
29-10-02	Hydraulic System Accumulators				Deleted, Revision 17.	
		C	3	0	(M) May be inoperative provided associated accumulator is deactivated.	
29-10-06	LP System Filters	C	3	2	One may be inoperative.	
29-10-07	Reservoir Filling Filter	C	1	0	(M) May be inoperative provided an equivalent filter is used to fill hydraulic reservoir.	
29-10-08	Case Drain Filters	C	4	3	(M) One may be inoperative provided filter is removed.	
29-19-01	Leak Measurement Valve pb-sw OFF Light	D	3	0	(O) May be inoperative provided: a) Associated hydraulic SYS LO PR Alert is not displayed, and b) All flight control surfaces are verified operative on the FL/CTL SD page prior to each flight.	
29-21-01	Green Auxiliary Hydraulic Power (Electric Pump)	C	1	0	May be inoperative provided associated ELEC pb-sw is set to OFF.	
29-22-01	Blue Auxiliary Hydraulic Power (Electric Pump)	C	1	0	May be inoperative provided associated ELEC pb-sw is set to OFF.	

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Airbus A330

TABLE KEY

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-23-01	Yellow Auxiliary Hydraulic Power (Electric/Hand Pump)					
1)	Electric Pump	C	1	0	(O) May be inoperative provided associated ELEC pb-sw is set to OFF. NOTE: The AFT and FWD cargo doors must be operated manually.	
2)	Hand Pump	C	1	0	(M) May be inoperative provided the integrity of the yellow hydraulic system is not affected.	
29-30-01	Pump					
1)	FAULT Lights	C	7	0	May be inoperative provided associated ECAM warnings and cautions operate normally.	
2)	OFF Lights	C	7	0	One or more may be inoperative.	
3)	ON Lights	C	3	0	May be inoperative provided ECAM indication for associated electric pump operates normally.	

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AIRCRAFT: Airbus A330	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-30-02	ECAM HYD Page Indications					
1)	Reservoir Quantities	C	3	2	(M) One may be inoperative provided: a) Associated reservoir quantity is verified adequate before each departure, and b) Associated RSVR LO LVL caution operates normally.	
2)	Fire Valves	C	4	0	One or more may be inoperative.	
3)	RAT	C	1	0	May be inoperative provided RAT is visually verified to be stowed before each departure.	
4)	ELEC Pumps	C	3	0	One or more may be inoperative.	
5)	Engine Driven Pumps	C	4	0	One or more may be inoperative.	
6)	System Labels	C	3	0	(O) May be inoperative provided associated ECAM system pressure indication is verified to operate normally before each departure.	
7)	System Pressures	C	3	2	(O) One may be inoperative provided associated System Label indication operates normally.	
8)	OVHT (ELEC Pump)	C	3	0	(M)(O) May be inoperative provided associated electric pump is deactivated.	

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Airbus A330

TABLE KEY

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-30-03	ECAM Warnings and Cautions					
1)	RSVR LO LVL	C	3	2	(M)(O) The HYD G RSVR LO LVL alert may be inoperative provided: <ol style="list-style-type: none"> a) The green reservoir quantity indication is checked normal on <u>HYD</u> SD page before each departure, and b) The green reservoir low level indication is deactivated. 	
		C	3	2	(O) The HYD B(Y) RSVR LO LVL alert may be inoperative provided associated reservoir quantity indication is checked normal on <u>HYD</u> SD page before each departure.	
2)	RSVR LO AIR PRESS	C	3	2	(M) One may be inoperative provided air pressure is verified on the reservoir before each departure.	
3)	RSVR OVHT	C	3	2	One may be inoperative.	
4)	ELEC PUMP FAULT	C	3	0	One or more may be inoperative.	
5)	PUMP LO PR	C	5	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) Associated system pressure indication is operative, and b) If HYD G ENG 1(2)(1+2) PUMP LO PR caution is displayed on ECAM E/WD, associated green pump is verified operative before each departure. 	
6)	SYS LO PR				Deleted, Revision 20.	
(Continued)						

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<p>AIRCRAFT: Airbus A330</p>	<p>TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS</p>
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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-30-03	ECAM Warnings and Cautions (Cont'd)					
7)	RAT Fault	C	1	0	(M) May be inoperative provided RAT integrity is not affected.	
8)	MONITORING FAULT	C	1	0	(M) May be inoperative provided HSMU computer is verified to be properly installed in its rack.	

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Airbus A330

TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-11-01	Wing Anti-Ice Control Valves	C	4	2	(M)(O) One may be inoperative in open position on each side provided: <ol style="list-style-type: none"> a) All engines are started on ground using APU bleed air and manual start procedures, b) Associated ECAM procedure is applied after engines are started, and c) Temperature at departure airport is 19 °C or below. 	
		C	4	0	(M) Except for ETOPS beyond 120 minutes, may be inoperative in closed position provided airplane is not operated in known or forecast icing conditions.	
30-11-02	WING pb-sw					
1)	FAULT Light	C	1	0	(O) May be inoperative provided anti-ice "arrow" symbols on ECAM BLEED page operate normally.	
		C	1	0	May be inoperative provided wing anti-ice control valves are considered inoperative in closed position.	
2)	ON Light	C	1	0	May be inoperative.	

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Airbus A330**TABLE KEY**

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-11-03	Indications on ECAM BLEED Page					
1)	ANTI ICE	C	2	0	One or more may be inoperative.	
2)	Arrow	C	4	0	One or more may be inoperative.	
30-21-01	Engine Anti-Ice Valves					
1)	GE CF6-80E1 Series Engines	C	2	1	(M) Except for ETOPS, one may be inoperative in closed position provided airplane is not operated in known or forecast icing conditions.	
		C	2	0	(M)(O) May be inoperative in open position provided AFM performance penalties are applied.	
2)	PW 4000 Series Engines	C	2	1	Except for ETOPS beyond 120 minutes, one may be inoperative in closed position provided airplane is not operated in known or forecast icing conditions.	
a)	Pressure Regulating Section	A	2	0	(M)(O) May be inoperative in open position provided: <ul style="list-style-type: none"> a) Affected shutoff section operates normally, b) Performance penalties are applied if engine anti-ice is required for the intended flight, and c) Repairs are made within 10 calendar-days. 	
(Continued)						

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Airbus A330

TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-21-01	Engine Anti-Ice Valves (Cont'd)					
2)	PW 4000 Series Engines (Cont'd)					
b)	Shutoff Section	A	2	0	(M)(O) May be inoperative in open position provided: a) Affected pressure regulating section is in unlocked (activated) position, b) The associated A.ICE ENG 1(2) REGUL FAULT caution was not displayed on ECAM during previous flight, c) Flight Manual performance penalties are applied, and d) Repairs are made within 10 calendar-days.	
3)	RR TRENT 700 Series Engines	C	2	1	(M) Except for ETOPS, one may be inoperative in closed position provided: a) Airplane is not operated in known or forecast icing conditions, and b) Engine has less than 2,000 cycles since new.	
		C	2	0	(M)(O) May be inoperative in open position provided AFM performance penalties are applied.	
(Continued)						

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Airbus A330

TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-21-01	Engine Anti-Ice Valves (Cont'd)					
4)	RR TRENT 7000 Series Engines	C	4	2	(O) Except for ETOPS, one Pressure Regulating Valve and/or one Pressure Regulating and Shut-Off Valve on one engine may be inoperative in closed position provided airplane is not operated in known or forecast icing conditions.	
a)	Pressure Regulating Valve					
i)	Without Mod. 208623/MP S35342	C	2	1	(O) Except for ETOPS, one may be inoperative in closed position provided airplane is not operated in known or forecast icing conditions.	
ii)	With Mod. 208623/MP S35342	C	2	1	(O) Except for ETOPS, one may be inoperative in closed position provided airplane is not operated in known or forecast icing conditions.	
		C	2	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) The associated Engine Anti-Ice Pressure Transducer is confirmed operative on both channels before each flight, b) The affected Pressure Regulating Valve is deactivated in the open position, and c) The associated Pressure Regulating and Shut-Off Valve is operative. 	
(Continued)						

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-21-01	Engine Anti-Ice Valves (Cont'd)					
4)	RR TRENT 7000 Series Engines (Cont'd)					
b)	Pressure Regulating and Shut-Off Valve	C	2	1	(O) One may be inoperative in open position provided: a) Affected pressure regulating valve is operative, and b) Flight Manual performance penalties are applied.	
		C	2	1	(O) Except for ETOPS, may be inoperative in closed position provided airplane is not operated in known or forecast icing conditions.	
		C	2	0	(M)(O) May be inoperative provided: a) Affected Pressure Regulating and Shut-Off Valve is secured in the open position, b) Affected pressure regulating valve is operative, and c) Flight Manual performance penalties are applied.	
		C	2	1	(M)(O) Except for ETOPS, one may be inoperative provided: a) Affected Pressure Regulating and Shut-Off Valve is secured in the closed position, and b) Airplane is not operated in known or forecast icing conditions.	

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Airbus A330

TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-21-02	ENG Anti-Ice pb-sw					
1)	FAULT Lights					
a)	GE CF6-80E1 Series Engines	C	2	1	One may be inoperative provided associated valve is considered inoperative in the closed position.	
		C	2	0	May be inoperative provided associated valve(s) is considered inoperative in the open position.	
b)	PW 4000 Series Engines	C	2	1	One may be inoperative provided the associated engine anti-ice valve is considered inoperative in closed position.	
		A	2	0	May be inoperative provided: a) Pressure regulating section of the associated engine anti-ice valve is considered inoperative in the open position, and b) Repairs are made within 10 calendar-days.	
c)	RR TRENT 700 Series Engines	C	2	1	One may be inoperative provided associated valve is considered inoperative in the closed position.	
		C	2	0	May be inoperative provided associated valve(s) is considered inoperative in the open position.	
d)	RR TRENT 7000 Series Engines	C	2	0	One or more may be inoperative.	
2)	ON Lights	C	2	0	One or more may be inoperative.	

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-21-03	Warning and Caution on ECAM EWD					
1)	A.ICE ENG 1(2) CTL FAULT (A330-800, A330-900)	C	2	0	(O) May be inoperative provided Flight Manual performance penalties are applied.	
		C	2	1	(M)(O) Except for ETOPS, one may be inoperative provided: a) Associated Pressure Regulating and Shut-Off Valve is deactivated in the closed position, and b) Airplane is not operated in known or forecast icing conditions.	
2)	A.ICE ENG 1(2) MON FAULT (A330-800, A330-900)	C	2	1	(M)(O) Except for ETOPS, one may be inoperative provided: a) Associated Pressure Regulating and Shut-Off Valve is deactivated in the closed position, and b) Airplane is not operated in known or forecast icing conditions.	
3)	A.ICE ENG 1(2) OVERPRESS (A330-800, A330-900)	C	2	1	(M)(O) Except for ETOPS, one may be inoperative provided: a) Associated Pressure Regulating and Shut-Off Valve is deactivated in the closed position, and b) Airplane is not operated in known or forecast icing conditions.	

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-31-01	Probe Heat Computers	C	3	2	(M) One may be inoperative provided affected probe heating channel operates normally.	
		C	3	2	(M)(O) Except for ETOPS beyond 120 minutes, CAPT or F/O computer may be inoperative provided: <ul style="list-style-type: none"> a) ADR, heaters, and failure warnings associated with the operative units operate normally, b) Airplane is not operated in visible moisture or known or forecast icing conditions, and c) Ambient temperature at the departure airport is greater than 5 °C when runway is contaminated with water or slush. 	
		C	3	2	(M)(O) Except for ETOPS beyond 120 minutes, STBY computer may be inoperative provided: <ul style="list-style-type: none"> a) ADR, heaters, and failure warnings associated with the operative units operate normally, b) Airplane is not operated in visible moisture or known or forecast icing conditions, and c) Ambient temperature at the departure airport is greater than 5 °C when runway is contaminated with water or slush. 	

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4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-31-02	Pitot Heaters	B	3	2	(M)(O) Except for ETOPS beyond 120 minutes, CAPT or F/O heater may be inoperative provided: a) ADR, heaters, and failure warnings associated with the operative units operate normally, b) Airplane is not operated in visible moisture or known or forecast icing conditions, and c) Ambient temperature at the departure airport is greater than 5 °C when runway is contaminated with water or slush.	
		B	3	2	(M) Except for ETOPS beyond 120 minutes, STBY heater may be inoperative provided: a) ADR, heaters, and failure warnings associated with the operative units operate normally, b) Airplane is not operated in visible moisture or known or forecast icing conditions, and c) Ambient temperature at the departure airport is greater than 5 °C when runway is contaminated with water or slush.	
		C	3	2	CAPT or F/O heater may be inoperative provided the associated ADR is considered inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
30-31-03	Static Ports Heaters	C	6	5	One STBY heater may be inoperative.	
		C	6	4	(M)(O) One or both CAPT heaters may be inoperative provided ADR, heaters, and failure warnings associated with the operative units operate normally.	
		C	6	4	(M)(O) One or both F/O heaters may be inoperative provided ADR, heaters, and failure warnings associated with operative units operate normally.	
		C	6	4	(M) Except for ETOPS beyond 120 minutes, one or both STBY heaters may be inoperative provided: <ol style="list-style-type: none"> a) ADR, heaters, and failure warnings associated with the operative units operate normally, b) Aircraft is not operated in visible moisture or known or forecast icing conditions, and c) Ambient temperature at the departure airport is greater than 5 °C when runway is contaminated with water or slush. 	

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Sequence No.	Item	1	2	3	4	Change Bar
30-31-04	Angle of Attack Probe Heaters	C	3	2	(M)(O) Except for ETOPS beyond 120 minutes, one may be inoperative provided: a) ADR, heaters, and failure warnings associated with the operative units operate normally, and b) Airplane is not operated in known or forecast icing conditions.	
		C	3	2	One may be inoperative provided associated ADR is considered inoperative.	
30-31-05	TAT Probe Heaters	C	2	1	One may be inoperative.	
		C	2	0	Except for ETOPS beyond 120 minutes, may be inoperative provided airplane is not operated in visible moisture or known or forecast icing conditions.	
30-31-06	PROBES/WINDOW HEAT pb-sw					
1)	AUTO Control	C	1	0	May be inoperative provided PROBES/WINDOW HEAT system is manually selected.	
2)	ON Light	C	1	0	May be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
30-42-01	Window Heat Computers	C	2	1	(M) Except for ETOPS beyond 120 minutes, one may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) All heaters and failure warnings on the fixed and sliding windows associated with operative unit operate normally, and c) Approach minimums do not require its use.	
30-42-02	Fixed Lateral Window and Sliding Window Heating Systems	C	4	0	One or more may be inoperative.	
30-42-03	Front Windshield Heating Systems	C	2	1	Except for ETOPS beyond 120 minutes, one may be inoperative provided: a) Airplane in not operated in known or forecast icing conditions, and b) Approach minimums do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
30-45-01	Windshields Wipers	C	2	0	(O) May be inoperative provided: <ol style="list-style-type: none"> 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. 	
		C	2	1	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> a) The affected wiper is deactivated, b) Airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing, and c) Approach minimums do not require its use. 	
		B	2	1	One may be inoperative provided associated rain repellent system is installed and operative.	
1)	Fast Speed	C	2	0	May be inoperative provided slow speed operates normally and approach minimums do not require its use.	
2)	Slow Speed	C	2	0	May be inoperative provided fast speed operates normally.	
3)	PARK Function	C	2	0	May be inoperative provided affected wiper can be located in a position that will not obstruct forward vision.	
		C	2	0	(M) May be inoperative provided affected wiper is removed and considered inoperative.	
30-45-02 ***	Rain Repellent Systems	D	2	0	One or both may be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
30-46-01 ***	Escape Slide Locking Mechanism Ice Protection					
1)	Main Entry Cabin Doors (1, 2, and 4)	D	6	3	(O) The heating function may be inoperative on 50% of the cabin doors provided cabin crews are briefed that if associated door cannot be disarmed, another door may be used (if necessary) to exit the aircraft. NOTE: Slide deployment is not affected by an inoperative heater and the associated door remains fully operative as an emergency exit with the slide armed.	
2)	Emergency Exit Cabin Doors (3)	D	2	0	(O) The heating function may be inoperative on emergency exit cabin doors provided cabin crews are briefed that associated door may not be disarmed. NOTE: Slide deployment is not affected by an inoperative heater and the associated door remains fully operative as an emergency exit with the slide armed.	

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Sequence No.	Item	1	2	3	4	Change Bar
30-71-01	Waste Water Drain Mast Heating System	C	-	0	(M)(O) May be inoperative provided: a) Associated lavatory and galley water supplies are secured off, b) Associated galley sink and lavatory washbasin drains are blocked to prevent their use, and c) Procedures are established to periodically monitor associated galley sinks and lavatory washbasins to ensure they remain blocked.	
		C	-	0	(M) May be inoperative provided: a) Associated galley and lavatory are not used, and b) Associated lavatory door(s) is secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.	
30-81-01 ***	Advisory Ice Detection System	C	1	0	(O) May be inoperative.	
30-81-02 ***	External Visual Ice Indicator Lighting	D	1	0	May be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
31-21-01	Electrical Clock (Controls and Indicators)	C	1	0	(O) May be inoperative provided: a) UTC indication from CMC is available on ECAM SD, and b) Chrono indication is available on one Navigation Display (ND). NOTE: For A330 aircraft equipped with P/Ns APE5100-1 (Mod. 46951/MP S14769), during the entire month of February, intermittent erroneous indications (wrong, over-range, or missing digits) of the elapsed time and chronometer functions may occur if the clock is in GPS mode. In that case, the flightcrew must set the clock selector to internal (INT) mode in order to recover the elapsed time and chronometer functions. The clock is considered operative. When the clock is in INT mode, the flightcrew must synchronize the clock with the GPS at least one time per day to comply with the time precision required for ATC data link communication. Refer to FCOM DSC-31-55-20, Operation in Internal Mode.	
31-30-01	Printer				Relief moved to Item 45-41-01, Revision 5.	

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Sequence No.	Item	1	2	3	4	Change Bar
31-33-01	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ol style="list-style-type: none"> 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days. 	
1)	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: <ol style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days. 	
2)	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	

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Sequence No.	Item	1	2	3	4	Change Bar
31-33-02	Flight Data Interface Unit (FDIU or FDI MU Flight Data Interface Function)	A	1	0	May be inoperative provided: a) FDR is considered inoperative, and b) Repairs are made within 3 flight-days. NOTE: The QAR is considered inoperative.	
31-33-03	RCDR Overhead Panel					
1)	RCDR GND CTL pb-sw	A	1	0	May be inoperative provided: a) CVR is considered inoperative, and b) Repairs are made within 3 flight-days.	
		A	1	0	(O) May be inoperative in the AUTO position provided repairs are made within 3 flight-days.	
		C	1	0	(M) May be inoperative in the ON position. NOTE: Apply maintenance procedure after landing if CVR recording needs to be stopped.	
2)	RCDR GND CTL pb-sw ON light	C	1	0	May be inoperative.	
31-33-04 ***	Quick Access Recorder (QAR)	D	1	0	May be inoperative provided operations or procedures do not require its use.	
31-36-01 ***	Digital ACMS Recorder (DAR)	D	1	0	May be inoperative provided operations or procedures do not require its use.	
31-36-02 ***	Data Management Unit (DMU or FDI MU Data Management Function)	D	1	0	May be inoperative provided operations or procedures do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
31-53-01	Flight Warning Computers (FWC)	B	2	1	FWC 2 may be inoperative provided approach minimums do not require its use.	
31-53-03	Altitude Alerting System	A	-	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight-days. 	
		C	-	1	All but one may be inoperative.	
1)	Aural Alert	C	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally. 	
2)	Visual Alert	C	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally. 	
31-55-01	System Data Acquisition Concentrator Unit (SDAC)	B	2	1	SDAC 2 may be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
31-56-01	ECAM Control Panel					
1)	System Page Manual Call pb	C	13	0	One or more may be inoperative.	
2)	CLR pb	C	2	1	One may be inoperative.	
3)	T.O. CONFIG pb	B	1	0	(O) May be inoperative provided the aircraft is verified to be in the correct takeoff configuration before each takeoff. NOTE: T.O. CONFIG warning must be operative.	
4)	STS pb	C	1	0	(O) May be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
31-58-01	Warning/Caution Message Logic					
1)	MASTER WARN					
a)	Light	C	2	1	One may be inoperative.	
b)	Cancel Function	C	2	1	One may be inoperative.	
2)	MASTER CAUT					
a)	Light	C	2	1	One may be inoperative.	
b)	Cancel Function	C	2	1	One may be inoperative.	
31-62-01	Display Management System					
1)	EFIS Portion (Without Mod. 47524)	C	3	2	One may be inoperative on DMC 2 provided EFIS DMC 3 is selected on F/O side.	
2)	ECAM Portion (Without Mod. 47524)	C	3	2	(O) One may be inoperative on DMC 2.	
3)	DMC (With Mod. 47524)	C	3	2	DMC 2 may be inoperative provided EFIS DMC 3 is selected on F/O side.	
31-63-01	Display Units (DU)	C	6	5	(O) PFD2, ND2, or SD units may be inoperative provided approach minimums do not require their use.	
		C	6	5	(O) Except for ETOPS, ND1 unit may be inoperative provided approach minimums do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
31-66-02	Engine/Warning Display (EWD) Indications					
1)	MEMO Messages	C	-	0	May be inoperative provided affected MEMO message is confirmed to be false or missing.	
31-67-02	System Display (SD) Indications					
1)	Permanent Data (TAT, SAT, GLOAD, UTC, GW, GWCG) (Without Mod. 47524)	C	6	1	All indications may be inoperative provided TAT indication is available.	
2)	Permanent Data (TAT, SAT, ISA, GLOAD, UTC, GW, GWCG) (With Mod. 47524)	C	7	1	All indications may be inoperative provided TAT indication is available.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-68-01	Electronic Instrument System (EIS) Switching					
1)	ECAM SWITCHING Panel					
a)	DMC Switching Selector	C	1	0	(M) May be inoperative provided: a) Selector is in AUTO position, and b) Automatic switching is verified to operate normally.	
b)	ECAM/ND Switching Selector	C	1	0	(O) May be inoperative provided: a) Selector is in NORM position, b) Both ECAM display units operate normally, and c) Automatic switching E/WD to SD operates normally.	
2)	EFIS DMC Panel					
a)	EFIS DMC Transfer Selectors	C	2	1	F/O selector may be inoperative provided: a) F/O selector is in NORM position, and b) EFIS displays operate normally.	
b)	PFD/ND pb	C	2	0	(O) May be inoperative provided: a) Associated PFD and ND units operate normally, and b) PFD to ND automatic switching operates normally.	

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Sequence No.	Item	1	2	3	4	Change Bar
32-11-01 ***	Main Landing Gear Oleo Pressure Indicator (With Mod. 55731 or Mod. 55922)	D	2	0	One or both may be inoperative.	
32-31-01	Landing Gear Control and Interface Unit (LGCIU)	C	2	1	(M)(O) LGCIU 2 may be inoperative provided both SFCCs operate normally.	
32-31-02	Safety Valve					
1)	Channels	C	2	1	(M) One channel may be inoperative provided the other channel is verified to operate normally.	
32-31-03	Landing Gear Retracting System (A330-200, A330-200F, A330-300)	A	1	0	(M)(O) May be inoperative provided: a) Airplane is operated with landing gear down and in accordance with AFM supplement for gear down flight, and b) Repairs are made within three flights.	
32-33-01	Landing Gear Gravity Extension System (A330-200, A330-200F, A330-300)	A	1	0	(M)(O) May be inoperative provided: a) Airplane is operated with landing gear down and in accordance with AFM supplement for gear down flight, and b) Repairs are made within three flights.	
32-41-01	Nose Wheel and Main Wheel Tie Bolts (Except for Goodrich-Messier Basic Main P/N 3-1509-2, P/N 3-1509-3)	A	-	-	(M) One tie bolt on one wheel may be broken or missing provided: a) The affected tie bolt is removed, b) The wheel (and associated brake for the main wheel) are verified for absence of damage, and c) Repairs are made within five flights.	

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Sequence No.	Item	1	2	3	4	Change Bar
32-42-01	Main Wheel Brakes	C	8	6	(M)(O) One brake per landing gear may be inoperative provided: <ul style="list-style-type: none"> a) Affected brake is deactivated or removed, b) Green and blue brake systems associated with operative brakes operate normally, c) Tachometers associated with operative brakes operate normally, and d) AFM performance penalties are applied. 	
32-42-02	Green System Brakes	C	8	6	(M)(O) Braking on one wheel per landing gear may be inoperative provided: <ul style="list-style-type: none"> a) Green hydraulic supply of affected brake is deactivated, b) Tachometers associated with operative brakes operate normally, c) AFM performance penalties are applied, and d) Blue brake system operates normally. 	
32-42-03	Braking/Steering Control Unit (BSCU) Systems	C	2	1	One may be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
32-42-04	AUTO/BRK					
1)	Function	C	1	0	May be inoperative provided approach minimums do not require its use.	
					NOTE: AUTO BRK line of TO MEMO will remain blue with MAX autobrakes inoperative.	
2)	AUTO/BRK Panel Mode Lights (LO, MED, MAX)					
a)	ON	C	3	0	May be inoperative provided Auto Brake indications on ECAM WHEEL page operate normally.	
		C	3	0	May be inoperative provided associated autobrake mode is not used.	
b)	DECEL	C	3	0	May be inoperative provided Auto Brake indications on ECAM WHEEL page operate normally.	
		C	3	0	May be inoperative provided associated autobrake mode is not used.	
32-42-05	Tachometers	C	8	7	(O) May be inoperative provided: <ol style="list-style-type: none"> a) AFM takeoff and landing penalties are applied, and b) The AUTO/BRK function is not used. 	
32-42-06	Nose Wheel Brake Pads	C	2	0	(M) May be inoperative provided brake pads are removed.	

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Sequence No.	Item	1	2	3	4	Change Bar
32-42-07	Brake Indications on ECAM WHEEL Page					
1)	Release	C	8	0	One or more may be inoperative.	
2)	ANTISKID	C	1	0	May be inoperative.	
3)	AUTO BRK, LO, MED, MAX	C	4	0	One or more may be inoperative.	
4)	NORM BRK	C	1	0	May be inoperative.	
32-44-01	Blue System Brakes	C	8	6	(M) Braking on one wheel per landing gear may be inoperative provided: <ul style="list-style-type: none"> a) Blue hydraulic supply of affected brake is deactivated, b) Green brake system operates normally, and c) All thrust reversers operate normally. 	
32-44-02	ACCU PRESS Indicator	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Both BRAKES pressure indicators operate normally, and b) The blue hydraulic pressure on both BRAKES pressure indicators is checked with parking brake ON before each flight. 	
32-44-03	BRAKES Pressure Indicators	C	2	1	(M) One may be inoperative provided: <ul style="list-style-type: none"> a) Both BSCU systems operate normally, and b) The Alternate braking system is checked operative before the first flight of each day. 	
32-45-02	Parking Brake External Light	C	1	0	(O) May be inoperative provided parking brake status is verified before moving aircraft.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-47-01	Brake Temperature Indications on ECAM WHEEL Page	C	8	4	(M)(O) Up to two brake temperature indications per landing gear may be inoperative provided: <ol style="list-style-type: none"> a) Associated sensor is deactivated if it triggers BRAKES HOT caution on EWD, and b) Ground brake cooling time is applied. 	
		C	8	4	(M)(O) Up to two brake temperature indications per landing gear may be inoperative provided: <ol style="list-style-type: none"> a) Associated sensor is deactivated if it triggers BRAKES HOT caution on EWD, b) All brake temperatures on the associated landing gear are measured using handheld infrared thermometer before each departure, and c) The temperature of the affected brake is equal to or lower than the highest of the temperatures measured with the infrared thermometer on the non-affected brakes of the same landing gear before each departure. 	
32-48-01 ***	Brake Fan System	D	1	0	May be inoperative.	
1)	Brake Fan	D	8	0	(M) May be inoperative provided affected pair of fans is deactivated.	
2)	BRK FAN pb-sw					
a)	HOT Light	C	1	0	May be inoperative.	
b)	ON Light	C	1	0	May be inoperative.	

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32-49-01 ***	ECAM Tire Pressure Indications	D	-	0		
32-49-02	Tire Pressure Warnings and Cautions on ECAM E/WD					
1) ***	WHEEL TIRE LO PR	D	1	0	(M) May be inoperative on one or more wheels provided: a) Associated pressure monitoring channel is deactivated if the WHEEL TIRE LO PR caution was triggered erroneously, and b) Tire pressure on affected wheel is verified to be within limits before the first dispatch under present MMEL item and every 3 calendar-days.	
		D	1	0	(M) May be inoperative on all wheels provided: a) The Tire Pressure Indicating Computer (TPIC) is deactivated if the WHEEL TIRE LO PR caution was triggered erroneously, and b) Tire pressure on each wheel is verified to be within limits before the first dispatch under present MMEL item and every 3 calendar-days.	
32-51-01	Nose Wheel Steering Control System				Deleted, Revision 9.	
32-51-02	PEDALS DISC pb	C	2	0	(O) May be inoperative in the released position. (No disconnection possible and NWS still available by rudder pedals.)	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-51-03	Nose Wheel Steering Electrical Deactivation Box (For A/C Towing)	C	1	0	(O) May be inoperative. NOTE: No towing mode when lever is in TOWING position.	
		C	1	0	(M)(O) May be inoperative provided the NWS electrical deactivation box is deactivated.	
32-51-04	NW STEER Indication on ECAM WHEEL Page	C	1	0	May be inoperative.	
32-53-01 ***	Nose Landing Gear Oversteer System	D	1	0	(M) May be inoperative provided: a) All aircraft towing is performed using a towbar, or using a towbarless vehicle fitted with an operative oversteer detection system, as required by Flight Manual limitations for towbarless operations, and b) Nose wheel steering system is verified for the absence of damage.	
1)	NWS TOWING pb-sw FAULT Light	D	1	0	(M) May be inoperative provided: a) All aircraft towing is performed using a towbar, or using a towbarless vehicle fitted with an operative oversteer detection system, as required by Flight Manual limitations for towbarless operations, and b) Nose wheel steering system is verified for the absence of damage.	
2)	Oversteer Red Light on the Nose Landing Gear	D	1	0	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-61-01	LDG Gear Indicator Panel (UNLK and/or Down and Locked Triangle Indications)	B	1	0	(O) May be inoperative provided: a) Both landing gear position indications (on ECAM WHEEL page) for all three landing gear operate normally, and b) Upper and lower ECAM display units operate normally.	
32-61-02	Gear Not Down Indication					
1)	DOWN RED ARROW Light	B	1	0	(M) May be inoperative provided ECAM warning operates normally.	
32-61-03	Landing Gear Indications on ECAM WHEEL Page					
1)	L/G Position	C	6	0	May be inoperative provided gear position indications are available on LDG GEAR indicator panel.	
2)	UP LOCK	C	3	0	One or more may be inoperative.	
3)	L/G Doors Position	C	4	0	May be inoperative provided airplane speed does not exceed 250 kt/M 0.55.	
4)	L/G CTL	C	1	0	May be inoperative.	

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-12-01	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System					
1)	Without Mod. 47244	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes, c) Lighting configuration and intensity is acceptable to the flightcrew, and d) RH dome light and left section of the center instrument panel flood light operate normally. <p>NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.</p>	
(Continued)						

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-12-01	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System (Cont'd)					
2)	With Mod. 47244	C	-	-	Individual lights may be inoperative provided: <ol style="list-style-type: none"> a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes, c) Lighting configuration and intensity is acceptable to the flightcrew, and d) RH dome light operates normally. <p>NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.</p>	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-14-01	Annunciator Light Test and Dimming					
1)	TEST Function	A	1	0	May be inoperative provided: a) Both FWCs operate normally, and b) Repairs are made within 3 flight-days.	
2)	DIM Function	C	1	0	May be inoperative for non-night operations provided BRT lighting operates normally.	
3)	BRT Function	C	1	0	May be inoperative for night operations provided both FWC operate normally.	
33-15-01 ***	Lower Deck Flightcrew Rest Facility (With STC No. ST13371SE-T)					
	Master Dim and Test System	C	1	0	Dim function may be inoperative provided: a) TEST and BRT functions operate normally, b) Light intensity is acceptable to the flightcrew, and c) Dome light in the Vestibule operates normally.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-20-01	Passenger/ Supernumerary Lighted Information Signs (No Smoking/ Fasten Seat Belt/ Return To Seat/ No Portable Electronic Devices (PED))					
1)	Passenger Configuration	C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information (No Smoking/Fasten Seat Belt/Return To Seat/No Portable Electronic Devices) sign is not readily legible, and b) Associated seat or lavatory must be blocked and placarded "DO NOT OCCUPY". 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) is placed on or off.	
(Continued)						

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-20-01	Passenger/ Supernumerary Lighted Information Signs (No Smoking/ Fasten Seat Belt/ Return To Seat/ No Portable Electronic Devices (PED)) (Cont'd)					
2)	Cargo Configuration	C	-	-	(M) May be inoperative provided: a) Associated supernumerary seat or lavatory is not occupied from which a supernumerary lighted information (No Smoking/Fasten Seat Belt/Return to Seat/ No Portable Electronic Devices) sign is not readily legible, and b) Associated seat or lavatory must be 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 supernumerary seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify supernumeraries when associated sign(s) is placed on or off.	
33-20-02 ***	LEAVE MCR Sign (Lower Deck Cabin Crew Rest Compartment)				Relief moved to Item 33-20-04, Revision 9.	

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-20-03 ***	Crew Rest Compartment Signs ("NO SMOKING/ FASTEN SEAT BELT") (Flightcrew Rest Compartment, Lower Deck Cabin Crew Rest Compartment, Bulk Crew Rest Compartment, Lower Deck Mobile Crew Rest)	C	-	0	(O) Individual signs may be inoperative and affected bunk bed or seat(s) may be occupied provided an acceptable procedure is used to notify crewmembers when bed belts or seatbelts should be fastened.	
		D	-	0	Individual signs may be inoperative provided affected crew rest compartment is secured closed and placarded inoperative.	
1)	With STC No. 02193SE	C	-	0	(O) Individual signs may be inoperative and affected bunk bed may be occupied provided an acceptable procedure is used to notify crewmembers when bed belts should be fastened.	
		D	-	0	Individual signs may be inoperative provided the flightcrew rest compartment is placarded inoperative.	
2)	With STC No. ST11686SE-T	C	-	0	(O) Individual signs may be inoperative and affected bunk bed or seat(s) may be occupied provided an acceptable procedure is used to notify crewmembers when bed belts or seatbelts should be fastened.	
		D	-	0	(M)(O) May be inoperative provided effected cabin crew rest compartment is considered inoperative.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-20-03 ***	Crew Rest Compartment Signs ("NO SMOKING/ FASTEN SEAT BELT") (Flightcrew Rest Compartment, Lower Deck Cabin Crew Rest Compartment, Bulk Crew Rest Compartment, Lower Deck Mobile Crew Rest) (Cont'd)					
3)	With STC No. ST02440SE	C	-	0	Individual signs may be inoperative and affected bunk bed or seat(s) may be occupied provided an acceptable procedure is used to notify crewmembers when bed belts or seatbelts should be fastened.	
		D	-	0	(M)(O) May be inoperative provided affected cabin crew rest compartment is considered inoperative.	
4)	With STC No. ST13371SE-T	C	5	0	(M)(O) May be inoperative provided LDMCR is not occupied and placarded DO NOT OCCUPY.	
		C	5	0	(O) Individual signs may be inoperative and affected bunk bed or seat(s) may be occupied provided an acceptable procedure is used to notify crewmembers when bed belts or seatbelts should be fastened.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-20-04 ***	Leave Compartment Signs					
1)	"LEAVE MCR/ Return To Cabin" (Lower Deck Cabin Crew Rest Compartment) (Passenger Configuration)	C	-	0	(O) Individual signs may be inoperative and affected bunk bed or seat(s) may be occupied provided an acceptable procedure is used to notify crewmembers when the affected compartment should be evacuated.	
		D	-	0	Individual signs may be inoperative provided affected crew rest compartment is secured closed and placarded inoperative.	
2)	"LEAVE LDMCR" (Lower Deck Mobile Crew Rest) (With STC No. ST02440SE)	C	-	0	(O) Individual signs may be inoperative and affected bunk bed or seat(s) may be occupied provided an acceptable procedure is used to notify crewmembers when the affected compartment should be evacuated.	
		D	-	0	Individual signs may be inoperative provided affected crew rest compartment is secured closed and placarded inoperative.	
3)	"Leave LDMCR" (Lower Deck Mobile Crew Rest) (With STC No. ST13371SE-T)	C	1	0	(O) Individual signs may be inoperative and affected bunk bed or seat(s) may be occupied provided an acceptable procedure is used to notify crewmembers when the affected compartment should be evacuated.	
33-20-05	Flight Deck AUTO Function of Cabin Signs Switch(es)	C	-	0	(O) May be inoperative provided manual control function operates normally and procedures for its use are established and used.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-21-01	Cabin Light Systems					
1)	Cabin/Supernumerary Compartment					
a)	Passenger Configuration					
i) ***	With Electroluminescent, LED and Incandescent Escape Path Marking System	C	-	-	Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.	
ii) ***	With Photoluminescent Escape Path Marking System	C	-	-	(O) Individual lights may be inoperative provided: <ol style="list-style-type: none"> a) Remaining lighting is sufficient for cabin attendants to perform their duties, and b) Minimum acceptable lighting levels specified in one of the following documents are maintained: <ol style="list-style-type: none"> 1) FAA engineering approval letter, 2) FAA-approved report of the Type Design holder, 3) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or 4) An FAA-approved report incorporated in the Master Drawing List for the applicable STC. 	
b) ***	Cargo Configuration	C	-	-	The lighting may be degraded provided it is sufficient for supernumeraries to perform their duties.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-21-01	Cabin Light Systems (Cont'd)					
2) ***	Flightcrew Rest Compartment	C	-	-	Individual lights may be inoperative provided the lighting is sufficient for the crewmembers to access their bunk bed or seat.	
		D	-	0	May be inoperative provided the flightcrew rest compartment is secured closed and placarded inoperative.	
3) ***	Flightcrew Rest Compartment (With STC No. ST02193SE)	C	-	-	Individual lights may be inoperative provided the lighting is sufficient for the crewmember to access the bunk bed.	
		D	-	0	May be inoperative provided the flightcrew rest compartment is placarded inoperative.	
4) ***	Lower Deck Cabin Crew Rest Compartment (Passenger Configuration)					
a)	With Mod. 206673/MP D67249	C	-	-	Up to 50% of the general illumination may be inoperative.	
		C	-	1	May be inoperative provided stairway light operates normally.	
		D	-	0	May be inoperative provided lower deck crew rest compartment is secured closed and placarded inoperative.	
(Continued)						

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-21-01	Cabin Light Systems (Cont'd)					
4) ***	Lower Deck Cabin Crew Rest Compartment (Passenger Configuration) (Cont'd)					
b)	Without Mod. 206673/MP D67249	C	-	-	Up to 50% of the general illumination may be inoperative.	
		C	-	1	May be inoperative provided stairway light operates normally.	
		D	-	0	May be inoperative provided lower deck crew rest compartment is secured closed and placarded inoperative.	
		D	-	0	May be fully inoperative provided: a) Lower Deck Cabin Crew Rest Compartment is secured closed and placarded inoperative, and b) Lower Deck Cabin Crew Rest Compartment Fire Extinguishing System is considered inoperative.	
5)	Bulk Crew Rest Compartment (With STC No. ST11686SE-T	C	-	-	Individual lights may be inoperative provided: a) The lighting is sufficient for the crewmember to access the bunk bed, and b) The lighting intensity is acceptable to the flightcrew.	
		D	-	0	(M)(O) May be inoperative provided the bulk crew rest compartment is secured closed, not used, and considered inoperative.	
					(Continued)	

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TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-21-01	Cabin Light Systems (Cont'd)					
6)	Lower Deck Mobile Crew Rest (With STC No. ST02440SE)	C	-	0	Individual lights may be inoperative provided: <ul style="list-style-type: none"> a) The lighting is sufficient for the crewmember to access the bunk bed, and b) The lighting intensity is acceptable to the flightcrew. 	
		D	-	0	(M)(O) May be inoperative provided the bulk crew rest compartment is secured closed, not used, and considered inoperative.	
7)	Lower Deck Mobile Crew Rest (With STC No. ST13371SE-T)	C	-	-	Individual lights of light controls may be inoperative provided: <ul style="list-style-type: none"> a) Remaining lighting is sufficient to clearly illuminate all instruments and switches, b) Lighting configuration and intensity is acceptable to the flightcrew, and c) Dome light in the Vestibule operates normally. 	
a)	AAP (Main Module-Flight Attendant Rest Facility)	C	1	0	May be inoperative provided lights are controlled from FAP.	
b)	Individual Brightness Control (Pilot Rest Facility)	C	2	0	May be inoperative provided the individual brightness control switch is selected OFF.	
33-30-01	Cargo and Service Compartment Lighting System	C	1	0	May be inoperative.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-30-02	Leave Compartment Signs (A330-200F with Mod. 200261-Access to MDCC during flight)	C	10	9	One may be inoperative.	
		C	10	0	May be inoperative provided that access to the MDCC during flight is not authorized.	
33-41-01	Navigation Lights Systems (Incandescent, LED, and Combination)					
1)	Aircraft Equipped With One Navigation Lights System	C	1	0	May be inoperative provided no operations are conducted during the period from sunset to sunrise.	
2) ***	Aircraft Equipped With Two Navigation Lights Systems	C	2	1	NAV 1 or NAV 2 system may be inoperative.	
		C	2	0	May be inoperative provided no operations are conducted during the period from sunset to sunrise.	
33-42-01	Landing Lights (Incandescent and LED)	C	2	0	May be inoperative for non-night operations.	
		C	2	1	(O) One may be inoperative provided taxi and takeoff lights/Taxi Takeoff and Runway turnoff (TTOR) operate normally.	
33-43-01	Runway Turnoff Lights (Incandescent and LED) (Without Mod. 207616/MP C11092)	C	2	0	One or both may be inoperative.	
33-46-01	Taxi and Takeoff Lights (Incandescent and LED)/ Taxi Takeoff and Runway Turnoff (TTOR) Light (LED)	C	2	0	One or both may be inoperative.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-47-01	Logo Lights (Incandescent and LED)	D	2	0	One or both may be inoperative.	
33-48-01	Anti-Collision/Strobe Lighting					
1)	Beacon Lights (Incandescent and LED)	C	2	0	(O) May be inoperative provided: a) Strobe lights operate normally, and b) Alternate procedures are established and used.	
2)	Strobe Lights (Incandescent and LED)	C	3	0	May be inoperative provided Beacon Lights operate normally.	
33-49-01	Wing and Engine Scan Lighting (Incandescent and LED)	C	4	0	(O) May be inoperative provided ground deicing procedures do not require their use.	
33-50-01	Escape Slide Lighting					
1)	Passenger Configuration	C	-	-	May be inoperative for non-night operations.	
		A	-	-	May be inoperative provided: a) Associated exit is considered inoperative, and b) Repairs are made within 1 flight-day.	
2)	Cargo Configuration	C	2	0	One or both may be inoperative for non-night operation.	
		C	2	1	One may be inoperative provided associated exit is considered inoperative.	
		B	2	0	Both may be inoperative provided associated exits are considered inoperative.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50-03 ***	Flightcrew Rest Compartment					
1)	Overhead Emergency Light	C	1	0	May be inoperative provided emergency wall light operates normally.	
		C	-	0	May be inoperative provided an operative flashlight is available in the flightcrew rest compartment.	
		D	1	0	May be inoperative provided the flightcrew rest compartment is secured closed and placarded inoperative.	
2)	Emergency Wall Light	C	1	0	May be inoperative provided overhead emergency light operates normally.	
		C	-	0	May be inoperative provided an operative flashlight is available in the flightcrew rest compartment.	
		D	1	0	May be inoperative provided the flightcrew rest compartment is secured closed and placarded inoperative.	
3)	Aft Sidewall Wash Light (With STC No. ST02193SE)	D	1	0	May be inoperative provided the flightcrew rest compartment is placarded inoperative.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50-04 ***	Lower Deck Cabin Crew Rest Compartment (Passenger Configuration)					
1)	Overhead Emergency Lights	C	-	1	One or more may be inoperative.	
		C	-	0	May be inoperative provided an operative flashlight is available in the lower deck cabin crew rest compartment.	
		D	-	0	May be inoperative provided the lower deck cabin crew rest compartment is secured closed and placarded inoperative.	
2)	EXIT Signs	C	-	-	Up to three non-adjacent bulbs or LEDs per sign may be inoperative.	
		C	-	0	May be inoperative provided stairway emergency light operates normally.	
		C	-	0	May be inoperative provided an operative flashlight is available in the lower deck cabin crew rest compartment.	
		D	-	0	May be inoperative provided the lower deck cabin crew rest compartment is secured closed and placarded inoperative.	
3)	EXIT Marker	C	-	0	One or more may be inoperative.	
33-50-05	Interior and Exterior Emergency Lighting, Escape Path Markings, Exit Markings, and Flashlights	C	-	0	(O) May be inoperative or missing provided: <ol style="list-style-type: none"> a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger carrying operations, and c) Alternate procedures are established and used. 	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50-06 ***	Bulk Crew Rest Compartment (With STC No. ST11686SE-T					
1)	Overhead Emergency Lights	C	-	1	May be inoperative.	
		C	-	0	(O) May be inoperative provided an operational flashlight is available in the bulk crew rest compartment.	
		C	-	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is secured closed and not used, and b) Alternate procedures are developed and used.	
2)	EXIT Signs	C	-	-	Up to three non-adjacent bulbs or LEDs per sign may be inoperative.	
		C	-	0	May be inoperative provided stairway emergency light operates normally.	
		C	-	0	May be inoperative provided an operative flashlight is available in the bulk crew rest compartment.	
		C	-	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is secured closed and not used, and b) Alternate procedures are developed and used.	

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50-07 ***	Lower Deck Mobile Crew Rest (With STC No. ST02440SE)					
1)	Emergency Lighting (Excluding PSU Mounted Emergency Lights)	C	-	-	A maximum of 25% of the emergency lights (excluding PSU mounted emergency lights) may be inoperative provided: a) Inoperative area illumination lights are not adjacent to inoperative emergency lights, b) Not more than one overhead area light or exit sign at each door or hatch is inoperative, and c) Vestibule emergency light operates normally.	
		C	-	0	(O) May be inoperative provided an operative flashlight is available in the Lower Deck Mobile Crew Rest compartment.	
		C	-	0	(M)(O) May be inoperative provided: a) The Lower Deck Mobile Crew Rest is secured closed and not used, and b) Alternate procedures are developed and used.	
2)	Emergency Lights (PSU Mounted)	C	6	-	May be inoperative provided associated bunk is considered inoperative and is not used.	
		C	-	0	(M)(O) May be inoperative provided: a) The Lower Deck Mobile Crew Rest is secured closed and not used, and b) Alternate procedures are developed and used.	
					(Continued)	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50-07 ***	Lower Deck Mobile Crew Rest (With STC No. ST02440SE) (Cont'd)					
3)	EXIT Signs	C	-	-	Up to three non-adjacent bulbs or LEDs per sign may be inoperative.	
		C	-	0	May be inoperative provided stairway emergency light operates normally.	
		C	-	0	May be inoperative provided an operative flashlight is available in the Lower Deck Mobile Crew Rest compartment.	
		C	-	0	(M)(O) May be inoperative provided: a) The Lower Deck Mobile Crew Rest is secured closed and not used, and b) Alternate procedures are developed and used.	
33-50-08 ***	Lower Deck Mobile Crew Rest (With STC No. ST13371SE-T)					
1)	Emergency Light Indicator (PSUs)	C	1	0	May be inoperative provided bunk is not occupied and placarded DO NOT OCCUPY.	
2)	Interior Emergency Lights	C	18	-	A maximum of 25% of the emergency lights (excluding PSU mounted emergency lights) may be inoperative provided: a) Inoperative area illumination lights are not adjacent, b) Not more than one overhead area light or exit sign at each door or hatch is inoperative, c) Vestibule emergency dome light operates normally.	
					(Continued)	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50-08 ***	Lower Deck Mobile Crew Rest (With STC No. ST13371SE-T) (Cont'd)					
3)	EXIT Signs	C	-	-	Up to three non-adjacent bulbs or LEDs per sign may be inoperative.	
		C	5	0	May be inoperative provided stairway emergency light operates normally.	
		C	5	0	May be inoperative provided an operative flashlight is available in the Lower Deck Mobile Crew Rest compartment.	
		C	5	0	(M)(O) May be inoperative provided: a) The Lower Deck Mobile Crew Rest is locked and not used, and b) Alternate procedures are developed and used.	
		C	5	0	(O) May be inoperative provided alternate procedures are developed and used.	
33-51-01	Cabin Emergency Lighting					
1)	Overhead Emergency Lighting (Passenger Configuration)	C	-	-	A maximum of three non-adjacent cabin overhead emergency lights may be inoperative.	
2)	Dome Emergency LED Light (Cargo Configuration)	C	2	1	One Dome Emergency LED Light may be missing.	
3)	Lavatory Auxiliary Light	C	-	0	One or more may be inoperative.	
(Continued)						

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-51-01	Cabin Emergency Lighting (Cont'd)					
4)	EXIT Sign (EXIT Marking, EXIT Location)					
a)	Passenger Configuration	C	-	-	Up to three non-adjacent bulbs or LEDs may be inoperative in one or more signs.	
		A	-	-	One may be inoperative provided: a) Associated exit is considered inoperative, and b) Repairs are made within 1 flight-day.	
b)	Cargo Configuration	C	2	-	A maximum of three non-adjacent bulbs or LEDs may be inoperative in one or both signs.	
		C	2	1	One may be inoperative provided associated exit is considered inoperative.	
		B	2	0	Both may be inoperative provided associated exit is considered inoperative.	
					(Continued)	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-51-01	Cabin Emergency Lighting (Cont'd)					
5)	Floor Proximity Emergency Escape Path Marking System (Passenger Configuration)					
a)	Electroluminescent, LED and Incandescent System	C	1	-	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.	
b)	Photoluminescent System	C	1	-	Components 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.	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-10-01	ADIRS					
1)	IR	C	3	2	(M)(O) One may be inoperative provided: a) Both flight controls Nz accelerometers operate normally, b) Both flight controls Rate Gyros operate normally, c) For ETOPS, IR2 only may be inoperative, and d) Approach minimums do not require its use. NOTE: If IR 1 is inoperative, the GPWS Terrain System is considered inoperative.	
2)	ADR					
a)	A330-200, A330-200F, A330-300, A330-900	A	3	2	(O) One may be inoperative for 10 consecutive calendar-days provided: a) Affected ADR is selected OFF, b) For ETOPS, ADR2 only may be inoperative, and c) Approach minimums do not require its use. NOTE: If ADR 1 is inoperative, the GPWS Modes 1-5 are considered inoperative and the GPWS Terrain System is inoperative.	
b)	A330-800	C	3	2	(O) One may be inoperative provided: a) Affected ADR is selected OFF, b) For ETOPS, ADR2 only may be inoperative, and c) Approach minimums do not require its use. NOTE: If ADR 1 is inoperative, the GPWS Modes 1-5 are considered inoperative and the GPWS Terrain System is inoperative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-10-02	ADIRS Panel					
1)	IR Mode Sel	C	3	2	(O) One may be inoperative provided: a) Associated IR is considered inoperative, and b) Approach procedures do not require its use.	
2)	ON BAT Light	C	1	0	May be inoperative.	
3)	IR pb-sw					
a)	FAULT Light	C	3	0	One or more may be inoperative.	
b)	OFF Light	C	3	0	One or more may be inoperative.	
c)	pb-sw	C	3	2	(O) One may be inoperative provided: a) Associated IR mode selector operates normally, and b) The two ADRs and two IRs associated with the operative IR pushbutton switches are operative.	
4)	ADR pb-sw					
a)	FAULT Light	C	3	0	One or more may be inoperative.	
b)	OFF Light	C	3	0	One or more may be inoperative.	
c)	pb-sw	C	3	2	(O) One may be inoperative provided: a) Associated IR mode selector operates normally, and b) The two ADRs and two IRs associated with the operative ADR pushbutton switches are operative.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-10-02	ADIRS Panel (Cont'd)					
5) ***	DATA Sel	C	1	0	May be inoperative.	
6) ***	SYS Sel	C	1	0	May be inoperative.	
7) ***	Display	C	1	0	May be inoperative.	
8) ***	Keyboard	C	1	0	May be inoperative.	
34-10-03	SWITCHING Panel					
1)	ATT HDG Selector	C	1	0	May be inoperative provided: a) Selector is in NORM position, and b) IR 1 and IR 2 operate normally.	
2)	AIR DATA Selector	C	1	0	May be inoperative provided: a) Selector is in NORM position, and b) ADR 1 and ADR 2 operate normally.	
34-11-01	Angle of Attack Sensor	C	3	2	One may be inoperative provided associated ADR is considered inoperative.	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-12-01	BKUP SPD/ALT pb-sw ON light (With Mod 204436/ MP S32953)	D	2	0	One or both may be inoperative.	
34-12-02	BKUP SPD/ALT pb-sw (With Mod 204436/ MP S32953)	D	2	0	(O) May be inoperative provided Back Up Speed is not used.	
34-12-03	Digital Backup Speed (DBUS) (With Mod. 207236/MP S34297)	D	1	0	(O) May be inoperative provided Digital Backup Speed is not used.	
34-13-01	Indications on PFD					
1)	Vertical Speed					
a)	Inertial Mode	C	2	0	(O) May be inoperative provided approach procedures do not require their use.	
2)	Mach Number	C	2	1	One may be inoperative.	
		C	2	0	May be inoperative provided: a) Airplane remains at or below FL 300, and b) Operations or procedures do not require their use.	
a)	With Mod 47244/ MP S14786	C	2	0	May be inoperative provided ISIS Mach number indication operates normally.	
34-13-02	Indications on ND					
1)	Ground Speed	C	2	0	(O) May be inoperative provided enroute operations and approach procedures do not require their use.	
2)	True Airspeed	C	2	0	(O) May be inoperative provided enroute operations and approach procedures do not require their use.	
3)	Wind	C	2	0	(O) May be inoperative provided enroute operations and approach procedures do not require their use.	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-14-01	Indications on PFD and ND					
1)	ND Heading Display	C	2	1	(O) One may be inoperative provided: a) Heading indications are operative on both PFDs, and b) Approach procedures do not require its use.	
2)	MAP Information	C	2	1	(O) One may be inoperative on one side provided operations or procedures do not require its use.	
3)	ND Radio Nav aids	C	-	-	May be inoperative on one ND provided affected indication is operative on second ND.	
		C	-	-	May be inoperative (except VOR and ADF) provided affected indication is operative on PFD.	
		C	-	-	May be inoperative provided VOR, ADF, or DME indication is operative on PFD.	
		C	-	-	May be inoperative provided affected system is considered inoperative.	
4)	PFD Radio Nav aids	C	-	-	May be inoperative provided operations or procedures do not require its use.	
5)	Chrono	C	2	0	One or both may be inoperative.	
34-14-02	NORTH REF pb-sw	D	1	0	May be inoperative provided operations are conducted outside Polar area.	
		C	1	0	(O) May be inoperative provided procedures are established for operations inside Polar area.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-15-01 ***	Angle of Attack Indicator	D	-	0	One or more may be inoperative.	
34-21-01	Standby Airspeed Indicator					
1)	Airspeed Bugs	D	4	0	One or more may be inoperative.	
34-21-02	Standby Altimeter					
1)	Altitude Bugs	D	4	0	One or more may be inoperative.	
34-22-01	Standby Horizon	B	1	0	May be inoperative provided: a) Operations are conducted in non-night VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
34-22-02	Standby Compass					
1)	Indicator	B	1	0	(O) May be inoperative provided: a) The three IRs operate normally, and b) ATT HDG, PFD/ND, and EFIS DMC switching operates normally.	
		B	1	0	May be inoperative provided: a) The three IRs operate normally, and b) DDRMI operates normally.	
		B	1	0	(O) May be inoperative provided: a) Any combination of two IRs are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.	
2)	Lighting	C	1	0	May be inoperative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-22-03	Integrated Standby Instrument System (ISIS)					
1)	Horizon (Attitude) Function	B	1	0	May be inoperative provided: a) Operations are conducted in Non-night VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
2)	ILS Function	D	1	0	May be inoperative.	
3)	Mach Number Function	D	1	0	May be inoperative.	
4)	Bugs Function	D	1	0	May be inoperative.	
34-34-01 ***	Paravirtual Indicator (PVI)	D	-	0	One or more may be inoperative.	
34-36-01	ILS	C	2	-	As required by 14 CFR.	
34-37-01 ***	Microwave Landing Systems (MLS)				Deleted, Revision 19.	
34-38-01	FMS Landing System (FLS) (With Mod. 58867/ MP S30678)	C	2	0	(O) May be inoperative provided approach procedures do not require its use.	
34-39-01	GNSS Landing System (GLS) (With Mod. 58643/ MP S30679)	D	2	0	(O) May be inoperative provided approach procedures do not require its use.	
34-40-08 ***	ATSAW Function	D	1	0	May be inoperative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-41-01	Weather Radar Systems	C	2	0	Except for ETOPS, one or both may be inoperative provided: <ol style="list-style-type: none"> a) Operations are conducted in VMC only, b) Night operations are not conducted, and c) Predictive Windshear Detection System is considered inoperative. 	
		C	2	0	Except for ETOPS, one or both may be inoperative provided: <ol style="list-style-type: none"> a) No hazardous weather conditions are forecast along the intended route, and b) Predictive Windshear Detection System is considered inoperative. 	
1)	WXR 1	D	1	0	(O) Except for ETOPS, may be inoperative provided: <ol style="list-style-type: none"> a) WXR 2 is operative, and b) Associated Predictive Windshear Detection System is considered inoperative. 	
2)	WXR 2	D	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) WXR 1 is operative, and b) Associated Predictive Windshear Detection System is considered inoperative. 	
3)	Map Mode	C	-	0	One or more may be inoperative.	
4)	Automatic Gain Control (CAL)	C	-	0	May be inoperative provided radar gain can be manually tuned to receive satisfactory radar returns.	
5)	Turbulence Detection Mode	C	1	0	May be inoperative.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-41-01	Weather Radar Systems (Cont'd)					
6)	Ground Clutter Suppression	C	1	0	May be inoperative.	
7) ***	Predictive Windshear Detection System	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	NOTE: Operator's alternate procedure should include reviewing windshear avoidance and recovery procedures. (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System (Reactive) operates normally.	
34-42-01	Radio Altimeter Systems	A	2	1	(M)(O) One may be inoperative provided: a) The associated Radio Altimeter System is deactivated, b) All ADIRS, SFCCs, and LGCIUs operate normally, c) Repairs are made within 3 flight-days, and d) Approach minimums do not require its use. NOTE: If Radio Altimeter 1 is inoperative, the GPWS Modes 1-5 are considered inoperative.	
34-42-02	Automatic Callout	C	1	0	May be inoperative provided approach minimums do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
34-43-01	Traffic Alert and Collision Avoidance System (TCAS II)	B	1	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. NOTE 1: With Mod. 57794/MP S30415, the ATSAW function is considered inoperative. NOTE 2: For aircraft equipped with Mod. 52992/MP S16982 (T2CAS), when the TCAS is deactivated, the GPWS modes 1-5 and the GPWS Terrain System are also inoperative.	
		C	1	0	(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use. NOTE 1: With Mod. 57794/MP S30415, the ATSAW function is considered inoperative. NOTE 2: For aircraft equipped with Mod. 52992/MP S16982 (T2CAS), when the TCAS is deactivated, the GPWS modes 1-5 and the GPWS Terrain System are also inoperative.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-43-01	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
1)	Combined Traffic Alert (TA) and Resolution Alert (RA) Dual Display System(s)	C	2	1	One may be inoperative on the non-flying pilot side provided: <ul style="list-style-type: none"> a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side. 	
2)	Resolution Advisory (RA) Display System(s)	C	2	1	One may be inoperative on non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use. 	
3)	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use. 	
4)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) ***	Airspace Selection Functions	C	-	0	One or more may be inoperative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-48-01	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
1)	Modes 1–4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
2)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
3)	Glideslope Deviation (Mode 5)	C	2	1	One may be inoperative.	
		B	2	0	One or both may be inoperative.	
4) ***	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-48-01	Ground Proximity Warning System (GPWS) (Cont'd)					
5) ***	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
6)	Terrain Displays	C	2	1	One may be inoperative.	
		B	2	0	One or both may be inoperative.	
7)	Runway Awareness and Advisory System (RAAS)	C	1	0	May be inoperative.	
8)	TERR on ND pb-sw ON Light	C	2	0	One or both may be inoperative.	
34-48-02	GPWS SYS pb-sw FAULT Light	C	1	0	May be inoperative.	
34-48-03	GPWS SYS pb-sw OFF Light	A	1	0	May be inoperative provided: a) GPWS Modes 1-5 and GPWS Terrain System are considered inoperative, and b) Repairs are made within 2 flight-days.	
34-48-04	GPWS G/S MODE pb-sw OFF Light	A	1	0	May be inoperative provided: a) GPWS Modes 1-5 are considered inoperative, and b) Repairs are made within 2 flight-days.	
34-48-05	GPWS FLAP MODE pb-sw OFF Light	C	1	0	May be inoperative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-48-06	GPWS TERR pb-sw FAULT Light	C	1	0	May be inoperative.	
34-48-07	GPWS TERR pb-sw OFF Light	C	1	0	May be inoperative.	
34-49-01	Runway End Overrun Warning/Runway End Overrun Protection (ROW/ROP) (With Mod. 204262/ MP S31882)	D	1	0	May be inoperative.	
34-49-02	ROW/ROP pb-sw OFF Light (With Mod. 207231/ MP S34316)	D	1	0	May be inoperative.	
34-49-03	ROW/ROP pb-sw (With Mod. 207231/ MP S34316)					
1)	OFF Position	C	1	0	(O) May be inoperative.	
2)	ON Position	D	1	0	(O) May be inoperative provided ROW/ROP is considered inoperative.	
34-49-04	RWY COND Rotary Selector (With Mod. 207230/ MP S34294)	D	1	0	May be inoperative provided ROW/ROP is considered inoperative.	
34-51-01	Distance Measuring Equipment (DME) Systems	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-52-01	ATC Transponders and Automatic Altitude Reporting Systems	B	2	0	May be inoperative provided: <ol style="list-style-type: none"> a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. <p>NOTE: If no ATC is available, the TCAS is considered inoperative.</p>	
		D	2	1	Any in excess of those required by 14 CFR may be inoperative.	
1) ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: <ol style="list-style-type: none"> 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 (With Mod. 55661/MP S18779)				Moved to Item 34-57-02 in Revision 19.	
34-53-01 ***	ADF	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
34-55-01	VOR Navigation Systems	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	
34-55-02	Marker Beacon	C	-	-	May be inoperative provided approach minimums do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-57-01 ***	Radio Magnetic Information Switching and Indicating					
1)	DDRMI (Without Mod. 53622 or with Mod. 53622 and Mod. 54662)					
a)	Compass Card	C	1	0	May be inoperative.	
b)	VOR Pointers	C	-	-	As required by 14 CFR.	
c)	DME Counters	C	-	-	As required by 14 CFR.	
d)	ADF Pointers	D	-	-	As required by 14 CFR.	
34-57-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out)	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.	
					NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	Any in excess of one may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR	
					NOTE: Any ADS-B function that operates normally may be used.	
(Continued)						

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AIRCRAFT:
Airbus A330

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-57-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
1) ***	ADS-B Out Extended Squitter	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.	
					NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	Any in excess of one may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR	
					NOTE: Any ADS-B Out function that operates normally may be used.	
					(Continued)	

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PAGE NO. 34-18

DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-57-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
2) ***	ADS-B Out UAT	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	Any in excess of one may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR NOTE: Any ADS-B Out function that operates normally may be used.	
3) ***	ADS-B In	C	-	0	(O) One may be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B In function that operates normally may be used.	

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AIRCRAFT:
Airbus A330**TABLE KEY**

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-58-01 ***	Satellite Navigation					
1)	Global Positioning System (GPS)					
a)	Without Mod. 55661/MP S18779 (ADS-B OUT Function)	C	2	1	(O) One may be inoperative provided alternate procedures are established and used.	
		C	2	0	(O) May be inoperative provided: a) Navigation, approach, and landing procedures are not based on the use of GPS, and b) One DME is operative.	
		D	2	0	May be inoperative provided procedures do not require its use.	
b)	With Mod. 55661/MP S18779 (ADS-B OUT Function) compliant with DO260 or DO260B	C	2	1	(O) One may be inoperative provided alternate procedures are established and used.	
		C	2	0	(O) May be inoperative provided: a) Navigation, approach and landing procedures are not based on the use of GPS, and b) One DME is operative.	
					NOTE: If no GPS is available, ADS-B Squitter Transmissions are considered inoperative.	
		D	2	0	May be inoperative provided procedures do not require its use.	
					NOTE: If no GPS is available, the ADS-B Squitter Transmissions are considered inoperative.	
(Continued)						

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Airbus A330

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-58-01 ***	Satellite Navigation (Cont'd)					
1)	Global Positioning System (GPS) (Cont'd)					
c)	With Mod. 55661/ MP S18779 (ADS-B OUT Function) compliant with DO260A	C	2	1	(O) One may be inoperative provided alternate procedures are established and used. NOTE: If GPS 1(2) and FMGEC 2(1) are inoperative, ADS-B Squitter Transmissions are considered inoperative.	
		C	2	0	(O) May be inoperative provided: a) Navigation, approach and landing procedures are not based on the use of GPS, and b) One DME is operative. NOTE: If GPS 1(2) and FMGEC 2(1) are inoperative or if no GPS is available, ADS-B Squitter Transmissions are considered inoperative.	
		D	2	0	May be inoperative provided procedures do not require its use. NOTE: If GPS 1(2) and FMGEC 2(1) are inoperative or if no GPS is available, ADS-B Squitter Transmissions are considered inoperative.	

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<p>AIRCRAFT: Airbus A330</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
----------------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-61-01	Navigation Database	A	-	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight-days. <p>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.</p>	

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-10-04	Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc)	C	1	0	(O) May be damaged or missing.	
35-12-01	Crew Oxygen Distribution System					
1) ***	Oxygen Cylinders (Dual System without Mod. 205924/MP D50828)					
a)	Passenger Configuration	C	2	1	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> a) Associated manual isolation valve is selected CLOSED, b) Electrical connector associated with the pressure regulator of the inoperative oxygen cylinder is disconnected and stowed, c) No oxygen circuit leakage is detected, and d) A check is made before each flight to ensure that the remaining flightcrew oxygen is sufficient for the intended flight. 	
b)	Cargo Configuration				Refer to Item 35-21-03.	

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-13-01	Indications on DOOR/OXY ECAM Page					
1)	OXY High Pressure Indications (Passenger Configuration)					
a)	Without Mod. 205924/MP D50828					
i)	Single System	B	1	0	(M) May be inoperative provided oxygen pressure reading is verified before each departure.	
ii) ***	Dual System	C	2	1	One may be inoperative provided associated oxygen cylinder is considered inoperative and not used.	
b)	With Mod. 205924/MP D50828	B	2	0	(M) May be inoperative provided oxygen pressure reading is verified before each departure.	
2)	CKPT & CAB OXY High Pressure Indications (A330-200F)				Refer to Item 35-23-04-1.	
3)	REGUL LO PR Indication (Without Mod. 205924/MP D50828)	C	1	0	(M)(O) May be inoperative provided the oxygen pressure is verified before the first flight of each day.	
4)	REGUL 1(2)(1+2) LO PR Indication (With Mod. 205924/MP D50828)	C	3	0	(M)(O) May be inoperative provided the oxygen pressure is verified before the first flight of each day.	
35-13-02	CREW SUPPLY pb-sw					
1)	OFF Light	C	1	0	May be inoperative.	

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-20-01 ***	Flightcrew Compartment					
1)	Individual Oxygen Module					
a)	Passenger Configuration	C	-	-	May be inoperative provided associated bed bunk or seat is placarded "DO NOT OCCUPY".	
		C	-	-	May be inoperative provided airplane remains at or below FL 250.	
		C	-	-	May be inoperative and associated bed bunk or seat occupied provided a portable oxygen bottle and mask are available for the associated bed bunk or seat occupant.	
b)	Cargo Configuration	C	-	-	May be inoperative provided associated bed bunk or seat is placarded "DO NOT OCCUPY".	
		C	-	-	May be inoperative provided airplane remains at or below FL 250.	
		C	-	-	One or more may be inoperative and the associated bed bunk or seat may be occupied provided a portable oxygen bottle and mask, in excess of those required, are available for the associated bed bunk or seat occupant.	

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-20-02 ***	Lower Deck Cabin Crew Rest Compartment					
1)	Individual Oxygen Module	C	-	-	May be inoperative provided associated bed bunk(s) is placarded "DO NOT OCCUPY".	
		C	-	-	May be inoperative provided airplane remains at or below FL 250.	
		C	-	-	May be inoperative and associated bed bunk occupied provided a portable oxygen bottle and mask are available for the associated bed bunk occupant.	
35-20-03 ***	Bulk Crew Rest Compartment (With STC No. ST11686SE-T)					
1)	Individual Oxygen Module	C	-	-	(M)(O) May be inoperative provided associated bed bunk(s) is placarded "DO NOT OCCUPY".	
		C	-	-	(O) May be inoperative provided airplane remains at or below FL 250.	
		C	-	-	(M) May be inoperative and associated bed bunk occupied provided a portable oxygen bottle and mask are available for the associated bed bunk occupant.	
2)	DON OXY Mask Light	C	1	0	May be inoperative.	

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-20-04 ***	Lower Deck Mobile Crew Rest (With STC No. ST02440SE)					
1)	Individual Oxygen Module	C	-	-	(M)(O) May be inoperative provided associated bed bunk(s) is placarded "DO NOT OCCUPY".	
		C	-	-	(O) May be inoperative provided airplane remains at or below FL 250.	
		C	-	-	(M) May be inoperative and associated bed bunk occupied provided a portable oxygen bottle and mask are available for the associated bed bunk occupant.	
2)	DON OXY Mask Light	C	6	0	May be inoperative.	
35-20-05 ***	Lower Deck Mobile Crew Rest Oxygen Modules (PSUs) (With STC No. ST13371SE-T)					
1)	FA Bunk Modules	B	6	0	(O) May be inoperative without altitude restriction provided a conspicuous barrier strap or rope is placed across the associated bunk(s) with a placard attached stating the bunk is not be used. a) Alternative cabin seat(s) is blocked and placarded CREW USE ONLY for displaced crewmembers, b) Public address (PA) system operates normally, and c) Crewmembers are appropriately briefed.	
(Continued)						

TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-20-05 ***	Lower Deck Mobile Crew Rest Oxygen Modules (PSUs) (With STC No. ST13371SE-T) (Cont'd)					
2)	Pilot Bunk Modules	B	2	0	(O) May be inoperative without altitude restriction provided a conspicuous barrier strap or rope is placed across the associated bunk(s) with a placard attached stating the bunk is not be used. a) Alternative cabin seat(s) is blocked and placarded CREW USE ONLY for displaced crewmembers, b) PA system operates normally, and c) Crewmembers are appropriately briefed.	
3)	Pilot Seat Modules	B	2	0	(O) May be inoperative without altitude restriction provided: a) Pilot seat is not occupied, and b) A conspicuous barrier strap or rope is placed across the associated seat with a placard attached stating the seat is not be used.	
35-21-01	Passenger/Supernumerary Oxygen Storage					
1)	Individual Cabin Modules					
a)	Passenger Configuration	B	-	-	May be inoperative provided associated seats are placarded "DO NOT OCCUPY".	
		B	-	-	Modules may be inoperative provided airplane remains at or below FL 250.	
					(Continued)	

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-21-01	Passenger/ Supernumerary Oxygen Storage (Cont'd)					
1)	Individual Cabin Modules (Cont'd)					
b)	Cargo Configuration	C	-	-	One or more may be inoperative provided associated seats are considered inoperative.	
		B	-	-	Modules may be inoperative provided airplane remains at or below FL 250.	
2)	Galley Modules (Passenger Configuration)	B	-	-	May be inoperative and associated galley occupied provided airplane remains at or below FL 250.	
		B	-	-	May be inoperative and associated galley occupied provided a portable oxygen bottle and mask are available for the associated galley occupant.	
		B	-	-	May be inoperative provided associated galley is not occupied.	
35-21-02	Lavatory Oxygen Modules					
1)	Passenger Configuration	B	-	-	May be inoperative provided lavatory is placarded "INOPERATIVE – DO NOT OCCUPY".	
2)	Cargo Configuration	C	1	0	May be inoperative provided the lavatory is not used.	
		C	1	0	May be inoperative provided a portable oxygen bottle and mask, in excess of those required, is available in the lavatory.	

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-21-03 ***	Gaseous Oxygen Cylinders					
1)	Passenger Configuration					
a)	With Mod. 48635/MP D43787, Mod. 48728/MP D43985, Mod. 52485/MP D47698 or Mod. 55606/MP D51404	C	-	-	(M) May be inoperative provided: a) The associated manual shutoff valves are selected CLOSED, b) The electrical connector associated with the pressure reducer of the inoperative oxygen cylinder is disconnected and properly stowed, c) No oxygen leakage is detected, and d) The oxygen pressure is checked by direct reading on each operative oxygen cylinder before each flight and is sufficient for the intended flight.	
b)	With Mod. 40257/ MP D17918	C	-	-	(M) May be inoperative provided: a) The associated manual shutoff valves are selected CLOSED, b) No oxygen leakage is detected, and c) The oxygen pressure is checked by direct reading on each operative oxygen cylinder before each flight and is sufficient for the intended flight.	
(Continued)						

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-21-03 ***	Gaseous Oxygen Cylinders (Cont'd)					
2)	Cargo Configuration	C	-	-	(M) Any in excess of one may be inoperative provided: <ol style="list-style-type: none"> a) The associated manual shutoff valves are selected CLOSED, b) No oxygen circuit leakage is detected, and c) A check is made before each flight to ensure the oxygen pressure is sufficient for flightcrew and supernumeraries for the intended flight by direct reading on the operating bottle pressure gauge. 	
35-23-01	Passenger Oxygen Manual Control System	C	1	0	May be inoperative provided airplane remains at or below FL 250.	

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-23-02	Passenger Oxygen AUTO Control System	C	1	0	(M) May be inoperative provided: a) Airplane remains at or below FL 300, and b) MAN control function is verified to operate normally.	
		C	1	0	May be inoperative provided airplane remains at or below FL 250.	
35-23-03	PASSENGER/CAB SYS ON Light	C	1	0	May be inoperative.	
35-23-04 ***	Indications on DOOR/OXY ECAM Page (Cabin Fixed Oxygen System)					
1)	PAX OXY High Pressure Indication Passenger Configuration	B	1	0	(M) May be inoperative provided the oxygen pressure is checked by direct reading prior to each flight and is sufficient for the intended flight.	
2)	CKPT & CAB OXY High Pressure Cargo Configuration	B	1	0	(M) May be inoperative provided the oxygen pressure is checked to be sufficient for the intended flight by direct reading on the associated cylinder pressure gauges before each flight.	
3)	REGUL LO PR Indication	B	1	0	May be inoperative.	
35-23-05 ***	Exterior PAX Oxygen Overpressure Indicator Disc (Green Disc)	C	1	0	(O) May be damaged or missing.	
35-23-06	CAB OXY pb-sw OFF Light (A330-200F)	C	1	0	May be inoperative.	

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-31-01	Portable Oxygen bottles or Units (Including Masks and Hoses)	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or removed provided: <ol style="list-style-type: none"> a) An inoperative or not properly serviced portable oxygen bottle/unit remains in a certified location until removed or serviced at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. <p>NOTE 1: Inoperative portable oxygen bottles or units, removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.</p> <p>NOTE 2: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.</p>	
1) ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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Airbus A330		1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
35. Oxygen					
Sequence No.	Item	1	2	3	4
35-32-01	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.
1) ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.
35-32-02 ***	Lower Deck Mobile Crew Rest Portable Breathing Equipment (PBE) (With STC No. ST13371SE-T)	D	2	1	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative PBE remains in a certified location until removed from the aircraft at next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from aircraft, are subject to 49 CFR dangerous goods regulations.
(Continued)					

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-32-02 ***	Lower Deck Mobile Crew Rest Portable Breathing Equipment (PBE) (With STC No. ST13371SE-T) (Cont'd)	D	2	0	(O) May be inoperative provided Lower Deck Mobile Crew Rest is not occupied and deactivated. NOTE: These provisions are not intended to prohibit LDMCR inspections by crewmembers.	
35-32-03 ***	Lower Deck Mobile Crew Rest Portable Oxygen Cylinder (With STC No. ST13371SE-T)	D	1	0	(O) Portable O2 cylinder or mask may be inoperative or removed provided: a) An inoperative or not properly serviced portable oxygen bottle/unit remains in a certified location until removed or serviced at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative portable oxygen bottles or units, removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	

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TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-11-01	Bleed Air Supply Systems					
1)	A330-200, A330-200F, A330-300	C	2	1	(O) Except for ETOPS beyond 120 minutes, one may be inoperative provided: a) Airplane remains at or below FL 370, b) Speedbrake control system operates normally, c) Associated ENG BLEED pb-sw is selected OFF, d) Crossbleed valve is selected OPEN, and e) APU and APU bleed air supply systems operate normally.	
2)	A330-800, A330-900	C	2	1	(M)(O) Except for ETOPS beyond 120 minutes, one may be inoperative provided: a) Airplane remains at or below FL 370, b) Speedbrake control system operates normally, c) Associated ENG BLEED pb-sw is selected OFF, d) Crossbleed valve is selected OPEN, e) APU and APU bleed air supply systems operate normally, and f) Integrity of associated HP valve seal is checked before the first dispatch under present MMEL item.	
36-11-02	Bleed Valves	C	2	1	(M) One may be inoperative provided: a) Valve is secured closed, and b) Associated engine bleed air supply system is not used.	

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TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-11-03	Overpressure Valves					
1)	A330-200, A330-200F, A330-300	C	2	1	One may be inoperative provided associated engine bleed air supply system is not used.	
		C	2	0	May be inoperative provided no AIR ENG 1(2) BLEED FAULT caution, due to overpressure, was triggered on ECAM E/WD during previous flight.	
2)	A330-800, A330-900	C	2	1	One may be inoperative in the open position provided associated engine bleed air supply system is not used.	
		C	2	0	May be inoperative in the open position provided no AIR ENG 1(2) BLEED FAULT caution, due to overpressure, was triggered on ECAM EWD during previous flight.	
		C	2	1	(M) One may be inoperative provided: <ol style="list-style-type: none"> a) Affected engine bleed overpressure valve is secured in the open position, and b) Associated engine bleed air supply system is considered inoperative. 	
36-11-04	Fan Air Valves					
1)	A330-200, A330-200F, A330-300	C	2	1	One may be inoperative provided associated engine bleed air supply system is not used.	
2)	A330-800, A330-900	C	2	1	One may be inoperative in the closed position provided associated engine bleed air supply system is considered inoperative.	
		C	2	1	(M) One may be inoperative provided: <ol style="list-style-type: none"> a) Affected fan air valve is secured in the closed position, and b) Associated engine bleed air supply system is considered inoperative. 	

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TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-11-05	Bleed Air Precoolers	C	2	1	One may be inoperative provided associated engine bleed air supply system is not used.	
36-11-06	IP Check Valves					
1)	A330-200, A330-200F, A330-300	C	2	1	One may be inoperative provided associated engine bleed air supply system is not used.	
		C	2	1	(M)(O) One may be inoperative in open position provided: <ol style="list-style-type: none"> a) Associated HP valve is secured closed, b) At low power setting, the associated engine bleed air supply system is not used, and c) The opposite engine bleed air supply system operates normally. 	
2)	A330-800, A330-900	C	2	1	One may be inoperative provided associated engine bleed air supply system is considered inoperative.	
		C	2	1	(M)(O) One may be inoperative in open position provided: <ol style="list-style-type: none"> a) Associated HP valve is secured closed, b) At low power setting, the associated engine bleed air supply system is not used, c) The opposite engine bleed air supply system operates normally, and d) Integrity of associated HP valve seal is checked before the first dispatch under present MMEL item. 	

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-11-07	HP Valves					
1)	A330-200, A330-200F, A330-300	C	2	1	One may be inoperative in closed position provided associated engine bleed air supply system is not used.	
		C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Valve is secured closed, b) At low power setting, the associated engine bleed air supply system is not used, and c) The opposite engine bleed air supply system operates normally. 	
		C	2	1	(O) One may be inoperative in closed position provided: <ul style="list-style-type: none"> a) At low power setting, the associated engine bleed air supply system is not used, and b) The opposite engine bleed air supply system operates normally. 	
2)	A330-800, A330-900	C	2	1	One may be inoperative in closed position provided associated engine bleed air supply system is considered inoperative.	
		C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Valve is secured closed, b) At low power setting, the associated engine bleed air supply system is not used, c) The opposite engine bleed air supply system operates normally, and d) Integrity of associated HP valve seal is checked before the first dispatch under present MMEL item. 	
(Continued)						

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-11-07	HP Valves (Cont'd)					
2)	A330-800, A330-900 (Cont'd)	C	2	1	(M)(O) One may be inoperative in closed position provided: a) At low power setting, the associated engine bleed air supply system is not used, b) The opposite engine bleed air supply system operates normally, and c) Integrity of associated HP valve seal is checked before the first dispatch under present MMEL item.	
36-11-08	Bleed Monitoring Computers (BMC)					
1)	Without Mod. 52260/ MP D44330 or Mod. 55198/MP D46286 (A330-200, A330-200F, A330-300)	C	2	1	BMC 2 may be inoperative.	
		C	2	1	BMC 1 may be inoperative provided the APU Leak Detection Loop is considered inoperative.	
2)	With Mod. 52260/ MP D44330 or Mod. 55198/MP D46286 (A330-200, A330-200F, A330-300)	C	2	1	One may be inoperative.	
3)	A330-800, A330-900	C	2	1	One may be inoperative provided the associated AIR ENG 1(2) BLEED FAULT alert is not displayed on the EWD.	
		C	2	1	One may be inoperative provided the associated engine bleed air supply system is considered inoperative.	

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-11-09	Engine Bleed Valve Monitoring (A330-800, A330-900)	A	2	1	One may be inoperative for 3 flights.	
		C	2	1	(M) One may be inoperative provided: a) Associated engine bleed valve is secured in closed position, and b) Associated engine bleed air supply system is considered inoperative.	
36-12-01	APU Bleed Air Supply System	C	1	0	(O) Except for ETOPS beyond 180 minutes, may be inoperative provided APU BLEED pb-sw remains off.	
36-12-02	APU Bleed Valve	C	1	0	(M) May be inoperative in secured closed position provided APU bleed air supply system is considered inoperative.	
		C	1	0	(O) Except for ETOPS beyond 120 minutes, may be inoperative in open position provided APU is not used.	
36-12-03	APU Bleed Check Valve	C	1	0	(O) Except for ETOPS beyond 180 minutes, may be inoperative provided APU bleed air supply system is not used.	
36-12-04	Crossbleed Valve					
1)	Automatic Control	C	1	0	(O) May be inoperative provided manual control is verified to operate normally.	
2)	Manual Control	C	1	0	(O) May be inoperative provided automatic control is verified to operate normally.	

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330**TABLE KEY**

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-20-01	ENG BLEED pb-sw					
1)	FAULT Light	C	2	0	May be inoperative provided associated BMC operates normally.	
2)	OFF Light	C	2	0	One or both may be inoperative.	
36-20-02	APU BLEED pb-sw					
1)	FAULT Light	C	1	0	May be inoperative.	
2)	ON Light	C	1	0	May be inoperative.	
36-20-03	Indications on ECAM BLEED Page					
1)	Engine Precooler Pressure	C	2	0	One or both may be inoperative.	
2)	Engine Precooler Outlet Temperature	C	2	0	One or both may be inoperative.	
3)	Engine Bleed Valve	C	2	0	One or both may be inoperative.	
4)	Engine HP Valve	C	2	0	One or both may be inoperative.	
5)	APU Bleed Valve	C	1	0	(O) May be inoperative provided: a) The automatic control of the crossbleed valve is considered inoperative, and b) Alternate procedures are established and used.	
6)	Crossbleed Valve	C	1	0	May be inoperative.	
36-22-01	Pylon Leak Detection Loops				Deleted, Revision 9. (See Item 36-23-01 1) for relief.)	
36-22-02	Wing Leak Detection Loops				Deleted, Revision 7. (This is a MAINTENANCE STATUS message.)	

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AIRCRAFT:
Airbus A330

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-22-03	APU Leak Detection Loop					
1)	Without Mod. 52260/ MP D44330 or Mod. 55198/MP D46286	C	1	0	(M) May be inoperative provided: a) APU check valve is removed and replaced by a cover plate, and b) APU bleed air supply system is considered inoperative.	
		A	1	0	(M) May be inoperative provided: a) APU check valve is checked operative before each flight, b) APU bleed air supply system is considered inoperative, and c) Repairs are made within three flights.	
		C	1	0	(O) Except for ETOPS, may be inoperative provided: a) Airplane remains at or below FL 350 (A330-200, A330-200F, A330-800) or FL 370 (A330-300, A330-900), b) <u>AIR</u> APU BLEED LEAK caution was not displayed during previous flight, c) ENG 1 BLEED pb-sw is set to OFF, d) PACK 1 pb-sw is set to OFF, e) X-BLEED selector is set to CLOSE, f) APU BLEED pb-sw is set to OFF, g) Speedbrakes operate normally, and h) Aircraft is not operated in known or forecast icing conditions along intended route.	
(Continued)						

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AIRCRAFT:		TABLE KEY			
Airbus A330		1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
36. Pneumatic					
Sequence No.	Item	1	2	3	4
36-22-03	APU Leak Detection Loop (Cont'd)				
2)	With Mod. 52260/MP D44330 or Mod. 55198/MP D46286	C	2	0	(M) May be inoperative provided: a) APU check valve is removed and replaced by a cover plate, and b) APU bleed air supply system is considered inoperative. NOTE: Failure of a single loop is indicated by a MAINTENANCE STATUS message.
		A	2	0	(M) May be inoperative provided: a) APU check valve is checked operative before each flight, b) APU bleed air supply system is considered inoperative, and c) Repairs are made within three flights. NOTE: Failure of a single loop is indicated by a MAINTENANCE STATUS message.
(Continued)					

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-22-03	APU Leak Detection Loop (Cont'd)					
2)	With Mod. 52260/ MP D44330 or Mod. 55198/MP D46286 (Cont'd)	C	2	0	(O) Except for ETOPS, may be inoperative provided: <ul style="list-style-type: none"> a) Airplane remains at or below FL 350 (A330-200, A330-200F, A330-800) or FL 370 (A330-300, A330-900), b) AIR APU BLEED LEAK caution was not displayed during previous flight, c) ENG 1 BLEED pb-sw is set to OFF, d) PACK 1 pb-sw is set to OFF, e) X-BLEED selector is set to CLOSE, f) APU BLEED pb-sw is set to OFF, g) Speedbrakes operate normally, and h) Aircraft is not operated in known or forecast icing conditions along the intended route. <p>NOTE: Failure of a single loop is indicated by a MAINTENANCE STATUS message.</p>	

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-23-01	Warning and Caution on ECAM EWD					
1)	AIR ENG 1(2) BLEED LEAK (A330-200, A330-200F, A330-300)	C	2	1	(M) One may be displayed on ECAM EWD provided: <ul style="list-style-type: none"> a) There is no pylon air leakage, and b) Associated pylon loop is deactivated. 	
2)	AIR APU BLEED LEAK-APU LEAK FED BY ENG	C	1	0	(M) May be displayed on EWD provided: <ul style="list-style-type: none"> a) There is no air leakage in the APU bleed air duct, b) The APU leak detection system is deactivated, c) The APU check valve is removed and replaced by a cover plate, and d) The APU bleed air supply system is considered inoperative. 	
		A	1	0	(M) May be displayed on EWD for three flights provided: <ul style="list-style-type: none"> a) There is no air leakage in the APU bleed air duct, b) The APU leak detection system is deactivated, c) The APU check valve is verified to operate normally before each flight, and d) The APU bleed air supply system is considered inoperative. 	
3)	AIR BLEED 1(2) COOLING FAULT (A330-800, A330-900)	C	2	0	May be displayed provided the opposite engine bleed air supply system is operative.	

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PAGE NO. 38-1

DATE: 05/06/2019

<p>AIRCRAFT: Airbus A330</p>	<p>TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS</p>
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38. Water/Waste

Sequence No.	Item	1	2	3	4 Change Bar
38-10-01	Potable Water Systems	C	-	-	<p>(M) Individual components may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. <p>NOTE: Any portion of the system which operates normally may be used.</p> <p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) System is drained, and b) Procedures are established to ensure that system is not serviced.
		C	-	-	

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PAGE NO. 38-2

DATE: 05/06/2019

<p>AIRCRAFT: Airbus A330</p>	<p>TABLE KEY</p> <p>1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS</p>
----------------------------------	--

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
38-30-01	Lavatory Waste Systems	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) Associated lavatory door(s) is secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.	
1)	Vacuum Generator Systems (Toilet)	C	2	0	(M)(O) May be inoperative provided: a) Vacuum generator is deactivated, and b) Procedures are established and used to only allow use of the associated lavatory at or above 16,000 ft. MSL.	

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330**TABLE KEY**

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

45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
45-10-01	CMC 1 pb-sw (Without Mod. 58416)	C	1	0	May be inoperative.	
45-13-01	Central Maintenance Computer(s) (CMC)					
1)	Without Mod. 58416	C	2	1	One may be inoperative.	
		C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	With Mod. 58416	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
45-22-01	Up and Down Data Loading System Acquisition/Interface					
1)	DATA LOADER Rotary Selector (With Mod. 40783)	C	2	0	One or both may be inoperative.	
2)	DATA LOADING SELECTOR (DLS) (With Mod. 50021)	C	1	0	May be inoperative.	
3)	Data Loading Routing Box (DLRB) (With Mod. 50021)	C	1	0	May be inoperative.	
45-23-01	Multipurpose Disk Drive Unit (MDDU)	C	1	0	May be inoperative.	
45-31-01 ***	Electronic Library System (ELS)	C	1	0	May be inoperative.	
45-41-01	Printer	C	1	0	May be inoperative.	

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
46-11-01 ***	Electronic Flight Bag (EFB) Systems					
1)	EFB System (Installed EFB System)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any function, program, or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
2)	Data Connectivity	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
3)	Power Supply/Power Connection	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
4)	Mounting Device	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
(Continued)						

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PAGE NO. 46-2

DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
46-11-01 ***	Electronic Flight Bag (EFB) Systems (Cont'd)					
4)	Mounting Device (Cont'd)	D	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	
46-21-01 ***	Air Traffic Service Unit (ATSU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
					NOTE: Any ATSU function or mode that operates normally may be used.	
46-21-02 ***	Data Link Control Display Units (DCDU)	C	2	1	One may be inoperative.	
		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.	

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DATE: 11/16/2022

<p>AIRCRAFT: Airbus A330</p>	<p>TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS</p>
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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
46-21-03 ***	ATC MSG pb	C	2	1	One may be inoperative.	
		C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
1)	ATC MSG Lights	D	2	0	May be inoperative provided procedures do not require its use.	
46-21-04 ***	ATC Datalink	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ATC communication.	
		D	1	0	May be inoperative provided procedures do not require its use.	
46-21-05 ***	COMPANY Datalink	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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DATE: 03/07/2011

<p>AIRCRAFT: Airbus A330</p>	<p>TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS</p>
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47. Inert Gas System

Sequence No.	Item	1	2	3	4	Change Bar
47-10-01	FUEL TANK INERTING SYSTEM (With Mod. 58723)	A	1	0	May be inoperative provided repairs are made within 20 flight-days.	

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
49-11-01	APU System	C	1	0	(O) Except for ETOPS beyond 120 minutes, may be inoperative provided the APU MASTER sw is set to OFF.	
		C	1	0	(M)(O) Except for ETOPS beyond 120 minutes, may be inoperative provided APU is deactivated or removed.	
49-16-01	APU Air Intake Flap	C	1	0	(M) May be inoperative in open position.	
		C	1	0	May be inoperative provided APU is considered inoperative.	
49-30-01	APU AFT Fuel Pump	C	1	0	May be inoperative provided: a) The forward APU pump operates normally, and b) APU is not used in flight above FL 255.	
		C	1	0	May be inoperative provided APU is considered inoperative.	
49-30-02	APU Isol Valve	C	1	0	(M) May be inoperative closed provided APU is considered inoperative.	
49-30-03	APU LP Valve	C	1	0	(M) May be inoperative closed provided APU is considered inoperative.	
49-60-01	MASTER SW pb-sw					
1)	FAULT Light	C	1	0	May be inoperative provided N and EGT indications are available on ECAM APU page.	
2)	ON/R Light	C	1	0	May be inoperative.	

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
49-60-02	START pb-sw					
1)	AVAIL Light	C	1	0	May be inoperative provided AVAIL or N indications are available on ECAM APU page.	
2)	ON Light	C	1	0	May be inoperative.	
49-70-01	ECAM APU Page Indications					
1)	APU Indications	C	-	0	May be inoperative provided procedures do not require their use.	
2)	APU GEN Parameters	C	-	0	Except for ETOPS beyond 120 minutes, may be inoperative provided both AC main generators are operative.	
3)	LOW OIL LEVEL Message	B	-	0	(M) May be inoperative provided: a) Oil level is verified before each refueling, and b) There is no evidence of abnormal consumption or leakage.	

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PAGE NO. 52-1

DATE: 11/16/2022

<p>AIRCRAFT: Airbus A330</p>	<p>TABLE KEY</p> <ul style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-10-01	Main Entry Door/Slides					
1)	Passenger Configuration	A	-	-	<p>(M)(O) One may be inoperative or one slide missing provided:</p> <ul style="list-style-type: none"> a) All other main entry doors are fully operational, b) Affected door is not used for passenger loading, c) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door, d) Emergency exit signs and floor proximity lights associated with the inoperative exit must be covered to obscure the signs and lights, e) Passengers must be briefed not to use the affected door, <p>(Continued)</p>	

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DATE: 11/16/2022

AIRCRAFT:
Airbus A330

TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-10-01	Main Entry Door/Slides (Cont'd)					
1)	Passenger Configuration (Cont'd)				<p>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. 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.),</p> <p>g) Conspicuous signs and placards shall be placed in appropriate locations indicating these seats are not to be occupied by passengers,</p>	
(Continued)						

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TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-10-01	Main Entry Door/Slides (Cont'd)					
1)	Passenger Configuration (Cont'd)				<p>h) Seating capacity must not exceed the rated capacity of the remaining pairs of exits,</p> <p>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,</p> <p>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</p> <p>k) Repairs are made within 1 flight-day.</p> <p>NOTE 1: Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed.</p> <p>NOTE 2: Cabin attendants may be stationed in the vicinity of each door within blocked areas.</p> <p>(Continued)</p>	

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DATE: 11/16/2022

AIRCRAFT:
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TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-10-01	Main Entry Door/Slides (Cont'd)					
1)	Passenger Configuration (Cont'd)	C	-	1	(M)(O) May be inoperative or slide missing provided: <ul style="list-style-type: none"> a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger carrying operations, c) Each person has unobstructed access from their seat to an operative exit, either regular or emergency, d) Inoperative exits are conspicuously identified as inoperative, e) Any emergency exit sign and floor proximity lights associated only with the inoperative exit(s) are covered to obscure the sign and lights, f) Safety briefing includes the location of the inoperative exit(s) and instructions not to use the inoperative exit(s), and g) Alternate procedures are established and used. 	
2)	Cargo Configuration	C	2	1	One door/slide may be inoperative or slide missing.	
		B	2	0	(O) Both doors/slides may be inoperative or slides missing provided: <ul style="list-style-type: none"> a) Only essential crewmembers, including official observer(s) in the observer seat(s), are allowed on the flight, and b) An alternate means of egress is available. 	

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DATE: 11/16/2022

AIRCRAFT:
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TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-10-03	Passenger/ Supernumerary Compartment Exit Stop Fitting	C	-	-	One per exit may be inoperative provided airplane remains unpressurized.	
		A	-	-	(M) One per exit may be inoperative provided: a) There is no visible damage on other stop fittings for affected door, b) Stop fittings at beams 1, 2, 7, and 8 on both No. 1 doors operate normally, and c) Repairs are made within 10 flights.	
52-10-04	Door Damper and Emergency Operation					
1)	Damper Function					
a)	Passenger Configuration	C	8	0	One or more may be inoperative.	
b)	Cargo Configuration	C	2	0	One or both may be inoperative.	
2)	Emergency Opening Function					
a)	Passenger Configuration	A	8	7	One may be inoperative provided: a) Affected exit is considered inoperative, and b) Repairs are made within 1 flight-day.	
(Continued)						

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-10-04	Door Damper and Emergency Operation (Cont'd)					
2)	Emergency Opening Function (Cont'd)					
b)	Cargo Configuration	C	2	1	One may be inoperative provided the affected exit is considered inoperative.	
		B	2	0	(O) Both may be inoperative provided: <ul style="list-style-type: none"> a) The affected exits are considered inoperative, b) Only essential crewmembers, including official observer(s) in the observer seat(s), are allowed on the flight, and c) An alternative means of egress is available. 	
52-10-05	Door Bottle Pressure Indication				Deleted, Revision 9. (See Item 23-73-02 6) for relief.)	
52-10-06	Passenger/Supernumerary Compartment Door Stay Mechanism					
1)	Passenger Configuration	A	8	7	One may be inoperative provided: <ul style="list-style-type: none"> a) Affected exit is considered inoperative, and b) Repairs are made within 1 flight-day. 	
2)	Cargo Configuration	C	2	1	One may be inoperative provided the affected exit is considered inoperative.	
		B	2	0	Both may be inoperative provided the affected exits are considered inoperative.	

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4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-10-07	Passenger/ Supernumerary Compartment Door Spring Rod Assembly					
1)	Passenger Configuration	C	8	0	(M) May be inoperative provided affected spring rod assembly is removed.	
2)	Cargo Configuration	C	2	0	(M) May be inoperative provided affected spring rod assembly is removed.	
52-30-01	Cargo Doors	C	-	0	May be inoperative in closed and locked position provided they are indicated locked on ECAM DOOR/OXY page.	
52-30-02	Cargo Door Actuators	C	-	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Integrity of yellow hydraulic system is not affected, and b) Affected door is manually operated with a crane. 	
52-30-03	Lower Deck Cargo Door Latching Hooks, Spools, and Bolts	C	-	-	(M) One latching hook, spool, or bolt per door may be inoperative provided: <ol style="list-style-type: none"> a) Remainder are normal, b) All hinge arms and hinge bolts are without damage, and c) Flight is conducted in an unpressurized configuration. 	
52-30-04	Lower Deck Cargo Door Hinge Arm or Hinge Bolts	C	-	-	(M) One hinge arm or bolt per door may be inoperative provided: <ol style="list-style-type: none"> a) Remainder are normal, b) All latching hooks, spools, and bolts are without any damage and, c) Flight is conducted in an unpressurized configuration. 	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-30-06	Cargo Door Electrical Control	C	-	0	(M) May be inoperative provided the associated door can be operated using the hand pump. NOTE: Apply maintenance procedure only in case of continuous operation of yellow electric pump.	
		C	-	0	(M) May be inoperative provided the associated door is not used. NOTE: Apply maintenance procedure only in case of continuous operation of yellow electric pump.	
52-30-07	Cargo Door Open/Locked Indicator Light	D	2	0	(O) May be inoperative provided the affected cargo door is in the fully open position during loading and unloading operations.	
52-30-08	Main Deck Cargo Door Piano Hinge Lugs, Latching Hook, Spool, and Bolt (A330-200F)	C	-	-	(M) One latching hook, spool, or bolt may be inoperative provided: a) All the other latching hooks, spools, bolts, and hinge lugs are without any damage, and b) Flight is conducted in an unpressurized configuration.	
		C	-	-	(M) One of two piano hinge lugs may be inoperative provided: a) All the other latching hooks, spools, bolts, and hinge lugs are without any damage, and b) The flight is conducted in an unpressurized configuration.	
52-50-01 ***	Flight Deck Door Lock Solenoid				Deleted, Revision 12.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-50-02	Cockpit Door Locking System (Automatic System) 14 CFR 25.795 Compliant					
1)	Passenger Configuration (With Mod. 50014/ MP D44099)	A	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Secondary locking system operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt, and d) Repairs are made within 2 flight-days.	
a)	Cockpit Door Toggle Switch					
i)	UNLOCK Function	B	1	0	(O) May be inoperative provided: a) LOCK and NORM functions are verified to operate normally, and b) Alternate procedures are established and used.	
ii)	LOCK Function	B	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, b) UNLOCK and NORM functions are verified to operate normally, and c) Alternate procedures are established and used.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-50-02	Cockpit Door Locking System (Automatic System) 14 CFR 25.795 Compliant (Cont'd)					
1)	Passenger Configuration (With Mod. 50014/ MP D44099) (Cont'd)					
b)	OPEN Light	B	1	0	(O) May be inoperative provided: a) Door buzzer is considered inoperative, and b) Alternate procedures are established and used.	
c)	FAULT Light	C	1	0	(O) May be inoperative provided: a) NORM and LOCK functions are verified to operate normally, b) Control Unit LEDs operate normally, and c) Alternate procedures are established and used.	
d)	Buzzer	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
e)	Keypad	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
i)	LEDs	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-50-02	Cockpit Door Locking System (Automatic System) 14 CFR 25.795 Compliant (Cont'd)					
1)	Passenger Configuration (With Mod. 50014/ MP D44099) (Cont'd)					
f)	Pressure Rate Sensors	C	2	1	One may be inoperative.	
		A	2	0	May be inoperative provided repairs are made within 2 flight-days.	
g)	Door Release Strikes (Catch Spring, Solenoid, Bolt)	C	3	2	(M) One may be inoperative provided associated door release strike is removed.	
					NOTE: Application of the maintenance procedure is only necessary when the inoperative door release strike is failed in locked position.	
h)	Control Unit LEDs	C	5	0	(O) May be inoperative provided associated FAULT light is verified to operate normally.	
2)	Cargo Configuration (With Mod. 58673/ MP D57209)	D	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) It is deactivated in the unlocked position, and b) It is not required by operational regulations for the intended flight. 	

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4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-50-03 ***	Cockpit Door Secondary Locking System (Deadbolt) 14 CFR 25.795 Compliant	C	1	0	May be inoperative provided automatic locking system operates normally.	
1)	Passenger Configuration (With Mod. 52586/MP D47666)	C	1	0	May be inoperative provided primary locking system operates normally.	
2)	Cargo Configuration (With Mod. 58673/MP D57209)	D	1	0	May be inoperative.	
52-50-04 ***	Cockpit Door Secondary Barrier (With STC No. ST11686SE-T and No. ST02637SE)	D	1	0	(M) May be inoperative provided: a) The secondary barrier is stowed open or not used, and b) Procedures do not require its use.	
52-70-01	DOOR Indications on ECAM DOOR/OXY Page	C	-	0	(M)(O) May be inoperative provided: a) Visual verification is made before each departure that affected doors are closed and locked, and b) For bulk cargo door verification, door is also pushed against to ensure it is closed and locked. NOTE: If the PSCU or at least one proximity switch is the cause of a door caution, aircraft will not pressurize.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-71-01	Door and Escape Slide Control System					
1)	Proximity Switch Control Unit (PSCU)	C	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) A visual verification is made before each departure that affected doors are closed and locked, b) For bulk cargo door verification, door is also pushed against to ensure it is closed and locked, and c) Airplane remains unpressurized. 	
2)	Proximity Switch					
a)	Passenger Doors, Lower Deck Forward, Aft, and Bulk Cargo Doors (Passenger Configuration without Mod. 56338/MP D46296)	C	-	0	One or more may be inoperative provided the PSCU is considered inoperative.	
		B	-	-	(M) One may be inoperative for pressurized flight provided: <ol style="list-style-type: none"> a) Associated door locking mechanisms are verified to operate normally, b) The dummy proximity switch is connected to the PSCU in place of the inoperative proximity switch, c) A visual verification is made before each departure that affected doors are closed and locked, and d) For bulk cargo door verification, door is also pushed against to ensure it is closed and locked. <p>NOTE: If affected door is reopened, the complete maintenance procedure must be repeated.</p>	
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4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-71-01	Door and Escape Slide Control System (Cont'd)					
2)	Proximity Switch (Cont'd)					
b)	Passenger Doors (No. 1, 2, and 4), Lower Deck Forward, Aft, and Bulk Cargo Doors (Passenger Configuration With Mod. 56338/ MP D46296)	C	-	0	One or more may be inoperative provided the PSCU is considered inoperative.	
		B	-	-	(O) One may be inoperative for pressurized flight provided: <ul style="list-style-type: none"> a) Associated door locking mechanisms operate normally, b) The door override procedure is applied before each flight, c) A visual verification is made before each departure that affected doors are closed and locked, and d) For bulk cargo door verification, door is also pushed against to ensure it is closed and locked. 	
					NOTE: If affected door is reopened, the complete maintenance procedure must be repeated.	
					(Continued)	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-71-01	Door and Escape Slide Control System (Cont'd)					
2)	Proximity Switch (Cont'd)					
c)	Cabin Emergency Passenger Doors (No. 3) (Passenger Configuration With Mod. 56338/ MP D46296)	C	-	0	One or more may be inoperative provided the PSCU is considered inoperative.	
		B	2	1	(M) One may be inoperative for pressurized flight provided: <ul style="list-style-type: none"> a) Associated door locking mechanisms are verified to operate normally, b) The door override procedure is applied before each flight, c) A visual verification is made before each departure that affected doors are closed and locked, and d) All other door proximity switches are operative. <p>NOTE: If affected door is reopened, the complete maintenance procedure must be repeated.</p> <p>(Continued)</p>	

TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-71-01	Door and Escape Slide Control System (Cont'd)					
2)	Proximity Switch (Cont'd)					
d)	Entry Doors, Lower Deck Forward, Aft, and Bulk Cargo Doors (A330-200F)	C	-	0	One or more may be inoperative provided the PSCU is considered inoperative.	
		B	-	-	(M)(O) One may be inoperative for pressurized flight provided: <ul style="list-style-type: none"> a) Associated door locking mechanisms operate normally, b) The door override procedure is applied before each flight, c) A visual verification is made before each departure that affected doors are closed and locked, and d) For bulk cargo door verification, door is also pushed against to ensure it is closed and locked. <p>NOTE: If affected door is reopened, the complete maintenance procedure must be repeated.</p>	
e)	Avionics Doors	C	1	0	(M)(O) May be inoperative provided prior to each departure: <ul style="list-style-type: none"> a) A visual verification is made that avionics door is closed and locked, and b) The door is pushed against to ensure it is closed and locked. <p>NOTE: If avionics door is reopened, the complete maintenance procedure must be repeated.</p>	
					(Continued)	

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4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-71-01	Door and Escape Slide Control System (Cont'd)					
2)	Proximity Switch (Cont'd)					
f)	Main Deck Cargo Door (A330-200F)	B	8	7	(O) One may be inoperative and the aircraft can be pressurized provided: <ol style="list-style-type: none"> a) The associated door locking mechanisms are checked to be functional before each flight, b) The door override procedure is applied before each flight, and c) A visual check is made to confirm that the associated door is closed and locked before each flight. <p>NOTE: Depending on the affected proximity switch, the automatic opening/closing function of the main deck cargo door may be inoperative. In this case, the main deck cargo door needs to be operated manually.</p>	
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4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-71-01	Door and Escape Slide Control System (Cont'd)					
3)	SLIDE ARMED Light					
a)	Passenger Configuration	C	8	0	(O) May be inoperative provided alternate procedures are developed and used.	
b)	Cargo Configuration	C	2	0	(O) May be inoperative provided alternate procedures are developed and used.	
4)	CABIN PRESSURE Light (Passenger/Entry Doors, Lower Deck Forward and Aft Cargo Doors, and Main Deck Cargo Door)					
a)	Passenger Configuration	C	10	0	(O) May be inoperative provided absence of differential pressure is confirmed before opening of associated door.	
b)	Cargo Configuration	C	6	0	(O) May be inoperative provided absence of differential pressure is confirmed before opening of associated door.	
5)	Door Residual Differential Pressure Detection	C	1	0	(O) May be inoperative provided: a) All CABIN PRESSURE lights on cabin and cargo doors are placarded inoperative, and b) Absence of differential pressure is confirmed before opening of any cabin and cargo door.	

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4. REMARKS OR EXCEPTIONS

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-20-01	Flex Takeoff Mode	C	2	0	May be inoperative provided takeoff is performed in TOGA or derated mode.	
76-20-02	Minimum Idle on Ground	C	2	0	(O) May be inoperative provided AFM performance penalties are applied.	
73-20-03 ***	Derated Takeoff Mode	D	2	0	May be inoperative provided takeoff is performed in TOGA or FLX mode.	
73-20-04 ***	Engine Thrust Bump (GE Engines)	D	2	0	May be inoperative provided benefit of bump is not taken into account for determination of takeoff performance.	
73-21-01	Items Affecting the Aircraft Fuel Consumption (PW 4000 Series Engines)	C	-	-	One or more items affecting the aircraft fuel consumption (signaled by ENG INCREASED FUEL BURN caution on ECAM E/WD) may be inoperative on one or both engines provided fuel consumption increase of 2% is applied.	

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-25-01	FADEC					
1)	Engine Short Time Limited Dispatch Items					
a)	PW 4000, GE CF6-80E1 and RR Trent 700 Series Engines	A	-	-	Dispatch is allowed with engine short time limited faults present on one engine (signaled by ENG 1(2) MINOR FAULT caution on ECAM EWD) provided repairs are made in a period of time not exceeding 300 flight-hours or 20 consecutive calendar-days, whichever occurs first.	
b)	RR Trent 7000 Series Engines	A	-	-	(M) Dispatch is allowed with engine short time limited faults present on one engine (signaled by ENG 1(2) MINOR FAULT caution on ECAM EWD) provided: <ol style="list-style-type: none"> a) Repairs are made in a period of time not exceeding 300 flight-hours or 20 consecutive calendar-days, whichever occurs first, b) It is checked before each flight that EEC interactive test does not report a combined failure of turbine overheat monitoring and of a bleed valve command on one channel, and c) If associated ENG 1(2) LONG TERM DISPATCH caution was displayed on EWD during previous flight, it is checked before each flight that EEC interactive test does not report a combined failure of one EEC channel and of a master lever reset hardware discrete failed open on opposite EEC channel. 	
(Continued)						

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4. REMARKS OR EXCEPTIONS

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-25-01	FADEC (Cont'd)					
2)	FADEC Channel A (PW 4000 Series Engines)	A	2	1	Except for ETOPS, one may be inoperative provided repairs are made within 10 consecutive calendar-days.	
3)	EPR Control Mode ((PW 4000 or RR Trent 700 Series Engines) With FG HJ0 and previous (Mod. 56385/ MP S18860 or Mod. 200170/ MP S19547) and Without Mod. 200384/ MP S30757)	C	2	0	(O) Except for ETOPS, may be inoperative provided: <ol style="list-style-type: none"> a) The N₁ rated control mode operates normally on both engines (ENG 1(2) N₁ DEGRADED MODE caution not displayed on ECAM), b) Flight Manual performance penalties are applied, and c) The Autothrust function is considered inoperative. 	
4)	EPR Control Mode ((PW 4000 or RR Trent 700 Series Engines) With FG HJ1/HJ1A/D2H3M (Mod. 57547/ MP S18384 or Mod. 57545/ MP S18160), and Without Mod. 200384/ MP S30757)	C	2	0	(M)(O) Except for ETOPS, may be inoperative provided: <ol style="list-style-type: none"> a) N₁ rated control mode operates normally on both engines (ENG 1(2) N₁ DEGRADED MODE caution not displayed on ECAM), b) Flight Manual performance penalties are applied, c) Autothrust function is considered inoperative, d) There is no fuel in the trim tank, e) Trim tank feed switch is set to ISOL, and f) Aircraft is manually refueled. 	
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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-25-01	FADEC (Cont'd)					
5)	EPR Control Mode ((PW 4000 or RR Trent 700 Series Engines) and With Mod. 200384/ MP S30757 and without Mod. 202371/ MP S32180)	C	2	0	(O) Except for ETOPS, may be inoperative provided: a) N ₁ rated control mode operates normally on both engines (ENG 1(2) N ₁ DEGRADED MODE caution not displayed on ECAM), and b) Flight Manual performance penalties are applied.	
6)	A/C 115V AC Power Supply Channel A (RR Trent 700 Series Engines)	C	2	1	(O) Except for ETOPS, one may be inoperative.	
7)	A/C 115V AC Power Supply Channel B (RR Trent 700 Series Engines)	C	2	0	(O) One or both may be inoperative.	

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-25-02	EIU					
1)	PW 4000, RR Trent 700, and GE CF6-80E1 Series Engines	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Associated N₁ and N₂ vibrations are considered inoperative, b) Autothrust function is considered inoperative, c) Minimum idle on ground is considered inoperative, d) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure): "For a landing conducted with one unavailable thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both reverse control levers when applying reverse thrust.", and e) Appropriate performance adjustments for an inoperative thrust reverser are applied. <p>NOTE: Associated thrust reverser is not available.</p>	
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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-25-02	EIU (Cont'd)					
2)	RR Trent 7000 Series Engines with Mod. 208623/MP S35342	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Autothrust function is considered inoperative, b) Minimum idle on ground is considered inoperative, c) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure): "For a landing conducted with one unavailable thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both reverse control levers when applying reverse thrust.", and d) Appropriate performance adjustments for an inoperative thrust reverser are applied. <p>NOTE: Associated thrust reverser is not available.</p>	
73-25-03	Engine Overthrust Protection System (RR TRENT 7000 Series Engines)	A	2	1	One may be inoperative provided repairs are made within a period of time not exceeding 3 consecutive calendar-days.	
		A	2	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Repairs are made within a period of time not exceeding 3 consecutive calendar-days, b) ENG 1 OVTHR PROT FAULT and ENG 2 OVTHR PROT FAULT are confirmed spurious before each flight, and c) ENG 1 OVTHR PROT FAULT and ENG 2 OVTHR PROT FAULT are triggered due to inoperative LGCIU 2. 	

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-30-01	Indications on ECAM					
1)	Fuel Used Indications (Without Mod. 57115/ MP S30194)	C	2	1	One may be inoperative provided associated inner, outer, and center (A330-200, A330-300 with Mod. 204025/MP H16690, A330-800, A330-900) tank fuel quantity indications for tanks containing usable fuel are operative.	
2)	Fuel Used Indications (With Mod. 57115/ MP S30194)	C	2	1	One may be inoperative provided associated inner, outer, and center (A330-200, A330-300 with Mod. 204025/MP H16690, A330-800, A330-900) tank fuel quantity indications for tanks containing usable fuel are operative.	
		D	2	1	One may be in degraded mode. NOTE: When fuel used indication is in degraded mode, either all digits or three right digits are amber dashed. In both cases, pilots should disregard three right digits and can rely on leftmost digits.	
		C	2	0	Both may be in degraded mode. NOTE: When fuel used indication is in degraded mode, either all digits or three right digits are amber dashed. In both cases, pilots should disregard three right digits and can rely on leftmost digits.	
3)	Fuel Filter Clog Indications	C	2	0	One of both may be inoperative.	
4)	Fuel Filter Bypass indications (RR Trent 7000 Series Engines)	C	2	0	One of both may be inoperative.	

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Airbus A330

TABLE KEY

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-30-03	Warning and Caution on ECAM EWD					
1)	ENG 1(2) FUEL FILTER CLOG					
a)	PW 4000 and RR Trent 700 Series Engines	C	2	1	(M)(O) One may be inoperative provided associated filter is replaced once each flight-day or every 15 flight-hours, whichever occurs first.	
b)	GE CF6-80E1 Series Engines	C	2	1	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> a) Alert is confirmed to be false by troubleshooting, and b) Associated fuel filter is replaced before the first dispatch under present item and then every 15 flight-hours. 	
c)	RR Trent 7000 Series Engines	C	2	1	(M) One may be inoperative provided: <ol style="list-style-type: none"> a) Alert is confirmed to be false by troubleshooting, b) Associated fuel filter is replaced before the first dispatch under present item and then every 127 flight-hours, c) ENG 1(2) FUEL FILTER BYPASS alert is not displayed on the EWD for the opposite engine, d) ENG 1(2) FUEL FILTER PARTLY CLOGGED alert is not displayed on the EWD for the opposite engine, and e) ENG 1(2) FUEL SENSOR FAULT alert is not displayed on the EWD for the opposite engine. 	
(Continued)						

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AIRCRAFT:
Airbus A330

TABLE KEY

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-30-03	Warning and Caution on ECAM EWD (Cont'd)					
2)	ENG THRUST LOSS (PW 4000, RR Trent 700, and GE CF6-80E1 Series Engines)	C	1	0	(O) May be inoperative provided takeoff performance is based on all bleed systems selected ON: <ul style="list-style-type: none"> Both engine bleed air supply systems, Both air conditioning packs, All wing anti-ice control valves, and Both engine anti-ice valves. 	
3)	ENG 1(2) FADEC IDENT FAULT (RR TRENT Series Engines)	C	2	0	(M) May be inoperative provided there is no disagreement between the associated engine identification contained in the FADEC and the identification written on the engine plate.	
4)	ENG 1(2) LP SHAFT PROT LOSS (RR TRENT 700 Series Engines)	B	2	1	One may be displayed on ECAM EWD.	
5)	ENG 1(2) XWIND PROT FAULT (RR TRENT 700 Series Engines)	A	2	0	(O) Dispatch is allowed provided: <ol style="list-style-type: none"> a) The ENG 1(2) XWIND PROT FAULT - ENG 1(2) SLOW RESPONSE caution was not displayed during previous airborne phase, and b) Repairs are made within a period of time not exceeding 300 flight-hours or 20 consecutive calendar-days, whichever occurs first. 	
(Continued)						

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TABLE KEY

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-30-03	Warning and Caution on ECAM EWD (Cont'd)					
6)	ENG 1(2) FUEL FILTER PARTLY CLOGGED (RR TRENT 7000 Series Engines)	A	2	1	One may be inoperative provided: a) ENG 1(2) FUEL FILTER BYPASS alert is not displayed on the EWD for the opposite engine, b) ENG 1(2) FUEL FILTER CLOG alert is not displayed on the EWD for the opposite engine, c) ENG 1(2) FUEL SENSOR FAULT alert is not displayed on the EWD for the opposite engine, and d) Repairs are made within a period of time not exceeding 45 flight-hours or 3 consecutive calendar-days, whichever occurs first.	
		C	2	1	(M) One may be inoperative provided: a) Alert is confirmed to be false by troubleshooting, b) Associated fuel filter is replaced before the first dispatch under present item and then every 127 flight-hours, c) ENG 1(2) FUEL FILTER BYPASS alert is not displayed on the EWD for the opposite engine, d) ENG 1(2) FUEL FILTER CLOG alert is not displayed on the EWD for the opposite engine, and e) ENG 1(2) FUEL SENSOR FAULT alert is not displayed on the EWD for the opposite engine.	
(Continued)						

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TABLE KEY

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-30-03	Warning and Caution on ECAM EWD (Cont'd)					
7)	ENG 1(2) FUEL FILTER BYPASS (RR TRENT 7000 Series Engines)	C	2	1	(M) One may be inoperative provided: <ol style="list-style-type: none"> a) Alert is confirmed to be false by troubleshooting, b) Associated fuel filter is replaced before the first dispatch under present item and then every 127 flight-hours, c) ENG 1(2) FUEL FILTER PARTLY CLOGGED alert is not displayed on the EWD for the opposite engine, d) ENG 1(2) FUEL FILTER CLOG alert is not displayed on the EWD for the opposite engine, and e) ENG 1(2) FUEL SENSOR FAULT alert is not displayed on the EWD for the opposite engine. 	
(Continued)						

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Airbus A330

TABLE KEY

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-30-03	Warning and Caution on ECAM EWD (Cont'd)					
8)	ENG 1(2) FUEL SENSOR FAULT (RR TRENT 7000 Series Engines)	C	2	1	One may be inoperative provided associated FUEL HEAT EXCHGR SENSOR subtitle is displayed on the EWD.	
		C	2	1	One may be inoperative provided associated FUEL FLOW SENSOR subtitle is displayed on the EWD.	
		A	2	1	One may be inoperative provided: a) Associated FUEL FILTER SENSOR subtitle is displayed on the EWD, b) Associated ENG 1(2) FUEL FILTER PARTLY CLOGGED alert was not displayed during the previous flight on the EWD, and c) Repairs are made within a period of time not exceeding 45 flight-hours or 3 consecutive calendar-days, whichever occurs first.	
		C	2	1	(M) One may be inoperative provided: a) Associated FUEL FILTER SENSOR subtitle is displayed on the EWD, and b) Associated fuel filter is replaced before the first dispatch under present item and then every 127 flight-hours.	
9)	ENG 1(2) SENSOR FAULT (RR TRENT 7000 Series Engines)	A	2	1	One may be inoperative for 3 consecutive calendar-days.	

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TABLE KEY

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-30-03	Warning and Caution on ECAM EWD (Cont'd)					
10)	ENG 1(2) HP FUEL VALVE (RR TRENT 7000 Series Engines)	C	2	1	One may be inoperative provided: a) Associated HP FUEL VALVE NOT OPEN subtitle is displayed on the EWD, and b) Affected engine can start.	
11)	ENG 1(2) LONG TERM DISPATCH (RR TRENT 7000 Series Engines)					
a)	Without Mod. 208623/MP S35342	A	2	0	May be inoperative provided: a) Repairs are made in a period of time not exceeding 300 flight-hours or 20 consecutive calendar-days, whichever occurs first, b) Nacelle Temperature advisory is displayed on one engine only, and c) Engine short time limited faults are not present on the opposite engine (signaled by ENG 1(2) MINOR FAULT caution on ECAM EWD).	
		A	2	0	May be inoperative for 500 flight-hours provided no Nacelle Temperature advisory was displayed during the previous flight.	
b)	With Mod. 208623/MP S35342	A	2	0	May be inoperative for 500 flight-hours.	

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TABLE KEY

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

74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
74-11-01	Ignition Emergency Power Supply Systems (RR TRENT Series Engines)	C	2	1	(O) Except for ETOPS, one may be inoperative.	
74-31-01	Ignition Systems					
1)	System A					
a)	PW 4000 Series Engines (With Mod. 45686)	C	2	0	(O) May be inoperative provided: a) Associated system B operates normally, and b) Associated IGN SUPPLY selector is selected ALTN before engine start.	
b)	RR TRENT Series Engines	C	2	0	(O) May be inoperative provided associated system B operates normally.	
2)	System B	C	2	0	(O) May be inoperative.	

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TABLE KEY

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

74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
74-31-02	Indications on ECAM ENGINE Page					
1)	Selected Igniter					
a)	GE CF6-80E1 and PW 4000 Series Engines	C	4	0	(M) May be inoperative provided associated ENG 1(2) IGN A(B)(A+B) FAULT caution operates normally on ECAM EWD.	
b)	RR TRENT Series Engines	C	4	0	(M) May be inoperative provided associated ignition system is verified to operate normally.	
74-31-03	Warning and Caution on ECAM EWD					
1)	ENG 1(2) IGN A(B) (A+B) FAULT	C	6	3	(M) Three may be inoperative provided associated ignition system is verified to operate normally.	

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TABLE KEY

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

75. Bleed Air

Sequence No.	Item	1	2	3	4	Change Bar
75-11-01	Engine Stator Anti-Ice Valve (RR TRENT 7000 Series Engines)	A	2	0	May be inoperative in the open position provided repairs are made within a period of time not exceeding 3 consecutive calendar-days.	
		C	2	0	May be inoperative in the closed position provided aircraft is not operated in freezing fog conditions with SAT below +1 °C.	
75-24-01	HPTCC Valve (PW 4000 and RR TRENT 7000 Series Engines)	C	2	0	(M)(O) May be inoperative provided affected valve is secured closed.	
75-24-02	LPTCC Valve (PW 4000 Series Engines)	C	2	0	(M)(O) May be inoperative in closed position.	
75-24-03	IPTCC Valve (RR TRENT 7000 Series Engines)	C	2	0	(M)(O) May be inoperative provided affected valve is secured closed.	
75-25-01	Core Compartment Cooling Valve (GE CF6-80E1 Series Engines)	C	2	0	(M) May be inoperative in locked open position.	
75-26-01	IDG Air Shutoff Valve (GE CF6-80E1 Series Engines)	C	2	0	(M)(O) May be inoperative in locked open position.	

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TABLE KEY

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

75. Bleed Air

Sequence No.	Item	1	2	3	4	Change Bar
75-26-02	Nacelle Core Compartment Cooling Valve (PW 4000 Series Engines)	A	2	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) The associated valve is deactivated in the closed position, b) The associated ENG 1(2) CTL VALVE FAULT - NAC COOL VALVE OPEN caution is no longer displayed on ECAM EWD after maintenance action, c) The associated ENG 1(2) COOL VALVE FAULT caution is displayed on ECAM EWD after maintenance action, and d) Repairs are made within a period of time not exceeding 20 consecutive calendar-days or 300 flight-hours, whichever occurs first. <p>NOTE: Associated engine must be running for ENG 1(2) COOL VALVE FAULT caution to be displayed.</p>	

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

75. Bleed Air

Sequence No.	Item	1	2	3	4	Change Bar
75-26-03	Warning and Caution on ECAM EWD					
1)	ENG 1(2) COOL VALVE FAULT					
a)	PW 4000 Series Engines	A	2	0	May be inoperative provided: a) Associated ENG 1(2) COOL VALVE FAULT - IDG VALVE CLOSED caution is not displayed on ECAM EWD, and b) Repairs are made within a period of time not exceeding 20 consecutive calendar-days or 300 flight-hours, whichever occurs first.	
		A	2	1	One may be inoperative provided: a) Opposite IDG operates normally, and b) Repairs are made within a period of time not exceeding 20 consecutive calendar-days or 300 flight-hours, whichever occurs first.	
b)	RR TRENT 7000 Series Engines with Mod. 208623/MP S35342	C	2	1	One may be inoperative provided: a) Associated ENG 1(2) COOL VALVE FAULT - IDG VALVE OPEN caution is displayed on ECAM EWD, and b) The opposite IDG is operative.	
		C	2	1	One may be inoperative provided: a) Associated ENG 1(2) COOL VALVE FAULT - IDG VALVE CLOSED caution is displayed on ECAM EWD, and b) The opposite IDG is operative, and c) The SAT at the departure airport is above 0 °C.	
(Continued)						

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TABLE KEY

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

75. Bleed Air

Sequence No.	Item	1	2	3	4	Change Bar
75-26-03	Warning and Caution on ECAM EWD (Cont'd)					
2)	ENG 1(2) CORE ZONE HI TEMP (RR TRENT 7000 Series Engines)	A	2	1	One may be inoperative provided repairs are made within 3 flight-days.	
75-33-01	Secondary Air System Valve (RR TRENT 7000 Series Engines)	C	2	1	One may be inoperative in the closed position provided: <ul style="list-style-type: none"> a) Associated VALVE ELEC FAULT subtitle is displayed on the ECAM EWD, b) Associated VALVE MECH FAULT subtitle is not displayed on the ECAM EWD, and c) Associated SENSOR FAULT subtitle is not displayed on the ECAM EWD. 	

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Airbus A330

TABLE KEY

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

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
77-00-01	ECAM Indications (EWD)					
1)	EPR Indication (PW 4000 and RR TRENT 700 Series Engines)	C	2	0	May be inoperative provided EPR control mode is considered inoperative on both engines.	
2)	Fuel Flow Indication (Without Mod. 57115/ MP S30194)	A	2	1	One may be inoperative provided repairs are made within 3 flight-days.	
3)	Fuel Flow Indication (With Mod. 57115/ MP S30194)	A	2	1	One may be inoperative provided repairs are made within 3 flight-days.	
		D	2	1	One may be in degraded mode (last three green digits with amber dashes). NOTE: Fuel flow indication on the EWD in degraded mode is considered operative.	
		C	2	0	May be in degraded mode (last three green digits with amber dashes). NOTE: Fuel flow indication on the EWD in degraded mode is considered operative.	
4)	Bleed Configuration Indication (PACKS, NAI, WAI) (RR TRENT 7000 Series Engines)	D	3	0	One or more may be inoperative.	

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TABLE KEY

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

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
77-00-02	ECAM Indications (ENGINE Page)					
1)	Nacelle Temperature	C	2	0	One or both may be inoperative.	
2)	N ₁ Vibration	C	2	1	One may be inoperative.	
	(CF6-80E1 Series Engines)	C	2	1	(M) One may be inoperative provided the accelerometer is deactivated.	
					NOTE: The purpose of the maintenance procedure is to stabilize N ₁ indications in the case of high/erratic N ₁ vibration indication for crew convenience.	
3)	N ₂ Vibration	C	2	1		
	(CF6-80E1 Series Engines)	C	2	1	(M) One may be inoperative provided the accelerometer is deactivated.	
					NOTE: The purpose of the maintenance procedure is to stabilize N ₂ indications in the case of high/erratic N ₂ vibration indication for crew convenience.	
4)	N ₃ Vibration (RR TRENT Series Engines)	C	2	1	One may be inoperative.	
5)	Fuel Filter Bypass Indication (RR TRENT 7000 Series Engines)	C	2	0	One or both may be inoperative.	

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TABLE KEY

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
78-30-01	Thrust Reverser Systems					
1)	GE CF6-80E1 and RR TRENT 700 Series Engines	C	2	1	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> a) Inoperative thrust reverser is deactivated and stowed in forward thrust position, b) ENG 1(2) REV INHIBITED caution is displayed on ECAM EWD after deactivation, c) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure): "For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both reverse control levers when applying reverse thrust.", and d) Appropriate performance adjustments are applied. 	
(Continued)						

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DATE: 05/06/2019

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Airbus A330

TABLE KEY

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
78-30-01	Thrust Reverser Systems (Cont'd)					
2)	PW 4000 Series Engines					
a)	Control	C	2	1	(M) One may be inoperative provided: a) Inoperative thrust reverser is deactivated and stowed in forward thrust position, b) ENG 1(2) REV INHIBITED caution is displayed on ECAM EWD after deactivation, c) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure): "For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both reverse control levers when applying reverse thrust.", and d) Appropriate performance adjustments are applied.	
(Continued)						

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TABLE KEY

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
78-30-01	Thrust Reverser Systems (Cont'd)					
2)	PW 4000 Series Engines (Cont'd)					
b)	Actuation	C	2	1	(M) One may be inoperative provided: a) Inoperative thrust reverser is deactivated and secured in the stowed position, b) ENG 1(2) REV INHIBITED caution is displayed on ECAM EWD after deactivation, c) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure): "For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both reverse control levers when applying reverse thrust.", and d) Appropriate performance adjustments are applied.	
(Continued)						

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TABLE KEY

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
78-30-01	Thrust Reverser Systems (Cont'd)					
3)	RR TRENT 7000 Series Engines	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Inoperative thrust reverser is deactivated and secured in the stowed position, b) ENG 1 (2) REV PRESSURIZED alert is not displayed on ECAM EWD after deactivation, c) ENG 1 (2) REV INHIBITED caution is displayed on ECAM EWD after deactivation, d) ENG 1 (2) REV UNLOCKED caution is not displayed on ECAM EWD after deactivation, e) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure): "For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both reverse control levers when applying reverse thrust.", and f) Appropriate performance adjustments are applied. 	
(Continued)						

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TABLE KEY

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
78-30-01	Thrust Reverser Systems (Cont'd)					
3)	RR TRENT 7000 Series Engines (Cont'd)	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Inoperative thrust reverser is deactivated and secured in the stowed position, b) ENG 1 (2) REV INHIBITED caution is displayed on ECAM EWD after deactivation, c) ENG 1 (2) REV UNLOCKED caution is not displayed on ECAM EWD after deactivation, d) IVU is checked closed before each flight, e) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure): "For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both reverse control levers when applying reverse thrust.", and f) Appropriate performance adjustments are applied. 	

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TABLE KEY

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
78-30-04	Thrust Reverser Transcowl Lock (PW 4000 and RR TRENT 7000 Series Engines)	A	4	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Associated lock is secured in open position, b) Associated ENG 1(2) REV LOCKED caution is no longer displayed on ECAM EWD after maintenance action, c) ENG 1(2) REV MINOR FAULT caution is displayed on ECAM EWD after maintenance action, d) Associated thrust reverser operates normally, and e) Repairs are made within a period of time not exceeding 20 consecutive calendar-days or 300 flight-hours, whichever occurs first. 	
		C	4	2	May be inoperative on one engine provided associated thrust reverser is considered inoperative.	
78-30-05	Thrust Reverser Short Time Limited Dispatch (PW 4000 and RR TRENT 7000 Series Engines)	A	-	-	Dispatch is allowed with thrust reverser short time limited faults present on one or both engines (signaled by ENG 1(2) REV MINOR FAULT caution on ECAM EWD) provided repairs are made in a period of time not exceeding 20 consecutive calendar-days or 300 flight-hours, whichever occurs first.	

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TABLE KEY

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
78-30-06	Indications on ECAM EWD					
1)	REV	C	2	1	One may be inoperative provided associated thrust reverser is considered inoperative.	
78-30-07	Warning and Caution on ECAM EWD					
1)	ENG 1(2) REV PRESSURIZED (PW 4000 Series Engines)	C	2	0	(M)(O) May be inoperative provided that before each flight: a) Caution is confirmed to be false, b) Isolation valve associated with the thrust reverser having the false caution is verified to operate normally, and c) There is no ENG 1(2) REV MINOR FAULT caution associated with the thrust reverser having a false ENG 1(2) REV PRESSURIZED caution displayed on the ECAM EWD.	
2)	ENG 1(2) REV CTL FAULT (RR TRENT 7000 Series Engines)	C	2	1	(O) One may be inoperative provided: a) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure): "For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both reverse control levers when applying reverse thrust.", and b) Appropriate performance adjustments are applied.	

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
79-11-01	Engine Oil Tank Flapper Valves (PW 4000 Series Engines)	A	2	0	May be inoperative provided: a) Associated oil tank filler cap is securely latched after each servicing, and b) Repairs are made within five flights.	
79-21-01	Air/Oil Heat Exchanger Valve (RR TRENT 700 Series Engines)	C	2	1	(M) Except for ETOPS, one may be inoperative in open position.	
79-31-01	Oil Quantity Indication on ECAM					
1)	GE CF6-80E1 and PW 4000 Series Engines	B	2	1	(M) One may be inoperative provided: a) It is verified before each departure that the oil tank is filled to the recommended maximum capacity, and b) There is no evidence of abnormal consumption or leakage.	
2)	RR TRENT Series Engines	B	2	1	(M) One may be inoperative provided: a) It is verified before each departure that the oil tank is filled to the recommended maximum capacity, b) There is no evidence of abnormal consumption or leakage, and c) There is no OIL LO PR SW/EEC failure message in EIVMU ground report.	

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79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
79-34-01	Warning and Caution on ECAM EWD					
1)	OIL LO PR (RR TRENT Series Engines)	C	2	0	One or both may be inoperative.	
79-35-01	Indications on ECAM ENGINE Page					
1)	CLOG	C	2	0	One or both may be inoperative.	
79-35-02	Warning and Caution on ECAM EWD					
1)	OIL FILTER CLOG					
a)	GE CF6-80E1 Series Engines	C	2	1	(M) One may be inoperative provided associated filter is changed once each flight-day or every 15 flight-hours, whichever occurs first.	
b) ***	RR TRENT 700 Series Engines without Electronic Master Chip Detector (EMCD)	A	2	1	(O) One may be inoperative provided: a) Alert is false, and b) Repairs are made within 15 flight-hours.	
		C	2	1	(M)(O) One may be inoperative provided: a) Associated filter is changed before first flight and then every flight-day or every 15 flight-hours, whichever occurs first, and b) Associated master chip detector is inspected before each flight and does not reveal presence of chips from engine bearings.	
(Continued)						

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
79-35-02	Warning and Caution on ECAM EWD (Cont'd)					
1)	OIL FILTER CLOG (Cont'd)					
c) ***	RR TRENT 700 Series Engines without Electronic Master Chip Detector (EMCD)	A	2	1	(O) One may be inoperative provided: a) Alert is false, and b) Repairs are made within 15 flight-hours.	
		C	2	1	(M)(O) One may be inoperative provided: a) Associated ENG 1(2) OIL CHIP DETECTED alert was not displayed on EWD during previous landing phase, b) Associated filter is changed before first flight and then every flight-day or every 15 flight-hours, whichever occurs first, and c) Associated Electronic Master Chip Detector (EMCD) is checked operative when filter is replaced.	
d)	PW 4000 Series Engines	C	2	1	(M)(O) One may be inoperative provided: a) Associated filter is changed once each flight-day or every 15 flight-hours, whichever occurs first, and b) Associated master chip detector is inspected before each flight and does not reveal presence of chips from engine bearings.	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
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79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
79-35-02	Warning and Caution on ECAM EWD (Cont'd)					
1)	OIL FILTER CLOG (Cont'd)					
e)	RR TRENT 7000 Series Engines	C	2	1	(M)(O) One may be inoperative provided: a) Alert is confirmed to be false by troubleshooting, and b) Associated filter is changed before first flight.	
2)	OIL CHIP DETECTED					
a) ***	RR TRENT 700 Series Engines with Electronic Master Chip Detector (EMCD)	A	2	1	One may be inoperative provided repairs are made in a period of time not exceeding 3 consecutive calendar-days or 40 flight-hours, whichever occurs first.	
		A	2	1	One may be inoperative provided: a) Alert is false, and b) Repairs are made in a period of time not exceeding 20 consecutive calendar-days or 300 flight-hours, whichever occurs first.	
(Continued)						

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79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
79-35-02	Warning and Caution on ECAM EWD (Cont'd)					
2)	OIL CHIP DETECTED (Cont'd)					
b)	RR TRENT 7000 Series Engines	A	2	1	One may be inoperative provided: a) <u>ENG 1(2)</u> OIL MONITOR FAULT alert is not displayed on EWD, and b) Repairs are made in a period of time not exceeding 3 consecutive calendar-days or 45 flight-hours, whichever occurs first.	
		C	2	1	One may be inoperative provided alert is false.	
3)	OIL FILTER PARTLY CLOGGED (RR TRENT 7000 Series Engines)	A	2	1	One may be inoperative provided: a) <u>ENG 1(2)</u> OIL MONITOR FAULT alert was not displayed on the EWD during the previous flight, and b) Repairs are made in a period of time not exceeding 3 consecutive calendar-days or 45 flight-hours, whichever occurs first.	
		C	2	1	(M)(O) One may be inoperative provided: a) Alert is confirmed to be false by troubleshooting, and b) Associated filter is changed before the first flight.	
4)	OIL MONITOR FAULT (RR TRENT 7000 Series Engines)	A	2	1	One may be inoperative provided repairs are made in a period of time not exceeding 3 consecutive calendar-days or 45 flight-hours, whichever occurs first.	

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4. REMARKS OR EXCEPTIONS

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
80-11-01	Start Valve					
1)	PW 4000 and RR TRENT Series Engines	C	2	1	(M)(O) One may be inoperative provided valve is manually closed after engine start.	
2)	GE CF6-80E1 Series Engines and Start Valve P/N 3290694-5 or Previous (PRE VSB 80-0007)	C	2	1	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> a) The valve is manually closed after engine start, and b) The ENG 1(2) START VALVE FAULT [START VALVE NOT CLOSED] alert is not displayed on the EWD after the maintenance action. <p>NOTE: The Start Air Valve P/N can be checked through the IDG access door using a mirror or a camera.</p>	
3)	GE CF6-80E1 Series Engines and Start Valve P/N 3290694-6 or Following (POST VSB 80-0007)	C	2	1	(M)(O) One may be inoperative provided valve is manually closed after engine start. <p>NOTE: The Start Air Valve P/N can be checked through the IDG access door using a mirror or a camera.</p>	
80-11-02	ENG MAN START Control	C	2	0	One or both may be inoperative.	
80-11-03	FAULT Light on ENG MASTER PANEL	C	2	0	One or both may be inoperative.	

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80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
80-11-04	Indications on ECAM ENGINE Page					
1)	Start Valve Position Indication					
a)	PW 4000 and RR TRENT Series Engines	C	2	0	(M)(O) May be inoperative provided associated start valve is verified closed after engine start.	
b)	GE CF6-80E1 Series Engines	C	2	0	May be displayed open green after the start of the affected engine provided the associated ENG 1(2) START VALVE FAULT [START VALVE NOT CLOSED] alert is not displayed on the EWD.	
i)	Start Air Valve P/N 3290694-5 or Previous (PRE VSB 80-0007)	C	2	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) The associated start valve is verified closed after engine start, and b) The ENG 1(2) START VALVE FAULT [START VALVE NOT CLOSED] alert is not displayed on the EWD after the maintenance check. <p>NOTE: The Start Air Valve P/N can be checked through the IDG access door using a mirror or a camera.</p>	
ii)	Start Air Valve P/N 3290694-6 or Following (POST VSB 80-0007)	C	2	0	(M) May be inoperative provided associated start valve is verified closed after engine start. <p>NOTE: The Start Air Valve P/N can be checked through the IDG access door using a mirror or a camera.</p>	