Revision: ORIGINAL Date: 08/31/2009

### DEPARTMENT OF TRANSPORTATION

# FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C.

MASTER MINIMUM EQUIPMENT LIST

AIRBUS A-380-800

James H Kling, Chairman Flight Operations Evaluation Board

Federal Aviation Administration Flight Standards Division Aircraft Evaluation Group, SEA-AEG 1601 Lind Ave. S.W. Renton Washington 98057-3356

> Telephone: (425)-917-6600 FAX: (425)-917-6638

FEDERAL AVIATION ADMINISTRATION Page: I

# Revision: ORIGINAL MASTER MINIMUM EQUIPMENT LIST Date: 08/31/2009

### A-380

# Table of Contents

SYSTEM		PAGES		REVISION	DATE
Table of Content	S	I		ORIGINAL	08/31/2009
Highlights of Ch	ıange	II			
Definitions		III THRU	XI	13	09/11/2006
Preamble		XII, XIII	- -	2	06/14/1989
21 Air Conditio	ning	21-1 THRU	J 19	ORIGINAL	08/31/2009
22 Auto Flight		22-1 THRU	7	ORIGINAL	08/31/2009
23 Communicatio	ns	23-1 THRU	J <b>4</b>	ORIGINAL	08/31/2009
24 Electrical		24-1 THRU	7	ORIGINAL	08/31/2009
25 Equipment/Fu	rnishings	25-1 THRU	_	ORIGINAL	08/31/2009
26 Fire and Smo	ke Protection	26-1 THRU	J 15	ORIGINAL	08/31/2009
27 Flight Contr	ols	27-1 THRU	J 9	ORIGINAL	08/31/2009
28 Fuel		28-1 THRU	J 23	ORIGINAL	08/31/2009
29 Hydraulic		29-1 THRU	J 5	ORIGINAL	08/31/2009
30 Ice and Rain	Protection	30-1 THRU	J 9	ORIGINAL	08/31/2009
31 Indicating/R	ecording.	31-1 THRU	7	ORIGINAL	08/31/2009
32 Landing Gear		32-1 THRU	J 9	ORIGINAL	08/31/2009
33 Lights		33-1 THRU	J 9	ORIGINAL	08/31/2009
34 Navigation		34-1 THRU	J 9	ORIGINAL	08/31/2009
35 Oxygen		35-1 THRU	J 5	ORIGINAL	08/31/2009
36 Pneumatic		36-1 THRU	J 6	ORIGINAL	08/31/2009
38 Water/Waste		38-1, 2		ORIGINAL	08/31/2009
42 Avionics Net	work	42-1		ORIGINAL	08/31/2009
44 Cabin System	ıS	44-1 THRU	7	ORIGINAL	08/31/2009
45 Maintenance		45-1		ORIGINAL	08/31/2009
46 Information	Systems	46-1, 2,	3	ORIGINAL	08/31/2009
49 Auxiliary Po	wer Unit	49-1, 2		ORIGINAL	08/31/2009
50 Cargo Compar	tments	50-1, 2,	3	ORIGINAL	08/31/2009
52 Doors		52-1 THRU	<b>у</b> 9	ORIGINAL	08/31/2009
56 Windows		56-1		ORIGINAL	08/31/2009
73 Engine Contr	ol and Fuel	73-1, 2,	3	ORIGINAL	08/31/2009
74 Ignition		74-1		ORIGINAL	08/31/2009
75 Engine Cooli	ng	75-1		ORIGINAL	08/31/2009
77 Engine Indic	ating	77-1, 2		ORIGINAL	08/31/2009
78 Engine Rever	sers	78-1, 2		ORIGINAL	08/31/2009
79 Engine Oil		79-1, 2		ORIGINAL	08/31/2009
80 Engine Start		80-1		ORIGINAL	08/31/2009

MASTER MINIMUM EQUIPMENT LIST

Page: II Revision: ORIGINAL Date: 08/31/2009

A-380

Highlights of Change

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

Revision: 13 MASTER MINIMUM EQUIPMENT LIST Date: 09/11/2006

Page: III

A-380

#### Definitions

1. System Definitions.

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

- "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column. Repair interval categories (A, B, C, and D) are listed on right side of column 1. Repair intervals are described in definition 22.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

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

- "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.
- 2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.
- "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.
- 4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

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

# MASTER MINIMUM EQUIPMENT LIST

A-380

### Definitions

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

Revision: 13

Date: 09/11/2006

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

Revision: 13 MASTER MINIMUM EQUIPMENT LIST Date: 09/11/2006

Page: V

#### A-380

#### Definitions

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

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

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

- "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.
- 18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
- 19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.
- 20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
- 21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.
- 22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

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

#### MASTER MINIMUM EQUIPMENT LIST

Revision: 13 Date: 09/11/2006

#### A-380

#### Definitions

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

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

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

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

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

### 23. Electronic fault alerting system - General

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

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

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

Revision: 13 MASTER MINIMUM EQUIPMENT LIST Date: 09/11/2006

Page: VII

#### A-380

### Definitions

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

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

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

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

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

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

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

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

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

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

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

#### d. FOKKER (FK-100)

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

Revision: 13 MASTER MINIMUM EQUIPMENT LIST Date: 09/11/2006

Page: VIII

A-380

#### Definitions

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

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

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

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

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

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

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

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

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

MASTER MINIMUM EQUIPMENT LIST Date: 09/11/2006

Page: IX Revision: 13

A-380

#### Definitions

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

#### De-HAVILLAND (DASH 8 SERIES 400) h.

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

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

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

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

#### MASTER MINIMUM EQUIPMENT LIST

Revision: 13
QUIPMENT LIST Date: 09/11/2006

Page: X

#### A-380

### Definitions

- 25. "\*\*\*" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.
- 26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.
- 27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."
- 28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actins include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.
- 29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not used under normal operations.
- 30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original type certification, supplemental type certificate, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance

MASTER MINIMUM EQUIPMENT LIST

Page: XI Revision: 13 Date: 09/11/2006

A-380

### Definitions

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

Page: XII Revision: 2

Date: 06/14/1989

MASTER MINIMUM EQUIPMENT LIST

A-380

#### Preamble

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

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

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

Revision: 2 MASTER MINIMUM EQUIPMENT LIST Date: 06/14/1989

Page: XIII

A-380

#### Preamble

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

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

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

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

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

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

# U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRA	FT:			REV	VISION NO : ORIGINAL PAGE:	
	A-380			DAT	TE: 08/31/2009 21-1	
SYSTEM SEQUEN NUMBER		1.	2.	N	NUMBER INSTALLED	
TOTIBLE				3.	NUMBER REQUIRED FOR DISPATCH	
21 AI	R CONDITIONING				4. REMARKS OR EXCEPTIONS	
01-01	PACK Pb-Sw FAULT Light	С	2	0		
01-02	PACK Pb-Sw OFF Light	С	2	0		
01-03	HOT AIR Pb-Sw FAULT Light	С	2	0		
01-04	HOT AIR Pb-Sw OFF Light	С	2	0		
01-05	CABIN AIR EXTRACT Pb-Sw OVRD Light	С	1	0	(O)May be inoperative.	
02-01	CABIN ALT MODE Pb- Sw MAN Light	С	1	0	(O)May be inoperative.	
02-02	CABIN V/S MODE Pb- Sw MAN Light	С	1	0	(O)May be inoperative.	
02-03	DITCHING Pb-Sw ON Light	С	1	0	(O)May be inoperative.	
02-04	CABIN ALT TRGT Selector	С	1	0		
02-05	CABIN V/S TRGT Selector	С	1	0		
03-01	BULK Cargo ISOL VALVES Pb-Sw FAULT Light	С	1	0		
03-02	BULK Cargo ISOL VALVES Pb-Sw OFF Light	С	1	0		
03-03	BULK Cargo HEATER Pb-Sw FAULT Light	С	1	0		

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 21-2 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 21 AIR CONDITIONING 4. REMARKS OR EXCEPTIONS 03-04 BULK Cargo HEATER 0 C 1 Pb-Sw OFF Light 03-05 AFT Cargo ISOL 0 C 1 \* \* \* VALVES Pb-Sw FAULT Light

0

0

0

0

0

0

0

0

3

2

(0) May be inoperative.

(0) May be inoperative.

(O) May be inoperative.

(0)One may be inoperative.

both packs are operative.

(0) Two may be inoperative provided

(0)One or two may be inoperative.

C 1

C 1

C 1

C

C 1

C 1

C 1

C 1

C

C 4

С

4

1

03-06 AFT Cargo ISOL

03-07 FWD Cargo ISOL

03-08 FWD Cargo ISOL

Light

Light

Light

Light

VALVES Pb-Sw OFF

VALVES Pb-Sw FAULT

VALVES Pb-Sw OFF

04-01 CAB FANS Pb-Sw OFF

04-02 VENT EXTRACT Pb-Sw

FAULT Light

04-03 VENT EXTRACT Pb-Sw

OVRD Light

04-04 COOLG Pb-Sw FAULT

04-05 COOLG Pb-Sw OFF

21-01 Primary Cabin Fan

21-02 Secondary Cabin

Fans

Light

Light

\* \* \*

\* \* \*

# U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERA	L AVIATION ADMINISTRA	TIO	N		
AIRCRA	FT:			REV	/ISION NO : ORIGINAL PAGE:
	A-380		1	DA	TE: 08/31/2009 21-3
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.		UMBER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
21 AI	R CONDITIONING				4. REMARKS OR EXCEPTIONS
21-03	Forward Ventilation Controller Channel	С	2	1	(0)One may be inoperative.
21-04	Aft Ventilation Controller Channel	С	2	1	(0)One may be inoperative.
21-05	Forward Ventilation Control Redundancy Function	С	1	0	(O)May be inoperative.
21-06	Aft Ventilation Control Redundancy Function	С	1	0	(O)May be inoperative.
21-07	Lavatories and Galleys Extraction	С	1	0	(O)May be inoperative on ground provided one lavatories and galleys air extraction isolation valve is checked operative.
		С	1	0	(M)(O)May be inoperative on ground provided one lavatories and galleys air extraction isolation valve is deactivated in open position.
25-01	Pack Bay Ventilation	С	2	0	(0)May be inoperative.
25-02	THS Bay Ventilation	С	1	0	(M)May be inoperative provided the absence of fuel leak in the THS bay is checked before each flight.
26-01	Avionics Ventilation Blowing Fan	С	2	1	(0)One may be inoperative provided the associated backup mode is checked operative.
		С	2	1	<pre>(M)(O)One may be inoperative provided:    a) Associated backup valve is       deactivated open, and    b) Associated backup mode is       checked operative.</pre>

AIRCRAFT:			REVISION NO : ORIGINAL PAGE:
A-380			DATE: 08/31/2009 21-4
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	
21 AIR CONDITIONING			3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
26-02 Avionics Ventilation Filter	С	2	<pre>1 (M)(O)One may be clogged provided:     a) Associated blowing fan is         deactivated,     b) Associated backup mode is         checked operative, and     c) The opposite blowing fan is         operative.</pre>
	С	2	<pre>1 (M)(O)One may be clogged provided:     a) Associated blowing fan is         deactivated,     b) Associated backup valve is         deactivated open,     c) Associated backup mode is         checked operative, and     d) The opposite blowing fan is         operative.</pre>
	В	2	<pre>0 (M)(O)Both may be clogged provided:    a) One filter is removed and the    associated blowing fan is    checked operative,    b) The opposite blowing fan is    deactivated, and    c) The backup mode is checked    operative</pre>
	В	2	<pre>0 (M)(O)Both may be clogged provided:    a) One filter is removed and the    associated blowing fan is    checked operative,    b) The opposite blowing fan and    backup valve are deactivated,    and    c) The backup mode is checked    operative</pre>

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 21 - 5SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 21 AIR CONDITIONING REMARKS OR EXCEPTIONS 26-03 Avionics Cooling (M) May be inoperative provided: С 2 0 Effect Detector a) Associated cooling effect detector is deactivated. b) Associated blowing fan is checked operative before each flight c) Associated ventilation air flow is checked through the avionics racks before each flight, and d) Associated air filter is checked operative. 26-04 Avionics Extraction C 0 (O) May be inoperative provided: Auto Mode a) The EXTRACT pb-sw is set to OVRD, and b) The overboard valve is indicated green partially open on ECAM COND page. С 0 (M)(O)May be inoperative provided: 1 a) The EXTRACT pb-sw is set to OVRD, and b) The overboard valve is deactivated partially open. 26-05 Avionics Overboard 1 (0) May be inoperative provided the С Valve Control on caution **VENT AVNCS EXTRACT FAULT** is not displayed on ECAM EWD after Ground engine start. 27-01 Lower Deck Cabin 1 May be inoperative provided the D \* \* \* Crew Rest lower deck cabin crew rest compartment is locked closed and Compartment Ventilation placarded inoperative.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 21-6 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 21 AIR CONDITIONING REMARKS OR EXCEPTIONS 27-02 Lower Deck Cabin 0 (M) May be inoperative provided: D 1 \* \* \* a) Both isolation valves are Crew Rest Compartment deactivated in closed Isolation position, and b) The lower deck cabin crew rest compartment is locked closed and placarded inoperative. 28-01 BULK Cargo C 1 0 (0) May be inoperative provided the Ventilation BULK VALVES pb-sw is set to OFF. 28-02 BULK Cargo С 1 (0) May be inoperative provided Isolation procedures are established and used to ensure the aft and bulk cargo compartments remain empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. (M)(O)May be inoperative provided С 0 1 the affected isolation valve is deactivated in closed position. 28-03 Aft Cargo (0) May be inoperative provided the D 1 \* \* \* Ventilation AFT ISOL VALVES pb-sw is set to OFF.

FEDERAL AVIATION ADMINISTRATION  AIRCRAFT:  A-380  SYSTEM & DATE: 08/31/2009  SYSTEM & 1. 2. NUMBER INSTALLED  NUMBER  21 AIR CONDITIONING  22 NUMBER REQUIRED FOR  4. REMARKS OR EXCENT  ***  ***  ***  ***  **  **  **  **	M EQUIPMENT LIST
SYSTEM & SEQUENCE ITEM NUMBER INSTALLED  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR  4. REMARKS OR EXCENTION DESCRIPTION OF STATE OF STAT	M BQOIIMENT BIST
SYSTEM & SEQUENCE ITEM NUMBER  21 AIR CONDITIONING  22 Aft Cargo Isolation D 1 0 (O)May be inoperative procedures are establit to ensure the aft and compartments remain everified to contain chandling equipment, have be loaded in ULDs Away Kits.  NOTE: Operator MELs of which items are inclusion in the Kits, and which be used as ball to ensure the affected isolatic deactivated in closed.  D 1 0 (M)(O)May be inoperative deactivated in closed.	L PAGE:
SEQUENCE NUMBER  21 AIR CONDITIONING  22 A-04 Aft Cargo Isolation D  ***  23 O (O)May be inoperative procedures are estable to ensure the aft and compartments remain everified to contain of handling equipment, handling equipme	21-7
21 AIR CONDITIONING  4. REMARKS OR EXCENDING  28-04 Aft Cargo Isolation D  ***  1 0 (0)May be inoperative procedures are estable to ensure the aft and compartments remain everified to contain the handling equipment, handling e	
4. REMARKS OR EXCE  28-04 Aft Cargo Isolation D 1 0 (O)May be inoperative procedures are establicated to ensure the aft and compartments remain exertified to contain thandling equipment, handling equipment,	DISPATCH
procedures are estable to ensure the aft and compartments remain of verified to contain of handling equipment, h may be loaded in ULDs Away Kits.  NOTE: Operator MELs of which items are inclusion in th Kits, and which be used as ball  D 1 0 (M)(0)May be inoperate the affected isolation deactivated in closed  28-05 Forward Cargo D 1 0 (O)May be inoperative	PTIONS
which items are inclusion in the Kits, and which be used as ball  D 1 0 (M)(O)May be inoperate the affected isolation deactivated in closed as ball and the control of the	ished and used bulk cargo mpty, or is only empty cargo wallast (ballast
the affected isolation deactivated in closed 28-05 Forward Cargo D 1 0 (O)May be inoperative	approved for e Fly Away materials can
	n valve is
28-06 Forward Cargo D 1 0 (O)May be inoperative procedures are estable to ensure the forward compartment remains everified to contain thandling equipment, and be loaded in ULDs Away Kits.	ished and used cargo mpty, or is only empty cargo vallast (ballast
NOTE: Operator MELs rewhich items are inclusion in the Kits, and which be used as ball	approved for e Fly Away materials can
D 1 0 (M)(O)May be inoperate the affected isolation deactivated in closed	n valve is

# U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRA	FT:			R F.Y	VISION NO : ORIGINAL PAGE:
11110141	A-380			DAT	
SYSTEM SEQUEN NUMBER	& :	1.	2.		UMBER INSTALLED
110112211				3.	NUMBER REQUIRED FOR DISPATCH
21 AI	R CONDITIONING				4. REMARKS OR EXCEPTIONS
29-01 ***	IFE Bay Ventilation	D	1	0	(O)May be inoperative provided the IFEC pb-sw is set to OFF.
29-02	IFE Bay Isolation	С	1	0	<pre>(M)May be inoperative provided:    a) The IFE backup valve is       deactivated in closed       position, and    b) The IFE bay ventilation is       operative.</pre>
		D	1	0	<pre>(M)(O)May be inoperative provided:    a) The IFE backup valve is       deactivated in closed       position, and    b) The IFEC pb-sw is set to OFF.</pre>
30-01	Cabin Altitude Manual Control	С	1	0	(O)May be inoperative.
30-02	Cabin Vertical Speed Manual Control	С	1	0	(O)May be inoperative.
30-03	Outflow Valve Automatic Control	С	4	2	(0)One or two may be inoperative.
		С	4	1	(O)Three may be inoperative provided the caution <u>CAB PRESS</u> MAN CTL FAULT is not displayed on ECAM EWD.
30-04	Outflow Valve Automatic Control Redundancy Function	С	1	0	
30-05	Outflow Valve	С	4	3	(0)One may be inoperative provided it is indicated closed on ECAM <u>CAB PRESS</u> page.
		С	4	3	(M)One may be inoperative provided it is deactivated in closed position.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 21-9 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 21 AIR CONDITIONING REMARKS OR EXCEPTIONS 30-06 Negative Relief 1 One may be inoperative in closed С 2 Valves position. 30-07 Cabin Pressure (0) May be inoperative provided C 1 alternate procedures are established Landing Elevation and used. 50-01 Pack (0)One may be inoperative provided: С 2 1 a) Associated PACK pb-sw is set to OFF, b) Both associated pack valves are checked closed on ECAM BLEED page, and c) A check is made before each flight that, for the remaining pack, none of the cautions listed in the operational procedure are displayed on ECAM EWD. С (M)(O)One may be inoperative 2 provided: a) Associated PACK pb-sw is set to OFF, b) Both associated pack valves are deactivated and secured in closed position, and c) A check is made before each flight that, for the remaining pack, none of the cautions listed in the operational procedure are displayed on ECAM EWD. C 2 (M)(O)Both may be inoperative provided: a) The flight is not pressurized, b) Both PACK pb-sw are set to OFF, and c) Both pack 1 and both pack 2 valves are deactivated and secured in closed position

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 21-10 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 21 AIR CONDITIONING REMARKS OR EXCEPTIONS 50-02 Pack 1 Valve (0)One may be inoperative provided C 2 it is indicated amber closed on ECAM BLEED page. (M)(O)One may be inoperative С 2 provided it is deactivated and secured in closed position. С 2 (M)(O)Both may be inoperative provided: a) The PACK 1 pb-sw is set to OFF, b) Both pack 1 valves are deactivated and secured in closed position, and c) A check is made before each flight that, for the pack 2, none of the cautions listed in the operational procedure are displayed on ECAM EWD. 50-03 Pack 2 Valve C 2 (0)One may be inoperative provided it is indicated amber closed on ECAM BLEED page. С (M)(O)One may be inoperative provided it is deactivated and secured in closed position. С 2 (M)(O)Both may be inoperative provided: a) The PACK 2 pb-sw is set to OFF, b) Both pack 2 valves are deactivated and secured in closed position, and c) A check is made before each flight that, for the pack 1, none of the cautions listed in the operational procedure are displayed on ECAM EWD.

U.S. DEPARTMENT OF FEDERAL AVIATION AD					MASTER MINIMUM 1	EQUIPMENT LIST
AIRCRAFT:				REV	/ISION NO : ORIGINAL	PAGE:
A-380	)			DAT	TE: 08/31/2009	21-11
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.		UMBER INSTALLED	
21 AIR CONDITIONIN	G.			3.	NUMBER REQUIRED FOR DI  4. REMARKS OR EXCEPTI	
50-04 Pack 1 Flow	Sensor	С	2	1	(M)(O)One may be inopera provided it is deactivat	
		С	2	0	(M)(O)Both may be inoper provided:  a) They are deactivated by A check is made be flight that, for the none of the cautic the operational products of the displayed on ECAM	ted, and efore each the pack 2, ons listed in rocedure are
50-05 Pack 2 Flow	Sensor	С	2	1	(M)(O)One may be inoperated it is deactivated	
		C	2	0	(M)(O)Both may be inoper provided:  a) They are deactivated b) A check is made be flight that, for the none of the caution the operational produced by displayed on ECAM	ted, and efore each the pack 1, ons listed in rocedure are

U.S. DEPARTMENT OF TRANSPORT. FEDERAL AVIATION ADMINISTRAT			MASTER MINIMUM	EQUIPMENT LIST
AIRCRAFT:		REV	ISION NO : ORIGINAL	PAGE:
A-380		DAT	E: 08/31/2009	21-12
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.		JMBER INSTALLED	
21 AIR CONDITIONING		3.	NUMBER REQUIRED FOR DI  4. REMARKS OR EXCEPT	
50-06 Pack Temperature (Regulation	2	1	(0)One pack may operate degraded temperature re provided a check is mad flight that, for the re none of the cautions li operational procedure a on ECAM EWD.	gulation e before each maining pack, sted in the
	2	1	(0)One pack may operate degraded temperature re provided:  a) Associated PACK postory to OFF when flyin FL 290, and b) A check is made boselight that, for pack, none of the listed in the operature are dispected.	gulation  b-sw is set g at or below  efore each the remaining e cautions rational
50-07 Pack 1+2 Temperature Regulation Redundancy Function		0	(O)May be inoperative p check is made before ea that none of the cautio the operational procedu displayed on ECAM EWD.	ch flight ns listed in

U.S. DEPARTMENT OF TRANSPORTA			MASTER MINIMUM	EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATI	ION			
AIRCRAFT:		RE	VISION NO : ORIGINAL	PAGE:
A-380		DA	TE: 08/31/2009	21-13
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.		UMBER INSTALLED	
		3.	NUMBER REQUIRED FOR D	ISPATCH
21 AIR CONDITIONING			4. REMARKS OR EXCEPT	IONS
50-08 Pack Altitude Valve C	2		(0)One may be inoperati a) Associated PACK p to OFF when flyin FL 290, and b) A check is made b flight that, for pack, none of th listed in the ope procedure are dis ECAM EWD.	b-sw is set g at or below efore each the remaining e cautions rational
I.	A 2	0	(M)May be inoperative f consecutive calendar da the associated pack alt is deactivated in close	ys provided itude valve
50-09 Pack Turbine Bypass <i>F</i> Valve	4	2	(M)One on each pack may inoperative for 50 cons calendar days provided associated turbine bypa deactivated and secured position.	ecutive the ss valve is
	2 4	2	(0)One or both on the sbe inoperative provided a) Associated PACK p to OFF when flyin FL 290, and b) A check is made b flight that, for pack, none of th listed in the ope procedure are dis ECAM EWD.	: b-sw is set g at or below efore each the remaining e cautions rational

U.S. DEPARTMENT OF TRANSPO				MASTER MINIMUM	EQUIPMENT LIST
AIRCRAFT:			REV!	ISION NO: ORIGINAL	PAGE:
A-380			DATE	E: 08/31/2009	21-14
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NU	MBER INSTALLED	COMMON
21 AIR CONDITIONING				NUMBER REQUIRED FOR DE	
50-10 Pack Turbine Isolation Valve	С	2		<pre>(M)(0)One may be inoper provided:    a) Associated valve       deactivated in re       position as descr       Aircraft Maintena       and    b) A check is made b       flight that, for       pack, none of th       listed in the ope       procedure are dis       ECAM EWD.</pre>	is quired ibed in the nce Manual, efore each the remaining e cautions rational
	С	2		One may be inoperative associated pack is cons inoperative.	
50-11 Pack Ram Air Inlet Door Actuation	С	2		<pre>(M)(O)One may be inoper provided:    a) Associated ram ai     is deactivated an     open position, an b) A check is made b    flight that, for    pack, none of th    listed in the ope    procedure are dis    ECAM EWD.</pre>	r inlet door d secured in d efore each the remaining e cautions rational
	С	2		One may be inoperative associated pack is cons inoperative.	

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: 21-15 A-380 DATE: 08/31/2009 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 21 AIR CONDITIONING REMARKS OR EXCEPTIONS 50-12 Pack Ram Air Outlet C 4 (M)(O)May be inoperative provided the associated ram air outlet door Door Actuation is deactivated and secured in open position С 4 May be inoperative provided the associated pack is considered inoperative. 50-13 Pack 1 Controller С 2 (M)(O)One may be inoperative Channel provided the associated ram air outlet door is deactivated and secured in open position С 2 0 May be inoperative provided pack 1 is considered inoperative. 50-14 Pack 2 Controller С 2 (M)(O)One may be inoperative Channel provided the associated ram air outlet door is deactivated and secured in open position C 2 May be inoperative provided pack 2 is considered inoperative. 50-15 Pack 1 Control 0 (O) May be inoperative. С 1 Redundancy Function 50-16 Pack 2 Control 1 0 (0) May be inoperative. C Redundancy Function 50-17 Pack Airflow (O) May be inoperative. Selection

# U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:					REVISION NO : ORIGINAL PAGE:		
	A-380			DAT	TE: 08/31/2009	21-16	
SYSTEM SEQUENO NUMBER		1.	2.		UMBER INSTALLED		
NOTIDLIC				3.	NUMBER REQUIRED FOR DISPAT	CH	
21 AII	R CONDITIONING				4. REMARKS OR EXCEPTIONS		
59-01	Supplemental Cooling System	С	2	0	(0)May operate with degrade performance.	d cooling	
		D	2	1	(M)(O)One may be inoperative provided it is deactivated.	e	
		D	2	0	Both may be inoperative pro- COOLG pb-sw is set to OFF.	vided the	
59-02	Supplemental Cooling System Overheat Protection	D	2	0	(M)(O)May be inoperative pr the affected supplemental c system is deactivated.		
60-01	Cabin Temperature Controller Channel	С	2	1			
60-02	Cabin Temperature Control Redundancy Function	С	1	0			
60-03	Cabin Temperature Control	С	1	1	(0)May operate in degraded	mode.	
60-04	Hot Air Valve	С	2	0	(0)May be inoperative proving closure of both associated valves is checked operative <a href="BLEED">BLEED</a> page.	pack	
60-05	Cabin/Cockpit Trim Air Valve	С	16	0	(0)May be inoperative provictories of all pack valves checked operative on ECAM B page.	is	

U.S. DEPARTMENT OF TRANSPORT OF			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REVISION NO : ORIGINAL PAGE:
A-380			DATE: 08/31/2009 21-17
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH
21 AIR CONDITIONING			4. REMARKS OR EXCEPTIONS
60-06 Hot Air System	C	1	<pre>0 (M)(O)May be inoperative provided:    a) Both trim air shut off valves    are deactivated in closed    position,    b) Both hot air valves are    deactivated in closed    position,    c) Both HOT AIR pb-sw are set to       OFF,    d) Both pack 1 valves are    deactivated and secured in       closed position,    e) PACK 1 pb-sw is set to OFF,    and    f) A check is made before each     flight that, for pack 2 , none    of the cautions listed in the    operational procedure are    displayed on ECAM EWD.</pre> 0 (M)(O)May be inoperative provided:
			<ul> <li>a) Both trim air shut off valves are deactivated in closed position,</li> <li>b) Both hot air valves are deactivated in closed position,</li> <li>c) Both HOT AIR pb-sw are set to OFF,</li> <li>d) Both pack 2 valves are deactivated and secured in closed position,</li> <li>e) PACK 2 pb-sw is set to OFF, and</li> <li>f) A check is made before each flight that, for pack 1, none of the cautions listed in the operational procedure are displayed on ECAM EWD.</li> </ul>

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 21-18 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 21 AIR CONDITIONING REMARKS OR EXCEPTIONS 60-07 Lower Deck Crew (M) May be inoperative provided: D 1 0 a) It is deactivated in closed Rest Trim Air Valve position, and b) The lower deck crew rest compartment is locked closed and placarded inoperative. (0) May be inoperative provided: С 1 a) The closure of both hot air valves is checked operative on ECAM COND page, and b) The lower deck crew rest compartment is locked closed and placarded inoperative. 60-08 Cabin Temperature 1 (O) May be inoperative. Selection on FAP (O) May be inoperative. 60-09 Cabin Temperature C 1 0 Selection on AIR Overhead Panel May be inoperative provided cockpit 60-10 Cockpit Temperature C Selection temperature selection is suitable to flight crew. 60-11 Bulk Cargo Heater 0 (O) May be inoperative provided the C 1 BULK HEATER pb-sw is set to OFF. 60-12 Aft Cargo 1 (0) May be inoperative. D Temperature Regulation 60-13 Aft Cargo 1 0 (M)(O)May be inoperative provided it D is deactivated in closed position \* \* \* Trim Air Valve C 1 (0) May be inoperative provided the closure of both hot air valves is checked operative on ECAM COND page.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 21-19 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 21 AIR CONDITIONING REMARKS OR EXCEPTIONS 60-14 Aft Cargo Hot Air (M)(O)May be inoperative provided: C 1 0 \* \* \* System a) The aft cargo trim air valve is deactivated in closed position, b) The trim air shut off valve 2 is deactivated in closed position, and c) The hot air valve 1 is deactivated in closed position. 60-15 Forward Cargo D 1 0 (O) May be inoperative. \* \* \* Temperature Regulation 60-16 Forward Cargo 2 (M)(O)May be inoperative provided D Trim Air Valve both forward Cargo trim air valves are deactivated in closed position С 2 (0) May be inoperative provided the 0 closure of both hot air valves is checked operative on ECAM COND page. 60-17 Forward Cargo Hot 0 (M)(O)May be inoperative provided: С 1 \* \* \* Air System a) Both forward cargo trim air valves are deactivated in closed position, b) The trim air shut off valve 1 is deactivated in closed position, and c) The hot air valve 1 is deactivated in closed position.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 22-1 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 22 AUTO FLIGHT REMARKS OR EXCEPTIONS 10-01 Autopilot System (0)One may be inoperative provided C 2 1 approach minimums do not require its use. В 2 0 (0) May be inoperative provided: a) Approach minimums do not require their use, b) Enroute operations do not require their use, and c) Number of flight segments and segment duration is acceptable to flight crew. 10-02 Flight Director С 2 0 (0) May be inoperative provided System operations or procedures do not require their use. 10-03 AUTOLAND Light С 2 0 (0) May be inoperative provided approach minimums do not require use of autoland. 10-04 Automatic Roll Out С 1 0 (O)May be inoperative provided Function approach minimums do not require its use. 10-05 Sidestick AP (0)One may be inoperative unlocked С 1 Locking Device provided: a) The rudder pedals AP locking device is operative, and b) No autoland is performed. С 2 0 (0)Both may be inoperative unlocked provided AP is not used. 10-06 Rudder Pedals AP (0) May be inoperative unlocked C 1 Locking Device provided: a) Both sidestick AP locking devices are operative, and b) No autoland is performed. С 1 0 (0) May be inoperative unlocked provided AP is not used.

# U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: A-380				REVISION NO : ORIGINAL PAGE: DATE: 08/31/2009 22-2		
				3.	NUMBER REQUIRED FOR DISPATCH	
22 AUTO FLIGHT			4. REMARKS OR EXCEPTIONS			
10-07	CAT 3 Dual Approach Capability	С	1	0	(O)May be inoperative.	
10-08	CAT 2 Approach Capability	С	1	0	(0)May be inoperative.	
30-01	Autothrust	С	4	0	(O)May be inoperative on all engines provided:  a) Thrust lever position sensors are checked operative, and b) Approach minimums do not require use of autothrust.	
30-02	Autothrust Instinctive Disconnect Pb	С	2	1	(0)One may be inoperative provided the other autothrust instinctive disconnect pb is checked operative.	
		В	2	0	(0)Both may be inoperative provided autothrust disconnection is checked operative when thrust levers are set to idle.	
70-01	Flight Management Computer	С	3	2	FMC-B or FMC-C may be inoperative.	
		С	3	2	FMC-A may be inoperative provided both ISIS are operative.	
		A	3	1	<ul> <li>(0) Two may be inoperative provided:</li> <li>a) Both ISIS are operative,</li> <li>b) The FM selector is operative,</li> <li>c) Operations do not require its use, and</li> <li>d) Repairs are made within three flight legs.</li> </ul>	

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 22-3 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 22 AUTO FLIGHT REMARKS OR EXCEPTIONS 70-02 FM Selector (0) May be inoperative provided: C 1 0 a) All FMCs are operative, and b) Procedures do not require its use. В 1 0 (0) May be inoperative provided: a) Two FMCs are operative, b) Both ISIS are operative, and c) Procedures do not require its use. 70-03 FM Navigation С (0) May be out of currency provided: Database a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified. 80-01 AFS Control Panel 0 (O)May be inoperative for three 1 Α flights provided one TCAS is operative. 80-02 AFS Control Panel 0 (0)Both may be inoperative for three 2 Α and CAPT MFD FCU flights provided: Backup a) The F/O EFIS control panel is operative, b) The F/O MFD FCU backup is operative, and c) One TCAS is operative. 80-03 AFS Control Panel (0)Both may be inoperative for three 2 and F/O MFD FCU flights provided: Backup a) The CAPT EFIS control panel is operative, b) The CAPT MFD FCU backup is operative, and c) One TCAS is operative.

FEDERAL AVIATION ADMINISTRATION										
AIRCRAFT:					VISION NO : ORIGINAL PAGE:					
A-380					TE: 08/31/2009 22-4					
SYSTEM SEQUEN NUMBER		1.	2.		NUMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
22 AU	IO FLIGHT				4. REMARKS OR EXCEPTIONS					
80-04	AFS Control Panel AP Pb	С	2	0	(O)May be inoperative.					
80-05	AFS Control Panel A/THR Pb	С	1	0	(O)May be inoperative.					
80-06	AFS Control Panel FD Pb	С	1	0	(O)May be inoperative.					
80-07	AFS Control Panel LOC Pb	С	1	0	(O)May be inoperative.					
80-08	AFS Control Panel ALT Pb	С	1	0	(O)May be inoperative.					
80-09	AFS Control Panel APPR Pb	С	1	0	(O)May be inoperative.					
80-10	AFS Control Panel Speed Selection Knob	В	1	0	(O)May be inoperative provided one MFD FCU backup is operative.					
80-11	AFS Control Panel Heading/Track Selection Knob	В	1	0	(O)May be inoperative provided one MFD FCU backup is operative.					
80-12	AFS Control Panel Altitude Selection Knob	A	1	0	(O)May be inoperative for three flights provided  a) One MFD FCU backup is operative, and b) One TCAS is operative.					
80-13	AFS Control Panel V/S FPA Selection Knob	С	1	0	(O)May be inoperative provided one MFD FCU backup is operative.					
		С	1	0	May be inoperative provided operations do not require its use.					
80-14	AFS Control Panel Selection Window	С	4	0	(O)All may be inoperative.					

AIRCRAFT: A-380					REVISION NO : ORIGINAL PAGE:			
					TE: 08/31/2009 22-5			
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.		UMBER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
22 AU	TO FLIGHT				4. REMARKS OR EXCEPTIONS			
80-15	AFS Control Panel HDG-V/S/TRK-FPA Pb	С	1	0	(O)May be inoperative provided one MFD FCU backup is operative.			
		С	1	0	May be inoperative provided the HDG-V/S selection is operative.			
80-16	AFS Control Panel MACH/SPD Pb	С	1	0	(0)May be inoperative provided one MFD FCU backup is operative.			
		С	1	0	May be inoperative provided the SPD selection is operative.	1		
80-17	AFS Control Panel METER Pb	С	1	0	(0)May be inoperative.			
80-18	AFS Control Panel TRUE/MAG Pb	С	1	0	(0)May be inoperative provided one MFD FCU backup is operative.			
		С	1	0	May be inoperative provided the MAG selection is operative.	;		
80-19	AFS Control Panel Pb Light	С	7	0				
80-20	MFD FCU Backup	С	2	1				
		С	2	0	Both may be inoperative provided th AFS control panel is operative.	.e		
81-01	EFIS Control Panel	С	2	1	(0)One may be inoperative provided the associated MFD FCU backup is operative.			
		В	2	0	(0)Both may be inoperative provided both MFD FCU backups are operative.			
81-02	EFIS Control Panel Barometric Reference Display Window	С	2	0	(O)May be inoperative.			

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 22-6 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 22 AUTO FLIGHT REMARKS OR EXCEPTIONS 81-03 EFIS Control Panel C 2 (0) May be inoperative provided the 0 associated MFD FCU backup is Barometric Reference Selector operative. Outer Ring (in Hg/hPa) С 2 0 (O)May be inoperative provided the required barometric reference unit for the intended flight is available on both EFIS control panels. 81-04 EFIS Control Panel 2 С 1 (0)One may be inoperative provided Barometric the associated MFD FCU backup is operative. Reference Selector Inner Knob В 2 0 (0)Both may be inoperative provided both MFD FCU backups are operative. 81-05 EFIS Control Panel 0 (O) May be inoperative. V V Pb 81-06 EFIS Control Panel C 2 0 (O) May be inoperative. LS Pb 81-07 EFIS Control Panel (O)May be inoperative. С 20 0 ND Mode Key 0 81-08 EFIS Control Panel (O) May be inoperative. С ND Mode Window 81-09 EFIS Control Panel 2 (0) One may be inoperative. С 1 ND Range Selector 2 0 (0)Both may be inoperative provided В one MFD FCU backup is operative.

	ENT OF TRANSPO				MASTER MINIMUM E	QUIPMENT LIST
AIRCRAFT:				REV	ISION NO : ORIGINAL	PAGE:
	A-380			DAT	E: 08/31/2009	22-7
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NU	JMBER INSTALLED	
IVONIDEIC				3.	NUMBER REQUIRED FOR DIS	SPATCH
22 AUTO FLI	GHT				4. REMARKS OR EXCEPTI	ONS
	Control Panel de Selector	С	2	1	(O)One may be inoperative	re.
		В	2	0	(O)Both may be inoperatione MFD FCU backups is o	
81-11 EFIS TAXI	Control Panel Pb	С	2	0	(O)May be inoperative.	
81-12 EFIS Pb Li	Control Panel ght	С	_	0		

U.S. DEPARTMENT OF TRANSPO	ORTAT	CION	MASTER MINIMUM EQUIPMENT LIS	Т
FEDERAL AVIATION ADMINISTR	RATIC	N		
AIRCRAFT:			REVISION NO : ORIGINAL PAGE:	
A-380			DATE: 08/31/2009 23-1	
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMBER INSTALLED	
			3. NUMBER REQUIRED FOR DISPATCH	
23 COMMUNICATIONS			4. REMARKS OR EXCEPTIONS	
10-01 HF System	D	2	- Any in excess of those required by FAR may be inoperative.	
	C	2	1 (0)One may be inoperative while conducting operations that require two Long Range Communication Systems (LRCS) provided:  a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If Inmarsat codes are not available while using SATCOM voice, prior coordination with the appropriate ATS facility is required.  NOTE: SATCOM is to be used only as a backup to normal HF	
			communications unless otherwise authorized by appropriate ATS facilities.	
10-02 VHF System	D	3	- Any in excess of those required by FAR may be inoperative provided it is not powered by an Essential Bus and not required for emergency procedures.	
10-03 SATCOM System	С	1	0 (0)May be inoperative provided alternate procedures are established and used.	
	D	1	0 (0)May be inoperative provided operations or procedures do not require its use.	

AIRCRAFT:			REV	REVISION NO : ORIGINAL PAGE:			
A-380			DAT	TE: 08/31/2009	23-2		
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	N 3.	UMBER INSTALLED  NUMBER REQUIRED FOR DISPA	A TOLL		
			3.	NUMBER REQUIRED FOR DISPA	AICH		
23 COMMUNICATIONS				4. REMARKS OR EXCEPTION	S		
10-04 SATCOM Voice Mode	С	1	0	(0)May be inoperative provalternate procedures are eand used.			
	D	1	0	(0)May be inoperative provoperations or procedures of require its use.			
20-01 Datalink Function	С	1	0	(0)May be inoperative provalternate procedures are eand used.			
	D	1	0	(0)May be inoperative provoperations or procedures of require its use.			
20-02 VHF 3 Datalink Function	С	1	0	(0)May be inoperative provalternate procedures are eand used.			
	D	1	0	(0)May be inoperative provoperations or procedures of require its use.			
20-03 HF Datalink Function	С	2	0	(0)May be inoperative provalternate procedures are eand used.			
	D	2	0	(0)May be inoperative provoperations or procedures of require its use.			
20-04 SATCOM Datalink Function	С	1	0	(0)May be inoperative provalternate procedures are eand used.			
	D	1	0	(0)May be inoperative provoperations or procedures of require its use.			

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 23 - 3SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 23 COMMUNICATIONS REMARKS OR EXCEPTIONS 51-01 SELCAL Function (O)May be inoperative provided C 1 0 alternate procedures are established and used. D 1 0 May be inoperative provided operations or procedures do not require its use. 51-02 MECH Interphone C 1 (O)May be inoperative provided alternate procedures are established Function and used. 51-03 Ground External 0 (0)All functions may be inoperative Horn provided alternate procedures are established and used. 51-04 First Officer Audio C 1 0 (O) May be inoperative provided RMP 3 Function is operative and used for reconfiguration. 51-06 Cockpit Loudspeaker C 4 1 51-07 Boomset D Any in excess of those required by FAR may be inoperative. May be inoperative provided 51-08 Hand Microphone С 0 associated boom microphone operates normally. 51-09 Sidestick PTT Sw С 2 0 May be inoperative in open position provided the INT/RAD sw on the associated RMP operates normally. (M) May be inoperative provided: С 2 0 a) The INT/RAD sw on the associated RMP operates normally, and b) Associated sidestick PTT sw is deactivated in open position.

## U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 23 - 4SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 23 COMMUNICATIONS 4. REMARKS OR EXCEPTIONS 51-12 ACP in Avionics Bay D 1 0 52-01 RMP (O)RMP 2 or RMP 3 may be С 3 2 inoperative. 52-02 RMP Key C 1 May be inoperative provided VHF 1 key and HF 1 key (if required) are operative on RMP 1. 52-03 RMP Reception Knob C May be inoperative provided VHF 1 1 reception knob and HF 1 reception knob (if required) are operative on RMP 1. 71-01 CVR Α 1 May be inoperative for three flight days provided the Digital Flight Data Recorder is operative. 75-01 ETACS 1 0 C 75-02 Belly Taxi Aid 0 C 1 Camera 75-03 Fin Taxi Aid Camera C 1 0 75-04 Nose Taxi Aid D 0 \*\*\* Camera

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION REVISION NO : AIRCRAFT: ORIGINAL PAGE: A-380 DATE: 08/31/2009 24 - 1SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 24 ELECTRICAL 4. REMARKS OR EXCEPTIONS 01-01 BAT Pb-Sw FAULT C 4 0 Light 01-02 BAT Pb-Sw OFF Light C 0 01-03 GEN Pb-Sw FAULT C 0 Light 01-04 GEN Pb-Sw OFF/R 0 Light 01-05 DRIVE Pb FAULT 0 С Light 01-06 DRIVE Pb DISC Light C 0 01-07 APU GEN Pb-Sw FAULT C 0 Light 01-08 APU GEN Pb-Sw OFF/R C 0 Light 01-09 AC ESS FEED Pb-Sw 0 1 FAULT Light 01-10 AC ESS FEED Pb-Sw 1 0 C ALTN Light 01-11 EXT Pb AVAIL Light 0 4 (O)All may be inoperative. C 01-12 EXT Pb ON Light (O)All may be inoperative. С 4 0 01-13 ELMU Pb-Sw FAULT 0 Light 01-14 ELMU Pb-Sw OFF С 1 0 Light 01-15 PAX SYS Pb-Sw OFF С 0 1 Light

AIRCRAFT:					REVISION NO : ORIGINAL PAGE:		
	A-380			DA.	TE: 08/31/2009	24-2	
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.		UMBER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPA	ATCH	
24 EL	ECTRICAL				4. REMARKS OR EXCEPTION	S	
01-16	GALLEY Pb-Sw OFF Light	С	1	0			
01-17	COMMERCIAL Pb-Sw OFF Light	С	2	0			
01-18	BUSE TIE Pb-Sw OFF Light	С	1	0			
02-01	Overhead Battery Voltage Indication	С	4	0	May be inoperative provide associated voltage indicat operative on ECAM <u>ELEC DC</u>	ion is	
03-01	EMER GEN FAULT Light	С	1	0			
21-01	Engine Electrical Generator	С	4	3	<pre>(M)(O)One may be inoperati provided:    a) It is not disconnect    b) All busses can be po    c) Approach minimums do     require its use.</pre>	ed, wered and	
		A	4	3	(M)(O)One may be inoperati three flights provided: a) All busses can be po b) Approach minimums do require its use.	wered, and	
23-01	APU Electrical Generator	С	2	0	(O)May be inoperative provassociated APU GEN pb-sw iOFF.		
		D	2	0	(M)(O)May be inoperative p the associated APU electri generator is removed.		
32-01	TR 2A	С	1	0	May be inoperative provide bus 2 is indicated powered on ECAM ELEC DC page.		

AIRCRAFT:			REV	/ISION NO : ORIGINAL	PAGE:			
A-380			DAT	TE: 08/31/2009	24-3			
SYSTEM & ITEM SEQUENCE ITEM SUMBER	1.	2.	N	NUMBER INSTALLED				
TOTALLE			3.	NUMBER REQUIRED FOR DISE	PATCH			
24 ELECTRICAL				4. REMARKS OR EXCEPTION	NS			
32-02 APU TR	С	1	0	(O)May be inoperative.				
38-01 APU BAT	С	1	0	(O)May be inoperative pro	vided the			
	С	1	0	(O)May be inoperative pro	vided the			
11-01 External Power Control	С	4	0	(O)May be inoperative.				
50-01 Electrical Load Management Function	C	1	0	(0)May be inoperative.				
50-02 Electrical Network Management Side 1	С	1	0	<pre>(M)May be inoperative on A and on EXT power general provided.:    a) AC and DC transfer         are checked operati b) The electrical netw         management side 2 i         operative, and    c) All engine electrical         generators are oper</pre>	functions ve, ork s			
50-03 Electrical Network Management Side 2	С	1	0	(M)May be inoperative on B and on EXT power general provided.:  a) AC and DC transfer are checked operation b) The electrical network management side 1 is operative, and c) All engine electrical generators are operative.	functions ve, ork s			

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 24 - 4SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 24 ELECTRICAL REMARKS OR EXCEPTIONS 50-04 C/B Monitoring in (M)(O)May be inoperative provided.: C 1 0 a) The caution **ELEC SECONDARY** Electrical Supply Centers SUPPLY CTR 1 REDUND LOST is not displayed on ECAM EWD, b) The caution **ELEC SECONDARY** SUPPLY CTR 2 REDUND LOST is not displayed on ECAM EWD, and c) It is checked before each flight that no circuit breaker is tripped in all electrical supply centers. В 1 0 (M)(O)May be inoperative provided.: a) The aircraft electrical network remains powered, and b) It is checked before each flight that no circuit breaker is tripped in all electrical supply centers. 50-05 C/B Monitoring in (M)(O)May be inoperative provided it C 1 is checked before each flight that Emergency Electrical Supply no circuit breaker is tripped in the Center emergency supply center. 70-01 Secondary 0 (O) May be inoperative. С 1 Electrical Supply Center 1 Fan 70-02 Secondary С 1 0 (O) May be inoperative. Electrical Supply Center 2 Fan 70-03 Secondary (O) May be inoperative. С 1 0 Electrical Supply Center 1 Redundancy Function

	EPARTMENT OF TRANSPOR				MASTER MINIMUM EQUIPMENT I	IST
FEDERAL	L AVIATION ADMINISTRA	4110	IN			
AIRCRAI	FT:			REV	/ISION NO : ORIGINAL PAGE:	
	A-380			DAT	TE: 08/31/2009 24-5	
SYSTEM SEQUENO NUMBER		1.	2.		UMBER INSTALLED	
24 ELI	ECTRICAL			3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
70-04	Secondary Electrical Supply Center 2 Redundancy Function	С	1	0	(0)May be inoperative.	
70-05	Secondary Electrical Supply Center 1	С	1	1	<pre>(M)(O)The printed circuit board wi FIN 3007XZ may be inoperative provided.: a) It is removed, b) The secondary electrical supply center 1 is checked operative before each flight and c) Remaining printed circuit boards in electrical supply center 1 are operative.</pre>	
		C	1	1	<pre>(M)(O)The printed circuit board wi FIN 3014XZ may be inoperative provided.: a) It is removed, b) The secondary electrical supply center 1 is checked operative before each flight and c) Remaining printed circuit boards in electrical supply center 1 are operative.</pre>	
		С	1	1	<pre>(M)(O)The printed circuit board wi FIN 3128XZ may be inoperative provided.:    a) It is removed,    b) The secondary electrical supply center 1 is checked operative before each flight and    c) Remaining printed circuit boards in electrical supply center 1 are operative.</pre>	

U.S. DEPARTMENT OF TRA			MAS.	FER MINIMUM EQU	IPMENT LIST
AIRCRAFT:			VISION NO :	ORIGINAL	PAGE:
A-380			TE: 08,	/31/2009	24-6
SYSTEM & SEQUENCE IT NUMBER	1. EM	2.	NUMBER INSTAL		T.C.I.
24 ELECTRICAL				UIRED FOR DISPA	
70-06 Secondary Electrical Supp Center 2	c	1	FIN 4008XZ provided.:  a) It is b) The sesupply operated and c) Remain board:	rinted circuit may be inoperat removed, econdary electry center 1 is c tive before eaching printed cis in electrical r 2 are operati	ive ical hecked h flight, rcuit supply
	C	1	FIN 4025XZ reprovided.:  a) It is b) The sessupply operated and c) Remain boards	rinted circuit may be inoperat removed, econdary electry center 1 is contive before each ning printed cincular 2 are operati	ive ical hecked h flight, rcuit supply
	C	1	FIN 4133XZ reprovided.:  a) It is b) The session operation and c) Remain board:	rinted circuit may be inoperat removed, econdary electry center 1 is contive before eaching printed cincular 2 are operati	ive ical hecked h flight, rcuit supply
70-07 Cabin Left Support Centers Overhead Detection		1	(O)May be in flights.	noperative for	three

U.S. DEPARTMENT OF TRANSPORTATION										
MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION										
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:								
A-380		DATE: 08/31/2009 24-7								
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.									
		3. NUMBER REQUIRED FOR DISPATCH								
24 ELECTRICAL		4. REMARKS OR EXCEPTIONS								
70-08 Cabin Right Supply A Centers Overheat Detection	1	0 (O)May be inoperative for three flights.								

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 25-1 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 25 EQUIPMENT/FURNISHINGS REMARKS OR EXCEPTIONS 11-01 Pilot Seat Manual 2 May be inoperative provided the C associated electrical control is Vertical Adjustments operative. С 2 0 May be inoperative provided the seating position is acceptable to the affected crewmember. 11-02 Pilot Seat Lumbar C 4 May be inoperative provided the Rest Adjustment seating position is acceptable to the affected crewmember. 11-03 Pilot Seat Back Α May be inoperative for two flight Rest Adjustment days provided the seating position is acceptable to the affected crewmember. 11-04 Pilot Seat С 2 0 (M)May be inoperative provided the Electrical electrical control of the associated Adjustment seat is deactivated. 11-05 Pilot Seat Headrest C (M)May be inoperative provided the headrest position is acceptable to the affected crewmember or the headrest is removed. 11-07 Pilot Sidestick 2 May be inoperative provided the C Armrest Height armrest position is acceptable to the affected crewmember. Adjustment 11-08 Pilot Sidestick May be inoperative provided the С 2 0 Armrest Pitch armrest position is acceptable to Adjustment the affected crewmember. 11-09 Pilot Sidestick C 2 0 Armrest Memory Position Display

AIRCRA	FT:			REVISION NO : ORIGINAL PAGE:			
	A-380		1	DA:	TE: 08/31/2009	25-2	
SYSTEM SEQUEN JUMBER	CE ITEM	1.	2.		UMBER INSTALLED		
				3.	NUMBER REQUIRED FOR DISP	ATCH	
25 EQ	UIPMENT/FURNISHINGS				4. REMARKS OR EXCEPTION	IS	
11-10	Pilot Sidestick Armrest Stowage Adjustment	С	2	0	May be inoperative provide armrest position is accept the affected crewmember.		
		С	2	0	(M)May be inoperative proval The affected armrest removed, and b) Armrest removal is a to the affected creater.	is acceptable	
11-11	Pilot Inboard Armrest Pitch Adjustment	С	2	0	May be inoperative provide armrest position is accept the affected crewmember.		
11-12	Pilot Inboard Armrest Translation Adjustment	С	2	0	May be inoperative provide armrest position is accept the affected crewmember.		
11-13	Pilot Inboard Armrest Stowage Adjustment	С	2	0	May be inoperative provide armrest position is accept affected crewmember.		
		С	2	0	(M)May be inoperative provaffected armrest is remove		
12-01	Third Occupant Seat Angular Adjustment	С	1	0	May be inoperative provide is facing forward.	ed the seat	
12-02	Third Occupant Seat Horizontal Adjustment	С	1	0	May be inoperative in lock position.	ced	
12-03	Third Occupant Seat Vertical Adjustment	С	1	0	May be inoperative provide seating position is accept the occupant.		
12-04	Third Occupant Seat Lumbar Rest Adjustment	С	2	0	May be inoperative provide seating position is accept the occupant.		

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT:		REV	VISION NO : ORIGINAL	PAGE:					
A-380		DA:	TE: 08/31/2009	25-3					
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.		UMBER INSTALLED						
25 EQUIPMENT/FURNISHINGS		3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS						
12-05 Third Occupant Seat C Lumbar Rest Adjustment	1	0	May be inoperative prov seating position is acc the occupant.						
12-06 Third Occupant Seat C Headrest	1	0	(M)May be inoperative p headrest position is ac the occupant or the hea removed.	ceptable to					
12-07 Third Occupant Seat A Shoulder Harness	1	0	May be inoperative for days provided the seat occupied at takeoff and	is not					
12-08 Third Occupant Seat C Armrest	2	0	May be inoperative provarmrest position is accurate occupant.						
C	2	0	(M)May be inoperative paffected armrest is rem						

U.S. DEPARTMENT OF TRANSPOR				MASTER MINIMUM	EQUIPMENT LIST
AIRCRAFT:			REV	/ISION NO : ORIGINAL	PAGE:
A-380			DAT	TE: 08/31/2009	25-4
SYSTEM & : SEQUENCE : ITEM NUMBER	1.	2.		UMBER INSTALLED	
25 EQUIPMENT/FURNISHINGS			3.	NUMBER REQUIRED FOR DI	
				4. REMARKS OR EXCEPT	IONS
12-09 Third Occupant Seat	A	1	0	May be inoperative for days provided a passeng the passenger cabin is available to an FAA insthe performance of offi	er seat in made pector for
	A	1	0	May be inoperative for days provided a remaini occupant seat is availal acceptable to an FAA in the performance of offi	ng cockpit ble and spector for
A 1			0	May be inoperative for days provided:  a) Required minimum equipment (safety oxygen) is available.  b) The seat is accepted a secondary of the seat is accepted and the seat of the seat o	safety belt and ble, and table to an the
				NOTE 1: These provisos to provide for of the above seats inspector when the safety equipment safety belt) is and the inspectod the conditions the acceptable.	boccupancy of by an FAA the minimum t (oxygen and functional or determines
				NOTE 2: The pilot-in-condetermine if the safety equipment functional for authorized to observer seat(s)	e minimum c is other persons ccupy any

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: 08/31/2009 A-380 DATE: 25-5 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 25 EQUIPMENT/FURNISHINGS REMARKS OR EXCEPTIONS 13-01 Fourth Occupant 0 NOTE: The Pilot-in-Command will D 1 determine if the minimum Seat safety equipment is functional for other persons authorized to occupy any observer seat(s). 13-02 Fourth Occupant 0 May be inoperative provided the seat D 1 Seat Shoulder is not occupied at takeoff and Harness landing. NOTE: The Pilot-in-Command will 14-01 Fifth Occupant 0 D 1 \* \* \* determine if the minimum Seat safety equipment is functional for other persons authorized to occupy any observer seat(s). 14-02 Fifth Occupant May be inoperative provided the seat D 1 \* \* \* Seat Shoulder is not occupied at takeoff and Harness landing. 15-01 Pilot Sliding Table C (M)(O)May be inoperative in stowed position or removed provided alternate procedures are established and used. 15-02 Pilot Retractable May be inoperative provided the С 4 0 affected footrest is in stowed Footrest position. C 4 0 (M) May be inoperative provided the affected footrest is removed. 15-03 Pilot Foot Warmer 2 0 D \* \* \*

U.S. DEPARTMENT OF TRANSPORT		1	MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:		RE	VISION NO: ORIGINAL	PAGE:				
A-380		DA	TE: 08/31/2009	25-6				
SYSTEM & 1 SEQUENCE ITEM NUMBER	2.		NUMBER INSTALLED					
25 EQUIPMENT/FURNISHINGS		3.	NUMBER REQUIRED FOR DE 4. REMARKS OR EXCEPT					
20-01 Passenger Seat	D -		May be inoperative prov  a) Seat does not blo Emergency Exit, b) Seat does not res passenger from ac main aircraft ais c) The affected seat blocked and placa OCCUPY".  NOTE 1: A seat with an seat belt is con inoperative.  NOTE 2: Inoperative sea affect the requ of Flight Attendal NOTE 3: Affected seat(s) the seat(s) beh adjacent outboar	trict any cess to the le, and (s) are rded "DO NOT  inoperative nsidered  ts do not ired number dants. ) may include ind and/or				
20-01-01 Passenger Seat Recline Mechanism	D -	_	(M)May be inoperative a occupied provided seat the full upright positi	nd seat is secured in				
	D -	-	May be inoperative and provided seat back is i full upright position.	<del>-</del>				
20-01-02 Passenger Seat Underseat Baggage Restraining Bar	C -	-	(O)May be inoperative p a) Baggage is not st seat with inopera restraining bar, b) Associated seat i "DO NOT STOW BAGG THIS SEAT", and c) Procedures are es alert Cabin Crew erative restraini	owed under tive s placarded AGE UNDER tablished to of inop-				

U.S. DEPARTMENT OF TR				MAST	ER MINIMUM	EQUIPMENT LIST
AIRCRAFT:			REV	ISION NO:	ORIGINAL	PAGE:
A-380			DAT	'E: 08/	31/2009	25-7
SYSTEM & SEQUENCE I' NUMBER	1. FEM	2.		UMBER INSTALL		
25 EQUIPMENT/FURNISH	IINGS		3.		S OR EXCEPT	IONS
20-01-03 Passenger Se Armrest (wit Recline Mechanism)		_		seat occupies a) Armres Emerges b) Armres passens main a c) If arm	d provided: t does not ncy Exit, t does not ger from ac ircraft ais rest is mis d in the fu	block an restrict any cess to the le, and sing, seat is
20-01-03 Passenger Se Armrest (wit Recline Mechanism)				Emerge b) Armres passen	d provided: t does not ncy Exit, a t does not	block an nd restrict any cess to the

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT:			REVISION NO : ORIGINAL PAGE:						
A-380			DATE: 08/31/2009 25-8						
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMBER INSTALLED						
25 EQUIPMENT/FURNISHINGS  20-02 Required Flight Attendant Seat	В		4. REMARKS OR EXCEPTIONS  - (M)(O)One seat position or assembly (dual position) may be inoperative provided:  a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY".  NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.  NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.  (Continued)						

U.S. DEPARTMENT OF TRANSPORTA FEDERAL AVIATION ADMINISTRATI		MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:				
A-380		DATE: 08/31/2009 25-9				
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.					
25 EQUIPMENT/FURNISHINGS		3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS				
20-02 Required Flight Attendant Seat (Cont'd)		NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable FAR are met.				
		NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.				
20-03 Excess Flight C Attendant Seat	-	- (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.				

	EPARTMENT OF TRANSPO L AVIATION ADMINISTR				MASTER MINIMUM	EQUIPMENT LIST				
AIRCRAFT:					REVISION NO : ORIGINAL PAGE:					
	A-380			DA:	rE: 08/31/2009	25-10				
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.		UMBER INSTALLED					
25 EQ	UIPMENT/FURNISHINGS			3.	NUMBER REQUIRED FOR DI  4. REMARKS OR EXCEPT					
22-03	Non-Essential Equipment & Furnishings (NEF)		_	0	May be inoperative, dam missing provided that to deferred in accordance operator's NEF deferral NEF program, procedures processes are outlined operator's (insert name and (0) procedures, if must be available to the and included in the operappropriate document.  NOTE: Exterior lavatory trays are not consistems.	he item(s) is with the program. The and in the ) Manual. (M) required, e flight crew rator's  door ash				
22-05	Exterior Lavatory Door Ashtray									
	1) Airplanes with more than one exterior lavatory door ashtray installed	A	-	_	One may be missing prov replaced within 10 cale					
	2) Airplanes with only one exterior lavatory door ashtray installed	A	1	0	May be missing provided replaced within 3 calen					

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:
A-380		DATE: 08/31/2009 25-11
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.	NUMBER INSTALLED
25 EQUIPMENT/FURNISHINGS		NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS
22-06 Overhead Storage C - Bin(s)/Cabin and Galley Storage Compartment/ Closet		- (M)May be inoperative provided:     a) Procedures are established to secure compartment CLOSED,     b) Any emergency equipment located in affected compartment is considered inoperative, and     c) Affected compartment is not used for storage of any item(s) except for those permanently affixed.  NOTE: If no partitions are installed, the entire overhead storage compartment is considered one bin.
30-01 Galley Waste C - *** Compartment Flapper Door		- (M)(O)May be inoperative provided:  a) The galley waste compartment is empty and associated access is secured to prevent waste introduction, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.
50-01 Crew Bunk Bed D - ***		- May be inoperative provided the affected bunk bed is not occupied.

U.S. DEPARTMENT OF TRANSPORTAT		MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:			
A-380		DATE: 08/31/2009 25-12			
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.	NUMBER INSTALLED			
25 EQUIPMENT/FURNISHINGS		4. REMARKS OR EXCEPTIONS			
50-02 Flight CRC C *** Decompression Panel	8	7 (M)One may be inoperative provided the Aircraft Maintenance Manual allows its deactivation.			
C	8	<pre>5 (M)(0)Two or three may be inoperative provided:    a) The Aircraft Maintenance    Manual allows its    deactivation, b) The affected sub-compartment    is closed, not used and    placarded inoperative, and c) A procedure is used to check    periodically absence of smoke    in affected sub-compartment.</pre>			
50-03 Flight CRC Door D ***	2	May be inoperative in closed and unlocked position provided the affected sub-compartment is not used and placarded inoperative.			
c	2	<pre>0 (M)(O)May be inoperative provided:    a) The affected door is secured    open or removed, b) The affected sub-compartment    not used and placarded    inoperative, and c) A procedure is used to check    periodically absence of smoke    in affected sub-compartment.</pre>			

U.S. DEPARTMENT OF TRANS				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REV	VISION NO : ORIGINAL PAGE:
A-380			DAT	TE: 08/31/2009 25-13
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	N	UMBER INSTALLED
NOTIBER			3.	NUMBER REQUIRED FOR DISPATCH
25 EQUIPMENT/FURNISHING	GS			4. REMARKS OR EXCEPTIONS
50-04 Main Deck CRC Dock**	or D	2	0	May be inoperative in closed and unlocked position provided the affected sub-compartment is not used and placarded inoperative.
	С	2	0	<ul> <li>(M)(O)May be inoperative provided: <ul> <li>a) The affected door is secured open or removed,</li> <li>b) The affected sub-compartment not used and placarded inoperative, and</li> <li>c) A procedure is used to check periodically absence of smoke in affected sub-compartment.</li> </ul> </li> </ul>
50-05 Upper Deck Cabin *** CRC Decompression Panel		8	7	One may be missing or damaged.
	С	8	0	(O)May be inoperative provided:  a) The upper deck cabin crew rest compartment is closed, not used and placarded inoperative, and  b) A procedure is used to check periodically absence of smoke in the upper deck cabin crew rest compartment.

U.S. DEPARTMENT OF TRANSPO				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REV	VISION NO : ORIGINAL PAGE:
A-380			DAT	TE: 08/31/2009 25-14
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.		UMBER INSTALLED
25 EQUIPMENT/FURNISHINGS			3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
50-06 Upper Deck Cabin *** CRC Door	D	2	1	One may be inoperative in closed and unlocked position provided the affected door is placarded inoperative.
	D	2	0	May be inoperative in closed and unlocked position provided the upper deck cabin crew rest compartment is not used and placarded inoperative.
C		2	0	<ul> <li>(M)(O)May be inoperative provided: <ul> <li>a) The affected door is secured in open position or removed,</li> <li>b) The upper deck cabin crew rest compartment not used and placarded inoperative, and</li> <li>c) A procedure is used to check periodically absence of smoke in affected sub-compartment.</li> </ul> </li> </ul>
50-07 Lower Deck Cabin *** CRC Decompression Panel	C	15	0	<ul> <li>(O)May be inoperative provided: <ul> <li>a) The lower deck cabin crew rest compartment is closed, not used and placarded inoperative,</li> <li>b) A procedure is used to check periodically absence of smoke in the lower deck cabin crew rest compartment, and</li> <li>c) An operative portable fire extinguisher and a protective breathing equipment, in excess of those required for the cabin, are carried in the main deck.</li> </ul> </li> </ul>

### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 25-15 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 25 EQUIPMENT/FURNISHINGS REMARKS OR EXCEPTIONS 50-08 Lower Deck Cabin May be inoperative in closed and D 1 \* \* \* CRC Staircase Door unlocked position provided the lower deck cabin crew rest compartment is not used and placarded inoperative. D 1 (M) May be inoperative provided: a) The affected door is secured open or removed, b) The lower deck cabin crew rest compartment main exit hatch is closed, and c) The lower deck cabin crew rest compartment is not used and placarded inoperative. 50-09 Lower Deck Cabin May be inoperative in closed CRC Main Exit Hatch position provided the lower deck cabin crew rest compartment is not used and placarded inoperative. 60-01 Slide 16 (0)One per deck may be inoperative Α 14 for one flight day provided: a) Associated door is closed from the inside only, and b) Associated door is considered inoperative. 16 14 (M)(O)One per deck may be Α inoperative for one flight day provided: a) It is removed, b) Associated door is closed from the inside only, and c) Associated door is considered inoperative.

# U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION REVISION NO : AIRCRAFT: ORIGINAL PAGE: A-380 DATE: 08/31/2009 25-16 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 25 EQUIPMENT/FURNISHINGS REMARKS OR EXCEPTIONS 60-02 Slide Inflation A 16 14 (M)One per deck may be inoperative Protection for one flight day provided: a) Associated slide is deactivated, and b) Associated door is considered inoperative. 60-03 Slide Extension 2 1 60-04 SLIDE ARMED Light 16 0 60-05 Megaphone D Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative megaphone is removed from passenger cabin, b) Required distribution is maintained. 60-06 Cockpit Flashlight May be inoperative or missing C provided the captain and first officer have a flashlight with equivalent characteristics readily available. 60-07 Cabin Flashlight May be inoperative or missing C provided the crewmember assigned to the associated seat has a flashlight with equivalent characteristics readily available.

	EPARTMENT OF TRANSPO				MASTER MINIMUM E	QUIPMENT I
FEDERA	L AVIATION ADMINISTR	RATIC	)N	1		
AIRCRAI	FT:			RE	VISION NO : ORIGINAL	PAGE:
	A-380		1	DA	TE: 08/31/2009	25-17
SYSTEM SEQUENO NUMBER		1.	2.		UMBER INSTALLED	
				3.	NUMBER REQUIRED FOR DIS	SPATCH
25 EQ	UIPMENT/FURNISHINGS				4. REMARKS OR EXCEPTION	ONS
60-08 ***	Emergency Locator Transmitter	D	<u> </u> -	<u> </u>	Any survival type ELT in those required by FAR mainoperative or missing.	
		A	_	0	<pre>(M)Any fixed ELT may be provided:    a) System is deactiva    b) repairs are made w    days.</pre>	ted, and
		А	-	0	Any fixed ELT in excess required by FAR may be i or missing.	
		D	_	_	(M)Any fixed ELT in exce required by FAR may be i provided system is deact	noperative
		D	-	-	Any fixed ELT in excess required by FAR may be m	
60-09	First Aid Kit	A	_	_	(O)If more than one is r FAR, only one of the req aid kits may be incomple or inoperative for 3 fli provided FAK is resealed that will identify it as cannot be mistaken for a serviceable unit.	uired firs te, missin ght cycles in a mann a unit th
		D	-	-	Any in excess of those r FAR may be incomplete, m inoperative.	
60-10	Crash Axe/Crow Bar	D	_	-	Any in excess of those r FAR may be inoperative o	
60-11	Life Jacket	D	_	-	Any in excess of that re FAR may be inoperative o	

	NT OF TRANSPOR				MASTER MINIMUM	EQUIPMENT LIST
FEDERAL AVIAT	ION ADMINISTRA'	110.	N			
AIRCRAFT:					/ISION NO : ORIGINAL	PAGE:
	A-380			DAT	TE: 08/31/2009	25-18
SYSTEM & SEQUENCE NUMBER	1 ITEM		2.	1	UMBER INSTALLED	
				3.	NUMBER REQUIRED FOR D	ISPATCH
25 EQUIPMENT	/FURNISHINGS				4. REMARKS OR EXCEPT	IONS
60-12 Surviv	al Kit	D	_	-	Any in excess of those FAR may be incomplete, inoperative.	
60-13 Emerge Kit (E	ncy Medical MK)	А	-	0	(0)May be incomplete, minoperative for 3 fligh provided EMK is reseale that will identify it a cannot be mistaken for serviceable unit.	t cycles d in a manner s a unit that
		D	-	_	Any in excess of those FAR may be incomplete, inoperative.	
60-14 Automatic External A - Defibrillator (AED)		-	0	(0)May be incomplete, minoperative for 3 fligh provided AED is reseale that will identify it a cannot be mistaken for serviceable unit.	t cycles d in a manner s a unit that	
		D	-	-	Any in excess of those FAR may be incomplete, inoperative.	
60-15 Fire G	loves	D	-	0	All may be inoperative	or missing.
60-16 Baby S	urvival Raft	D	-	_	Any in excess of that r FAR may be inoperative	
	n Seat Belt Seated" Signs card	С	-	_	One or more signs or plillegible or missing pr legible sign or placard from each occupied pass	ovided a is visible

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 26-1 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 26 FIRE AND SMOKE PROTECTION REMARKS OR EXCEPTIONS 01-01 LED in ENG FIRE Pb- C Up to four LEDs in each push pb-sw 32 16 may be inoperative. Sw 01-02 Engine AGENT Pb C 8 0 (M)(O)May be inoperative provided SQUIB Light the integrity of the squib circuit is checked not to be affected before the first flight under present MMEL item. 01-03 Engine AGENT Pb (M)(O)May be inoperative provided C 8 DISCH Light associated bottle is verified properly charged before the first flight of each day. 01-04 Test on ENG FIRE С 1 0 (M)(O)May be inoperative provided Overhead Panel the maintenance fire test is performed before each flight. 01-05 LED in APU FIRE Pb- C Up to four LEDs may be inoperative. Sw 01-06 APU AGENT Pb SQUIB (M)(O)May be inoperative provided 1 Light the integrity of the squib circuit is checked not to be affected before the first flight under present MMEL item. 0 (0) May be inoperative provided the C 1 APU is not used. 01-07 APU AGENT Pb DISCH C 1 0 (M)(O)May be inoperative provided associated bottle is verified Light properly charged before the first

flight of each day.

APU is not used.

(0) May be inoperative provided the

0

0

C 1

C 2

02-01 Cargo BTL 1(2)

Light

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 26-2 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 26 FIRE AND SMOKE PROTECTION 4. REMARKS OR EXCEPTIONS 02-02 SMOKE Light on 0 C 2 AGENT TO FWD(AFT) Pb-Sw 02-03 DISCH Light on 0 AGENT TO FWD(AFT) Pb-Sw 02-04 Test on CARGO SMOKE C Panel 03-01 FIRE Light on ENG С 4 0 MASTER Lever 04-01 IFEC Pb-Sw SMOKE 1 0 С \* \* \* Light 04-02 IFEC Pb-Sw OFF C 1 0 \* \* \* Light 04-03 AVNCS SMOKE Light 0 1 04-04 NSS MASTER SW Pb-Sw C 0 SMOKE Light 04-05 NSS MASTER SW Pb-Sw C 0 OFF Light 10-01 Landing Gear Bay 2 (0)One may be inoperative provided Fire Detection Loop the fire test is performed before each flight. С (M)(O)May be inoperative provided: a) Brakes temperature monitoring is operative, b) Main landing gear brakes temperature is monitored, and c) The affected landing gear bay is inspected before each flight.

# U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 26-3 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 26 FIRE AND SMOKE PROTECTION REMARKS OR EXCEPTIONS 10-02 Engine Fire 4 (0)One may be inoperative on each C 8 Detection Loop engine provided the fire test is performed before each flight. 10-03 APU Fire Detection (0)One may be inoperative provided qool the fire test is performed before APU start. C 2 (0) May be inoperative provided the APU is not used. (O) May be inoperative provided IFEC 11-01 IFE Bay Smoke D 1 0 \* \* \* Detection is switched OFF. 12-01 Fwd Cargo Smoke 1 (0) May be inoperative provided Detection procedures are established and used to ensure the forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

U.S. DEPARTMENT OF TRANSPOR FEDERAL AVIATION ADMINISTRA			MASTER MINIMUM EQUIPMENT LIS				
AIRCRAFT:			REV	ISION NO: ORIGINAL PAGE:			
A-380			DAT	E: 08/31/2009 26-4			
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NU	UMBER INSTALLED			
26 FIRE AND SMOKE PROTECTI	ION		3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS			
12-02 Aft/Bulk Cargo Smoke Detection	C	1	0	(O)May be inoperative provided procedures are established and used to ensure the aft and bulk cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for			
13-01 Main/Upper Deck Lavatory Smoke Detection	C	_	-	<pre>inclusion in the Fly Away   Kits, and which materials can   be used as ballast.  (M)(O)For each lavatory, the lavatory smoke detection system may be inoperative provided:</pre>			
				<ul> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul>			
				NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.			
				NOTE 2: Lavatory smoke detection system is not required for all-cargo operations.			

U.S. Di	EPARTMENT OF TRANSPO	ORTAT	'ION		MASTER MINIMUM 1	EQUIPMENT LIST
FEDERA:	L AVIATION ADMINISTF	RATIC	N			-
AIRCRA	FT:			REV	ISION NO: ORIGINAL	PAGE:
	A-380			DAT	TE: 08/31/2009	26-5
SYSTEM SEQUENO NUMBER	CE ITEM	1.	2.	N	UMBER INSTALLED	
110112211				3.	NUMBER REQUIRED FOR DI	SPATCH
26 FI	RE AND SMOKE PROTECT	rion			4. REMARKS OR EXCEPTI	IONS
14-01	FCRC Smoke Detection	C	1	0	(O)May be inoperative posts a) The affected sub-out is locked closed at inoperative, b) The affected sub-out is not used for stany other purpose c) A procedure is used periodically check of smoke in the attraction compartment.	compartment and placarded compartment torage or for , and ed to k for absence
14-02	Main Deck FCRC Smoke Detection (Door 5L)	С	1	0	(O)May be inoperative properties a) The main deck flight compartment is local and placarded inoperative properties of smoke in the mathematical properties of smoke in	ght crew rest cked closed perative, ght crew rest t used for y other ed to k for absence ain deck
14-03	Main Deck CCRC Smoke Detection (Door 5L)	С	1	0	(O)May be inoperative properties a) The main deck cabbe compartment is located inoperative properties and placarded inoperation of storage or for any purpose, and  c) A procedure is use periodically check of smoke in the macabin crew rest compartment.	in crew rest cked closed perative, in crew rest t used for y other ed to k for absence ain deck
14-04	Main Deck CWS Smoke Detection (Door 1L)	D	1	0	(M)(O)May be inoperative the affected cabin works deactivated.	

U.S. DEPARTMENT OF TRANSPORTAT		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:
A-380		DATE: 08/31/2009 26-6
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.	
26 FIRE AND SMOKE PROTECTION		3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
14-05 Main Deck CWS D  *** Smoke Detection (Door 2L)	1	0 (M)(O)May be inoperative provided the affected cabin workstation is deactivated.
14-06 Main Deck Dressing C *** Room Smoke Detection (Door 1R)	1	<ul> <li>(O)May be inoperative provided: <ul> <li>a) The dressing room is locked closed and placarded inoperative,</li> <li>b) The dressing room is not used for storage or for any other purpose, and</li> <li>c) A procedure is used to periodically check for absence of smoke in the dressing room.</li> </ul> </li> </ul>

U.S. DEPARTMENT OF TRANSPORTAT FEDERAL AVIATION ADMINISTRATIO		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT: A-380		REVISION NO: ORIGINAL PAGE: DATE: 08/31/2009 26-7
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.	NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH
26 FIRE AND SMOKE PROTECTION		4. REMARKS OR EXCEPTIONS
14-07 Fwd Lower Deck A *** CCRC Smoke Detection	1	<pre>0 (M)(0)May be inoperative for 10 consecutive calendar days provided:    a) The forward lower deck cabin         crew rest compartment fire         extinguishing system is         checked operative before each         flight, and         b) A procedure is used to         periodically check for absence         of smoke in the forward lower         deck cabin crew rest         compartment.</pre>
		a) The forward lower deck cabin crew rest compartment is locked closed and placarded inoperative, b) The forward lower deck cabin crew rest compartment is not used for storage or for any other purpose, c) A procedure is used to periodically check for absence of smoke in the forward lower deck cabin crew rest compartment, and d) An operative portable fire extinguisher and a protective breathing equipment, in excess of those required for the cabin, are carried in the main deck.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	J	
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:
A-380		DATE: 08/31/2009 26-8
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.	
26 FIRE AND SMOKE PROTECTION		3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
*** CCRC Smoke Detection	1	<pre>0 (M)(O)May be inoperative for 10 consecutive calendar provided:    a) The aft lower deck cabin crew    rest compartment fire    extinguishing system is    checked operative before each    flight, and    b) A procedure is used to    periodically check for absence    of smoke in the aft lower deck    cabin crew rest compartment.</pre>
C	1	0 (0)May be inoperative provided:  a) The aft lower deck cabin crew rest compartment is locked closed and placarded inoperative,  b) The aft lower deck cabin crew rest compartment is not used for storage or for any other purpose,  c) A procedure is used to periodically check for absence of smoke in the aft lower deck cabin crew rest compartment, and  d) An operative portable fire extinguisher and a protective breathing equipment, in excess of those required for the cabin, are carried in the main deck.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 26-9 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 26 FIRE AND SMOKE PROTECTION 4. REMARKS OR EXCEPTIONS 14-09 Upper Deck CCRC 0 C 1 (O) May be inoperative provided: \* \* \* Smoke Detection a) The upper deck cabin crew rest (Door 3L) compartment is locked closed and placarded inoperative, b) The upper deck cabin crew rest compartment is not used for storage or for any other purpose, and c) A procedure is used to periodically check for absence of smoke in the upper deck cabin crew rest compartment. 14-10 Upper Deck CWS 1 0 (M)(O)May be inoperative provided D \*\*\* Smoke Detection the affected cabin workstation is (Door 1L) deactivated. 14-11 Upper Deck CWS 1 (M)(O)May be inoperative provided D \* \* \* Smoke Detection the affected cabin workstation is (Door 3R) deactivated. 14-12 Upper Deck Shower (0) May be inoperative provided: C 1 \* \* \* Smoke Detection a) The shower is locked closed (Door 1L) and placarded inoperative, b) The shower is not used for storage or for any other purpose, and c) A procedure is used to periodically check for absence of smoke in the shower. 14-13 Upper Deck Shower (0) May be inoperative provided: 1 \* \* \* Smoke Detection a) The shower is locked closed and placarded inoperative, (Door 1R) b) The shower is not used for storage or for any other purpose, and c) A procedure is used to periodically check for absence of smoke in the shower.

U.S. DEPARTMENT OF TRANSPORT		N	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:		F	REVISION NO : ORIGINAL PAGE:
A-380		I	DATE: 08/31/2009 26-10
SYSTEM & 1 SEQUENCE ITEM NUMBER	2		NUMBER INSTALLED
26 FIRE AND SMOKE PROTECTION	ON	3	4. REMARKS OR EXCEPTIONS
14-14 Upper Deck Social *** Area Smoke Detection	C 1	C	(O)May be inoperative provided:  a) The social area is not used for any purpose, and  b) A procedure is used to periodically check for absence of smoke in the social area.
14-15 Crew Stowage Smoke *** Detection	C 1	C	(O)May be inoperative provided:  a) The crew stowage is locked closed and placarded inoperative,  b) The crew stowage is not used for storage or for any other purpose, and  c) A procedure is used to periodically check for absence of smoke in the crew stowage.
21-01 Portable Fire Extinguisher	D -		Any in excess of those required by FAR may be inoperative or missing provided:  a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

	PARTMENT OF TRANSPO				MASTER MINIMUM EQUIPMENT LIST
AIRCRAF'	T:			REV	/ISION NO : ORIGINAL PAGE:
	A-380			DA'	TE: 08/31/2009 26-11
SYSTEM 8 SEQUENCI NUMBER		1.	2.	N	UMBER INSTALLED
	E AND SMOKE PROTECT:	ION		3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
	Fwd and Aft Cargos Fire Extinguishing Bottle 1	С	1	0	(O)May be inoperative provided procedures are established and used to ensure the forward, aft and bulk cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away
	Fwd and Aft Cargos Fire Extinguishing Bottle 2	С	1	0	Kits, and which materials can be used as ballast.  May be inoperative provided routes to be flown allow a landing within 1.5 hours.
		С	1	0	(O)May be inoperative provided procedures are established and used to ensure the forward, aft and bulk cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
					De abea ab barrase.

U.S. DEPARTMENT OF TRANSPORTAT FEDERAL AVIATION ADMINISTRATIO		MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:				
A-380		DATE: 08/31/2009 26-12				
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.	NUMBER INSTALLED				
26 FIRE AND SMOKE PROTECTION		NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS				
22-03 Fwd Cargo Fire C Extinguishing Function	1	0 (O)May be inoperative provided procedures are established and used to ensure the forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can				
22-04 Aft Cargo Fire C Extinguishing Function	1	be used as ballast.  (O)May be inoperative provided procedures are established and used to ensure the aft and bulk cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.				

U.S. DEPARTMENT OF TRANSPORTAT	CION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	N	
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:
A-380		DATE: 08/31/2009 26-13
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.	NUMBER INSTALLED
ТОПИЕ	_	3. NUMBER REQUIRED FOR DISPATCH
26 FIRE AND SMOKE PROTECTION		4. REMARKS OR EXCEPTIONS
22-05 Fwd and Aft Cargos C Fire Extinguishing Function	1	0 (0)May be inoperative provided procedures are established and used to ensure the forward, aft and bulk cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
		NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
23-01 Lavatory Fire C Extinguisher System	-	- For each lavatory, the lavatory fire extinguisher system may be inoperative provided lavatory smoke detection system operates normally.
C	_	- (M)(O)For each lavatory, the lavatory fire extinguisher system may be inoperative provided:  a) Lavatory waste receptacle is empty,  b) Associated lavatory door is locked closed and placarded  "INOPERATIVE - DO NOT ENTER", and  c) Lavatory is used only by crewmembers.
		NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.  NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.

U.S. DEPARTMENT OF TRANSPORTATE		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:
A-380		DATE: 08/31/2009 26-14
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.	NUMBER INSTALLED
26 FIRE AND SMOKE PROTECTION		3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
24-01 Aft Lower Deck D *** CCRC Fire Extinguishing Bottle 1	1	0 (0)May be inoperative provided:     a) The aft lower deck cabin crew rest compartment is locked closed and placarded inoperative,     b) The aft lower deck cabin crew rest compartment is not used for storage or for any other purpose, and     c) An operative portable fire extinguisher and a protective breathing equipment, in excess of those required for the cabin, are carried in the main deck.
24-02 Aft Lower Deck C  *** CCRC Fire Extinguishing Bottle 2	1	0 (0)May be inoperative provided:     a) The aft lower cabin crew rest fire extinguishing bottle 1 is operative, and     b) Flight routes to be flown allow a landing within two hours.
D	1	<ul> <li>(0)May be inoperative provided:         <ul> <li>a) The aft lower deck cabin crew rest compartment is locked closed and placarded inoperative,</li> <li>b) The aft lower deck cabin crew rest compartment is not used for storage or for any other purpose, and</li> <li>c) An operative portable fire extinguisher and a protective breathing equipment, in excess of those required for the cabin, are carried in the main deck.</li> </ul> </li> </ul>

	EPARTMENT OF TRANSPOR L AVIATION ADMINISTRA			MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			REVISION NO : ORIGINAL PAGE:
	A-380			DATE: 08/31/2009 26-15
SYSTEM SEQUEN NUMBER		1.	2.	
26 FI	RE AND SMOKE PROTECTI	ON		3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
24-03	Fwd Lower Deck CCRC Fire Extinguishing Bottle 1	D	1	<ul> <li>(O)May be inoperative provided:         <ul> <li>a) The forward lower deck cabin crew rest compartment is locked closed and placarded inoperative,</li> <li>b) The forward lower deck cabin crew rest compartment is not used for storage or for any other purpose, and</li> <li>c) An operative portable fire extinguisher and a protective breathing equipment, in excess of those required for the cabin, are carried in the main deck.</li> </ul> </li> </ul>
24-04	Fwd Lower Deck CCRC Fire Extinguishing Bottle 2	С	1	0 (O)May be inoperative provided:     a) The forward lower cabin crew rest fire extinguishing bottle 1 is operative, and     b) Flight routes to be flown allow a landing within two hours.
		D	1	<pre>0 (O)May be inoperative provided:    a) The forward lower deck cabin         crew rest compartment is         locked closed and placarded         inoperative,    b) The forward lower deck cabin         crew rest compartment is not         used for storage or for any         other purpose, and    c) An operative portable fire         extinguisher and a protective         breathing equipment, in excess         of those required for the         cabin, are carried in the main         deck.</pre>

AIRCRA				REVISION NO : ORIGINAL PAGE:				
SYSTEM	A-380	1.	l					
SEQUEN JUMBER	CE ITEM	<b>.</b>	2.					
.7 FL	IGHT CONTROLS			J.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS			
01-01	PRIM Pb-Sw FAULT Light	С	3	0	(0) May be inoperative provided the associated PRIM indication is operative on ECAM <u>F/CTL</u> page.			
01-02	PRIM Pb-Sw OFF Light	С	3	0	(0)May be inoperative provided the associated PRIM indication is operative on ECAM <u>F/CTL</u> page.			
01-03	SEC Pb-Sw FAULT Light	С	3	0	(0) May be inoperative provided the associated SEC indication is operative on ECAM <u>F/CTL</u> page.			
01-04	SEC Pb-Sw OFF Light	С	3	0	(0)May be inoperative provided the associated SEC indication is operative on ECAM <u>F/CTL</u> page.			
02-01	Manual Rudder Trim RESET Pb	С	1	0	(0) May be inoperative provided the manual rudder trim selector is operative.			
02-02	Manual Rudder Trim Position Indication	С	1	0	(0)May be inoperative.			
02-03	Manual Rudder Trim Selector	С	1	0	(0)May be inoperative provided:    a) One AP is operative, and    b) The manual rudder trim RESET    pb is operative.			
14-01	Aileron Hydraulic Actuator	С	8	7	(0)One may be inoperative provided all aileron EHAs are operative.			
		С	8	6	(O)Two outboard hydraulic actuators may be inoperative provided:     a) They are all associated with     the same hydraulic system, and     b) All aileron EHAs are     operative.			

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 27-2 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 27 FLIGHT CONTROLS REMARKS OR EXCEPTIONS 14-02 Aileron Electro-(M)(O)One may be inoperative C 4 3 provided: Hydostatic Actuator a) It is electrically deactivated, and b) All aileron hydraulic actuators are operative. 22-01 Manual Rudder Trim (M)(O)One may be inoperative 2 provided it is electrically deactivated. 2 (M)(O)Both may be inoperative С provided: a) One AP is operative, b) They are electrically deactivated, and c) Approach minimums do not require their use. 24-01 Rudder Actuator C (M)(O)One may be inoperative 4 Electrical Part provided it is electrically deactivated. 24-02 Rudder Double C 2 1 (0)One may be inoperative. Pressure Function 34-01 Elevator Electro-(M)(O)One electrical part may be С Hydostatic Actuator inoperative provided: a) It is electrically deactivated, and b) All remaining EHAs are checked operative. (M)(O)One actuator may be С 4 3 inoperative provided: a) Associated damping function is checked operative, b) It is electrically deactivated, and c) All remaining EHAs are checked

operative.

### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 27 - 3SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 27 FLIGHT CONTROLS REMARKS OR EXCEPTIONS 44-01 Stabilizer (M)(O)May be inoperative provided it C 1 0 is electrically deactivated. Electrical Motor 50-01 Flap Control 1 1 (M)(O)May be inoperative for 9 Α consecutive calendar days provided: a) It is electrically deactivated, b) Flap control 2 and flap system 2 are operative, c) Slat control 1 and slat system 1 are operative, d) Slat control 2 and slat system 2 are operative, and e) Approach minimums do not require its use. 50-02 Flap Control 2 C (M)(O)May be inoperative provided: a) It is electrically deactivated, b) Flap control 1 and flap system 1 are operative, c) Slat control 1 and slat system 1 are operative, d) Slat control 2 and slat system 2 are operative, and e) Approach minimums do not require its use. 50-03 Flap System 1 (M)(O)May be inoperative for 9 consecutive calendar days provided: a) Flap control 1 is electrically deactivated, b) Flap control 2 and flap system 2 are operative, c) Slat control 1 and slat system 1 are operative, d) Slat control 2 and slat system 2 are operative, and e) Approach minimums do not require its use.

	PARTMENT OF TRANSPO				MASTER MINIMUM E	EQUIPMENT LIST
AIRCRAFT:					/ISION NO : ORIGINAL	PAGE:
	A-380			DAT	TE: 08/31/2009	27-4
SYSTEM SEQUENC NUMBER		1.	2.	N	UMBER INSTALLED	
110112210				3.	NUMBER REQUIRED FOR DI	SPATCH
27 FLI	GHT CONTROLS				4. REMARKS OR EXCEPTI	ONS
50-04	Flap System 2	С	1	0	<ul> <li>(M)(O)May be inoperative a) Flap control 2 is deactivated,</li> <li>b) Flap control 1 and 1 are operative,</li> <li>c) Slat control 1 and 1 are operative,</li> <li>d) Slat control 2 and 2 are operative,</li> <li>e) Approach minimums require its use.</li> </ul>	electrically I flap system I slat system I slat system
	Spoiler Hydraulic Actuator (1, 2, 3, 4, 7, and 8)	С	12	10	(O)One spoiler or one pasymmetrical spoilers (exand 6) may be inoperative retracted position when systems are pressurized a) Flight Manual perferenties are apple b) Aircraft remains a FL 400.	scept pair 5 ve in the hydraulic provided: formance lied, and
		C	12	8	(O)Two pairs of symmetri ((1+8) or (2+7)) may be in the retracted position hydraulic systems are provided:  a) Flight Manual perform penalties are appled by Aircraft remains and FL 400.	inoperative on when ressurized formance lied, and

### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 27 - 5SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 27 FLIGHT CONTROLS REMARKS OR EXCEPTIONS 64-02 Spoiler EBHA (M)(O)One spoiler (5 or 6) may be C 4 3 (5 and 6) inoperative in the retracted position when hydraulic systems are pressurized provided: a) It is electrically deactivated, b) Flight Manual performance penalties are applied, and c) Aircraft remains at or below FL 400. (M)(O)One pair of symmetrical С 4 spoilers (pair 5 or 6) may be inoperative in the retracted position when hydraulic systems are pressurized provided: a) They are electrically deactivated, b) Flight Manual performance penalties are applied, and c) Aircraft remains at or below FL 400. 64-03 Spoiler Indication 16 (M)(O)Up to four may be inoperative C provided affected spoilers are on ECAM checked in the retracted position before the first flight under present MMEL item. 64-04 Speed Brake С 1 (0) May be inoperative provided aircraft remains at or below FL 400. Function 64-05 Ground Spoiler (0) May be inoperative provided: a) Flight Manual performance Function penalties are applied, and b) Approach minimums do not require its use.

### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 27-6 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 27 FLIGHT CONTROLS REMARKS OR EXCEPTIONS 80-01 Slat Control 2 C 1 (M)(O)May be inoperative provided: 0 a) It is electrically deactivated. b) Slat control 1 and slat system 1 are operative, c) Flap control 1 and flap system 1 are operative, d) Flap control 2 and flap system 2 are operative, and e) Approach minimums do not require its use. 80-02 Slat System 2 (M)(O)May be inoperative provided: a) Slat control 2 is electrically deactivated, b) Slat control 1 and slat system 1 are operative, c) Flap control 1 and flap system 1 are operative, d) Flap control 2 and flap system 2 are operative, and e) Approach minimums do not require its use. 91-01 Gyrometer (0) Two may be inoperative provided: В a) All IRs are operative, b) Both manual pitch trim sw are checked operative, and c) Approach minimums do not require its use.

	EPARTMENT OF TRANSPO L AVIATION ADMINISTF				MASTER MINIMUM EQUIPMENT
AIRCRA				REY	VISION NO : ORIGINAL PAGE
	A-380			DA	
SYSTEM SEQUEN NUMBER	<del></del>	1.	2.		UMBER INSTALLED
27 FL	IGHT CONTROLS			3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
92-01	Sidestick Priority CAPT and F/O Green Light		2	0	(0)May be inoperative provided as warnings are checked operative.
92-02	Sidestick Sensors	C	52	44	<pre>(M)(O)Up to eight may be inoperate provided:    a) They are associated with or PRIM only,    b) Associated PRIM pb-sw is set to OFF,    c) The caution F/CTL SIDESTICE SENSOR FAULT is not display on ECAM EWD after associated PRIM OFF selection,    d) All remaining PRIMs and all SECs are checked operative    e) All flap/slat controls and systems, both landing gear controls, and all ADIRS are operative,    f) When associated with PRIM the sidestick priority function is checked operation both sides, and    g) Flight Manual performance penalties for one pair of spoilers inoperative are applied.</pre>
93-01	PRIM 1	С	1	0	<ul> <li>(M)(O)May be inoperative provided a) PRIM 1 pb-sw is set to OFF</li> <li>b) All remaining PRIMs and all SECs are checked operative</li> <li>c) All flap/slat controls and systems, both landing gear controls, and all ADIRS are operative, and</li> <li>d) Flight Manual performance penalties for one pair of spoilers inoperative are applied.</li> </ul>

### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 27-8 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 27 FLIGHT CONTROLS REMARKS OR EXCEPTIONS 93-02 PRIM 2 C 0 (M)(O)May be inoperative provided: 1 a) PRIM 2 pb-sw is set to OFF, b) All remaining PRIMs and all SECs are checked operative, c) All flap/slat controls and systems, both landing gear controls, and all ADIRS are operative, d) Sidestick priority function is checked operative on both sides, and e) Flight Manual performance penalties for one pair of spoilers inoperative are applied. 93-03 PRIM 3 С 1 0 (M)(O)May be inoperative provided: a) PRIM 3 pb-sw is set to OFF, b) All remaining PRIMs and all SECs are checked operative, c) All flap/slat controls and systems, both landing gear controls, and all ADIRS are operative, and d) Flight Manual performance penalties for one pair of spoilers inoperative are applied. 94-01 SEC 1 С 1 (M)(O)May be inoperative provided: a) SEC 1 pb-sw is set to OFF, b) All remaining SECs and all PRIMs are checked operative, c) All flap/slat controls and systems, both landing gear controls, and all ADIRS are operative, and d) Flight Manual performance penalties for one pair of spoilers inoperative are applied.

U.S. DEPARTMENT OF TRANSPOR			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REVISION NO : ORIGINAL PAGE:
A-380			DATE: 08/31/2009 27-9
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	
27 FLIGHT CONTROLS			3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
94-02 SEC 2	C	1	<pre>0 (M)(O)May be inoperative provided:    a) SEC 2 pb-sw is set to OFF,    b) All remaining SECs and all      PRIMs are checked operative,    c) All flap/slat controls and      systems, both landing gear      controls, and all ADIRS are      operative, and    d) Flight Manual performance      penalties for one pair of      spoilers inoperative are      applied.</pre>
94-03 SEC 3	С	1	<pre>0 (M)(O)May be inoperative provided:    a) SEC 3 pb-sw is set to OFF,    b) All remaining SECs and all      PRIMs are checked operative,    c) All flap/slat controls and      systems, both landing gear      controls, and all ADIRS are      operative, and    d) Flight Manual performance      penalties for one pair of      spoilers inoperative are      applied.</pre>
96-01 FCDC 2	С	1	0 (O)May be inoperative.
99-01 Backup Power Supply	C	2	

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:					VISION NO : ORIGINAL	PAGE:
A-380				DA	TE: 08/31/2009	28-1
SYSTEM SEQUEN NUMBER	CE ITEM	L.	2.		UMBER INSTALLED	
				3.	NUMBER REQUIRED FOR DISP	PATCH
28 FU	EL				4. REMARKS OR EXCEPTION	NS
01-01	FEED TK 1(2)(3)(4) MAIN/STBY Pb-Sw FAULT Light	С	8	0	May be inoperative provide associated pump indication operative on ECAM <u>FUEL</u> page	n is
01-02	FEED TK 1(2)(3)(4) MAIN/STBY Pb-Sw OFF Light	С	8	0	May be inoperative provide associated pump indication operative on ECAM <u>FUEL</u> page	n is
01-03	L(R) OUTR TK PMP Pb-Sw FAULT Light	С	2	0	May be inoperative provide associated pump indication operative on ECAM <u>FUEL</u> page	n is
01-04	L(R) OUTR TK PMP Pb-Sw OFF Light	С	2	0	May be inoperative provide associated pump indication operative on ECAM FUEL page	n is
01-05	L(R) MID TK FWD(AFT) Pb-Sw FAULT Light	С	4	0	May be inoperative provide associated pump indication operative on ECAM FUEL page	n is
01-06	L(R) MID TK FWD(AFT) Pb-Sw OFF Light	С	4	0	May be inoperative provide associated pump indication operative on ECAM <u>FUEL</u> page	n is
01-07	L(R) INR TK FWD(AFT) Pb-Sw FAULT Light	С	4	0	May be inoperative provide associated pump indication operative on ECAM <u>FUEL</u> page	n is
01-08	L(R) INR TK FWD(AFT) Pb-Sw OFF Light	С	4	0	May be inoperative provide associated pump indication operative on ECAM <u>FUEL</u> page	n is
01-09	TRIM TK L(R) Pb-Sw FAULT Light	С	2	0	May be inoperative provide associated pump indication operative on ECAM <u>FUEL</u> page	n is
01-10	TRIM TK L(R) Pb-Sw OFF Light	С	2	0	May be inoperative provide associated pump indication operative on ECAM <u>FUEL</u> page	n is

FEDERA:	L AVIATION ADMINISTRA	TIO	N		MASIER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			REV	/ISION NO : ORIGINAL PAGE:
A-380				DAT	TE: 08/31/2009 28-2
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.	N 3.	UMBER INSTALLED
28 FU	D.T.			3.	NUMBER REQUIRED FOR DISPATCH
20 FU.	БП				4. REMARKS OR EXCEPTIONS
01-11	OUTR TK XFR Pb-Sw FAULT Light	С	1	0	
01-12	OUTR TK XFR Pb-Sw MAN Light	С	1	0	
01-13	MID TK XFR Pb-Sw FAULT Light	С	1	0	
01-14	MID TK XFR Pb-Sw MAN Light	С	1	0	
01-15	INR TK XFR Pb-Sw FAULT Light	С	1	0	
01-16	INR TK XFR Pb-Sw MAN Light	С	1	0	
01-17	TRIM TK XFR Pb-Sw FAULT Light	С	1	0	
01-18	TRIM TK XFR Pb-Sw FWD Light	С	1	0	
01-19	CROSSFEED 1(2)(3)(4) Pb-Sw OPEN Light	С	4	0	May be inoperative provided the associated valve indication is operative on ECAM <u>FUEL</u> page.
01-20	CROSSFEED 1(2)(3)(4) Pb-Sw ON Light	С	4	0	
01-21	FUEL JETTISON ARM Pb-Sw ON Light	С	1	0	
01-22	FUEL JETTISON ACTIVE Pb-Sw OPEN Light	С	1	0	May be inoperative provided the jettison indications are operative on ECAM <u>FUEL</u> page.

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:					VISION NO : ORIGINAL PAGE:
A-380					TE: 08/31/2009 28-3
SYSTEM SEQUEN NUMBER	& 1	L.	2.	N 3.	UMBER INSTALLED  NUMBER REQUIRED FOR DISPATCH
28 FU	EL			٥.	4. REMARKS OR EXCEPTIONS
01-23	FUEL JETTISON ACTIVE Pb-Sw ON Light	С	1	0	
01-24	REFUEL Pb-Sw ON Light	С	1	0	
01-25	REFUEL Pb-Sw END Light	С	1	0	(0)May be inoperative.
01-26	AUTO GND XFR Pb-Sw ON Light	С	1	0	
01-27	AUTO GND XFR Pb-Sw END Light	С	1	0	(O)May be inoperative.
01-28	EMER OUTR TK XFR Pb-Sw ON Light	С	1	0	
12-01	Fuel Ventilation Overpressure Disc	С	3	0	May be broken or missing.
20-01	External Refuel Panel Indication	С	28	0	May be inoperative provided fuel quantity is continuously monitored on the flight deck during refueling and defueling.
20-02	External Refuel Panel REFUEL/DEFUEL VALVES Switch	С	11	0	May be inoperative provided manual refueling/defueling procedures are not predicated on its use.
20-03	External Refuel Panel MODE SELECT Selector	С	1	0	
20-04	External Refuel Panel PRESELECT Switch	С	1	0	

# U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION REVISION NO : AIRCRAFT: ORIGINAL PAGE: A-380 DATE: 08/31/2009 28-4 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 28 FUEL 4. REMARKS OR EXCEPTIONS 20-05 External Refuel 0 C 1 Panel POWER SUPPLY Switch 20-06 External Refuel 0 Panel SHUTOFF TEST Switch 25-01 Auxiliary Refuel (M)(O)May be inoperative provided: Valve a) It is deactivated and locked in closed position, b) All inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative, and d) The outer tank pump and both jettison valves are operative. 25-02 Transfer/Defuel C 1 (M)(O)May be inoperative provided it Valve is deactivated and locked in closed position.

U.S. DEPARTMENT OF TRANSPO			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REVISION NO : ORIGINAL PAGE:
A-380			DATE: 08/31/2009 28-5
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMBER INSTALLED
28 FUEL			3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
25-03 Jettison Valve	С	2	1 (0)One may be inoperative provided:  a) All inlet valves and all forward and aft pumps are operative,  b) All valves and pumps in the trim tank are operative,  c) The outer tank pump and auxiliary refuel valves are operative, and  d) The caution FUEL JETTISON VLV NOT CLOSED in not displayed on ECAM EWD.
	C	2	1 (M)(O)One may be inoperative provided:  a) The associated valve is deactivated and secured in closed position,  b) All inlet valves and all forward and aft pumps are operative,  c) All valves and pumps in the trim tank are operative, and  d) The outer tank pump and auxiliary refuel valves are operative.

U.S. DEPARTMENT OF TRANSPORTAT		MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:				
A-380  SYSTEM & 1.  SEQUENCE ITEM NUMBER	2.	DATE: 08/31/2009 28-6  NUMBER INSTALLED				
28 FUEL		3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS				
25-04 Feed Tank 1(4) Aft A Inlet Valve	2	<pre>1 (M)(O)One may be inoperative for 150 flight hours or 20 flights, whichever occurs first, provided:     a) It is deactivated and locked     in closed position,     b) All remaining inlet valves and     all forward and aft pumps are     operative,     c) All valves and pumps in the     trim tank are operative,     d) FWS 2 is operative, and     e) The EMER OUTR TK XFR pb-sw and     all CROSSFEED pb-sw are     checked operative.</pre>				
25-05 Feed Tank 1(4) Fwd A Inlet Valve	2	<pre>1  (M)(O)One may be inoperative for 20 flights provided:     a) It is deactivated and locked     in closed position,     b) All remaining inlet valves and     all forward and aft pumps are     operative,     c) All valves and pumps in the         trim tank are operative     d) FWS 2 is operative,     e) The EMER OUTR TK XFR pb-sw and     all CROSSFEED pb-sw are         checked operative,     f) Manual transfer from outer         tanks is carried out as soon         as one feed tank fuel quantity         reaches 28,660 lb (13,000 kg),         and     g) Mid tanks fuel quantity is         monitored on ECAM FUEL page.</pre>				

U.S. DEPARTMENT OF TRANSPORTA		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:
A-380		DATE: 08/31/2009 28-7
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.	NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH
28 FUEL		4. REMARKS OR EXCEPTIONS
25-06 Feed Tank 2(3) Aft A Inlet Valve	2	<pre>1 (M)(O)One may be inoperative for 150 flight hours or 20 flights, whichever occurs first, provided:     a) It is deactivated and locked     in closed position,     b) All remaining inlet valves and     all forward and aft pumps are     operative,     c) All valves and pumps in the     trim tank are operative,     d) FWS 2 is operative, and     e) The EMER OUTR TK XFR pb-sw and     all CROSSFEED pb-sw are     checked operative.</pre>
25-07 Feed Tank 2(3) Fwd A Inlet Valve	2	<pre>1 (M)(O)One may be inoperative for 20 flights provided:     a) It is deactivated and locked     in closed position, b) All remaining inlet valves and     all forward and aft pumps are     operative, c) All valves and pumps in the     trim tank are operative, d) FWS 2 is operative, e) The EMER OUTR TK XFR pb-sw and     all CROSSFEED pb-sw are     checked operative, f) Manual transfer from outer     tanks is carried out as soon     as one feed tank fuel quantity     reaches 28,660 lb (13,000 kg),     and g) Mid tanks fuel quantity is     monitored on ECAM <u>FUEL</u> page.</pre>

### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: 08/31/2009 A-380 DATE: 28-8 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 28 FUEL REMARKS OR EXCEPTIONS 25-08 Outer Tank Aft A 2 (M)(O)One may be inoperative for 150 flight hours provided: Inlet Valve a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative, d) FWS 2 is operative, and e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative. 25-09 Outer Tank Fwd 2 1 (M)(O)One may be inoperative for 20 Α Inlet Valve flights provided: a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative, d) FWS 2 is operative, e) Outer tanks are full, and f) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.

### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 28-9 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 28 FUEL REMARKS OR EXCEPTIONS 25-10 Mid Tank Aft Inlet A 2 (M)(O)One may be inoperative for 20 flights provided: Valve a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative, d) FWS 2 is operative, and e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative. 25-11 Mid Tank Fwd Inlet 1 (M)(O)One may be inoperative for 20 Valve flights provided: a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative, d) FWS 2 is operative, and e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative. 25-12 Inner Tank Aft (M)(O)One may be inoperative for 20 Inlet Valve flights provided: a) It is deactivated and locked in closed position, b) All remaining inlet valves and all forward and aft pumps are operative, c) All valves and pumps in the trim tank are operative, d) FWS 2 is operative, and e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.

U.S. DEPARTM			MAST	CER MINIMUM	EQUIPMENT LIST		
AIRCRAFT:				REVISION	NO:	ORIGINAL	PAGE:
	A-380			DATE:	08/	31/2009	28-10
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.		INSTALI		CODAMON
28 FUEL 25-13 Inner		A	2	4. L (M)(0	REMARK		
	Tank Fwd Valve	A	2	flight a;	nts prov ) It is in clc ) All re all fo operat ) All va trim t ) FWS 2 ) The EM all CR	rided: deactivated bed position maining inlorward and a cive, alves and put ank are ope is operativ	and locked n, et valves and ft pumps are mps in the rative, e, and XFR pb-sw and sw are

FEDERAL AVIATION ADMINIST	RATIO	N	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REVISION NO : ORIGINAL PAGE:
A-380			DATE: 08/31/2009 28-11
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH
28 FUEL			4. REMARKS OR EXCEPTIONS
25-14 Trim Tank Inlet Valve	C	2	<pre>1 (M)(O)One may be inoperative provided:     a) It is deactivated and locked     in closed position,     b) All remaining inlet valves and         all forward and aft pumps are         operative,     c) All remaining valves and pumps     in the trim tank are         operative,     d) FWS 2 is operative,     e) The EMER OUTR TK XFR pb-sw and         all CROSSFEED pb-sw are         checked operative, and     f) Manual forward transfer from         the trim tank is carried out         as soon as the inner tanks are         emptied.</pre>
	A	2	<pre>(M)(O)May be inoperative for three flights provided:     a) They are deactivated and     locked in closed position,     b) All remaining inlet valves and     all forward and aft pumps are     operative,     c) All remaining valves and pumps     in the trim tank are     operative,     d) FWS 2 is operative,     e) The EMER OUTR TK XFR pb-sw and     all CROSSFEED pb-sw are     checked operative,     f) The trim tank is empty and     isolated, and     g) Manual transfer from outer     tanks is carried out in flight     as soon as one feed tank fuel     quantity reaches 28,660 lb     (13,000 kg).</pre>

U.S. DEPARTMENT OF TRANSPORTAT		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:
A-380		DATE: 08/31/2009 28-12
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.	NUMBER INSTALLED
28 FUEL 25-15 Trim Tank Isolation C	1	4. REMARKS OR EXCEPTIONS  (M)(O)May be inoperative provided:
Valve		<ul> <li>a) It is deactivated and locked in closed position,</li> <li>b) All inlet valves and all forward and aft pumps are operative,</li> <li>c) All remaining valves and pumps in the trim tank are operative,</li> <li>d) FWS 2 is operative,</li> <li>e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative, and</li> <li>f) Extra fuel is uplifted.</li> </ul>
C	1	<pre>0 (M)(O)May be inoperative provided:     a) It is deactivated and locked     in closed position, b) All inlet valves and all     forward and aft pumps are     operative, c) All remaining valves and pumps     in the trim tank are     operative, d) FWS 2 is operative, e) The EMER OUTR TK XFR pb-sw and     all CROSSFEED pb-sw are     checked operative, and f) The trim tank is empty and     isolated.</pre>

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:			
A-380		DATE: 08/31/2009 28-13			
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.				
SEQUENCE ITEM	1	3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  0 (M)May be inoperative for 150 flight hours or 20 flights, whichever occurs first, provided:  a) It is deactivated and locked in closed position,  b) All remaining inlet valves and all forward and aft pumps are operative,  c) All remaining valves and pumps in the trim tank are operative,  d) FWS 2 is operative, and e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.			

U.S. DEPARTMENT OF TRANSPO			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REVISION NO : ORIGINAL PAGE:
A-380			DATE: 08/31/2009 28-14
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH
28 FUEL			4. REMARKS OR EXCEPTIONS
25-17 Trim Line Left Isolation Valve	С	1	<pre>0 (M)(O)May be inoperative provided:     a) It is deactivated and locked     in closed position, b) All remaining inlet valves and     all forward and aft pumps are     operative, c) All remaining valves and pumps     in the trim tank are     operative, d) FWS 2 is operative, e) The EMER OUTR TK XFR pb-sw and     all CROSSFEED pb-sw are     checked operative, and f) Manual forward transfer from     the trim tank is carried out     as soon as the inner tanks are     emptied.</pre>
	A	1	<pre>0 (M)May be inoperative for 150 flight hours provided:     a) It is deactivated and locked     in closed position, b) All remaining inlet valves and     all forward and aft pumps are     operative, c) All remaining valves and pumps     in the trim tank are     operative, d) FWS 2 is operative, and e) The EMER OUTR TK XFR pb-sw and     all CROSSFEED pb-sw are     checked operative.</pre>

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 28-15 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 28 FUEL REMARKS OR EXCEPTIONS 25-18 Refuel Isolation 2 One may be inoperative in closed C Valve position. C 2 Both may be inoperative in closed position provided at least one can be operated manually. (M)One or both may be inoperative in С 2 open position provided the associated check valves are operative. 25-19 Outer Tank (M)(O)One may be inoperative Emergency Transfer provided: Valve a) It is deactivated and locked in closed position, b) FWS 2 is operative, and c) Manual transfer from outer tanks is carried out in flight as soon as one feed tank fuel quantity reaches 28,660 lb (13,000 kg).26-01 Outer Tank Pump (M)(O)One may be inoperative С 2 provided: a) All inlet valves and all forward and aft pumps are operative, b) All valves and pumps in the trim tank are operative, c) The auxiliary refuel valves and both jettison valves are operative, d) FWS 2 is operative, e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative, and f) Manual transfer from outer tanks is carried out in flight as soon as one feed tank fuel quantity reaches 28,660 lb (13,000 kg).

## U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 28-16 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 28 FUEL REMARKS OR EXCEPTIONS (M)(O)One may be inoperative for 150 26-02 Mid Tank Aft Pump flight hours provided: a) All inlet valves and all remaining forward and aft pumps are operative, b) All valves and pumps in the trim tank are operative, c) FWS 2 is operative, and d) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative. 26-03 Mid Tank Fwd Pump 2 1 (M)(O)One may be inoperative for 150 flight hours provided: a) All inlet valves and all remaining forward and aft pumps are operative, b) All valves and pumps in the trim tank are operative, c) FWS 2 is operative, d) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative, and e) Mid tanks fuel quantity is monitored on ECAM FUEL page. 26-04 Inner Tank Aft Pump A (M)(O)One may be inoperative for 150 1 flight hours provided: a) All inlet valves and all remaining forward and aft pumps are operative, b) All valves and pumps in the trim tank are operative, c) FWS 2 is operative, and d) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.

## U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 28-17 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 28 FUEL REMARKS OR EXCEPTIONS 26-05 Inner Tank Fwd Pump A (M)(O)One may be inoperative for 150 flight hours or 20 flights, whichever occurs first, provided: a) All inlet valves and all remaining forward and aft pumps are operative, b) All valves and pumps in the trim tank are operative, c) FWS 2 is operative, d) Outer tanks are full if fuel required for the flight is above 103,617 lb (47,000 kg), and e) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative. 26-06 Feed Tank 1(3)(4) 3 (0)One may be inoperative for 150 Α flight hours provided all feed tank Main Pump standby pumps are operative. 26-07 Feed Tank 1(2)(4) 3 (0)One may be inoperative for 150 Standby Pump flight hours provided all feed tank main pumps are operative. 26-08 Trim Tank Left Pump A 0 (M)(O)May be inoperative for 150 flight hours provided: a) All inlet valves and all forward and aft pumps are operative, b) All valves and the remaining pump in the trim tank are operative, c) FWS 2 is operative, and d) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative.

U.S. DEPARTMENT OF TRANSPO FEDERAL AVIATION ADMINISTR			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REVISION NO : ORIGINAL PAGE:
A-380			DATE: 08/31/2009 28-18
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	
28 FUEL		-	3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
26-09 Trim Tank Right Pump	С	1	<pre>0 (M)(O)May be inoperative provided:    a) All inlet valves and all      forward and aft pumps are      operative,    b) All valves and the remaining      pump in the trim tank are      operative,    c) FWS 2 is operative, and    d) The EMER OUTR TK XFR pb-sw and    all CROSSFEED pb-sw are    checked operative.</pre>
42-01 Outer Tank Gauging	2-01 Outer Tank Gauging A 2		2 (0)One or both may be in low degradation for 150 flight hours provided:  a) Specific manual refuel procedure is applied, and b) All FU indications are operative on ECAM FUEL page.
	A	2	2 (0)One or both may be in low degradation for 150 flight hours provided:  a) Loss of associated fuel gauging accuracy is taken into account for fuel planning, and b) All FU indications are operative on ECAM FUEL page.

# U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 28-19 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 28 FUEL REMARKS OR EXCEPTIONS 42-02 Mid Tank Gauging (0) One or both may be in low 2 degradation for 150 flight hours provided: a) Specific manual refuel procedure is applied, and b) All FU indications are operative on ECAM FUEL page. 2 (0) One or both may be in low degradation for 150 flight hours provided: a) Loss of associated fuel gauging accuracy is taken into account for fuel planning, and b) All FU indications are operative on ECAM FUEL page. 42-03 Inner Tank Gauging (0)One or both may be in low degradation for 150 flight hours provided: a) Specific manual refuel procedure is applied, and b) All FU indications are operative on ECAM FUEL page. 2 (O)One or both may be in low Α degradation for 150 flight hours provided: a) Loss of associated fuel gauging accuracy is taken into account for fuel planning, and b) All FU indications are operative on ECAM FUEL page.

## U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 28-20 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 28 FUEL REMARKS OR EXCEPTIONS 42-04 Feed Tank Gauging (O)One or more may be in low Α 4 degradation for 150 flight hours provided: a) Specific manual refuel procedure is applied, and b) All FU indications are operative on ECAM FUEL page. 4 (O)One or more may be in low degradation for 150 flight hours provided: a) Loss of associated fuel gauging accuracy is taken into account for fuel planning, and b) All FU indications are operative on ECAM FUEL page. 42-05 Trim Tank Gauging 1 (O) May be in low degradation for 150 Α flight hours provided: a) Specific manual refuel procedure is applied, and b) All FU indications are operative on ECAM FUEL page. (O)May be in low degradation for 150 1 Α flight hours provided: a) Loss of associated fuel gauging accuracy is taken into account for fuel planning, and b) All FU indications are operative on ECAM FUEL page. 46-01 Tank High Level 11 May be in inoperative provided fuel Detection quantity is continuously monitored on the external refuel panel during refueling for the affected tank.

U.S. D	EPARTMENT OF TRANSPO	RTAT	ION		MASTER MINIMUM EQUIPMENT LIST
FEDERA	L AVIATION ADMINISTRA	ATIC	N		
AIRCRA	FT:			REV	VISION NO : ORIGINAL PAGE:
	A-380			DA'	TE: 08/31/2009 28-21
	SYSTEM & 1. SEQUENCE ITEM NUMBER				UMBER INSTALLED
28 FU	EL			3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
46-02	Overflow Detection in Wing Surge Tank	С	2	0	(O)May be inoperative provided:  a) Associated vent tank overflow detection system on the same wing is operative, and b) The caution <u>FUEL</u> WING TK OVERFLOW is not displayed on ECAM EWD.
46-03	Overflow Detection in Wing Vent Tank	С	2	0	(O)May be inoperative provided:  a) Associated surge tank overflow detection system on the same wing is operative, and b) The caution <u>FUEL</u> WING TK OVERFLOW is not displayed on ECAM EWD.
46-04	Overflow Detection in Trim Vent Tank	С	1	0	<ul> <li>(O)May be inoperative provided: <ul> <li>a) The fuel leak detection is operative,</li> <li>b) There is less than 37,479 lb (17,000 kg) of fuel in the trim tank, and</li> <li>c) Manual forward transfer from the trim tank is carried out as soon as the inner tanks have emptied.</li> </ul> </li> </ul>
		С	1	0	(0)May be inoperative provided the trim tank is empty and isolated.
49-01	Feed Tank 1 Fuel Temperature Monitoring	A	1	0	<ul> <li>(O)May be inoperative for 150 flight hours provided: <ul> <li>a) Associated symmetrical feed tank temperature on other wing is operative,</li> <li>b) The caution HYD G SYS COOLING FAULT is not displayed on ECAM EWD, and</li> <li>c) The Total Air Temperature (TAT) is monitored before takeoff.</li> </ul> </li> </ul>

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 28-22 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 28 FUEL 4. REMARKS OR EXCEPTIONS 49-02 Feed Tank 2 Fuel 1 (0) May be inoperative for 150 flight Α Temperature hours provided: Monitoring a) Associated symmetrical feed tank temperature on other wing is operative, and b) The Total Air Temperature (TAT) is monitored before takeoff. 49-03 Feed Tank 3 Fuel (O)May be inoperative for 150 flight 1 Temperature hours provided: Monitoring a) Associated symmetrical feed tank temperature on other wing is operative, and b) The Total Air Temperature (TAT) is monitored before takeoff. 49-04 Feed Tank 4 Fuel 1 (O)May be inoperative for 150 flight Α hours provided: Temperature a) Associated symmetrical feed Monitoring tank temperature on other wing is operative, b) The caution HYD Y SYS COOLING **FAULT** is not displayed on ECAM EWD, and c) The Total Air Temperature (TAT) is monitored before takeoff. 49-05 Outer Tank Fuel (0)One may be in inoperative for 150 Α Temperature flight hours. Monitoring 2 (0) May be in inoperative for 150 Α flight hours provided the Total Air Temperature (TAT) is monitored in flight.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 28-23 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 28 FUEL REMARKS OR EXCEPTIONS 49-06 Trim Tank Fuel (0) May be in inoperative for 150 A 1 flight hours provided one outer tank Temperature Monitoring fuel temperature indication is operative on ECAM FUEL page. Α 1 (0) May be in inoperative for 150 flight hours provided the Total Air Temperature (TAT) is monitored in flight. (O)May be in inoperative for 150 Α 1 0 flight hours provided the trim tank is empty and isolated. 51-01 FQMS 2 0 (O) May be inoperative for 150 flight Α 1 hours provided: a) All FU indications are operative on ECAM FUEL page, b) FWS 2 is operative, c) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative, d) The caution FUEL SYS COMPONENT FAULT is not displayed on ECAM EWD, and e) The caution FUEL GAUGING FAULT is not displayed on ECAM EWD. 51-02 AGP in FQDC 2 0 (O)May be inoperative for 150 flight 1 hours provided: a) All FU indications are operative on ECAM FUEL page, b) FOMS 2 is operative, c) FWS 2 is operative, d) The EMER OUTR TK XFR pb-sw and all CROSSFEED pb-sw are checked operative, and e) The caution FUEL GAUGING FAULT is not displayed on ECAM EWD. 51-03 Fuel Leak Detection C 1 0 (O)May be in inoperative.

### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 29-1 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 29 HYDRAULIC REMARKS OR EXCEPTIONS 01-01 ENG EDP A(B) Pb-Sw C | 8 0 FAULT Light 01-02 ENG EDP A(B) Pb-Sw C 0 8 OFF Light 01-03 ENG EDP A+B Pb-Sw C 4 0 FAULT Light 01-04 ENG EDP A+B Pb-Sw C 0 DISC Light 01-05 GREEN ELEC PMP A(B) C 0 Pb ON Light 01-06 YELLOW ELEC PMP 0 A(B) Pb ON Light 01-07 GREEN ELEC PMP A(B) C 0 Pb-Sw FAULT Light 01-08 YELLOW ELEC PMP 0 C 2 A(B) Pb-Sw FAULT Light 01-09 GREEN ELEC PMP A(B) C 0 Pb-Sw OFF Light 01-10 YELLOW ELEC PMP 0 C 2 A(B) Pb-Sw OFF Light 10-01 Green Engine Driven C (M)(O)One may be inoperative provided: Pump (EDP) a) Associated EDP is deactivated, b) All yellow EDP are operative, and c) Associated caution HYD G ENG 1(2) PUMP A(B) PRESS LO is

checked to be displayed on ECAM EWD before each flight.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 29-2 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 29 HYDRAULIC REMARKS OR EXCEPTIONS 10-02 Yellow Engine (M)(O)One may be inoperative C 4 3 Driven Pump (EDP) provided: a) Associated EDP is deactivated, b) All green EDP are operative, and c) Associated caution HYD Y ENG 3(4) PUMP A(B) PRESS LO is checked to be displayed on ECAM EWD before each flight. 10-03 Green EDP (M)(O)One may be inoperative C 4 Depressurization provided: Function a) Associated EDP is deactivated, b) All yellow EDP depressurization functions are operative, c) All EDP are operative, and d) Associated caution HYD G ENG 1(2) PUMP A(B) PRESS LO is checked to be displayed on ECAM EWD before each flight. 10-04 Yellow EDP (M)(O)One may be inoperative C 4 Depressurization provided: Function a) Associated EDP is deactivated, b) All green EDP depressurization functions are operative, c) All EDP are operative, and d) Associated caution HYD Y ENG 3(4) PUMP A(B) PRESS LO is checked to be displayed on ECAM EWD before each flight. 10-05 EDP Disconnection C 8 (0)One may be inoperative provided Function the associated ECP depressurization function is checked operative before each flight. 10-06 Green EDP Pressure (0) May be inoperative provided the C 4 Monitoring associated EDP is checked operative before each flight.

# U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

#### MASTER MINIMUM EOUIPMENT LIST

AIRCRA	FT: A-380				VISION NO : ORIGINAL PAGE: 1E: 08/31/2009 29-3
SYSTEM SEQUEN	&	1.	2.		UMBER INSTALLED
NUMBER				3.	NUMBER REQUIRED FOR DISPATCH
29 НҮ	DRAULIC				4. REMARKS OR EXCEPTIONS
10-07	Yellow EDP Pressure Monitoring	С	4	2	(0)May be inoperative provided the associated EDP is checked operative before each flight.
10-08	G(Y) Reservoir Air Pressure Monitoring	С	2	0	(M)(O)May be inoperative provided the associated reservoir air pressure is checked before each flight.
10-09	G(Y) Reservoir Level Monitoring	С	2	0	(M)(O)May be inoperative provided the associated reservoir level is checked before each flight.
10-10	G(Y) Hydraulic Monitoring System	C	2	0	<ul> <li>(M)(O)One or both may be partially inoperative provided: <ul> <li>a) Associated air heat exchangers fans are deactivated in permanent running mode,</li> <li>b) Associated excessive temperature test is performed before each flight, and</li> <li>c) Associated overheat test is performed before each flight each flight.</li> </ul> </li> </ul>
10-11	Green Hydraulic Overheat Detection Channel	С	2	1	
10-12	Yellow Hydraulic Overheat Detection Channel	С	2	1	
11-01	Green Hydraulic Fuel Heat Exchanger	С	1	0	(O)May be inoperative provided the caution <u>HYD</u> G SYS COOLING FAULT is not displayed on ECAM EWD.
L1-02	Yellow Hydraulic Fuel Heat Exchanger	С	1	0	(O)May be inoperative provided the caution HYD Y SYS COOLING FAULT is not displayed on ECAM EWD.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 29 - 4SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 29 HYDRAULIC REMARKS OR EXCEPTIONS 11-03 Green Hydraulic (M)(O)May be inoperative provided: C 1 0 a) It is deactivated and locked Fuel Heat Exchanger Valve in closed position, and b) The caution HYD G SYS COOLING **FAULT** is not displayed on ECAM 11-04 Yellow Hydraulic (M)(O)May be inoperative provided: С 1 Fuel Heat Exchanger a) It is deactivated and locked in closed position, and Valve b) The caution HYD Y SYS COOLING FAULT is not displayed on ECAM EWD. 21-01 Green Electrical 2 1 (0)One may be inoperative. D Pump 2 0 (0)Both may be inoperative. D 21-02 Yellow Electrical (0) One may be inoperative. Pump 2 C 0 (0)Both may be inoperative. 31-01 Reservoir Quantity С 2 0 (M)May be inoperative provided the Indication on ECAM associated reservoir quantity is checked before each flight. 31-02 Fire Shut-Off C 0 (M)May be inoperative provided the 4 Valves Indication associated reservoir fire shut-off on ECAM valve is checked in open position. 31-03 RSVR Moveable Index C (M) May be inoperative provided the Indication on ECAM associated reservoir level is checked before each flight.

	EPARTMENT OF TRANSPORS		1	MASTER MINIMUM E	QUIPMENT LIST
AIRCRAI	FT:		RE	VISION NO : ORIGINAL	PAGE:
	A-380		DA	TE: 08/31/2009	29-5
SYSTEM SEQUENO NUMBER		2.		NUMBER INSTALLED	
29 нүг	DRAULIC		3.	NUMBER REQUIRED FOR DIS	
41-01	Green Hydraulic Air Heat Exchanger	C 2		(M)(O)One may be inoperate provided:  a) The caution HYD Y FAULT is not displayed,  b) The green hydraulic exchanger is operated.  c) The left blow-in dechecked open, and d) The fan of the other hydraulic air heat is checked operation each flight.	sys COOLING ayed on ECAM c fuel heat tive, oor is er green exchanger
41-02	Yellow Hydraulic Air Heat Exchanger	C 2	1	(M)(O)One may be inoperate provided:  a) The caution HYD G FAULT is not displayed.  EWD,  b) The yellow hydraul exchanger is operated.  c) The right blow-in checked open, and  d) The fan of the other hydraulic air heat is checked operation.	sys COOLING ayed on ECAM ic fuel heat tive, door is er Yellow exchanger
41-03	G(Y) Hydraulic Air Heat Exchanger Hot Air Leak Detection	C 2	0		

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 30-1 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 30 ICE AND RAIN PROTECTION 4. REMARKS OR EXCEPTIONS 01-01 WING ANTI-ICE Pb C 1 0 FAULT Light 01-02 WING ANTI-ICE Pb ON C 0 1 Light 01-03 ENG 1(2)(3)(4) С 4 0 ANTI-ICE Pb FAULT Light 01-04 ENG 1(2)(3)(4) C 4 0 ANTI-ICE Pb ON Light 02-01 Wiper High Speed С 2 0 May be inoperative provided the Function (FAST associated slow speed function is Position) operative. 02-02 Wiper Slow Speed 2 0 C Function (SLOW Position) 02-03 Wiper Intermittent 0 6 \*\*\* Function (INTMT Positions) 11-01 Left Wing Anti-Ice 2 1 (M)One may be inoperative in locked C Valve closed position. С 2 (M) May be inoperative in locked closed position provided the aircraft is not operated in known or forecast icing conditions. 11-02 Right Wing Anti-Ice C (M)One may be inoperative in locked Valve closed position. C 2 (M)May be inoperative in locked closed position provided the aircraft is not operated in known or forecast icing conditions.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 30 - 2SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 30 ICE AND RAIN PROTECTION REMARKS OR EXCEPTIONS 12-01 WING A-ICE 0 C 2 Indication on ECAM 12-02 Arrow Indication on C 0 **ECAM** 21-01 ENG 1(2)(3)(4) С 4 3 (M)One may be inoperative provided: Anti-Ice a) The anti-ice pressure (Aircraft with RR regulating valve on the affected engine is deactivated Engines only) in closed position, and b) The aircraft is not operated in known or forecast icing conditions. С 4 (M)(O)May be inoperative provided: a) The anti-ice pressure regulating valve on the affected engine is deactivated in open position b) The anti-ice shut off valve on the affected engine is deactivated in open position, and c) Flight Manual performance penalties are applied. 21-01 Engine Anti-ice 3 (M)One may be inoperative in locked С 4 Valve in Closed closed position provided the Position aircraft is not operated in known or (Aircraft with EA forecast icing conditions. Engines only) 21-02 Engine Anti-ice (M)(O)May be inoperative in locked С 4 0 Valve in Open open position provided Flight Manual Position performance penalties are applied. (Aircraft with EA Engines only) 42-01 Fixed Window С 0 Heating

# U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION REVISION NO : AIRCRAFT: ORIGINAL PAGE: 08/31/2009 A-380 DATE: 30-3 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 30 ICE AND RAIN PROTECTION REMARKS OR EXCEPTIONS 42-02 Sliding Window 0 С 2 Heating 42-03 Front Windshield C 2 (0)One may be inoperative provided Heating the aircraft is not operated in known or forecast icing conditions. 45-01 Windshields Wiper One may be inoperative provided 2 1 associated rain repellant system is installed and operative. С 2 0 (O) May be inoperative provided: a) Airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing, and b) Approach minimums do not require its use. 45-02 Rain Repellant D 45-03 Rain Repellant 1 0 Indication on ECAM DOOR/OXYGEN Page

U.S. DEPARTMENT OF TRANSPO FEDERAL AVIATION ADMINISTR			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REVISION NO : ORIGINAL PAGE:
A-380			DATE: 08/31/2009 30-4
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH
30 ICE AND RAIN PROTECTIO	N		4. REMARKS OR EXCEPTIONS
51-01 Anti-Ice Control System Channel 1A (Aircraft with RR Engines only)	C	1	<pre>0 (M)(O)May be inoperative provided:     a) Anti-ice control system         channels 1B, 2A, and 2B are         operative,     b) The anti-ice pressure         regulating valve is         deactivated in open position         on engines 2 and 4,     c) The anti-ice shut off valve is         deactivated in open position         on engines 2 and 4, and     d) Flight Manual performance         penalties are applied.  0 (M)(O)May be inoperative provided:     a) Anti-ice control system     channel 1B or 2B is operative,</pre>
			b) The aircraft is not operated in known or forecast icing conditions, c) The anti-ice pressure regulating valve is deactivated in open position on engines 2 and 4, d) The anti-ice shut off valve is deactivated in open position on engines 2 and 4, e) All wing anti-ice valves are locked in closed position, and f) Flight Manual performance penalties are applied.

FEDERA	L AVIATION ADMINISTR	ATIO	N		MASTER MINIMUM E	QOIPMENI LISI
AIRCRAFT:					SION NO : ORIGINAL	PAGE:
	A-380			DATE	08/31/2009	30-5
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.		MBER INSTALLED	
30 IC	E AND RAIN PROTECTIO	N		3.	NUMBER REQUIRED FOR DIS	
51-01	Anti-Ice Control System Channel 1A (Aircraft with EA Engines only)	С	1	0	<ul> <li>(M)(O)May be inoperative a) Anti-ice control so channels 1B, 2A, as operative,</li> <li>b) The anti-ice valve deactivated in operative on engines 2 and 4</li> <li>c) Flight Manual perform penalties are applicative.</li> </ul>	ystem nd 2B are is n position , and ormance
		С	1	0	<ul> <li>(M)(O)May be inoperative <ul> <li>a) Anti-ice control sinchannel 1B or 2B i</li> <li>b) The aircraft is noted in known or forecated conditions,</li> <li>c) The anti-ice valved deactivated in operon engines 2 and 4</li> <li>d) All wing anti-ice locked in closed perioder in closed perioder are applications.</li> </ul> </li> </ul>	ystem s operative, t operated st icing is n position , valves are osition, and ormance
51-02	Anti-Ice Control System Channel 1B (Aircraft with RR Engines only)	С	1	0	<ul> <li>(M)(O)May be inoperative a) The aircraft is no in known or foreca conditions,</li> <li>b) Anti-ice control so channel 2B is operative c) The anti-ice pressoregulating valve i deactivated in operation on engines 2 and 4</li> <li>d) The anti-ice shut deactivated in operation on engines 2 and 4</li> <li>e) Flight Manual performers are applicatives</li> </ul>	t operated st icing  ystem ative, ure s n position , off valve is n position , and ormance

U.S. DEPARTMENT OF TRANSPORTAT		MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:					
A-380		DATE: 08/31/2009 30-6					
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.						
SEQUENCE ITEM NUMBER  30 ICE AND RAIN PROTECTION	1	3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  0 (M)(O)May be inoperative provided:					

			T
AIRCRAFT:			REVISION NO : ORIGINAL PAGE:
A-380 SYSTEM &	1.	i	DATE: 08/31/2009 30-7
SEQUENCE ITEM NUMBER	Τ.	2.	NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH
30 ICE AND RAIN PROTECTION	NC		4. REMARKS OR EXCEPTIONS
51-03 Anti-Ice Control System Channel 2A (Aircraft with RR Engines only)	System Channel 2A (Aircraft with RR Engines only)	1	<pre>0 (M)(O)May be inoperative provided:     a) Anti-ice control system         channels 1A, 1B, and 2B are         operative,     b) The anti-ice pressure         regulating valve is         deactivated in open position         on engines 1 and 3,     c) The anti-ice shut off valve is         deactivated in open position         on engines 1 and 3, and     d) Flight Manual performance         penalties are applied.</pre>
		1	a) Anti-ice control system channel 1B or 2B is operative, b) The aircraft is not operated in known or forecast icing conditions, c) The anti-ice pressure regulating valve is deactivated in open position on engines 1 and 3, d) The anti-ice shut off valve is deactivated in open position on engines 1 and 3, e) All wing anti-ice valves are locked in closed position, and f) Flight Manual performance penalties are applied.

FEDERA:	L AVIATION ADMINISTR	ATIO	N	MASIER MINIM	UM EQUIPMENT LIST
AIRCRA	FT:			VISION NO : ORIGINA	AL PAGE:
	A-380		_	ATE: 08/31/2009	30-8
SYSTEM SEQUENO NUMBER	CE ITEM	1.	2.	NUMBER INSTALLED	
30 IC	E AND RAIN PROTECTIO	)N		NUMBER REQUIRED FOR  4. REMARKS OR EXC.	
51-03	Anti-Ice Control System Channel 2A (Aircraft with EA Engines only)	С	1	<pre>(M)(O)May be inopera a) Anti-ice contr     channels 1A, 1     operative, b) The anti-ice v     deactivated in     on engines 1 a c) Flight Manual     penalties are</pre>	ol system B, and 2B are alve is open position nd 3, and performance
		С	1	b) The aircraft i in known or fo conditions, c) The anti-ice v deactivated in on engines 1 a d) All wing anti-	ol system 2B is operative, s not operated recast icing  alve is open position nd 3, ice valves are ed position, and performance
51-04	Anti-Ice Control System Channel 2B (Aircraft with RR Engines only)	С	1	on engines 1 a d) The anti-ice s	s not operated recast icing  ol system operative, ressure ve is open position and 3, hut off valve is open position and 3, and performance

# U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 30-9 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 30 ICE AND RAIN PROTECTION REMARKS OR EXCEPTIONS 51-04 Anti-Ice Control C 1 0 (M)(O)May be inoperative provided: System Channel 2B a) Anti-ice control system (Aircraft with EA channel 1B is operative, b) The aircraft is not operated Engines only) in known or forecast icing conditions, c) The anti-ice valve is deactivated in open position on engines 1 and 3, and d) Flight Manual performance penalties are applied. 71-01 Drain Mast Heating C (M) May be inoperative provided: System a) The associated galleys and lavatories are placarded inoperative and not used, and b) The associated lavatory water supplies and associated galleys water supplies are closed. 81-01 Ice Detection 1 0 C System 81-03 External Visual C 1 0 Icing Indicator Lighting

# 08/31/2009U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERA	L AVIATION ADMINIST	RATIC	N	~	
AIRCRA	FT:			REV	/ISION NO : ORIGINAL PAGE:
	A-380			DA <sup>r</sup>	TE: 08/31/2009 31-1
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.		UMBER INSTALLED
31 IN	DICATING/RECORDING			3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
19-02	ECAM Control Panel System Page Manual Key	С	14	0	
19-04	ECAM Control Panel CLEAR Key	С	2	1	
19-06	ECAM Control Panel C/L Key	С	1	0	(O)May be inoperative.
19-07	ECAM Control Panel Tick Key	С	2	1	
19-08	ECAM Control Panel RCL LAST Key	С	1	0	
19-09	ECAM Control Panel MORE Key	С	1	0	
21-01	Clock	С	1	0	(O)May be inoperative provided:  a) UTC time is displayed on SD, and b) A chronometer is checked operative on one ND.
28-01	Tail Strike Detection	C	1	0	(O)May be inoperative.

08/31/2009U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION REVISION NO : AIRCRAFT: ORIGINAL PAGE: A-380 DATE: 08/31/2009 31-2 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 31 INDICATING/RECORDING REMARKS OR EXCEPTIONS 33-01 Recorder System (O) May be inoperative provided: A 1 0 a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: (1) The FDR failure occurs after pushback but prior to takeoff, or (2) The FDR repair was attempted but was not successful, c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.

08/31/2009U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 31 - 3SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 31 INDICATING/RECORDING 4. REMARKS OR EXCEPTIONS 33-02 Digital Flight Data C (0) Any in excess of those required Recorder (DFDR) by FAR may be inoperative. System Α 0 (0) May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: (1) The FDR failure occurs after pushback but prior to takeoff, or (2) The FDR repair was attempted but was not successful, c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days. 33-02-01 DFDR Recording May be inoperative provided: Α Parameters a) Cockpit Voice Recorder (CVR) required by FAR operates normally, and b) Repairs are made within 20 calendar days. 33-02-02 DFDR Recording May be inoperative provided repairs Α are made prior to the completion of Parameters not the next heavy maintenance visit. required by FAR 33-03 Recorder (O)May be inoperative for 20 Α 1 calendar days provided the Cockpit Accelerometer Voice Recorder (CVR) is operative.

# 08/31/2009U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:					VISION NO : ORIGINAL PAGE:				
	A-380			DA.	TE: 08/31/2009 31-4				
SYSTEM & 1. SEQUENCE ITEM NUMBER			2.	N	NUMBER INSTALLED				
ONDER				3.	NUMBER REQUIRED FOR DISPATCH				
1 IN	DICATING/RECORDING				4. REMARKS OR EXCEPTIONS				
33-04	Recorder Control on Ground	A	1	0	(O)May be inoperative for 3 flight days.				
33-05	DFDR EVENT Pb	С	1	0					
33-06	QAR	D	1	0	May be inoperative provided operations do not require its use.				
33-07 ***	VQAR	D	1	0	May be inoperative provided operations do not require its use.				
53-01	FWS 2	С	1	0	<pre>(O)May be inoperative provided:    a) The annunciator light test is     performed before each flight,     and    b) Approach minimums do not    require its use.</pre>				
53-02	MASTER WARN Light	С	2	1					
53-03	Master Warning Cancel Function	С	2	1					
53-04	MASTER CAUT Light	С	2	1					
53-05	Master Caution Cancel Function	С	2	1					
60-02	F/O PFD DU	C	1	0	<ul> <li>(O)May be inoperative provided: <ul> <li>a) The F/O RECONF pb is checked operative,</li> <li>b) The EWD DU is operative,</li> <li>c) The CAPT MFD DU is operative,</li> <li>d) The F/O ND DU is operative,</li> <li>e) The F/O MFD DU is operative,</li> <li>f) The CAPT PFD DU is operative, and</li> <li>g) The CAPT ND DU is operative.</li> </ul> </li> </ul>				

08/31/2009U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 31 - 5SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 31 INDICATING/RECORDING REMARKS OR EXCEPTIONS 60-03 CAPT ND DU (O) May be inoperative provided: C 1 0 a) The CAPT RECONF pb is checked operative, b) The EWD DU is operative, c) The CAPT MFD DU is operative, d) The CAPT PFD DU is operative, e) The F/O PFD DU is operative, f) The F/O ND DU is operative, g) The F/O MFD DU or the SD DU is operative. 60-04 F/O ND DU С 1 (0) May be inoperative provided: a) The F/O RECONF pb is checked operative, b) The EWD DU is operative, c) The CAPT MFD DU is operative, d) The F/O PFD DU is operative, e) The F/O MFD DU is operative, f) The CAPT PFD DU is operative, and g) The CAPT ND DU is operative. 60-05 F/O MFD DU 0 (0) May be inoperative provided: C 1 a) The F/O RECONF pb is checked operative, b) The EWD DU is operative, c) The CAPT MFD DU is operative, d) The F/O PFD DU is operative, e) The F/O ND DU is operative, f) The SD DU is operative, and q) The CAPT PFD DU is operative.

08/31/2009U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 31-6 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 31 INDICATING/RECORDING REMARKS OR EXCEPTIONS 60-06 SD DU C 1 0 (0) May be inoperative provided: a) The CAPT RECONF pb and the F/O RECONF are checked operative, b) The EWD DU is operative, c) The CAPT MFD DU is operative, d) The F/O MFD DU is operative, e) The F/O PFD DU is operative, f) The F/O ND DU is operative, and g) The CAPT PFD DU is operative. С 1 0 (0) May be inoperative provided: a) The CAPT RECONF pb and the F/O RECONF are checked operative, b) The EWD DU is operative, c) The CAPT MFD DU is operative, d) The F/O MFD DU is operative, e) The CAPT PFD DU is operative, f) The CAPT ND DU is operative, and g) The F/O PFD DU or the F/O ND DU is operative. 60-08 F/O PFD DU С 0 (0) May be inoperative provided: 1 Monitoring a) The F/O ND DU monitoring is operative, and b) The F/O PFD is permanently displayed on the F/O ND DU. 60-09 CAPT ND DU С 1 (0) May be inoperative provided: a) The CAPT PFD DU monitoring is Monitoring operative, and b) The CAPT PFD is permanently displayed on the CAPT PFD DU. 60-10 F/O ND DU 0 (0) May be inoperative provided: C 1 Monitoring a) The F/O PFD DU monitoring is operative, and b) The F/O PFD is permanently displayed on the F/O PFD DU.

08/31/2009U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:			REV	REVISION NO : ORIGINAL PAGE:			
A-3	80			DATE: 08/31/2009 31-7			
SYSTEM & SEQUENCE NUMBER	1. ITEM	2.		UMBER INSTALLED			
			3.	NUMBER REQUIRED FOR DIS	PATCH		
31 INDICATING/REG	CORDING			4. REMARKS OR EXCEPTION	DNS		
60-11 CAPT and F Mailbox Ac		2	1				
	С	2	0	(0)May be inoperative pro alternate procedures are and used.			
60-12 DU RECONF	Pb C	2	0				
60-13 PFD/ND Pb	С	2	0				
62-01 Cursor Con Device	trol C	2	0	<ul><li>(M)(O)May be inoperative provided:</li><li>a) Associated cursor control</li><li>device is set to OFF, and</li><li>b) Associated keyboard is checked</li><li>operative.</li></ul>			
62-02 Keyboard	С	2	1	(M)(O)May be inoperative a) Associated keyboard OFF, and b) Associated cursor of device is checked of	d is set to		
	В	2	0	(M)(O)May be inoperative a) They are set to OFF b) Both cursor control checked operative.	F, and		
81-01 Video Mult	iplexer C	1	0	(O)May be inoperative.			

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 32-1 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 32 LANDING GEAR 4. REMARKS OR EXCEPTIONS 01-01 L/G Lever DOWN Red B 1 0 Arrow Light 01-02 Downlock Green С 5 4 One may be inoperative provided all Triangle Light on gear position indications are L/G Panel operative on ECAM WHEEL page. 01-03 UNLKD Light on L/G 5 C 0 Panel 01-04 BODY ACCU PRESS on (O) May be inoperative. С 1 0 Triple Indicator 01-05 BRK Pressure on С 2 0 May be inoperative provided: Triple Indicator a) The caution BRAKES CLT 1 FAULT is not displayed on ECAM EWD, b) The caution BRAKES CLT 2 FAULT is not displayed on ECAM EWD. 01-06 AUTO BRK RTO ARM 0 (O) May be inoperative. C 1 Light on T.O Pb-Sw 01-07 BRK FAN Pb-Sw HOT 0 D 1 \* \* \* Light 01-08 BRK FAN Pb-Sw ON 1 0 D \* \* \* Light

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 32-2 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 32 LANDING GEAR REMARKS OR EXCEPTIONS 10-01 Wing Brake Rod C 16 15 (M)One may be missing provided the associated brake rod ends are Safety Lanyard visually checked before the first flight under present MMEL item. С 16 15 (M)One may be damaged provided: a) It is removed, and b) The associated brake rod ends are visually checked before the first flight under present MMEL item. С 16 (M)All may be missing provided the associated brake rod ends are visually checked before each flight. С 16 (M)All may be damaged provided: a) They are removed, and b) The associated brake rod ends are visually checked before each flight. 10-02 Wing Landing Gear 4 (M)One per wing landing gear may be Downlock Spring inoperative provided it is removed. 30-01 L/G Extension and (M)(O)May be inoperative for three 1 Α Retraction System flights provided: a) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down, and b) Landing gear is secured in down position. 30-02 Landing Gear (M)One may be inoperative for 150 2 Control flight hours provided the remaining landing gear control is checked operative.

## U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 32-3 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 32 LANDING GEAR REMARKS OR EXCEPTIONS 30-03 L/G Gravity A 1 (M)(O)May be inoperative for three 0 flights provided: Extension a) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down, and b) Landing gear is secured in down position. 34-01 L/G Ground Door (M) May be inoperative provided: 1 a) Landing gear doors are checked Opening System closed and locked before each flight, and b) Ground door opening handles are checked stowed in flight position before each flight. 42-01 Left Side Brakes in C (0) Two body brakes may be Released inoperative in released Configuration configuration provided: (Wing and Body) a) The remaining brakes on the left side are operative, and b) Flight Manual performance penalties are applied. С 8 6 (0) Two wing brakes may be inoperative in released configuration provided: a) The remaining brakes on the left side are operative, and b) Flight Manual performance penalties are applied.

U.S. DEPARTMENT OF TRANSPO			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REVISION NO : ORIGINAL PAGE:
A-380			DATE: 08/31/2009 32-4
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH
32 LANDING GEAR			4. REMARKS OR EXCEPTIONS
42-02 Right Side Brakes in Released Configuration (Wing and Body)	in Released Configuration	8	<pre>6 (0)Two body brakes may be inoperative in released configuration provided:     a) The remaining brakes on the     right side are operative, and     b) Flight Manual performance     penalties are applied.</pre>
	C	8	b) Flight Manual performance

## U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 32 - 5SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 32 LANDING GEAR REMARKS OR EXCEPTIONS 42-03 Left Side Brake (M)(O)One body brake may be C 8 inoperative provided: (Wing and Body) a) The affected brake is deactivated or removed, and b) Flight Manual performance penalties are applied. С (M)(O)One wing brake may be 8 inoperative provided: a) The affected brake is deactivated or removed, and b) Flight Manual performance penalties are applied. С 8 6 (M)(O)Two body brakes may be inoperative provided: a) The affected brakes are deactivated or removed, and b) Flight Manual performance penalties are applied. C (M)(O)Two wing brakes may be 8 inoperative provided: a) The affected brakes are deactivated or removed, and b) Flight Manual performance penalties are applied. С 8 (M)(O)One body and one wing brake may be inoperative provided: a) The affected brakes are deactivated or removed, and b) Flight Manual performance penalties are applied.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 32-6 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 32 LANDING GEAR REMARKS OR EXCEPTIONS 42-04 Right Side Brake (M)(O)One body brake may be C 8 inoperative provided: (Wing and Body) a) The affected brake is deactivated or removed, and b) Flight Manual performance penalties are applied. С (M)(O)One wing brake may be 8 inoperative provided: a) The affected brake is deactivated or removed, and b) Flight Manual performance penalties are applied. С 8 6 (M)(O)Two body brakes may be inoperative provided: a) The affected brakes are deactivated or removed, and b) Flight Manual performance penalties are applied. (M)(O)Two wing brakes may be C 8 inoperative provided: a) The affected brakes are deactivated or removed, and b) Flight Manual performance penalties are applied. С 8 (M)(O)One body and one wing brake may be inoperative provided: a) The affected brakes are deactivated or removed, and b) Flight Manual performance penalties are applied. 42-05 Auto Brake 0 (0) May be inoperative provided: C 1 a) No auto brake mode is selected, and b) Approach minimums do not require its use.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 32-7 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 32 LANDING GEAR REMARKS OR EXCEPTIONS 42-06 Brakes Control 2 0 в 1 42-07 Normal Braking 1 (0) May be inoperative provided: C 0 Pressure Monitoring a) The caution BRAKES NORM BRK FAULT is not displayed on ECAM EWD, b) A check of all brakes temperature monitoring is performed before each flight, and c) For each inoperative brake temperature monitoring, the associated brake is considered inoperative. 42-08 Alternate Braking 1 (0) May be inoperative provided the Pressure Monitoring caution BRAKES ALTN BRK FAULT is not displayed on ECAM EWD. 45-01 Left Body Parking D Brake Motor 45-02 Right Body Parking 2 1 Brake Motor 47-01 Brakes Temperature (M)(O)May be inoperative provided: С 16 Monitoring a) The associated sensor is deactivated if it triggers the caution **BRAKES BRAKES HOT** on ECAM EWD, b) At least one brake temperature indication per body/wing gear is operative, c) A ground brake cooling time is applied, and d) At least one landing gear bay fire detection loop is operative. 48-01 Brake Fan D 16 0 (M) May be inoperative provided it is \* \* \* deactivated.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 32-8 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 32 LANDING GEAR REMARKS OR EXCEPTIONS С 49-01 Tire Pressure 22 0 (M)(O)May be inoperative provided \* \* \* Monitoring the tire pressure on the affected wheel is manually checked to be within limits every 36 hours. 50-01 Steering Control C 2 1 50-02 CAPT Steering (M)(O)May be inoperative provided: С 1 0 Tiller Hand Wheel a) It is deactivated, and b) The F/O steering tiller hand wheel is operative. 50-03 F/O Steering Tiller C 1 (M)(O)May be inoperative provided: Hand Wheel a) It is deactivated, and b) The CAPT steering tiller hand wheel is operative. 50-04 Alternate N/W C 1 0 Steering 50-05 NWS Disconnection 1 (O) May be inoperative. C 0 Function С 0 (M)(O)May be inoperative provided 1 the tow switch on the steering nose gear panel is deactivated. 50-06 PEDAL DISC Pb C 0 (0) May be inoperative provided the 2 caution STEEER PEDAL STEER CTL FAULT is not displayed on ECAM EWD. 50-07 B/W Steering C (0) May be inoperative. 1

	EPARTMENT OF TRANSPOR L AVIATION ADMINISTRA				MASTER MINIMUM	EQUIPMENT LIST
AIRCRAFT:					VISION NO : ORIGINAL	PAGE:
	A-380			DA:	TE: 08/31/2009	32-9
SYSTEM SEQUEN NUMBER		1.	2.		UMBER INSTALLED	
32 LA	NDING GEAR			3.	NUMBER REQUIRED FOR DI  4. REMARKS OR EXCEPT:	
50-08	B/W Steering Locking Mechanism	C	1	0	<ul> <li>(M)(O)May be inoperative a) The bay mounted so is deactivated in position,</li> <li>b) Body landing gear are visually conficentered and locked</li> <li>c) The caution STEER LOCKING FAULT is not ECAM EWD after action.</li> </ul>	elector valve closed  aft axles irmed ed, and B/W STEER not displayed
		A	1	0	<pre>(M)(O)May be inoperative flights provided:    a) The bay mounted so     is deactivated in     position,    b) The landing gear     down position, and    c) The aircraft is of    accordance with the    Manual supplement    flight with landing</pre>	elector valve closed is secured in dependent of the control of the close of the clo
91-01	Oleo Pressure Monitoring System	С	1	0	(M)May be inoperative poleo pressure on the aftis checked to be within before the first flight	fected gear limits
		С	1	0	(M)May be inoperative poleo pressure on all geometric checked to be within little first flight of each	ars is mits before
91-02	Nose Gear Oleo Mounted Visual Pressure Gauge	С	1	0		
91-03	Wing/Body Gear Oleo Mounted Visual Pressure Gauge	С	4	0		

	EPARTMENT OF TRANSPOR L AVIATION ADMINISTRA				MASTER MINIMUM E	QUIPMENT LIST
AIRCRA	FT:			REV	/ISION NO : ORIGINAL	PAGE:
	A-380			DA:	TE: 08/31/2009	33-1
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.		UMBER INSTALLED	
33 LI	GHTS		•	3.	NUMBER REQUIRED FOR DI:	
10-01	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	(O)Individual lights may inoperative provided rem lights are:  a) Sufficient to cleated illuminate all requirements, controcted other devices for are provided, b) Positioned so that are shielded from crewmembers' eyes, c) Lighting configuration intensity is accepting the crew, and d) The right or left strip light is checoperative.	naining  arly quired  cols, and which they  direct rays flight  ation and btable to the  ceiling
10-02	Annunciator Light Test Function	С	1	0	May be inoperative provi	ded both FWS
10-03	Annunciator Light Dim Function	С	1	0	May be inoperative proviannunciator light bright operative.	
10-04	Annunciator Light Bright Function	С	1	0	May be inoperative for moperations.	night

### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 33-2 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 33 LIGHTS 4. REMARKS OR EXCEPTIONS 20-01 Cabin Lighted (M) May be inoperative provided: C Signs(No Smoking/ a) Associated passenger seat or Fasten Seat Belt/ lavatory is not occupied from which a passenger lighted No Portable Electronic Devices information sign is not (PED)) 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. С (0) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off. 20-02 Seat Belt Signs (O)May be inoperative. D 1 0 Auto Function 20-03 NO SMOKING Sign 0 (O) May be inoperative. D 1 \* \* \* AUTO Function 20-03 NO PORTABLE EQPT 1 0 (O) May be inoperative. D \* \* \* Sign AUTO Function

### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 33-3 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 33 LIGHTS REMARKS OR EXCEPTIONS 20-04 Lavatory Lighted (M) May be inoperative provided: C Sign (Return To a) Associated lavatory is not Seat) occupied, and b) Associated lavatory is blocked and placarded - DO NOT OCCUPY. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. (0) May be inoperative and associated С lavatory may be occupied provided: a) PA system operates normally and can be clearly heard throughout the cabin during the flight, and b) PA system is used to alert passengers when passengers should return to seats. Individual lights may be inoperative 20-05 Cabin Lighting C provided remaining lighting is sufficient for cabin attendants to perform their duties. 20-06 Cockpit Stairs 1 0 All lights may be inoperative. С Understep Lighting 20-07 Cockpit Stairs С 1 May be inoperative provided cockpit stairs understep lighting ensures Ceiling Lighting sufficient lighting to access the cockpit. 20-08 Aft/Forward Stairs Individual lights may be inoperative C Understep Lighting provided remaining lighting is sufficient for cabin attendants to perform their duties.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 33 - 4SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 33 LIGHTS REMARKS OR EXCEPTIONS 20-09 Aft/Forward Stairs Individual lights may be inoperative C \* \* \* provided remaining lighting is Ceiling Lighting sufficient for cabin attendants to perform their duties. 20-10 Lavatory Lighting D One or more lights may be inoperative provided remaining lighting is sufficient. (M) May be inoperative provided С associated lavatory locked closed and placarded inoperative. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. 21-01 Crew Rest 0 (0)All may be inoperative provided \* \* \* Compartment Lighted alternate procedure is established Sign and used. D All may be inoperative provided the affected compartment is closed and placarded inoperative. 21-02 Crew Rest 0 May be inoperative provided lighting C Compartment is sufficient for the flight crew to access their bunk. Lighting May be inoperative provided the D 0 affected compartment is closed and placarded inoperative. 30-01 Cargo and Service 0 C 1 Compartment Lighting 40-01 Wing Navigation May be inoperative for day С 2 0 Light operations.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 33-5 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 33 LIGHTS REMARKS OR EXCEPTIONS 40-02 Tail Navigation May be inoperative for day C 1 0 operations. Light C 1 0 (O) May be inoperative provided: a) One upper and one lower anticollision beacon lights are operative, b) The tail strobe light is operative for flight operations and c) Both obstruction lights are operative for ground operations. 40-03 Obstruction Light 40-04 Landing Light С 4 0 All may be inoperative for day operations. С 4 3 (0)One may be inoperative provided the left or right takeoff light is operative. С 4 (0) Two may be inoperative provided the left and right takeoff lights are operative. 0 40-05 Left/Right Takeoff 2 Light 40-06 Center Takeoff C 1 0 (0) May be inoperative. Light 40-07 Left/Right Taxi May be inoperative for day С 2 0 Light operations. C 2 (0) May be inoperative provided the runway turnoff light on the affected side is operative.

# U.S. DEPARTMENT OF TRANSPORTATION

AIRCRA				REVISION NO : ORIGINAL PAGE:		
SYSTEM	A-380	1.	1	DA'	TE: 08/31/2009 33-6	
SEQUEN NUMBER	CE ITEM	Δ.	2.		UMBER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
33 LI	GHTS				4. REMARKS OR EXCEPTIONS	
40-08	Runway Turnoff Light	С	2	0		
40-09	Beacon Light	С	3	1	(0)May be inoperative provided all strobe lights are operative.	
		С	3	0	(0)May be inoperative for day operations provided all strobe lights are operative.	
40-10	Strobe Light	С	3	0		
40-11	Wing and Engine Scan Light	С	4	0	(0)May be inoperative provided ground de-icing procedures do not require their use.	
40-12	Taxi Aid Camera Light	С	4	0		
40-13	Logo Light	D	4	0		
50-01	Cabin Ceiling Emergency LED Light	С	_	_	A maximum of 25 per cent of LEDs may be inoperative provided:  a) No more than two adjacent LEDs are inoperative, and  b) If two adjacent LEDs are inoperative, at least the three LEDs forward and the three LEDs aft must be operative.	
50-02	Cabin Emergency Spotlight	С	-	-	One may be inoperative in each cross aisle between RH and LH door.	
50-03	Cockpit Stairs Emergency Spotlight	С	1	0	May be inoperative provided all cockpit stairs emergency understep LED lightings are operative.	
50-04	Cockpit Stairs Emergency Understep Lighting	С	4	0		

### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 33-7 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 33 LIGHTS REMARKS OR EXCEPTIONS 50-05 Forward Stairs Up to 18 non-adjacent LEDs per step C may be inoperative. Emergency Understep Lighting 50-06 Aft Stairs Up to 12 non-adjacent LEDs per step Emergency Understep may be inoperative. Lighting 50-07 Floor Path Marking Individual lights may be inoperative provided minimum acceptable lighting Light levels specified in one of the following documents are maintained: a) FAA engineering approval letter, b) FAA approved report of the Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC. 50-08 Floor Path Marking One on each deck may be inoperative Α EXIT Identifier for one flight day provided associated door is considered inoperative. 50-09 Cabin EXIT Sign Up to three non-adjacent LEDs may be С (EXIT Marker, EXIT inoperative in one or more signs. Location) One on each deck may be inoperative Α for one flight day provided associated door is considered inoperative. 50-10 Lavatory Emergency C 0 Light

# U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRA	FT •			יים כו	/ISION NO : ORIGINAL PAGE:
AIRCRA	A-380			DAT	
SYSTEM		1.	İ	DA.	11. 00/31/2009 33-0
SEQUENO NUMBER	CE ITEM	±•	2.	3.	UMBER INSTALLED  NUMBER REQUIRED FOR DISPATCH
				] .	NOMBER REGULES FOR SISTATCH
33 LI	GHTS				4. REMARKS OR EXCEPTIONS
50-11	Slide Lighting	С	16	0	May be inoperative for day operations.
		А	16	14	One on each deck may be inoperative for one flight day provided associated door is considered inoperative.
50-12	Overwing Emergency Door Lighting	С	2	0	May be inoperative for day operations.
		A	2	1	One may be inoperative for one flight day provided associated overwing door is considered inoperative.
50-13 ***	Crew Rest Compartment Emergency Light	С	-	1	May be inoperative provided at least one is operative in the affected compartment.
		С	_	0	All may be inoperative provided an operative flashlight is available in the affected compartment.
		D	_	0	All may be inoperative provided the affected compartment is closed and placarded inoperative.
50-14 ***	Cabin Crew Rest Compartment EXIT Sign	С	_	_	Up to three non-adjacent LEDs per EXIT sign may be inoperative.
		С	_	0	All may be inoperative provided an operative flashlight is available in the affected compartment.
		D	_	0	All may be inoperative provided the affected compartment is closed and placarded inoperative.

U.S. DEPARTMENT OF TRANSPO FEDERAL AVIATION ADMINISTR				MASTER MINIMUM E	QUIPMENT LIST
AIRCRAFT:				ISION NO : ORIGINAL	PAGE:
A-380			DAT	TE: 08/31/2009	33-9
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.		UMBER INSTALLED	
			3.	NUMBER REQUIRED FOR DIS	SPATCH
33 LIGHTS				4. REMARKS OR EXCEPTION	ONS
50-15 Flight Crew Rest *** Compartment Door Handle Light	С	2	0	May be inoperative provi operative flashlight is the affected sub-compart	available in
	D	2	0	May be inoperative provi affected sub-compartment and placarded inoperativ	is closed
50-16 Lower Deck Crew  *** Rest Compartment  Emergency Power  Supply Unit (EPSU)	С	_	0	(0)May be inoperative pr sufficient operative fla available in the affecte compartment.	shlights are
	D		0	May be inoperative provi affected compartment is placarded inoperative.	

# U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION REVISION NO : AIRCRAFT: ORIGINAL PAGE: A-380 DATE: 08/31/2009 34 - 1SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 34 NAVIGATION REMARKS OR EXCEPTIONS 01-01 IR Mode Selector 2 C 3 01-02 ADR Pb-Sw FAULT C 3 0 Light 01-03 ADR Pb-Sw OFF Light C 3 0 01-04 IR Pb-Sw FAULT С 3 0 Light 01-05 IR Pb-Sw OFF Light 3 0 02-01 ATT HDG Selector (O) May be inoperative provided: C a) It is in the NORM position, and b) IR 1 and IR 2 are operative. С 1 0 (O) May be inoperative provided: a) It is in the CAPT ON 3 position, and b) IR 2 and IR 3 are operative. (0) May be inoperative provided: C 1 a) It is in the F/O ON 3 position, and b) IR 1 and IR 3 are operative.

# U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:					REVISION NO : ORIGINAL PAGE:		
	A-380			DA'	TE: 08/31/2009	34-2	
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.	N	UMBER INSTALLED		
				3.	NUMBER REQUIRED FOR DISF	PATCH	
34 NA	VIGATION				4. REMARKS OR EXCEPTION	NS	
02-02	AIR DATA Selector	С	1	0	(0)May be inoperative pro a) It is in the NORM p and b) ADR 1 and ADR 2 are	osition,	
		С	1	0	(0)May be inoperative pro- a) It is in the CAPT Of position, and b) ADR 2 and ADR 3 are	N 3	
		С	1	0	(0)May be inoperative pro- a) It is in the F/O ON position, and b) ADR 1 and ADR 3 are	3	
11-01	Multi Function Probe	С	3	2	(0)May be inoperative pro- associated ADR pb-sw is s and associated ADR is not	et to OFF	
11-02	Static Probe	С	6	4	(0)One or two may be inop the same ADR provided the ADR pb-sw is set to OFF a associated ADR is not use	associated nd	
11-03	Sideslip Probe	С	3	2	(0) May be inoperative pro- approach minimums do not use.		
11-04	OAT Probe	С	2	1	(O)May be inoperative pro TAT indication is operation SD permanent data.		
11-05	Multi Function Probe Heating Function	С	3	2	(0)One may be inoperative		
11-06	Static Probe Heating Function	С	6	4	(0)One or two may be inop the same ADR.	erative on	
11-07	Sideslip Probe Heating Function	С	3	2	(O)One may be inoperative		

### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 34 - 3SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 34 NAVIGATION REMARKS OR EXCEPTIONS 11-08 Automatic ADR Probe C 3 (0)One may be inoperative provided both non-affected ADRs, their Heating Function associated probes, and their associated heating function are operative. 12-01 ADR С 3 (0)One may be inoperative provided: a) The associated ADR pb-sw is set to OFF, and b) Approach minimums do not require its use. 12-02 IR C 3 (0)One may be inoperative provided: a) The associated IR pb-sw is set to OFF, and b) Approach minimums do not require its use. 13-01 True Airspeed 2 (0) May be inoperative provided the Indication on ND TAT indication is operative on ECAM SD permanent data. (0) One may be inoperative. 20-01 ISIS 2 2 0 (0) May be inoperative provided: B a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast overthe-top conditions. 20-02 Airspeed Indication C (0) May be inoperative provided: on SFD a) The attitude indication on SFD is operative, b) The three ADRs are operative, and c) The AIR DATA selector is operative.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 34 - 4SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 34 NAVIGATION REMARKS OR EXCEPTIONS 20-03 Altitude Indication B 1 0 (O) May be inoperative provided: on SFD a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast overthe-top conditions. 20-04 Attitude Indication C May be inoperative provided it is 1 0 on SFD not required by FAR. В 1 0 (O) May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast overthe-top conditions. 20-05 Mach Number C 1 0 (0) May be inoperative. Indication on SFD 20-06 LS Indication on (O) May be inoperative. C 1 0 SFD 20-07 Position Indication C 2 0 (O)May be inoperative. on SFD and SND 20-08 Heading Indication 2 0 (O)May be inoperative. C on SFD and SND 20-09 Track Indication on C 2 0 (O) May be inoperative. SFD and SND 20-10 Ground Speed C 1 (0) May be inoperative. Indication on SND 20-11 Bugs Function on 0 (0) May be inoperative. C 1 SFD

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 34 - 5SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 34 NAVIGATION REMARKS OR EXCEPTIONS 21-01 Standby Pitot Probe C 1 (0) May be inoperative provided: 0 a) The attitude indication on SFD is operative, b) The three ADRs are operative, and c) The AIR DATA selector is operative. 21-02 Standby Static (0) May be inoperative provided: Probe a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast overthe-top conditions. 22-01 Standby Compass May be inoperative provided: В Indicator a) All three IRs are operative, and b) The ATT HDG selector is operative. May be inoperative provided: В 1 a) All three IRs are operative, and b) The heading indication is operative on one ISIS. 22-02 Standby Compass 0 C 1 Lighting 36-01 ILS C 2 (O)As required by FAR. 2 36-02 FLS C (0) May be inoperative provided approach minimums do not require its use. 36-03 GLS 2 (0) May be inoperative. 38-01 Airport Navigation 0 (O) May be inoperative.

\* \* \*

System

# U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

IRCRAFT:			REV	/ISION NO : ORIGINAL	PAGE:
A-38	30		DAT	TE: 08/31/2009	34-6
SYSTEM & SEQUENCE IUMBER	1. ITEM	2.		UMBER INSTALLED	
			3.	NUMBER REQUIRED FOR DIS	PATCH
4 NAVIGATION				4. REMARKS OR EXCEPTION	ONS
88-02 Airport Dat	cabase C	_	0	(0) May be out of date pro airport maps required for have not been amended in database.	r the flight
	D	-	0	May be out of date providairport navigation systemused.	
12-01 Radio Altim	neter C	3	2	(0)One may be inoperative	е.
	А	3	1	(0)Two may be inoperative flights provided approach do not require their use	n minimums
50-01 GPS	C	2	0	(0)May be inoperative proalternate procedures are and used.	
	D	2	0	May be inoperative provide procedures do not require	
50-02 DME	D	2	-	Any in excess of those reFAR May be inoperative.	equired by
50-03 VOR	С	2	0	May be inoperative provide procedures do not require	
0-04 Marker	С	1	0	May be inoperative provide minimums do not require	
50-05 ADF ***	D	_	0	May be inoperative provious not required for the proute to be flown.	
71-01 AESS	C	2	1	(0)One may be inoperative	≘.

### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION REVISION NO : AIRCRAFT: ORIGINAL PAGE: 08/31/2009 A-380 DATE: 34 - 7SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 34 NAVIGATION REMARKS OR EXCEPTIONS 71-02 Weather Radar 2 (0) One may be inoperative. D 1 Function (O)Any in excess of those required 2 D by FAR May be inoperative. 71-03 Predictive C 2 1 (0) One may be inoperative. Windshear Function В 2 (0) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedure should include reviewing windshear avoidance and recovery procedures. 2 (0) May be inoperative provided: C a) Alternate procedures are established and used, and b) The Reactive Windshear Detection Function is operative. 71-04 Reactive Windshear (0) May be inoperative provided В 1 Detection Function alternate procedures are established and used. NOTE: Operator's alternate procedure should include reviewing windshear avoidance and recovery procedures. C 1 (0) May be inoperative provided: a) Alternate procedures are established and used, and b) At least one Predictive Windshear Function is operative.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 34 - 81. SYSTEM & 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 34 NAVIGATION REMARKS OR EXCEPTIONS 71-05 Weather Turbulence 2 0 (0) May be inoperative. C Function 71-06 TCAS C 2 (0) May be inoperative. 1 В 2 May be inoperative provided enroute or approach procedures do not require its use. С 2 (O) May be inoperative provided: a) Not required by FAR, and b) Enroute or approach procedures do not require its use. 71-07 TAWS 2 1 (0) May be inoperative. С Α 2 0 (0) May be inoperative for two flight days provided alternate procedures are established and used 71-08 Terrain 2 (O) May be inoperative. C 1 Surveillance System 2 0 (O)May be inoperative provided В alternate procedures are established and used 71-09 GPWS (O) May be inoperative. С 2 1 2 (O) May be inoperative for two flight days provided alternate procedures are established and used

# U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION REVISION NO : AIRCRAFT: ORIGINAL PAGE: A-380 DATE: 08/31/2009 34 - 9SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 34 NAVIGATION REMARKS OR EXCEPTIONS 71-10 Transponder (0)One may be inoperative. D 2 1 В (0) May be inoperative provided: 0 a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. 1) Elementary and May be inoperative provided: Α 0 Enhanced a) Operations do not require its Downlink use, and Aircraft b) Repairs are made prior to Reportable completion of the next heavy Parameters not maintenance visit. Required by FAR 2) ADS-B Squitter 0 May be inoperative provided: Α Transmissions a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 35-1 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 35 OXYGEN REMARKS OR EXCEPTIONS May be inoperative provided the 01-01 Pax MASK MAN ON Pb C 1 operating altitude is limited to (Manual Control) FL 300. 01-02 CREW SUPPLY Pb-SW 1 0 OFF Light 01-03 PAX SYS ON Light С 1 0 10-01 Crew Oxygen Bottles \* \* \* 1) Two Bottle C 2 (M)One may be inoperative provided: System a) The caution **OXY CKPT BOTTLE** PRESS LO is not displayed on ECAM EWD, b) The associated manual isolation valve is selected closed, and c) No oxygen leakage is detected on the associated bottle. \* \* \* 2) Four Bottle C (M) May be inoperative provided: a) The caution **OXY CKPT BOTTLE** System **PRESS LO** is not displayed on ECAM EWD, b) The associated manual isolation valve is selected closed, and c) No oxygen leakage is detected on the associated bottle. 10-04 LP Supply Solenoid 0 (M) May be inoperative provided it is 1 Valve deactivated in open position. 10-05 Cockpit Bottle (M)(O)May be inoperative provided В 1 Pressure Monitoring the oxygen pressure is checked by direct reading before each flight.

## U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 35-2 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 35 OXYGEN REMARKS OR EXCEPTIONS 10-06 Cockpit Oxygen (M)(O)May be inoperative provided в 1 REGUL PR LO the oxygen pressure is checked Monitoring before each flight. 10-07 Exterior Crew C 1 May be missing or damaged. Oxygen Discharge Indicator (Green Disc) 10-08 Crew Rest All may be inoperative provided the D Compartment Oxygen associated bunk bed, seat, or Module changing area is not occupied and is placarded inoperative. С 0 All may be inoperative and the associated bunk bed, seat, or changing area may be occupied provided the operating altitude is limited to FL 250. С All may be inoperative and the associated bunk bed, seat, or changing area may be occupied provided a portable oxygen bottle and masks are available for each associated bunk bed, seat, or changing area occupant. 20-01 Cabin Oxygen Bottle C (M) May be inoperative provided: d) The associated manual isolation valve is selected closed, and e) No oxygen leakage is detected on the associated bottle.

## U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 35 - 3SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 35 OXYGEN REMARKS OR EXCEPTIONS 20-02 Cabin Individual One or more may be inoperative C provided the associated seats are Oxygen Module not occupied and are placarded inoperative. С One or more may be inoperative and associated seats be occupied provided the operating altitude is limited to FL 250. 20-03 Lavatories Oxygen One or more may be inoperative C provided the associated lavatory is Module not used and is placarded inoperative. 20-04 Galley Oxygen C One or more may be inoperative Module provided the associated galley area is not occupied. C One or more may be inoperative and associated galley area be occupied provided the operating altitude is limited to FL 250. С One or more may be inoperative and the associated galley area may be occupied provided a portable oxygen bottle and masks are available for the associated galley area occupants. 20-05 Manual Release Tool D One must be operative at each pair of exit doors.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 35 - 4SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 35 OXYGEN REMARKS OR EXCEPTIONS 20-06 OSCU (M)(O)May be inoperative provided: C 1 0 a) The cockpit and cabin oxygen pressure are checked by direct reading before each flight, and b) The altitude pressure switch is operative. C 1 (M)(O)May be inoperative provided: a) The cockpit and cabin oxygen pressure are checked by direct reading before each flight, and b) The operating altitude is limited to FL 250. 20-07 Cabin Bottle 1 0 (M)(O)May be inoperative provided C Pressure Monitoring the oxygen pressure is checked by direct reading before each flight. 20-08 Cabin Oxygen REGUL (O) May be inoperative. C 1 PR LO Pressure Monitoring 20-09 Exterior Pax Oxygen C May be missing or damaged. 1 0 Discharge Indicator (Green Disc) 20-10 Altitude Pressure 0 (M)May be inoperative provided the 1 Switch OSCU is operative. С 1 May be inoperative provided the 0 operating altitude is limited to FL 30-01 Flight Crew Any in excess of those required by D

FAR may be inoperative.

Protective

Breathing Equipment

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 36-1 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 36 PNEUMATIC REMARKS OR EXCEPTIONS 01-01 ENG BLEED Pb-Sw All may be inoperative provided C 4 associated engine bleed valve and FAULT Light engine high pressure valve indications are operative on ECAM BLEED page. 01-02 ENG BLEED Pb-Sw OFF C All may be inoperative provided Light associated engine bleed valve and engine high pressure valve indications are operative on ECAM BLEED page. 01-03 APU BLEED Pb-Sw C 1 May be inoperative provided APU FAULT Light bleed indications are operative on ECAM BLEED page. 01-04 APU BLEED Pb-Sw ON C 1 0 May be inoperative provided APU Light bleed indications are operative on ECAM BLEED page. 11-01 Engine Bleed System C 3 (0)One may be inoperative provided the associated ENG BLEED pb-sw is set to OFF. 11-02 Engine Bleed Valve (M)(O)One may be inoperative provided: c) It is deactivated in closed position, d) The associated ENG BLEED pb-sw is set to OFF, e) The engine bleed system is operative on the three other

engines,

engines, and

f) The engine bleed intermediate pressure check valve is operative on the three other

g) The engine bleed high pressure valve is operative on the three other engines.

U.S. DEPARTMENT OF TRANSPO			N MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:			REV.	ISION NO : ORIGINAL PAGE:			
A-380			DATE	E: 08/31/2009 36-2			
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.		MBER INSTALLED			
36 PNEUMATIC				NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS			
11-03 Engine Bleed Overpressure Valve	С	4		(M)One may be inoperative provided it is deactivated in open position.			
11-04 Engine Bleed Intermediate Pressure Check Valve	C	4		<ul> <li>(M)(O)One may be inoperative provided: <ul> <li>a) Associated engine bleed high pressure valve is deactivated in closed position,</li> <li>b) The engine bleed system is operative on the three other engines,</li> <li>c) The engine bleed valve is operative on the three other engines, and</li> <li>d) The engine bleed high pressure valve is operative on the three other engines.</li> </ul> </li> </ul>			

FEDERAL AVIATION ADMINIST	RATIO	N	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REVISION NO : ORIGINAL PAGE:
A-380			DATE: 08/31/2009 36-3
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMBER INSTALLED
			3. NUMBER REQUIRED FOR DISPATCH
36 PNEUMATIC			4. REMARKS OR EXCEPTIONS
11-05 Engine Bleed High Pressure Valve	С	4	3 (0)One may be inoperative provided:     a) The engine bleed system is operative on the three other engines,     b) The engine bleed valve is operative on the three other engines, and     c) The engine bleed intermediate pressure check valve is operative on the three other engines.
	С	4	<pre>3 (M)(O)One may be inoperative provided:     a) It is deactivated in closed     position,     b) The engine bleed system is         operative on the three other         engines,     c) The engine bleed valve is         operative on the three other         engines, and     d) The engine bleed intermediate         pressure check valve is         operative on the three other         engines.</pre>
12-01 APU Bleed Valve	С	1	0 (M)May be inoperative provided:     a) It is deactivated in closed position, and     b) The APU BLEED pb-sw is set to OFF.
	С	1	0 (M)May be inoperative provided:     a) The APU bleed isolation valve is deactivated in closed position, and     b) The APU BLEED pb-sw is set to OFF.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 36-4 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 36 PNEUMATIC REMARKS OR EXCEPTIONS 12-02 APU Bleed Isolation C 1 (M)(O)May be inoperative provided: 0 a) It is deactivated in open Valve position, and b) The APU bleed valve is checked operative. С 1 (M) May be inoperative provided: a) It is deactivated in closed position, and b) The APU BLEED pb-sw is set to OFF. 13-01 Center X Bleed C 1 (O) The automatic control may be inoperative provided the manual control is checked operative. С 1 0 (O) The manual control may be inoperative provided the automatic control is checked operative. C (M)(O)The center crossbleed valve 1 may be inoperative provided: a) It is manually opened before engine start, and b) It is manually closed after engine start. 13-02 Left and Right X (0)One or both automatic controls 2 C 2 Bleed may be inoperative provided the manual control is checked operative. С 2 (0)One or both manual controls may be inoperative provided the automatic control is checked operative. С 2 (M)One or both crossfeed valves may be inoperative provided the associated valve is deactivated in open position.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 36-5 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 36 PNEUMATIC REMARKS OR EXCEPTIONS 21-01 Engine Bleed (0) One may be inoperative provided: C 4 3 a) Associated engine bleed Pressure Indication on ECAM BLEED Page overpressure valve is operative, and b) All engine bleed systems are operative. 4 3 С (0)One may be inoperative provided: a) Associated ENG BLEED pb-sw is set to OFF b) The engine bleed system is operative on the three other engines, c) The engine bleed valve is operative on the three other engines, d) The engine bleed intermediate pressure check valve is operative on the three other engines, and e) The engine bleed high pressure valve is operative on the three other engines. 21-02 Engine Bleed С 4 (0)One or two may be inoperative. Temperature Indication on ECAM 21-03 Engine Bleed Valve 0 (O)All may be inoperative. 4 Indication on ECAM 21-04 Engine Bleed High 4 0 (O)All may be inoperative. C Pressure Valve Indication on ECAM 21-05 APU Bleed Valve (0) May be inoperative. C 1 0 Indication on ECAM 21-06 APU Bleed Isolation C (O) May be inoperative. 1 0 Valve Indication on ECAM

U.S. DEPARTMENT OF TRANSPORTATION						
MASTER MINIMUM EQUIPMENT LIST						
FEDERAL AVIATION ADMINISTR	RATIC	N				
AIRCRAFT:			REV	VISION NO : ORIGINAL	PAGE:	
A-380			DAT	TE: 08/31/2009	36-6	
SYSTEM & SEQUENCE ITEM	1.	2.	N	UMBER INSTALLED		
NUMBER			3.	NUMBER REQUIRED FOR D	ISPATCH	
36 PNEUMATIC				4. REMARKS OR EXCEPT	IONS	
21-07 X Bleed Valve Indication on ECAM	С	3	0	(O)All may be inoperati	ve.	

U.S. DEPARTMENT OF TRANSPO			N MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:			REVISION NO : ORIGINAL PAGE:				
A-380			DATE: 08/31/2009 38-1				
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.					
38 WATER/WASTE			3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS				
10-01 Potable Water System	С	II —	- (M)Individual components may be inoperative provided:     a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.  NOTE: Any portion of the system which operates normally may be used.				
	C		- (M)May be inoperative provided:     a) System is drained, and     b) Procedures are established to     ensure that system is not     serviced.				

	EPARTMENT OF TRANSPO			MASTER MINIMUM EQUIPMENT LI	ST		
AIRCRAFT:				REVISION NO : ORIGINAL PAGE:			
A-380				DATE: 08/31/2009 38-2			
SYSTEM SEQUEN NUMBER		1.	2.	NUMBER INSTALLED			
38 WA'	TER/WASTE  Lavatory Waste System (Including Wheelchair Accessible Lavatories)	С	_	4. REMARKS OR EXCEPTIONS  - (M)Individual components may be inoperative provided:     a) Associated components are deactivated or isolated, and b) Associated components are verified not to have leaks.			
		C	-	NOTE: Any portion of the system which operates normally may be used.  - (M)Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, b) The Pilot-in-Command will determine if flight duration is acceptable with a FWD Deck lavatory unusable, and c) Associated lavatory door(s) is secured closed and placarded, "INOPERATIVE - DO NOT ENTER".  NOTE: These provisions are not intended to prohibit inspections by crewmembers.	y		

## U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 42-1 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 42 AVIONICS NETWORK REMARKS OR EXCEPTIONS 11-01 CPIOM-B1 and CPIOM- C 2 (0)One may be inoperative provided 1 the caution VENT AVNCS VENT CTL B3 FAULT is not displayed on ECAM EWD. 11-02 CPIOM-B2 and CPIOM- C (0)One may be inoperative provided the caution VENT AVNCS VENT CTL FAULT is not displayed on ECAM EWD. 11-03 CPIOM-C2 1 (0) May be inoperative provided: a) The annunciator light test is performed before each flight, b) Approach minimums do not require its use. 11-04 CPIOM-G2 and CPIOM- B (0) May be inoperative. G4 12-01 IOM (0) May be inoperative provided: В 8 6 a) The caution AVIONICS NETWORK MULTIPLE IOM FAULT (NETWORK **DEGRADED)** is not displayed on ECAM EWD, and b) The caution AVIONICS NETWORK MULTIPLE IOM FAULT (REDUNDANCY **DEGRADED)** is not displayed on ECAM EWD. 30-01 Network Switch 14 (0) May be inoperative provided: В 16 a) The caution AVIONICS NETWORK MULTIPLE SWITCH FAULT (REDUNDANCY DEGRADED) is not displayed on ECAM EWD, and b) The caution AVIONICS NETWORK MULTIPLE SWITCH FAULT (NETWORK **DEGRADED)** is not displayed on ECAM EWD.

# U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION REVISION NO : ORIGINAL AIRCRAFT: PAGE: 08/31/2009 A-380 DATE: 44 - 1SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 44 CABIN SYSTEMS REMARKS OR EXCEPTIONS 01-01 ALL Pb (O) May be inoperative. C 1 0 01-02 PURS Pb C 1 (O) May be inoperative. 0 01-03 EMER Pb С 1 0 (0) May be inoperative. 01-04 FWD PILOT REST Pb С 1 0 (0) May be inoperative. 01-05 MAIN PILOT REST Pb C (O) May be inoperative. 1 0 01-06 UPPER DECK Pb C (O) May be inoperative. 1 0 01-07 MAIN DECK Pb 0 (O) May be inoperative. 01-08 LOWER DECK Pb C 1 0 (O) May be inoperative.

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION										
AIRCRAFT:					REVISION NO : ORIGINAL PAGE:					
A-380				DATE: 08/31/2009 44-2						
SYSTEM & 1. SEQUENCE ITEM NUMBER		2.	NUMBER INSTALLED							
44 CABIN SYSTEMS				3.	NUMBER REQUIRED FOR DISPATCH      4. REMARKS OR EXCEPTIONS					
11-01 Passenger Address B in Cabin		1	0	<ul> <li>(O)May be inoperative provided: <ul> <li>a) Alternate, normal and</li> <li>emergency procedures and/or</li> <li>operating restrictions are</li> <li>established and used,</li> </ul> </li> <li>b) Cabin interphone is operative,</li> <li>c) Associated passenger seat is</li> <li>not occupied from which a No</li> <li>Smoking/Fasten Seat Belt/No</li> <li>Portable Electronic Devices</li> <li>sign is not readily legible,</li> <li>and</li> <li>d) Associated seat must be</li> <li>blocked and placarded - DO NOT</li> <li>OCCUPY.</li> </ul>						
		C	1	0	(O)May be inoperative posts a) PA not required by b) Alternate, normal emergency procedured operating restrict established and use) Associated passent not occupied from Smoking/Fasten Servortable Electron sign is not reading and c) Associated seat must blocked and places OCCUPY.	y FAR, and res and/or tions are sed, ger seat is which a No at Belt/No ic Devices ly legible, ust be				
11-02	Passenger Address in Lavatory	С	1	0	May be inoperative provassociated lavatory is and placarded inoperati	locked closed				
11-03	Passenger Address in Crew Rest Compartment	D	1	0	May be inoperative provassociated crew rest collocked closed and placations inoperative.	mpartment is				

U.S. DEPARTMENT FEDERAL AVIATIO				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:				REVISION NO : ORIGINAL PAGE:
A	-380			DATE: 08/31/2009 44-3
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	
44 CABIN SYSTE		В	_	4. REMARKS OR EXCEPTIONS  - (0)May be inoperative in one or more
				crew stations provided:  a) At least fifty percent of the cabin handsets are operative,  b) Alternate procedures to contact the affected cabin crew stations are established and used,  c) Passenger Address in the affected crew station is operative, and  d) One loudspeaker is operative in the associated crew rest compartment.  NOTE: Any station function which operates normally may be used.
		В	-	- (O)May be inoperative in one or more crew stations provided:  a) At least fifty percent of the cabin handsets are operative,  b) Alternate procedures to contact the affected cabin crew stations are established and used,  c) Passenger Address in the affected crew station is operative, and  d) Associated crew rest compartment is closed and placarded inoperative.  NOTE: Any station function which operates normally may be used.

## U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 44 - 4SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 44 CABIN SYSTEMS REMARKS OR EXCEPTIONS 12-01 Cabin Loudspeaker С One or more may be inoperative provided they are not adjacent to each other. С One or more may be inoperative provided seats from which a passenger announcement cannot be clearly heard are not occupied and are placarded inoperative. 12-02 Lavatory 0 (O)All may be inoperative provided C Loudspeaker alternate procedures are established and used. 12-03 Crew Rest С 0 (O)All may be inoperative. Compartment Loudspeaker 13-01 Cabin Handset (0) One or more may be inoperative В provided: a) Fifty percent of cabin handsets operate normally, b) One handset must operate normally at each pair of exit doors, and c) Alternate communications procedures between the affected Flight Attendants station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement. NOTE 2: Any handset function(s) that operate normally may be used.

## U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 44 - 5SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 44 CABIN SYSTEMS REMARKS OR EXCEPTIONS 13-02 Cockpit Handset May be inoperative provided cockpit C 1 0 to cabin communication is performed via the RMP. D 1 0 May be inoperative provided procedures do not require its use. 13-03 Crew Rest 0 All may be inoperative provided one C Compartment Handset loudspeaker is operative in the associated crew rest compartment. D 1 0 All may be inoperative provided the associated crew rest compartment is closed and placarded inoperative.. 14-01 FAP Screen 0 14-02 FAP Sub-Panel EMER С 1 Pb 14-03 FAP Sub-Panel Other D 0 Control 14-04 Cabin Assignment 0 1 Module 14-05 Integrated Pre-1 0 (O)May be inoperative. D Recorded Announcement and Music Recorder

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 44-6 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 44 CABIN SYSTEMS REMARKS OR EXCEPTIONS 14-06 Area Call Panel С (0) May be inoperative provided the 0 associated Attendant Information Panel is operative. В 0 (0) All may be inoperative provided: a) Passenger Address in the associated cabin crew station is operative and b) Alternate procedures to contact the affected cabin crew station are established and used. 14-07 Attendant С 0 (0) May be inoperative provided the Information Panel associated Area Call Panel is operative. 0 (O)All may be inoperative provided: В a) Passenger Address in the affected cabin crew station is operative and b) Alternate procedures to contact the affected cabin crew station are established and used. 14-08 Additional 0 D Attendant Panel 14-09 Mini FAP D 0 \* \* \* 15-01 Emergency 1 (0) May be inoperative provided alternate procedures are established Evacuation and used. Signaling System 15-02 Emergency Crew 0 Alerting System 19-01 Service Interphone 16 0 Jack

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 44 - 7SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 44 CABIN SYSTEMS REMARKS OR EXCEPTIONS 19-02 Service Interphone 0 C 1 System 19-03 Service Interphone 0 D 1 Overriding System 50-01 Cabin Video D 1 0 \* \* \* Monitoring System 50-02 Cockpit Door Surveillance Systems 1) Electronic 1 0 (O) May be inoperative provided: Α System a) Alternate procedures are established and used, and b) Repairs are made within three flight days. C 1 (0) May be inoperative provided: a) A flight deck door viewing port operates normally, and b) Alternate procedures are established and used. May be inoperative provided D 1 0 operations do not require its use. 2) Viewing Ports 0 (O) May be inoperative provided: 1 a) Alternate procedures are established and used, and b) Repairs are made within three flight days. (0) May be inoperative provided: C 1 a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used.

U.S. DEPARTMENT OF TRANSPO		MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:			REVISION NO : ORIGINAL PAGE:				
A-380			DATE: 08/31/2009 45-1				
SYSTEM & SEQUENCE ITEM	1. 2	2. -	NUMBER INSTALLED				
NUMBER		:	3. NUMBER REQUIRED FOR DISPATCH				
45 MAINTENANCE			4. REMARKS OR EXCEPTIONS				
10-01 OMS Maintenance Application	C -	-	0				
10-02 Maintenance Time Limited Item	C -	-	- (0)One or more may be inoperative.				

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 46-1 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 46 INFORMATION SYSTEMS REMARKS OR EXCEPTIONS 10-01 NSS AVNCS Side (on (0) May be inoperative on one or both C 1 0 OITs (OIT cannot display information CAPT & F/O OITs) from NSS AVCS side) provided alternate operational procedure is established and used. 10-02 NSS FLT OPS Side (0) May be inoperative on one or both C 1 (on CAPT & F/O OITs (OIT cannot display information from NSS FLT OPS side) provided OITs) alternate operational procedure is established and used. 10-03 Data Communication 1 0 (0) May be inoperative provided from NSS AVNCS Side alternate operational procedure is to NSS FLT OPS Side established and used. 10-04 Data Transfer 1 0 (O) May be inoperative provided: В between NSS and a) The Aircraft electrical Aircraft Avionics network remains powered, and b) Alternate operational procedure is established and used. 10-05 NSS FLT OPS Server 0 (0) May be inoperative provided С 1 alternate operational procedure is established and used. 10-06 NSS AVNCS Server 2 1 (0)One may be inoperative. C 2 0 (O)May be inoperative provided alternate operational procedure is established and used. 10-07 NSS FLT OPS 0 C 1 \* \* \* Gatelink Function 10-08 NSS FLT OPS С 0 1 \*\*\* SATCOM Function

# U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT:					REVISION NO : ORIGINAL PAGE:				
	A-380			DA'	TE: 08/31/2009	46-2			
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.	NUMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DI	SPATCH			
46 IN	FORMATION SYSTEMS				4. REMARKS OR EXCEPTI	IONS			
20-01	ATC Datalink Communication Function	С	1	0	(O)May be inoperative.				
20-02	ATC Datalink Surveillance Function	С	1	0	(O)May be inoperative.				
25-01	OIS Flight Operations Application	С	_	_	(O)May be inoperative pralternate procedures are and used.				
					NOTE: Any function, prog document which open normally may be us	erates			
		D	-	0	May be inoperative provi				
40-01	OIS Cabin Application	С	_	0	(0)May be inoperative pralternate operational prestablished and used.				
50-01	Cockpit CAPT and F/O Laptop	С	2	0	(0)May be inoperative pralternate procedures are and used.				
					NOTE: Any function, prog document which open normally may be us	erates			
		D	2	0	May be inoperative proving procedures do not require				

# U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

A-380  DATE: 08/31/2009   46-3  SYSTEM & ITEM   1.	FT:			REV	REVISION NO : ORIGINAL PAGE:			
NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  50-02 Cockpit Backup Laptop  Laptop  C 1 0 (O)May be inoperative provided alternate procedures are established and used.  NOTE: Any function, program or document which operates normally may be used.  D 1 0 May be inoperative provided procedures do not require its use.  50-03 OIT  C 2 0 (O)May be inoperative provided alternate operational procedure is established and used.  50-04 OIT Keyboard  C 2 0 (O)May be inoperative provided alternate operational procedure is established and used.  50-05 OIT Additional C 2 0 (O)May be inoperative provided alternate operational procedure is established and used.  50-06 OMT  C 1 0  50-07 Center Pedestal C 1 0 (O)May be inoperative provided alternate operational procedure is established and used.			i	DA'	re: 08/31/2009	46-3		
46 INFORMATION SYSTEMS  4. REMARKS OR EXCEPTIONS  50-02 Cockpit Backup Laptop  C 1 0 (O)May be inoperative provided alternate procedures are established and used.  NOTE: Any function, program or document which operates normally may be used.  D 1 0 May be inoperative provided procedures do not require its use.  50-03 OIT  C 2 0 (O)May be inoperative provided alternate operational procedure is established and used.  50-04 OIT Keyboard  C 2 0 (O)May be inoperative provided alternate operational procedure is established and used.  50-05 OIT Additional C 2 0 (O)May be inoperative provided alternate operational procedure is established and used.  50-06 OMT  C 1 0  50-07 Center Pedestal Printer  C 1 0 (O)May be inoperative provided alternate operational procedure is established and used.	CE ITEM	1.	2.					
4. REMARKS OR EXCEPTIONS  (0)May be inoperative provided alternate procedures are established and used.  NOTE: Any function, program or document which operates normally may be used.  D 1 0 May be inoperative provided procedures do not require its use.  (0)May be inoperative provided alternate operational procedure is established and used.  (0)May be inoperative provided alternate operational procedure is established and used.  (0)May be inoperative provided alternate operational procedure is established and used.  (0)May be inoperative provided alternate operational procedure is established and used.  (0)May be inoperative provided alternate operational procedure is established and used.  (0)May be inoperative provided alternate operational procedure is established and used.				3.	NUMBER REQUIRED FOR DISPA	ATCH		
alternate procedures are established and used.  NOTE: Any function, program or document which operates normally may be used.  D 1 0 May be inoperative provided procedures do not require its use.  O 1 0 (0) May be inoperative provided alternate operational procedure is established and used.  O 1 (0) May be inoperative provided alternate operational procedure is established and used.  O 1 (0) May be inoperative provided alternate operational procedure is established and used.  O 1 (0) May be inoperative provided alternate operational procedure is established and used.  O 1 (0) May be inoperative provided alternate operational procedure is established and used.	FORMATION SYSTEMS				4. REMARKS OR EXCEPTION	S		
document which operates normally may be used.  D 1 0 May be inoperative provided procedures do not require its use.  50-03 OIT C 2 0 (O)May be inoperative provided alternate operational procedure is established and used.  50-04 OIT Keyboard C 2 0 (O)May be inoperative provided alternate operational procedure is established and used.  50-05 OIT Additional C 2 0 (O)May be inoperative provided alternate operational procedure is established and used.  50-06 OMT C 1 0  50-07 Center Pedestal C 1 0 (O)May be inoperative provided alternate operational procedure is established and used.  50-08 Captain Lateral C 1 0 (O)May be inoperative provided alternate operational procedure is established and used.		С	1	0	alternate procedures are e			
procedures do not require its use.  [50-03] OIT  [C] 2 0 (O)May be inoperative provided alternate operational procedure is established and used.  [50-04] OIT Keyboard  [C] 2 0 (O)May be inoperative provided alternate operational procedure is established and used.  [50-05] OIT Additional  [C] 2 0 (O)May be inoperative provided alternate operational procedure is established and used.  [50-06] OMT  [C] 1 0  [C] 2 0 (O)May be inoperative provided alternate operational procedure is established and used.  [C] 1 0 (O)May be inoperative provided alternate operational procedure is established and used.  [C] 1 0 (O)May be inoperative provided alternate operational procedure is established and used.					document which opera	tes		
alternate operational procedure is established and used.  50-04 OIT Keyboard C 2 0 (O)May be inoperative provided alternate operational procedure is established and used.  50-05 OIT Additional C 2 0 (O)May be inoperative provided alternate operational procedure is established and used.  50-06 OMT C 1 0  50-07 Center Pedestal C 1 0 (O)May be inoperative provided alternate operational procedure is established and used.  50-08 Captain Lateral C 1 0 (O)May be inoperative provided alternate operational procedure is established and used.		D	1	0				
alternate operational procedure is established and used.  50-05 OIT Additional C 2 0 (O)May be inoperative provided alternate operational procedure is established and used.  50-06 OMT C 1 0  50-07 Center Pedestal C 1 0 (O)May be inoperative provided alternate operational procedure is established and used.  50-08 Captain Lateral C 1 0 (O)May be inoperative provided	OIT	С	2	0	alternate operational proc			
Control Device alternate operational procedure is established and used.  50-06 OMT C 1 0  50-07 Center Pedestal C 1 0 (O)May be inoperative provided alternate operational procedure is established and used.  50-08 Captain Lateral C 1 0 (O)May be inoperative provided	OIT Keyboard	С	2	0	alternate operational proc			
50-07 Center Pedestal C 1 0 (O)May be inoperative provided alternate operational procedure is established and used.  50-08 Captain Lateral C 1 0 (O)May be inoperative provided		С	2	0	alternate operational proc			
Printer alternate operational procedure is established and used.  50-08 Captain Lateral C 1 0 (O)May be inoperative provided	OMT	С	1	0				
		С	1	0	alternate operational proc			
established and used.		С	1	0	alternate operational proc			
		A-380  & CE ITEM  FORMATION SYSTEMS  Cockpit Backup Laptop  OIT  OIT Keyboard  OIT Additional Control Device  OMT  Center Pedestal Printer  Captain Lateral	A-380  & ITEM  CE ITEM  FORMATION SYSTEMS  Cockpit Backup C Laptop  D  OIT C  OIT Keyboard C  OIT Additional C Control Device  OMT C  Center Pedestal Printer  Captain Lateral C	A-380  © CE ITEM  FORMATION SYSTEMS  Cockpit Backup C 1 Laptop  D 1  OIT C 2  OIT Keyboard C 2  OIT Additional C 2  OMT C 1  Center Pedestal C 1 Printer  Captain Lateral C 1	A-380  & 1. 2. N    CE   ITEM	A-380  DATE: 08/31/2009  THEM  1.		

# U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRA	TIO	N		MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT:			REVISION NO : ORIGINAL PAGE:			
A-380			DAT	TE: 08/31/2009 49-1		
SYSTEM & ITEM NUMBER	1.	2.	N	UMBER INSTALLED		
			3.	NUMBER REQUIRED FOR DISPATCH		
49 AUXILIARY POWER UNIT				4. REMARKS OR EXCEPTIONS		
01-01 APU MASTER Pb-Sw FAULT Light	С	1	0			
01-02 APU MASTER Pb-Sw ON Light	С	1	0	May be inoperative provided N1, N2, and EGT indications are operative on ECAM APU page.		
01-03 APU START Pb ON Light	С	1	0			
01-04 APU START Pb AVAIL Light	С	1	0	(O)May be inoperative provided N1 or AVAIL indication is operative on ECAM APU page.		
10-01 APU	С	1	0	(0)May be inoperative provided the APU MASTER SW is set to OFF.		
	D	1	0	(M)(O)May be inoperative provided APU is deactivated or removed.		
10-02 APU Flap	С	1	0	(0)May be inoperative in open position.		
	С	1	0	(M)(O)May be inoperative provided the APU flap is deactivated in open position.		
	С	1	0	(0)May be inoperative provided the APU is not used.		
20-01 APU Fuel Pump	С	1	0	(0) May be inoperative in open position.		

U.S. DEPARTMENT OF TRANSPO				MASTER MINIMUM E	EQUIPMENT LIST
AIRCRAFT:			REV	ISION NO : ORIGINAL	PAGE:
A-380			DAT	TE: 08/31/2009	49-2
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NI	UMBER INSTALLED	
49 AUXILIARY POWER UNIT			3.	NUMBER REQUIRED FOR DIS	
20-02 APU Fuel Feed System	С	1	0	(O)May be inoperative pr a) The caution <u>FUEL</u> A NOT CLOSED is not ECAM EWD, and b) The APU is not use	rovided: APU FEED VLV displayed on
	С	1	0	(M)(O)May be inoperative a) The APU fuel feed isolated, and b) The APU is not use	system is
30-01 APU Indication on ECAM	C	4	0		

	EPARTMENT OF TRANSPOR L AVIATION ADMINISTRA				MASTER MINIMUM	EQUIPMENT LIST
AIRCRA	FT:			REV	ISION NO : ORIGINAL	PAGE:
	A-380			DAT	E: 08/31/2009	50-1
SYSTEM SEQUENO NUMBER	CE ITEM	1.	2.	NU	JMBER INSTALLED	
	RGO COMPARTMENTS			3.	NUMBER REQUIRED FOR DI  4. REMARKS OR EXCEPT:	
10-01	Forward Cargo Compartment Decompression Panel	С	-	0	(0)All may be damaged or provided procedures are and used to ensure the compartment remains empowerified to contain only handling equipment, ball may be loaded in ULDs), Away Kits.  NOTE: Operator MELs must	established forward cargo ty, or is y empty cargo last (ballast and/or Fly
					which items are age inclusion in the F Kits, and which ma be used as ballast	oproved for Fly Away aterials can
10-02	Aft/Bulk Cargo Compartment Decompression Panel	С	-	0	(0) All may be damaged provided procedures are and used to ensure the cargo compartments remaare verified to contain cargo handling equipment (ballast may be loaded and/or Fly Away Kits.	established aft and bulk in empty, or only empty t, ballast
					NOTE: Operator MELs must which items are ap inclusion in the E Kits, and which ma be used as ballast	pproved for Fly Away aterials can

	EPARTMENT OF TRANSPO				MASTER MINIMUM	EQUIPMENT LIST
AIRCRA	FT:			RE	VISION NO : ORIGINAL	PAGE:
	A-380			DA'	TE: 08/31/2009	50-2
SYSTEM SEQUEN NUMBER		1.	2.		UMBER INSTALLED	
50 CA	RGO COMPARTMENTS			3.	NUMBER REQUIRED FOR DI	
10-03	Forward Cargo Compartment Lining Panel	С	_	0	(0) All may be damaged provided procedures are and used to ensure the compartment remains emp verified to contain onl handling equipment, bal may be loaded in ULDs), Away Kits.	established forward cargo ty, or is y empty cargo last (ballast
					NOTE: Operator MELs mus which items are a inclusion in the Kits, and which m be used as ballas	pproved for Fly Away aterials can
		С	-	0	All may be missing prov forward cargo compartme empty.	
10-04	Aft/Bulk Cargo Compartment Lining Panel	С	_	0	(0) All may be damaged provided procedures are and used to ensure the cargo compartments rema are verified to contain cargo handling equipmen (ballast may be loaded and/or Fly Away Kits.	established aft and bulk in empty, or only empty t, ballast
					NOTE: Operator MELs mus which items are a inclusion in the Kits, and which m be used as ballas	pproved for Fly Away aterials can
		С	_	0	All may be missing provand bulk cargo compartmempty.	
10-05	Forward Cargo Compartment Latch	С	-	_	Refer to WBM / WEGHT AN CONTROL / LIMITATIONS / FORWARD CARGO HOLD	

U.S. DEPARTMENT OF TRANSPO					MAS	STER MI	NIMUM :	EQUIPMENT LIST
AIRCRAFT:			REVIS	ION I	NO :	ORIC	GINAL	PAGE:
A-380			DATE:		0.8	3/31/20	09	50-3
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUME	BER I	INSTAI	LLED	l	
Normalic			3. 1	NUMBE	ER RE	QUIRED	FOR DI	SPATCH
50 CARGO COMPARTMENTS			4.		REMAR	RKS OR 1	EXCEPT	IONS
10-06 Aft Cargo Compartment Latch	С	-	CO	NTRO	)L / L		IONS /	D BALANCE LIMITATIONS
10-07 Bulk Cargo Compartment Net	С	-	CO	NTRO	)L / L		IONS /	D BALANCE LIMITATIONS

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 52-1 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 52 DOORS REMARKS OR EXCEPTIONS C 5 01-01 LED on CKPT DOOR (O)All may be inoperative provided 0 CONT Panel the CKPT DOOR FAULT Light is checked operative. 02-01 CKPT DOOR OPEN 1 0 Light 02-02 CKPT DOOR FAULT May be inoperative provided all LEDs С 1 0 on CKPT DOOR CONT Panel are Light operative. Α 1 (M)(O)May be inoperative for two flight days provided: a) The cockpit door locking system is deactivated, b) Deadbolt operates normally and is used to lock the cockpit door, and c) Alternate procedures are established and used for locking and unlocking the cockpit door using the deadbolt. 02-03 CKPT DOOR Toggle С 0 (O)All may be inoperative provided 1 Switch UNLOCK alternate procedures are established Function and used. 02-04 CKPT DOOR Toggle 0 (M)(O)May be inoperative provided: C 1 Switch LOCK a) The cockpit door locking system keypad is deactivated, Function and b) Alternate procedures are established and used.

U.S. DEPARTMENT OF TRANSPO			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REVISION NO : ORIGINAL PAGE:
A-380			DATE: 08/31/2009 52-2
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	
~	A	16	3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  14 (M)(O) One door on each deck may be inoperative or one slide on each deck may be missing provided:  a) All other main entry doors are fully operational, b) Affected door is not used for passenger loading, c) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door, d) Emergency exit signs and floor proximity lights associated with the inoperative exit must be covered to obscure the signs and lights, e) Passengers must be briefed not to use the affected door, and f) All passenger seats halfway to the next exit in each direction from the inoperative door, across the entire width of the airplane, shall be blocked-off with conspicuous tapes or ropes that contrast with the interior prior to loading passengers. Only the seats in these areas shall be blocked; main passenger aisles, cross aisles, and exit areas must not be blocked.
			(For an inoperative forward door/slide, the blocked seating area shall extend from the forward cabin end, rearward to a line halfway between the inoperative forward door and the next set
			of doors aft of the inoperative one.  (Continued)

MASTER MINIMUM EQUIPMENT LI FEDERAL AVIATION ADMINISTRATION  ALBCRAET: OPICINAL DAGE:										
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:								
A-380	•	DATE: 08/31/2009 52-3								
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.	NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH								
52 DOORS		4. REMARKS OR EXCEPTIONS								
10-01 Cabin Door /Emergency Exit (Cont'd)		For an inoperative rear door/slide, the blocked seating area shall extend forward from the aft cabin end to a line halfway between the inoperative door and the next set of doors forward of the inoperative one.),  g) Conspicuous signs and placards shall be placed in appropriate locations indicating these seats are not to be occupied by passengers,  h) Seating capacity must not exceed the rated capacity of the remaining pairs of exits, i) For extended range/overwater operations, occupancy shall not exceed the normal rated capacity of the slide/rafts, or the remaining slide/rafts, or the rated overload capacity of the slide/rafts remaining after loss of one additional slide/raft of greatest capacity, whichever is least, j) Blocked seating layouts and evacuation procedures must be developed and approved by the FAA Certificate Holding District Office for inclusion in the operator's manual, and k) Repairs are made within one flight day.  (Continued)								

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 52-4 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 52 DOORS REMARKS OR EXCEPTIONS 10-01 Cabin Door NOTE 1: Weight and Balance Manifest must be revised as necessary /Emergency Exit (Cont'd) to ensure proper loading limits are observed. NOTE 2: Cabin attendants may be stationed in the vicinity of each door within blocked areas. C 408 392 (0)One per door may be inoperative 10-02 Cabin Door Stop Fitting provided the flight is not pressurized. 10-03 Cabin Door C 32 0 (0) All may be inoperative provided: Locked/Unlocked a) Associated caution DOOR Flag Indicator MAIN(UPPER) 1(2)(3)(4)(5) L(R) LATCH MONITORING FAULT is not displayed on ECAM EWD, b) Associated caution DOOR MAIN(UPPER) $1(2)(3)\overline{(4)(5)}$ L(R) NOT CLOSED is not displayed on ECAM EWD, and c) Associated door is indicated closed on ECAM DOOR/OXYGEN page. 10-04 Cabin Door Buzzer (O)All may be inoperative. 16 0 C 10-05 Cabin Door DSIP 16 (O)All may be inoperative for 1150 Α flight hours provided the associated DSIP is placarded inoperative. 10-06 Cabin Door De-(O)All may be inoperative for 1150 16 0 Α flight hours. arrest Actuator 10-07 Cabin Door Manual 16 All may be inoperative for 1150 Inflation Pb flight hours. (O)All may be inoperative for 1150 10-08 Cabin Door Outside C 16 0 Open/Close Pb flight hours.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 52-5 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 52 DOORS 4. REMARKS OR EXCEPTIONS 10-09 Cabin Door 4 0 C Portability Slide Connector 30-01 Cargo Door C 3 (M)All may be inoperative in closed position provided: a) Associated cargo door is checked locked after each attempt to open it, and b) Cargo doors are indicated closed on the ECAM DOOR/OXYGEN page. 30-02 Fwd and Aft Cargo C 2 0 (M)May be inoperative provided the Door Actuation associated door is manually closed, latched, and locked before each flight. 30-03 Fwd and Aft Cargo (M)One or more elements may be Door Latching and damaged for pressurized flights Locking Mechanism provided damages are in accordance with the Aircraft Maintenance Manual. С (M)(O)One or more elements may be damaged for non-pressurized flights provided damages are in accordance with the Aircraft Maintenance Manual. 30-04 Bulk Cargo Door (M) The stay mechanism may be С Stay and Latching inoperative for pressurized flights. Mechanism (M)(O)The latching mechanism may be С damaged for non-pressurized flights provided damages are in accordance with the Aircraft Maintenance Manual.

## U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 52-6 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 52 DOORS REMARKS OR EXCEPTIONS 50-01 Cockpit Door (M)(O)May be inoperative for two A 1 0 flight days provided: Locking System a) It is deactivated, b) Deadbolt operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking the cockpit door using the deadbolt. 50-02 Cockpit Door (M)(O)May be inoperative provided: C 1 0 Locking System a) The cockpit door locking Aural Alert system keypad is deactivated, and b) Alternate procedures are established and used. 50-03 Cockpit Door 0 (M)(O)May be inoperative provided: C 1 Locking System a) It is deactivated, and Keypad b) Alternate procedures are established and used. 50-04 Cockpit Door C 3 0 (O)May be inoperative provided Locking System alternate procedures are established and used. Keypad LED

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 52-7 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 52 DOORS REMARKS OR EXCEPTIONS 50-05 Cockpit Door (M)One may be inoperative provided C 3 2 Release Strike it is deactivated. NOTE: Application of the maintenance procedure is only necessary when the inoperative door release strike is failed in locked position. (M)(O)Two or three may be Α 3 inoperative for two flight days provided: a) It is deactivated, b) Deadbolt operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking the cockpit door using the deadbolt. 50-06 Cockpit Door 2 C 1 Pressure Rate Sensor 2 0 Both may be inoperative for two Α flight days. 0 50-07 Cockpit Door С 1 Deadbolt 0 50-08 Cockpit Door С 1 Decompression Deceleration Device 70-01 Door Position (M)(O)May be inoperative provided: C 1 Detection Function a) Associated doors are checked closed, latched, and locked before each flight, and b) Flight is not pressurized.

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 52-8 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 52 DOORS REMARKS OR EXCEPTIONS 70-02 Cargo Door Position C 3 0 (M)(O)All may be inoperative provided: Monitoring a) Associated cargo door is checked closed, latched, and locked before each flight, and b) Flight is not pressurized. 70-03 Avionics Door (M)(O)May be inoperative provided it С 1 Position Monitoring is checked closed, latched, and locked before each flight. 70-04 Internal Avionics (O)All may be inoperative provided C 4 Door Position the associated internal avionics door is checked closed. Monitoring 70-05 Cabin Door Position A 16 14 (0)One may be inoperative on each Detection deck for one flight day provided: a) Flight is not pressurized, b) Associated door is checked closed, latched, and locked, and c) Associated door is considered inoperative. 70-06 Cabin Door Latch 16 (O)All may be inoperative provided C the associated door is checked Monitoring closed, latched, and locked. 70-07 Cabin Door Flight 0 (O)All may be inoperative in the not 16 Lock engaged position. 80-01 Door Residual С 1 0 (0) May be inoperative provided cabin Differential differential pressure is checked on Pressure Detection ECAM CAB PRESS page before cabin or cargo door opening. 80-02 CABIN PRESSURE 16 (O)All may be inoperative provided Light on Cabin cabin differential pressure is checked on ECAM CAB PRESS page Door/Emergency Exit

before cabin door opening.

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION										
AIRCRAFT:			REV	ISION NO : ORIGINAL	PAGE:					
A-380			DATI	E: 08/31/2009	52-9					
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.		JMBER INSTALLED						
			3.	NUMBER REQUIRED FOR DI	ISPATCH					
52 DOORS				4. REMARKS OR EXCEPT	IONS					
80-03 CABIN PRESSURE Light on Fwd and Aft Cargo Doors	С	2		(0)May be inoperative p differential pressure i ECAM <u>CAB PRESS</u> page bef door opening.	s checked on					
90-01 Cockpit Sliding Window Position Monitoring	C	2	0	(O)May be inoperative p associated cockpit wind closed before takeoff.						

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST						
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:				
A-380		DATE: 08/31/2009 56-1				
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.					
		3. NUMBER REQUIRED FOR DISPATCH				
56 WINDOWS		4. REMARKS OR EXCEPTIONS				
30-02 Cabin Door Window A Lens	16					

# U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 73 - 1SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 73 ENGINE CONTROL AND FUEL REMARKS OR EXCEPTIONS 20-01 Engine Flex Takeoff D 1 0 (0)May be inoperative provided Mode derated takeoff mode or maximum thrust is used for takeoff. 20-02 Engine Derated 1 (O) May be inoperative provided flex Takeoff Mode takeoff mode or maximum thrust is used for takeoff. 25-01 Engine Minor Fault (0)One or two engines may have a minor fault for 300 flight hours, or for 20 consecutive calendar days, whichever occurs first. 25-02 Engine Overthrust В 4 (0) One or two may be inoperative. Protection System 25-03 Engine Sensors С 3 (0)One may be inoperative. System (RR only) 25-04 Engine 1 EIPM Board C 0 (O)May be inoperative provided at least two engine EIPM boards are operative. 25-05 Engine 2 EIMP Board C (O) May be inoperative provided: a) At least two engine EIPM boards are operative, b) Associated thrust reverser is not taken into account for takeoff and landing performance, and c) Engine 3 EIMP board is operative.

## U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION REVISION NO : AIRCRAFT: ORIGINAL PAGE: A-380 DATE: 08/31/2009 73 - 2SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 73 ENGINE CONTROL AND FUEL REMARKS OR EXCEPTIONS 25-06 Engine 3 EIMP Board C 1 0 (O) May be inoperative provided: a) At least two engine EIPM boards are operative, and b) Associated thrust reverser is not taken into account for takeoff and landing performance. 25-07 Engine 4 EIMP Board C (O) May be inoperative provided at 0 least two engines EIPM boards are operative. 25-08 Engine FADEC С (M)(O)All may be inoperative Identification provided there is no disagreement between the associate engine identification contained in the FADEC and the identification written on the engine plate. 25-09 Engine Time Limited A (O) May be inoperative on all engines Item for 50 flight hours. 25-10 Engine Normal Mode (O) All may be inoperative provided С 4 0 (RR only) Flight Manual performance penalties are applied. 25-11 Engine LP Shaft 3 (O) One may be inoperative. В 4 Protection System (RR only) 4 Α (0) Two may be inoperative for three flights.

# U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION REVISION NO : AIRCRAFT: ORIGINAL PAGE: 08/31/2009 A-380 DATE: 73 - 3SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 73 ENGINE CONTROL AND FUEL REMARKS OR EXCEPTIONS 30-01 Engine Fuel Filter (0) One may be clogged for 20 flight (RR only) hours. (M)(O)One may be clogged provided С 4 the associated filter is replaced before the first dispatch under present MMEL item and once every 50 flight hours. 30-01 Engine Fuel Filter (0) One may be clogged for three (EA only) flights provided the associated caution ENG 1(2)(3)(4) FUEL FILTER MONITORING FAULT is not displayed on ECAM EWD. 30-02 Engine Fuel Filter (O) One may be inoperative for three Α Monitoring (EA flights. only) 30-03 Engine Fuel С 4 (O) Two may be clogged provided the Strainer (EA only) associated cautions **ENG 1(2)(3)(4)** FUEL FILTER MONITORING FAULT are not displayed on ECAM EWD. 40-01 Engine Burst Duct (0) One or two may be inoperative. 2 Detection (RR only)

# U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION REVISION NO : AIRCRAFT: ORIGINAL PAGE: 08/31/2009 A-380 DATE: 74 - 1SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 74 IGNITION REMARKS OR EXCEPTIONS 31-01 Engine Ignition C 4 (0) One or two may be inoperative System A provided associated ignition system B is operative. 31-02 Engine Ignition (O) One or two may be inoperative C 4 System B provided associated ignition system A is operative. 31-03 Engine Ignition (0)One may be inoperative provided: 3 С 4 Monitoring System a) Associated engine can be started, b) Engine Ignition System A is operative on at least two other engines, and c) Engine Ignition System B is operative on at least two other engines.

EDERAL AVIATION ADMINIS	TRATIC	N		MASTER MINIMUM EÇ	UIPMENT LIST
AIRCRAFT:				/ISION NO : ORIGINAL	PAGE:
A-380			DAT	TE: 08/31/2009	75-1
YSTEM & EQUENCE ITEM UMBER	1.	2.		UMBER INSTALLED	
			3.	NUMBER REQUIRED FOR DISP	PATCH
5 ENGINE COOLING				4. REMARKS OR EXCEPTIO	NS
0-01 Engine HP Turbine Valve (HPTACC Valve) (EA only)	С	4	2	(0)One or two may be inop	erative.
0-02 Engine Compressor Discharge Valve (SBV) (EA only)	С	4	3	(0)One may be inoperative position.	in closed
0-03 Engine Cooling Valve (CCC Valve) (EA only)	C	4	2	(M)One or two may be inopprovided it is deactivate position.	

# U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION REVISION NO : AIRCRAFT: ORIGINAL PAGE: A-380 DATE: 08/31/2009 77-1 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 77 ENGINE INDICATING REMARKS OR EXCEPTIONS 01-01 FAULT Light on ENG 0 C 4 MASTER Lever 20-01 Engine Nacelle С 4 0 (O)All may be inoperative. Temperature Indication on ECAM 20-02 Engine Oil Quantity C 3 (M)(O)One may be inoperative Indication on ECAM provided: a) Associated oil quantity is visually checked before each flight, and b) There is no evidence of abnormal consumption or leakage. В (M)(O)Two may be inoperative provided: a) Associated oil quantity is visually checked before each flight, and b) There is no evidence of abnormal consumption or leakage. 20-03 Engine Start Valve 0 (M)(O)All may be inoperative Position Indication provided associated start valve is on ECAM checked closed after engine start. 20-04 Engine Fuel Flow (0) One may be dashed. Indication on ECAM

#### U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO : ORIGINAL PAGE: A-380 DATE: 08/31/2009 77-2 SYSTEM & 1. 2. NUMBER INSTALLED SEQUENCE ITEM NUMBER 3. NUMBER REQUIRED FOR DISPATCH 77 ENGINE INDICATING REMARKS OR EXCEPTIONS 20-05 Engine Bleed (0) One may be inoperative provided: C 4 3 a) Associated engine bleed Pressure Indication on ECAM ENGINE Page overpressure valve is operative, and b) All engine bleed systems are operative. 4 3 (0)One may be inoperative provided: С a) Associated ENG BLEED pb-sw is set to OFF, b) The engine bleed system is operative on the three other engines, c) The engine bleed valve is operative on the three other engines, d) The engine bleed intermediate pressure check valve is operative on the three other engines, and e) The engine bleed high pressure valve is operative on the three other engines. 20-06 Engine N1 Vibration C 3 (0) One may be inoperative. Indication on ECAM 4 2 (0) Two may be inoperative 20-07 Engine N2 Vibration C 3 (0) One may be inoperative. 4 Indication on ECAM (O) Two may be inoperative В 4 2 Engine N3 Vibration C 20-08 (0)One may be inoperative. Indication on ECAM (RR only) 4 2 (O) Two may be inoperative В

	EPARTMENT OF L AVIATION A			N	MASTER MINIMUM E	QUIPMENT I
AIRCRA	FT:			RE	VISION NO : ORIGINAL	PAGE:
	A-38	30		DA	TE: 08/31/2009	78-1
SYSTEM SEQUENO NUMBER		1 ITEM	2.	3.	NUMBER INSTALLED  NUMBER REQUIRED FOR DIS	SPATCH
78 EN	GINE REVERSE	RS			4. REMARKS OR EXCEPTI	
30-01	Thrust Reve	erser	C 2		(M)(O)One may be inoperal provided:  a) Associated thrust deactivated and sestowed position, b) Associated caution REVERSER INHIBITED displayed on ECAM deactivation, c) Associated caution REVERSER UNLOCKED displayed on ECAM deactivation, d) Associated caution REVERSER ENERGIZED displayed on ECAM deactivation, everser energized displayed on ECAM deactivation, and e) Associated thrust not taken into acceptakeoff and landing performance.	reverser : ecured in the ecured is EWD after in EWD after in EWD after in EWD after ecured in ecured
30-02	Thrust Reve	erser	C 4	2	(M)(O)Both may be inoper thrust reverser provided a) Associated thrust cowls are replaced exhaust cowls, b) Associated caution REVERSER INHIBITED displayed on ECAM fan exhaust cowls installation, and c) Associated thrust not taken into acc takeoff and landin performance.	reverser by fan ENG 2(3) is EWD after reverser count for
30-03	Thrust Reve	erser	C 2	1	(0)One may be inoperative associated thrust reverse taken into account for the landing performance.	er is not

U.S. DEPARTMENT OF T			NASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REVISION NO : ORIGINAL PAGE:
A-380			DATE: 08/31/2009 78-2
SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	
78 ENGINE REVERSERS	5		3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
30-04 Thrust Revers	ser C	6	4 (M)(O)One may be inoperative on each thrust reverser provided:  a) Associated lock is secured in unlocked position, b) Associated thrust reverser is checked operative, c) Associated caution ENG 2(3) REVERSER LOCKED is not displayed on ECAM EWD after maintenance action, and d) Associated caution ENG 2(3) REVERSER MINOR FAULT is displayed on ECAM EWD after maintenance action.
	C	6	3 (0)Up to three may be inoperative in locked position on one thrust reverser provided associated thrust reverser is not taken into account for takeoff and landing performance.
30-05 Thrust Revers	ser C	2	0 (0)One or both thrust reverser may have a minor fault.

U.S. DEPARTMENT OF TRANSPORTAT		MASTER MINIMUM EQUIPMENT LIS	ST
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:	
A-380		DATE: 08/31/2009 79-1	
SYSTEM & 1. 2 SEQUENCE ITEM 2		NUMBER INSTALLED	
79 ENGINE OIL	-	4. REMARKS OR EXCEPTIONS	
35-01 Engine Oil Chip A Detection (RR only)	4	3 (O)The caution ENG 1(2)(3)(4) OIL CHIP DETECTED may be displayed on ECAM EWD on one engine for three consecutive calendar days or 50 flight hours, whichever occurs first.	
35-01 Engine Oil Chip A Detection (EA only)	4	3 (O)The caution ENG 1(2)(3)(4) OIL CHIP DETECTED may be displayed on ECAM EWD on one engine for three flights.	
35-02 Engine Oil Filter C Clogged Indication System (RR only)	4	<pre>(M)(O)One or two may be inoperative provided:     a) Associated filter is replaced     before the first flight under     present MMEL item and once     every 20 flight hours,     b) Associated electrical master     chip detector is checked     operative when the filter is     replaced, and c) Associated caution ENG     1(2)(3)(4) OIL CHIP DETECTED     was not displayed on ECAM EWD     before each flight.</pre>	
C	4	<pre>2 (M)(O)One or two may be inoperative provided:     a) Associated filter is replaced     before the first flight under     present MMEL item and once     every 20 flight hours, and     b) Associated electrical master     magnetic chip detector is     manually inspected when the     filter is replaced.</pre>	

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT:			REV	7ISION NO : ORIGINAL	PAGE:	
A-380			DAT	TE: 08/31/2009	79-2	
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.		UMBER INSTALLED		
79 ENGINE OIL			3.	NUMBER REQUIRED FOR DI  4. REMARKS OR EXCEPT:		
35-02 Engine Oil Filter Clogged (EA only)	A	4	3	(0)One may be clogged for flights provided the as caution ENG 1(2)(3)(4) MONITORING FAULT is not ECAM EWD.	sociated <b>OIL FILTER</b>	
35-03 Engine Oil Filter Monitoring (EA only)	A	4	3	(O)One may be inoperatifilights.	ve for 10	

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST						
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT:		REVISION NO : ORIGINAL PAGE:				
A-380		DATE: 08/31/2009 80-1				
SYSTEM & 1. SEQUENCE ITEM 2.		NUMBER INSTALLED				
NUMBER		3. NUMBER REQUIRED FOR DISPATCH				
80 ENGINE START		4. REMARKS OR EXCEPTIONS				
11-01 Engine Start Valve C	4	3 (M)(O)One may be inoperative provided it is manually closed after engine start.				
11-02 Engine Manual Start C System	4	0				